

City of Sheffield

Public Rights of Way Improvement Plan

2007 - 2017



OUTLINE

This document is the final Rights of Way Improvement Plan and follows from the previous Draft Plan, Phases 1 and 2, public consultations - June 2005 and January 2007 respectively. This Plan is therefore an amalgamation of the preceding documents, incorporating comments from the public. However, the Plan is only intended to provide a strategic overview. It outlines proposed implementation actions, from which detailed management action plans will be developed, to give effect to achieving the stated policies over the 10 year life of the Plan.

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A copy of this Public Rights of Way Improvement Plan is also available on the Council's web site at:

<http://www.sheffield.gov.uk/roads-and-transport/cycling-and-walking-and-prow/public-rights-of-way/improvement-plan>

Copies of this document are also available in other formats.



HOWDEN MOOR FROM BACK TOR

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1.INTRODUCTION

THE PLAN:

POLICY OBJECTIVES, ASSESSMENT, STATEMENT OF ACTION

A VISION OF AN ACCESSIBLE CITY

The City Council will seek to facilitate and develop inclusive access to woodlands, riverbanks, waters edge and urban and rural open space and ensure that all public rights of way will be safe and easy to use. Also, the Council will promote responsible and considerate use by the public of such facilities and ensure that the public perception is of a welcoming environment, free of intimidation and where all have confidence in using the access opportunities.

THE LEGISLATIVE PROCESS

Section 60 of the Countryside and Rights of Way (CROW) Act 2000, provides that every local highway authority shall prepare a Rights of Way Improvement Plan (ROWIP) such as to show:

- The extent to which local rights of way meet the present and likely needs of the public.
- The opportunities provided by local rights of way for exercise and other forms of open-air recreation and the enjoyment of the authority's area.
- The accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.

In preparing the plan an authority also has to have regard to land management and nature conservation interests. The Plan must be updated every 10 years.

1.2 THE SHEFFIELD LOCAL ACCESS FORUM

The CROW Act 2000 required a local highway authority, including the Sheffield City Council, to establish a Local Access Forum (LAF), to advise as to the improvement of public access to land in its area for the purpose of open-air recreation and enjoyment of the area. This includes advice and assistance with the preparation of the ROWIP. Members of the Forum are volunteers drawn from a variety of local groups and individuals representing a diverse range of expertise including walking, cycling, horseriding, disability access, farming, landowning and nature conservation.

The Sheffield LAF was established in August 2003.

1.3 DEFINITIONS

- **Highway** – A strip of land over which the public has the right to pass and re-pass according to its status. All categories of public rights of way and public roads are highways.

Local rights of way:

- **Footpath** – a right of way on foot or with the normal accompaniment of a pedestrian, such as a dog.
- **Bridleway** – a right of way on foot, horse, leading a horse and on a pedal cycle.
- **Byway Open To All Traffic (BOAT)** – a right of way for all users, including vehicles, but where less than 50% of the use is vehicular (normally an unsurfaced 'green lane').
- **Restricted Byway** – a right of way for all users, including horse drawn carriages, but excluding motor vehicles.
- **Cycleway** – a right of way with a pedal cycle, and on foot, unless segregated.
- **Undefined Public Paths** – routes which are public, but which are not recorded on the Definitive Map of public rights of way.
- **Permissive Paths** – paths that have been negotiated with a landowner, but which are not public.

Others:

- **Unclassified County Road** – generally accepted as a rural public road for all traffic which is not classified as an A, B or C road.
- **Green Lane** – a generic descriptive term for an unsurfaced track, usually bounded by hedges or walls/fences. Such a route may or may not be a public highway.
- **Claimed Path** – a path that may be public but which is as yet unproven. Such a route would normally result from claim forms being submitted to the Highway Authority.
- **White Road** – a route between boundaries, shown on Ordnance Survey mapping as uncoloured, that may or may not be a public highway.

N.B. Use of footpaths, bridleways and cycleways is also permitted for disabled people using powered mobility transport.

2. BACKGROUND



TOWARDS HIGGER TOR

2.1 THE GEOGRAPHICAL AREA OF THE CITY OF SHEFFIELD

The City lies within the County of South Yorkshire, with a third of its area (approx. 70 sq. miles) forming a part of the Peak National Park. It is bounded in the north by Barnsley Metropolitan Borough, in the east by Rotherham Metropolitan Borough and in the south and west by the County of Derbyshire. Sheffield is the 4th largest City in England (in both area and population) and one of the greenest in Europe. It contains 78 parks and 4000ha. of woodlands which makes the City the most wooded in Britain. Topographically, the City is located on seven hills divided by five river valleys, namely; the Don, Sheaf, Rivelin, Loxley and Porter. Landscape types vary from dense urban to urban fringe and open countryside with much of the rural area being considered of high landscape value. Upland pasture and heather moorland are the predominant landscapes of the west. The moorland also serves as the principal water catchment area for the City with several major reservoirs lying along the upper reaches of the rivers system. The urban City area however, also contains a diverse natural/semi natural environment including woodlands and open heath.

The population of the City is in excess of 500,000. The majority live within the urban area and the extensive suburbs running into open countryside in the west. The east was, until recently, heavily industrialised and following the decline of the traditional steel-making is gradually being transformed through urban regeneration initiatives. There are three parished areas: Bradfield, Ecclesfield and Stocksbridge. Bradfield parish is one of the largest in England covering some 52 square miles of mostly upland pasture with a well-used network of public rights of way and minor roads.

Most of the Parish is within the Peak National Park. Ecclesfield is semi rural farmland with modern housing developments around older village centres. Stocksbridge parish centres on the town of Stocksbridge which lies on the Little Don River. At its heart is the large Corus steel works which produces some of the very best special steels in the world. Beyond the town the parish is rural upland with the traditional hill village of Bolsterstone lying partly within the National Park.

2.2 EXISTING PLANS AND STRATEGIES RELEVANT TO THE ROWIP

The complicated nature of modern local government requires the adoption of a systematic approach to service delivery. This usually takes the form of specific plans and strategies, setting out methods of achieving pre-determined goals. Therefore, the City Council has, or is involved with, a wide range of existing plans, including ones that have a direct link to the ROWIP, such as:

- The Unitary Development Plan
- South Yorkshire 2nd Local Transport Plan (LTP2)
- Travel Plans for Work & School
- Sheffield Cycling Action Plan
- South Yorkshire Forest Plan
- Sheffield Local Development Framework
- Peak National Park Management Plan
- Out & About in Sheffield's Countryside
- Physical Activity Strategy for Sheffield
- Road Safety Strategy
- Sheffield Public Rights of Way Milestones Statement
- Parks Regeneration Strategy
- Parks & Countryside Area Action Plans

While all these plans have a cross-over impact on rights of way, only the South Yorkshire LTP2 is statutorily required to include the ROWIP. Although each of the four South Yorkshire Unitary Authorities is producing individual ROWIPs, the partners are at different stages in their plans preparation. Ultimately however, it is intended that each plan will form an appendix to the LTP.

In terms of the specific rights of way content of the LTP, it has been agreed between the partner authorities that the following are relevant to the core LTP document:

- **Improving accessibility** for disabled people and wider accessibility through improving and expanding the path network.
- **Improving road safety** - by developing and expanding connecting cycle routes, safer routes to school and other walking and cycling routes for sustainable transportation.

- **Assisting economic regeneration** - by developing South Yorkshire as a recreational tourist destination and by promoting use of the path network as part of a healthier lifestyle.
- **Improving the quality of life** - by increasing use of the network as part of a healthier lifestyle.
- **Travel Plans** - there are four Travel Plan objectives:
 1. Reduce the number/distance of journeys made.
 2. Reduce the number/distance of car journeys made.
 3. Increase the proportion of journeys undertaken by sustainable transport.
 4. Reduce the environmental impact of necessary travel in terms of vehicle emissions.

More specifically in relation to School Travel Plans the Department of Transport has set a target of at least 40% of schools having such plans. School Travel Plans are designed to:

- Reduce congestion, air pollution and enhance road safety in the vicinity of school entrances.
- Encourage sustainable modes of transport – e.g. ‘walking buses’.
- Increase the health benefits and reduce the risk of obesity.
- Where possible provide cycle training for year 6 pupils.



THE EWDEN VALLEY

3. ASSESSMENT

The requirement to carry out an assessment of the public rights of way network is contained in the Statutory Guidance, which forms part of the ROWIP provisions of the Countryside and Rights of Way Act 2000. The guidance requires that local authorities should:

- ❑ Study the Definitive Map and Statement and matters concerning modification applications.
- ❑ Ascertain the condition of the path network.
- ❑ Consider requests for improvements to the network.
- ❑ Assess the nature and scale of the present and likely future needs of the public – both locals and visitors.
- ❑ Take into account any other relevant plans and strategies for the area.

3.1 THE EXISTING PATH NETWORK

• The Definitive Map

Having been prepared under a statutory duty, by predecessor highway authorities, the Definitive Map of public rights of way and its accompanying Statement (written description) is the legal document, which is conclusive in a court of law as to what it shows. However, a path may not be on the Map but still be a public right of way. Sheffield has three distinct Definitive Maps consisting of the former County Borough area (urban), the former West Riding area (Bradfield, Ecclesfield, Stocksbridge parishes) and the former area of Derbyshire now within the City (south). Because of the disparate nature of the different Definitive Maps of the City, consolidation (by a formal consolidation order) into one map would help simplify the day-to-day management of the map and legal orders pertaining to it.

The very nature of the development of the Definitive Map means that there are routes which cross to/from the City into other Authorities' areas. Cross boundary issues and route consistency are therefore important considerations.

The Definitive Map is the obvious starting point for assessing the public path network - its availability, fragmentation and potential. However, it is only a record of public paths that have been established by use or creation over many years (in some instances centuries), it is not necessarily an indication of current desirability or usefulness. Nor does the Map show cycle tracks or permissive paths. However, because the ROWIP requirements and the idea of 'local rights of way' in this context are new concepts, there is an imperative to assess the extent to which the path network meets the needs of the public. It should also be noted that Ordnance Survey mapping for the Landranger and Explorer series takes its public path information from the Definitive Map via each local highway authority. It follows that the information provided to Ordnance Survey should be as accurate and up to date as possible.

• **Definitive Map Review**

The Wildlife and Countryside Act 1981, requires that the Map should be constantly reviewed to determine any necessary changes. These can be brought about by such as 20 years prescriptive public use of a route not shown on the Map, historical evidence of an ancient highway or indeed evidence that a path shown on the Map should not be so shown. It is therefore, a duty placed on the City Council as the Highway Authority to keep the Definitive Map and Statement up to date and to modify it according to the evidence. Clearly this procedure has an impact on the ROWIP process. Further complications arise from errors contained in, or omissions from the Definitive Map that have occurred over the past 40 years or more.

The City Council does not have any (Schedule 14, Wildlife & Countryside Act 1981) issues that require to be resolved within a statutory timeframe. However, there are some 46 outstanding claims for paths based on prescriptive use – i.e. 20+ years public use. The nature of path claims for prescriptive use means that they are received on an irregular basis and therefore, the number of future claims is unpredictable. It should also be noted that there are a great many other paths throughout the City which are currently used and which may or not be public, but for which there are as yet no claims and therefore, remain to be investigated as the need arises. The City Council does have a ‘Statement of Priorities’ for dealing with claims for paths. This was originally contained in the Council’s Milestones Statement prepared in 1999 and has been revised and updated to form a part of this Plan and is shown in Appendix 8.

Policy 1. To integrate the Definitive Map review as an essential part of the ROWIP process.



GREEN GATE LANE, WOODHOUSE

• **Footpaths**

The City is generally well served by existing public footpaths, which provide a comprehensive network. In total there are some 632 km. of public footpaths, which represents 85% of all public rights of way in the Sheffield area.

• **Rural/Urban Fringe Footpaths**

Particularly good links already exist between the urban fringe and the wider countryside – especially in the west. Mostly the countryside use is recreational, either as an end in itself, or as a means to gain access for a specific purpose for example rock climbing, bird watching, fishing etc. However, there are opportunities to enhance the rural network and improve the urban fringe linking paths.

Policy 2. To identify paths which were previously rural, but which are now within the built environment and as a consequence require to be upgraded to meet an urban need.

• **Urban Footpaths**

Within the urban areas, the footpath network whilst still extensive, tends to be different, both in type and also use patterns. The urban paths are generally ‘adopted’ being both surfaced and lit. In the main they link one street or road to another, passing between urban buildings. As such their use is mostly for pedestrian transport. Because of the fixed nature of these paths within the built environment the potential for improvement is more limited. However, the development of safe and connected routes to encourage such as walking to school and work, in line with the Travel Plans objectives should be a priority.

It should also be noted, that even within the urban areas of the City many paths remain rural in character, link urban green-space and river corridors, whilst providing scope for recreational development and health walks.

Policy 3. To develop safe and connected routes matched to travel plans and travel awareness to encourage walking to work and school.

Policy 4. To integrate the rural and urban path network as a safe and cohesive whole.

• **Bridleways**

There are 94 km. of public bridleway in the Sheffield area. This represents 12% of the total public rights of way network, whereas the national percentage is 20% of the total. The Council’s Milestones Statement (1999) recognises that the length of bridleways in the City, as a proportion of the network, is poor by comparison with the national average. Bridleways provide for multi use i.e. footpath, equestrian, cyclist and, given that they are usually much more accessible than footpaths, they are sometimes more of benefit to disabled people, than rural footpaths which often have limited widths and restricting path furniture such as stiles etc. However, the network

is generally fragmentary and by its very nature tends to be located in the urban fringe/rural parts of the City. Concentrations of routes do exist particularly in the Council owned Blackamoor and Ecclesall Woods and near to established riding centres.

Policy 5. To identify areas of primary bridleway need. To resolve route fragmentation and establish bridleway (multi-use) routes where possible.

• Byways Open to All Traffic (BOAT)

BOATs constitute only a very small proportion of paths in the City, amounting to some 19 km. or 1% of the national byway network. Because they are almost exclusively rural in nature and usually green lanes in appearance their use by motorcycles and four-wheeled drive vehicles is often perceived by other path users as an unacceptable intrusion into the countryside. Part of the problem stems from shared use routes that are located within the Peak National Park area of the City, where large numbers of vehicles are concentrated on a few routes, which also serve as principal pedestrian accesses.

Policy 6. To identify those rural unclassified roads which should be added to the Definitive Map as byways open to all traffic.

Policy 7. To identify those byways open to all traffic/rural unclassified roads whose usage by vehicles is inappropriate to the area and to consider Traffic Regulation Orders to prohibit specified types of vehicular use, whilst not excluding carriage driving.



COPPICE ROAD BYWAY

It is known that a number of rural unclassified county roads (i.e. not A, B or C roads), having the appearance of 'green lanes', particularly in Bradfield Parish, should probably be recorded as BOATs or restricted BOATs. The City Council, as the Highway Authority, does not have a choice in this matter and must follow the prescribed legal procedures. An increase in the number of available routes may actually help reduce the current vehicular use concentration on those BOATs recorded in the Definitive Map (and consequently on Ordnance Survey mapping). The needs of carriage (horse drawn) drivers, landowners and occupiers requiring access and improvements for use by disabled people will also have to be considered as part of this process.

- **Restricted Byway**

There are currently no restricted byways within the Sheffield area.

Policy 8. To carry out a survey of the old rural lanes within the City and to add to the Definitive Map those routes which meet the criteria for byway open to all traffic/restricted byway.

- **Cycle Tracks**

There are 23 km. of cycle track in the Sheffield area (excluding the footway use sections). These were originally provided mainly within the urban area, including the City centre, to help facilitate cycling as a sustainable means of transport. There are now more recreational use cycle routes including the multi use Trans Pennine Trail (TPT) in the north and eastern parts of the City, as well as part of the National Cycle Network from the TPT to the City centre and alongside the River Don using the Five Weirs Walk between Meadowhall and the City centre. Other cycle-ways are to be found along both shared and segregated highway footways.

The Sheffield Cycling Action Plan (see appendix 4) seeks to address the provision of safe cycling routes, network development and sustainable transport. Therefore this document will serve as the core information and cross-over strategy from/to the ROWIP.

Policy 9. To improve cycling facilities and links between existing routes/trails and to further develop the cycling network as part of a sustainable transport policy and within the context of the Cycling Action Plan.

Policy 10. To develop safe and connected routes matched to travel plans and travel awareness to encourage cycling to work and school.

3.2 GENERAL AREAS OF COUNTRYSIDE ACCESS

• Public Open Space

The City is fortunate to have many green sites throughout the urban and rural areas. Much of this green space is dedicated to the public and is in the ownership of the Council. Public paths (mostly footpaths) already exist across many of the public sites with de facto access across all of them.

• Woodlands

10.4% or 4,000ha. of the City consists of woodland, with the City Council directly responsible for almost 1,500 ha or 170 individual woods. Many are classed as ancient woodland i.e. present since at least 1600 AD. Extensive coniferous plantations are located around reservoirs within the Peak Park area of the City. Although Council woodlands are present throughout the City particular concentrations are found in the north and west. Some such as Ecclesall Woods are heavily used for recreation.

The Council's woodlands are managed for multi-purpose objectives, including access, recreation, nature and heritage conservation, education and community involvement, as well as sustainable management for wood products. All Council woodlands are available for public access with most sites crossed by existing public paths. However, it would be true to say that access through some of the more densely planted coniferous woodlands can be difficult.

Privately owned woods account for the majority of tree cover throughout the City. Some contain public rights of way and general access, whilst others, usually because of land management issues, are more limited in terms of public use, or have no public access at all.



ECCLESALL WOODS

- **Parks**

75 parks, some of considerable size and the Botanical Gardens are to be found in the urban area. All have public access, usually on surfaced tracks and paths. Although, it must be said that not all routes are of a required standard for disabled people. However, because of open spaces legislation many of the paths are not recorded as public rights of way and in some instances are only available during normal daylight hours, rather than the 24 hrs required of a public right of way. The parks will form an essential part of an envisaged 'green web' links to be established throughout the City.

- **Open Country Access & Registered Commons**

Part I of the CROW Act 2000 provided for a new right of public access on foot to mountain moor heath, down and registered common land. Whilst some of the designated land is within the urban/urban fringe areas, the majority lies within the western National Park part of the City. In the main it consists of high moorland across which there is now free access without the need to keep to designated paths. Newly created access points to the areas of open country and the small number of registered commons will require to be linked into the path network wherever possible.

Policy 11. To ensure that open country areas have the necessary access points and appropriate signage.



VIEW TO OPEN ACCESS MOORS FROM HIGH BRADFIELD

New Open Country Areas Within the Area of the City (Excluding The National Park)

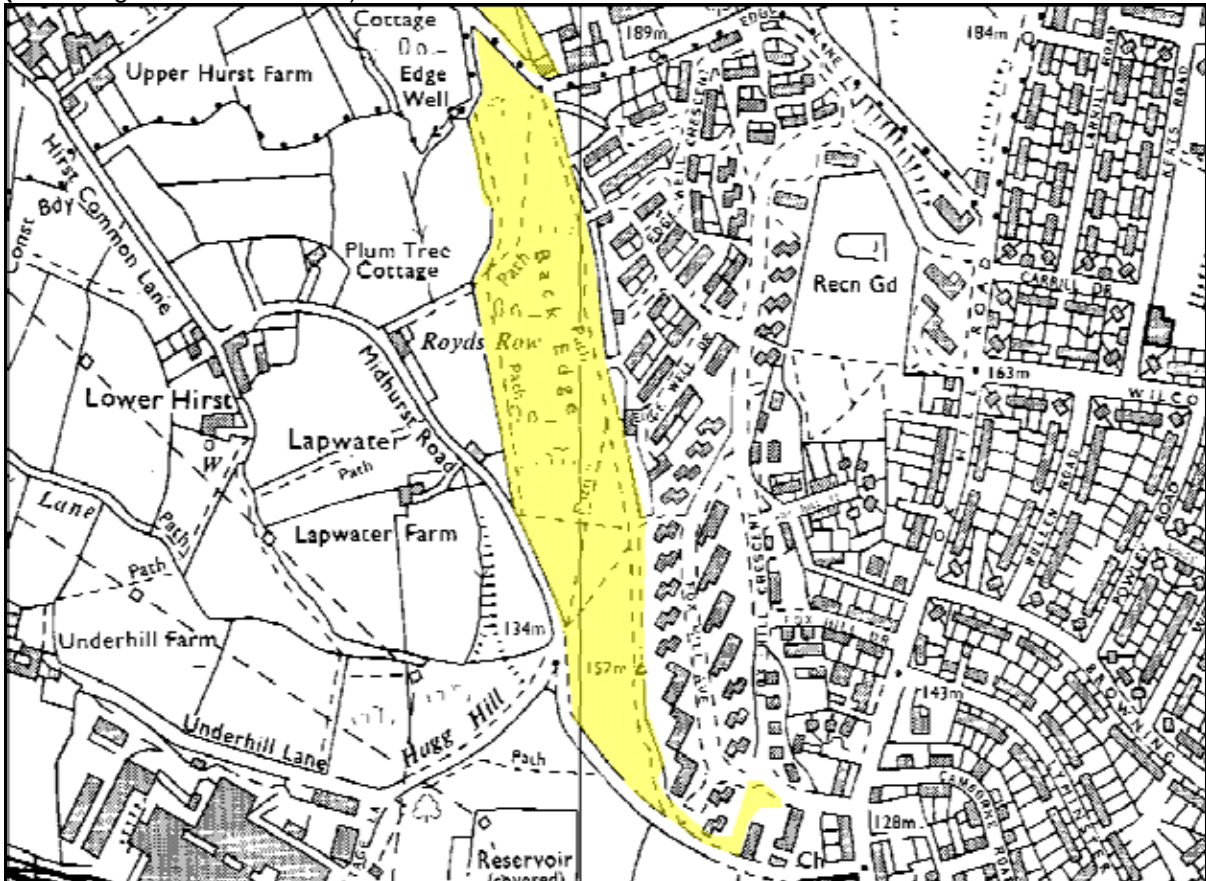


Fig. 1 Back Edge

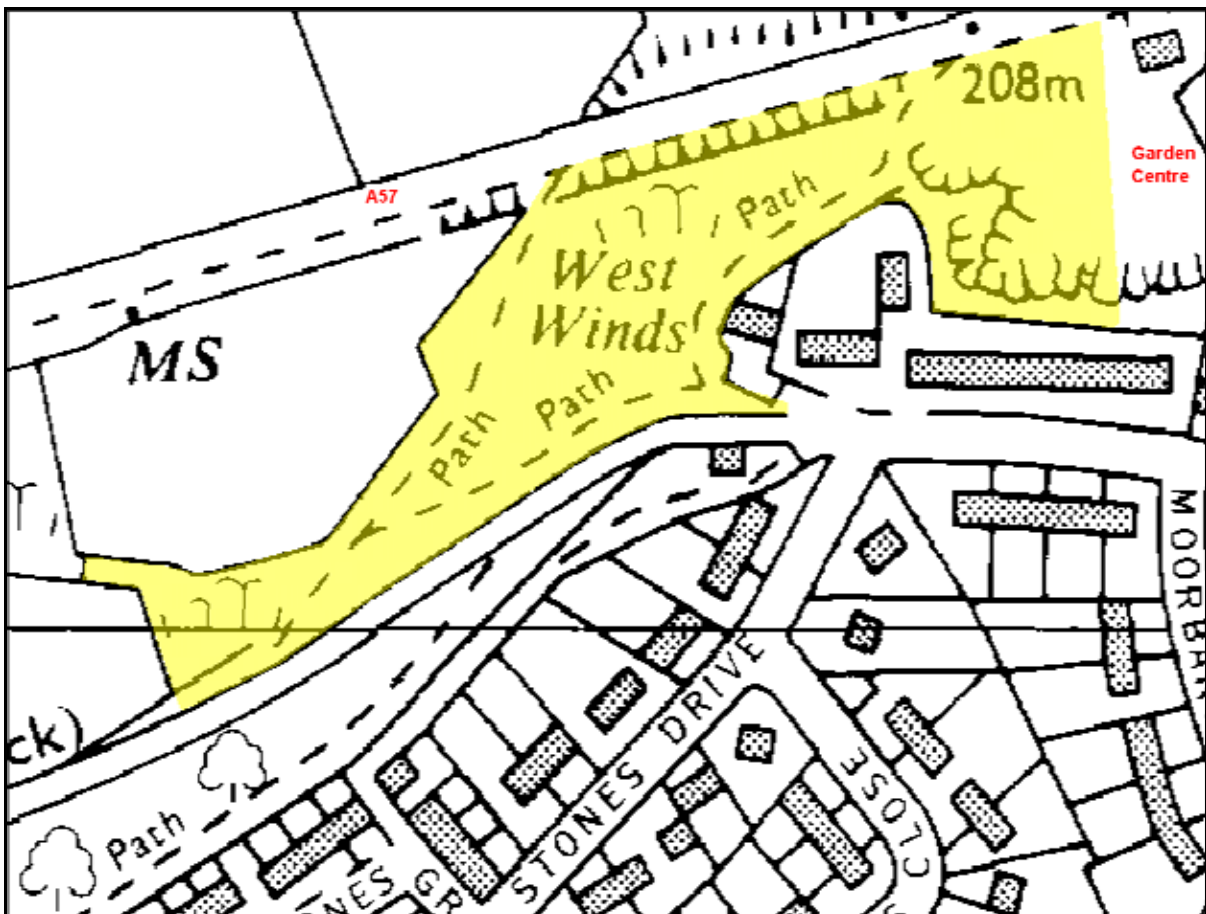


Fig. 2 Bell Hagg

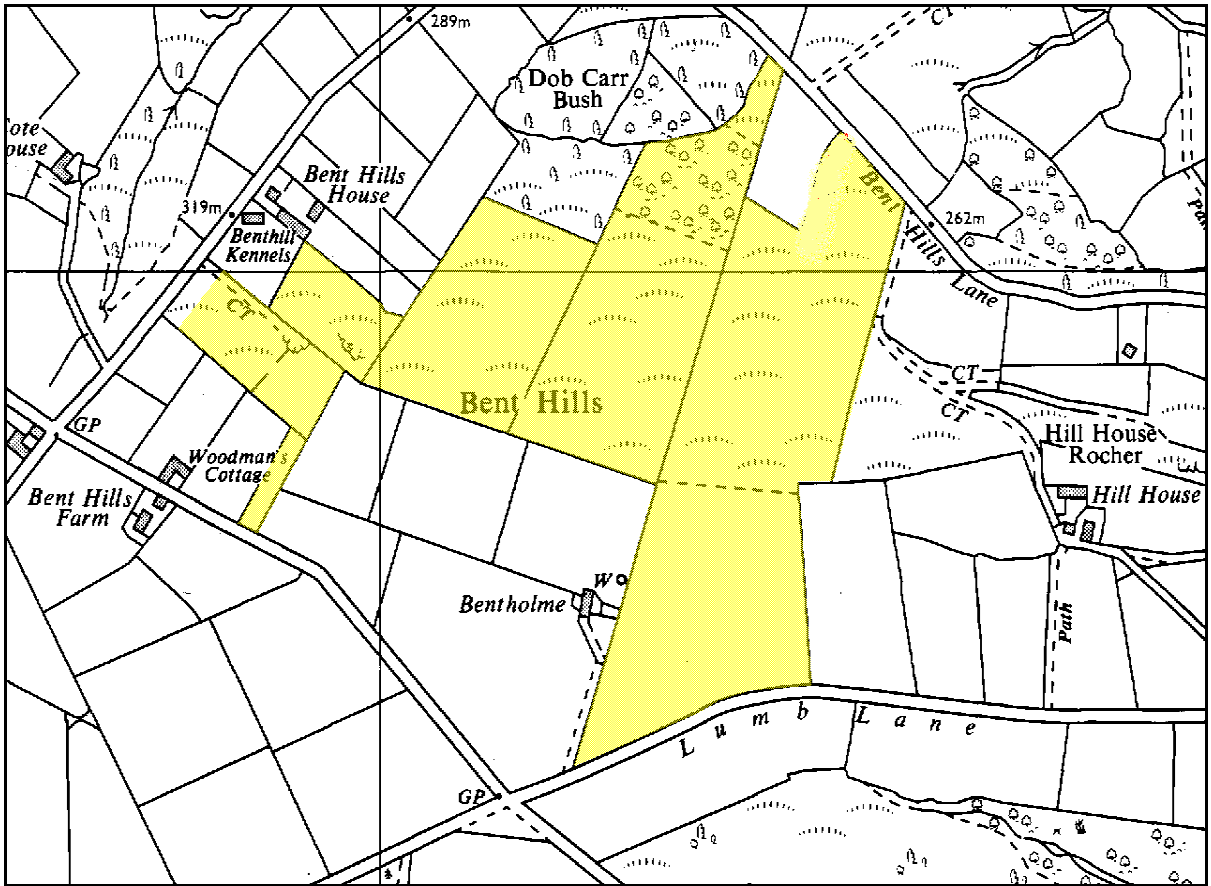


Fig.3 Bent Hills

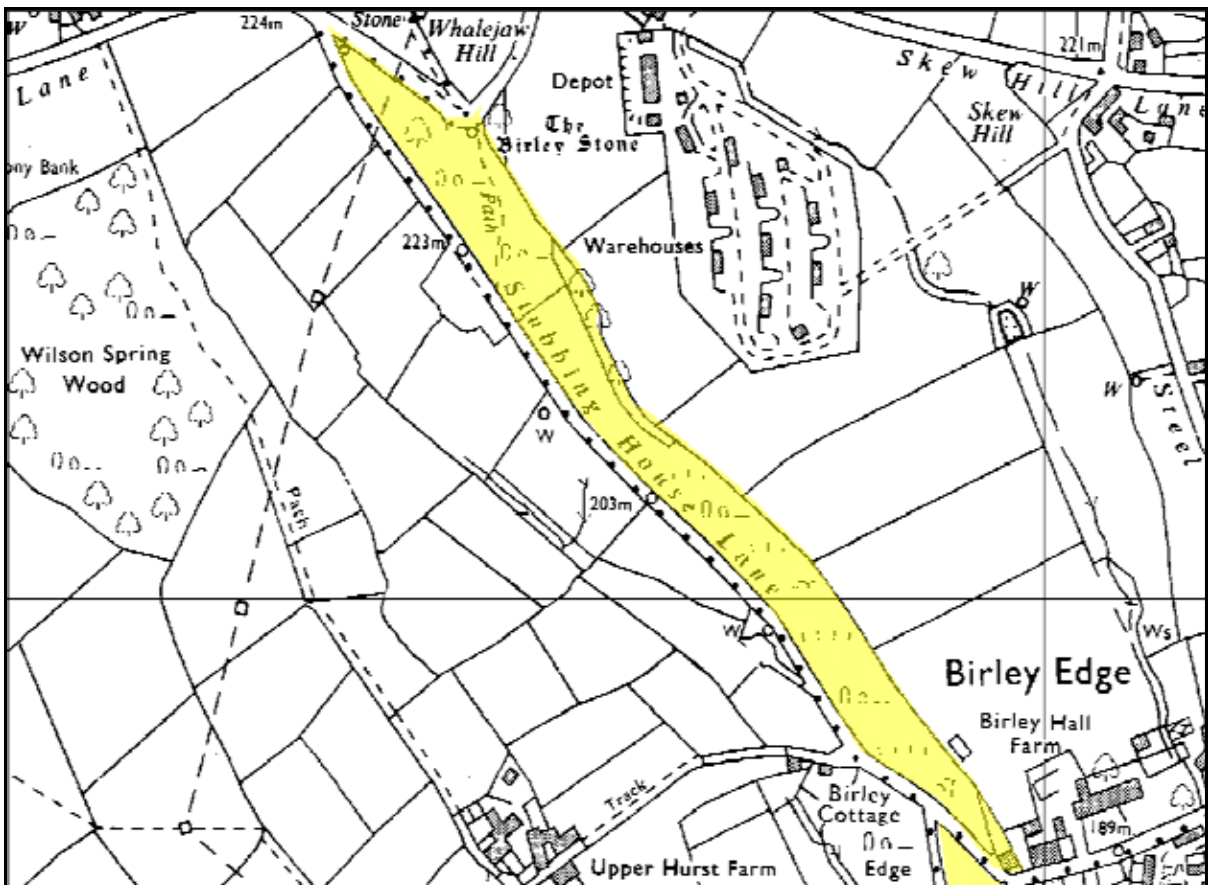


Fig.4 Birley Edge

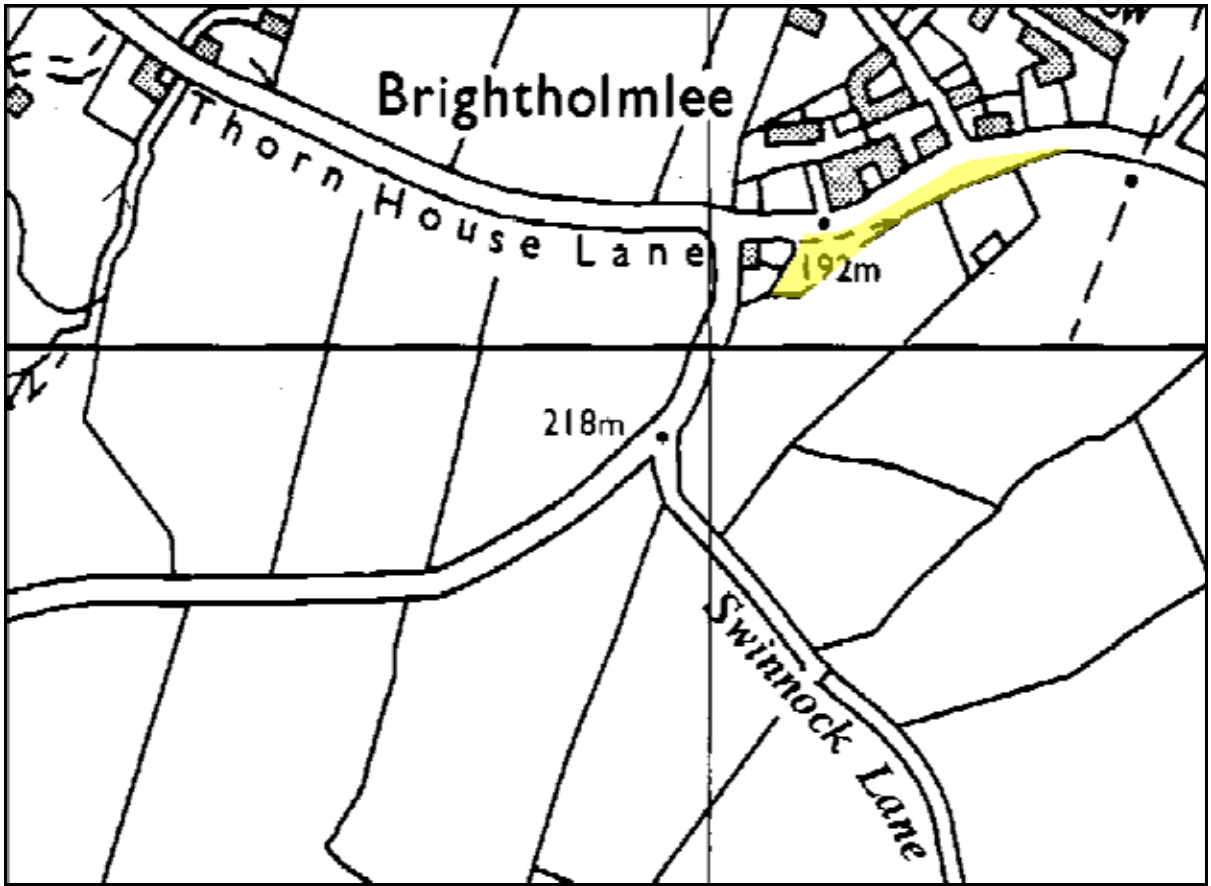


Fig. 5 Brightholmlee Common

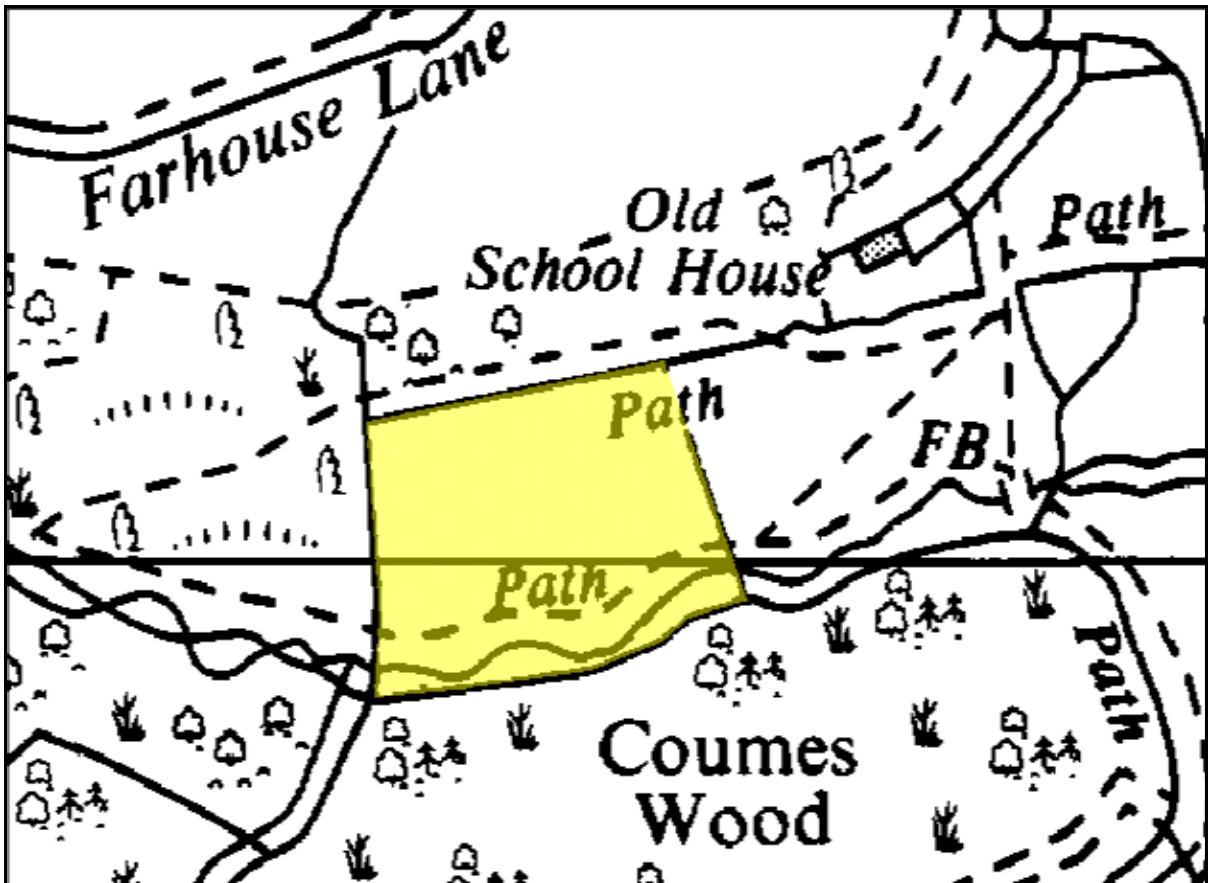


Fig.6 Coumes Wood

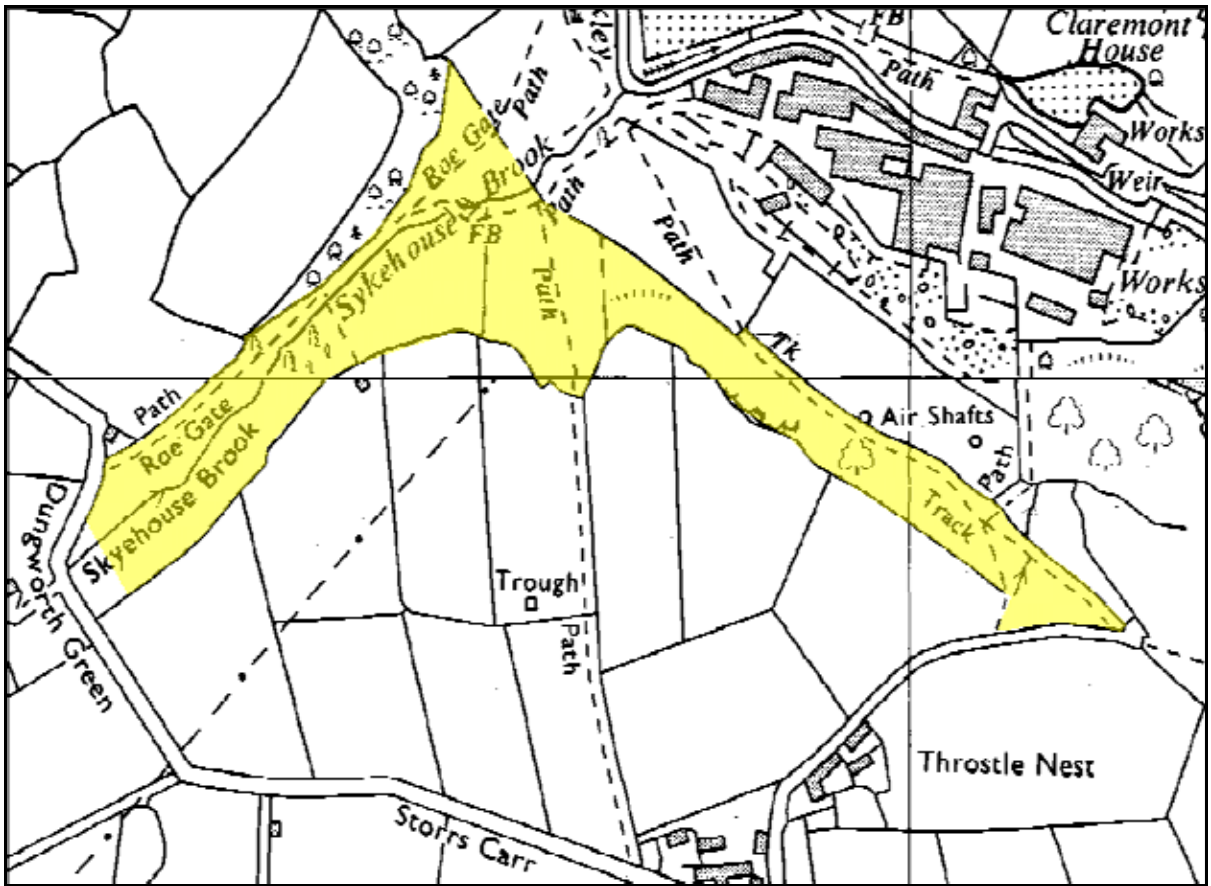


Fig. 7 Dungworth

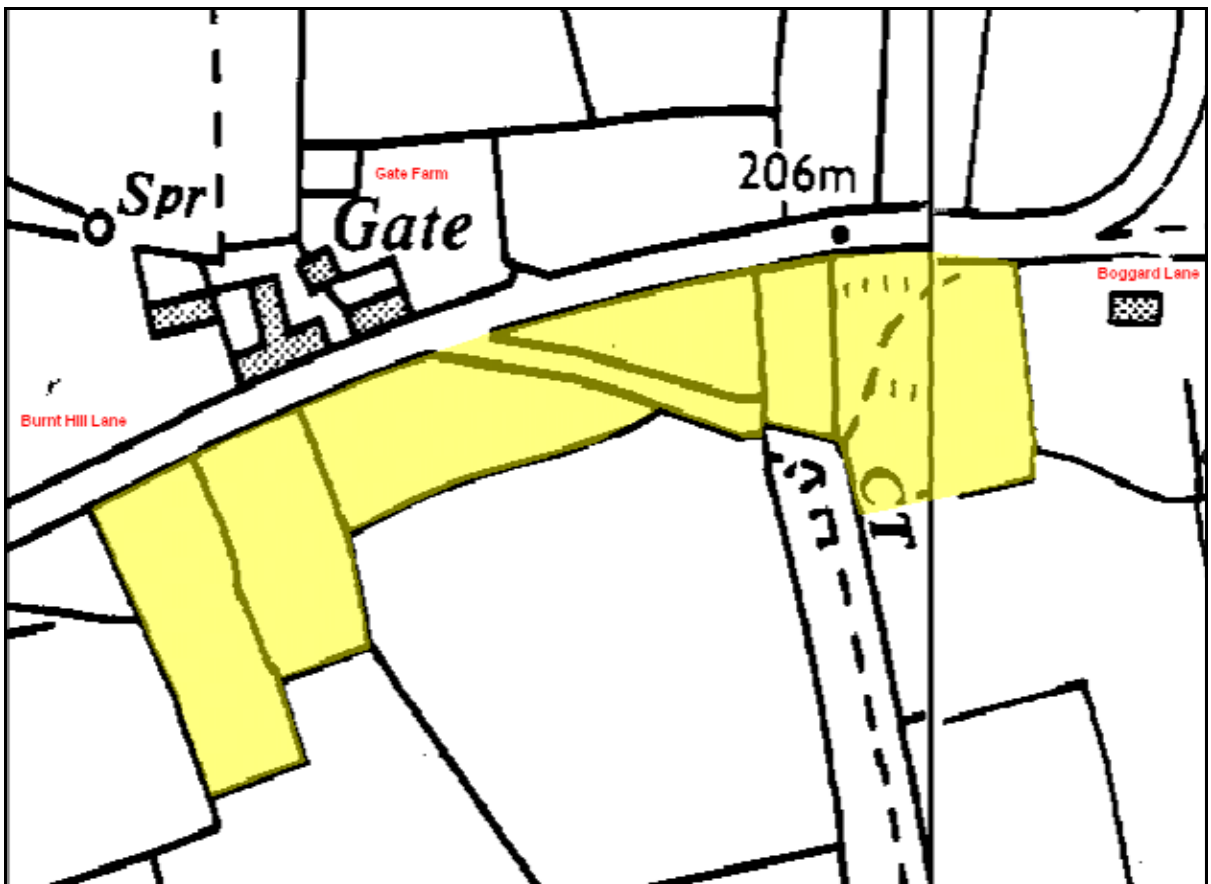


Fig. 8 Gate Farm

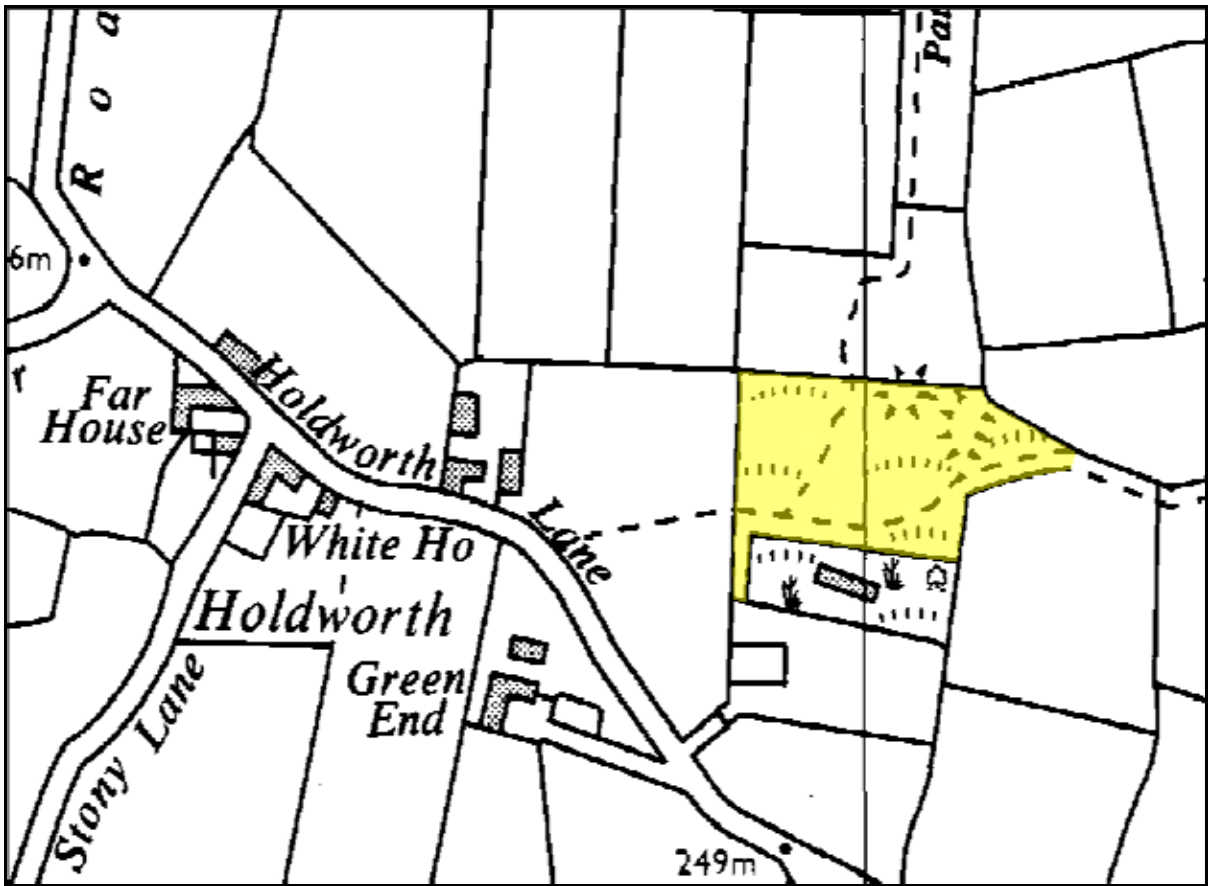


Fig. 9 Holdworth

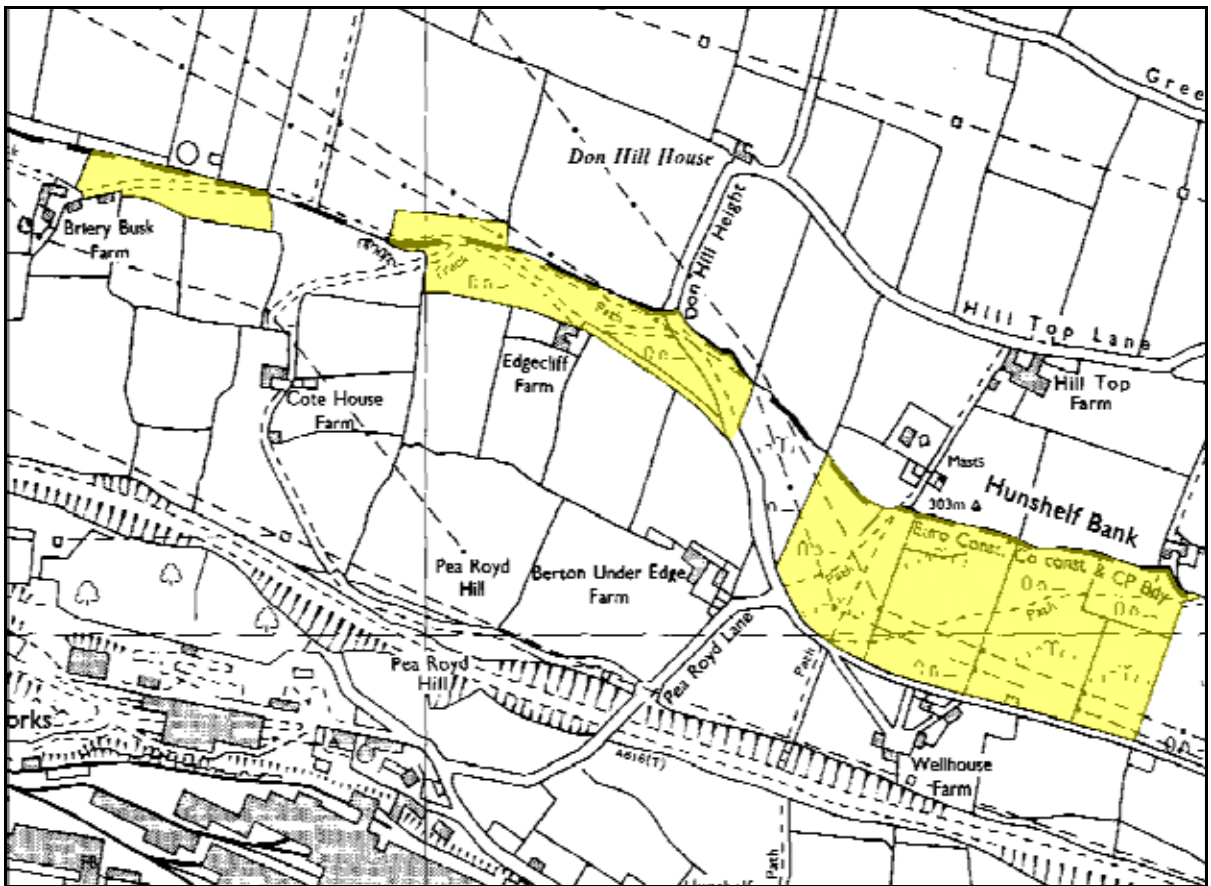


Fig. 10 Hunshelf Bank

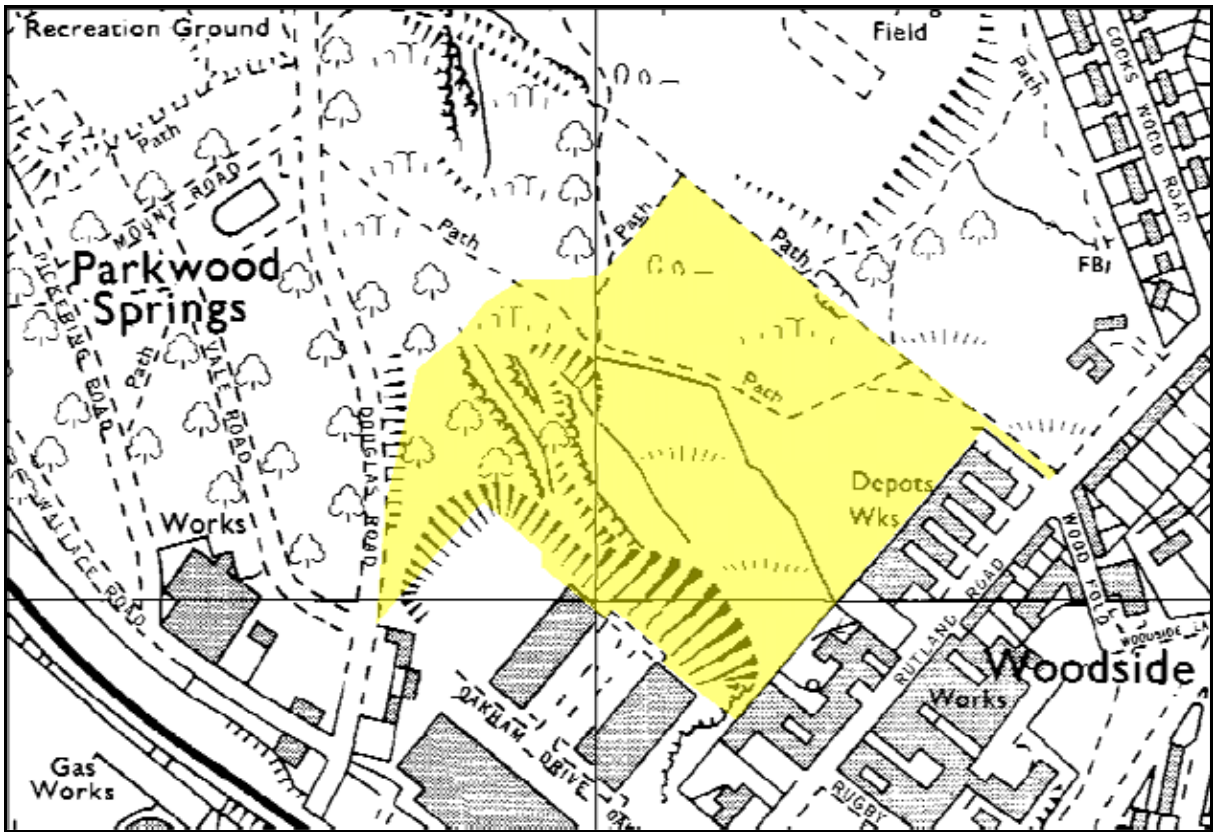


Fig. 11 Parkwood Springs

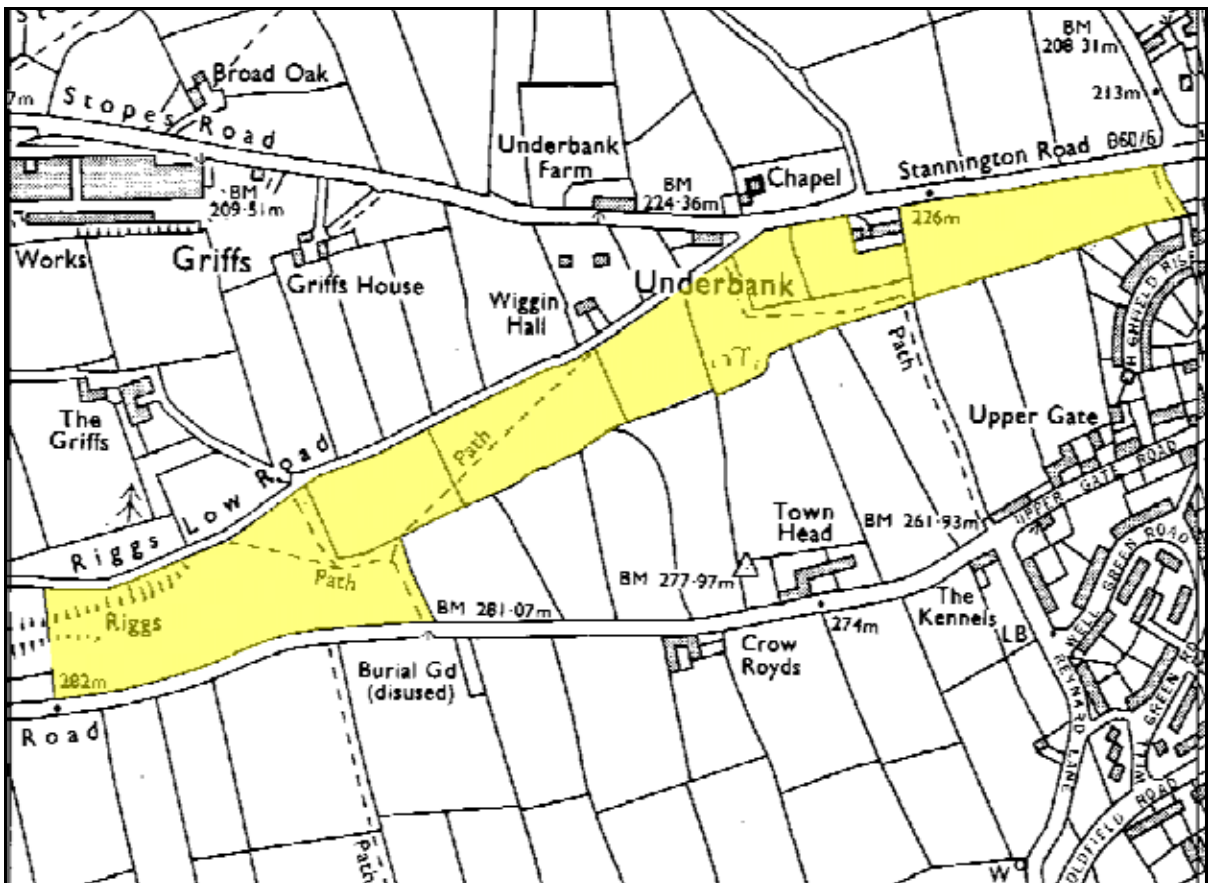


Fig. 12 Riggs

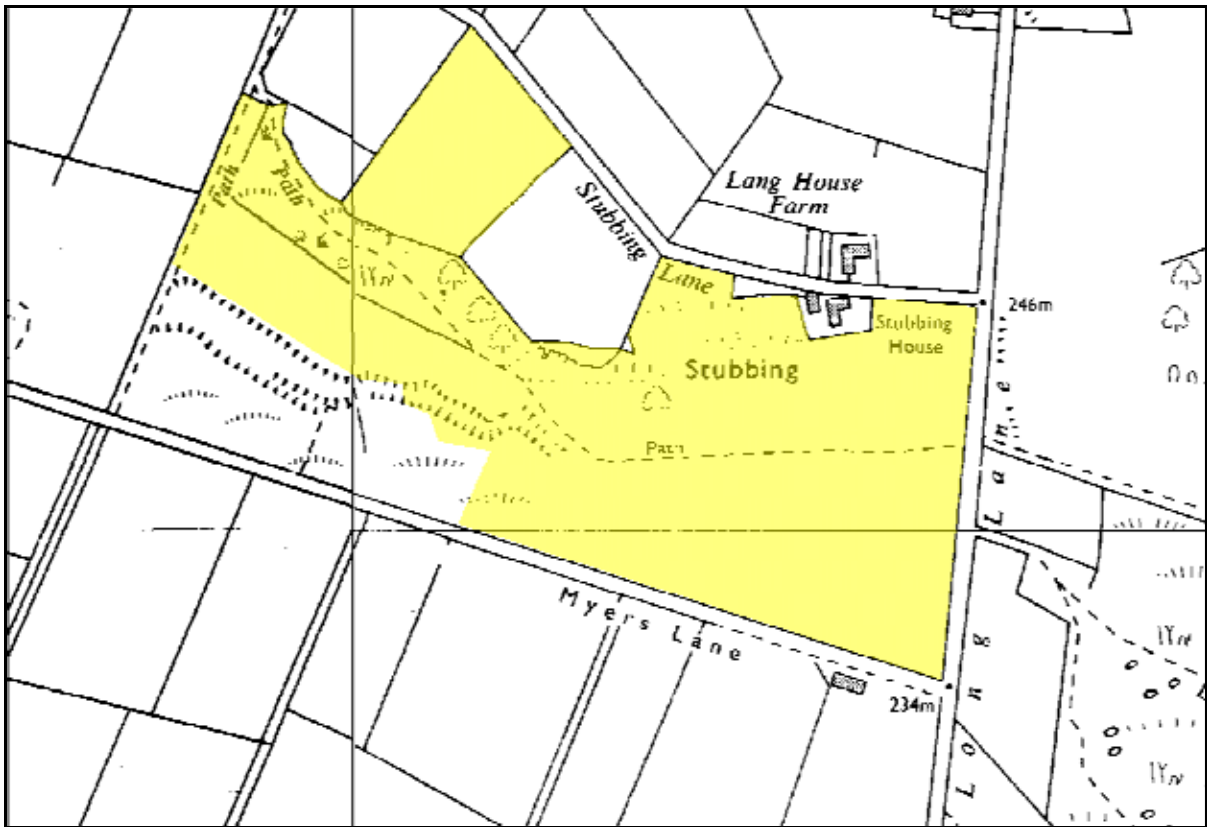


Fig. 13 Stubbing

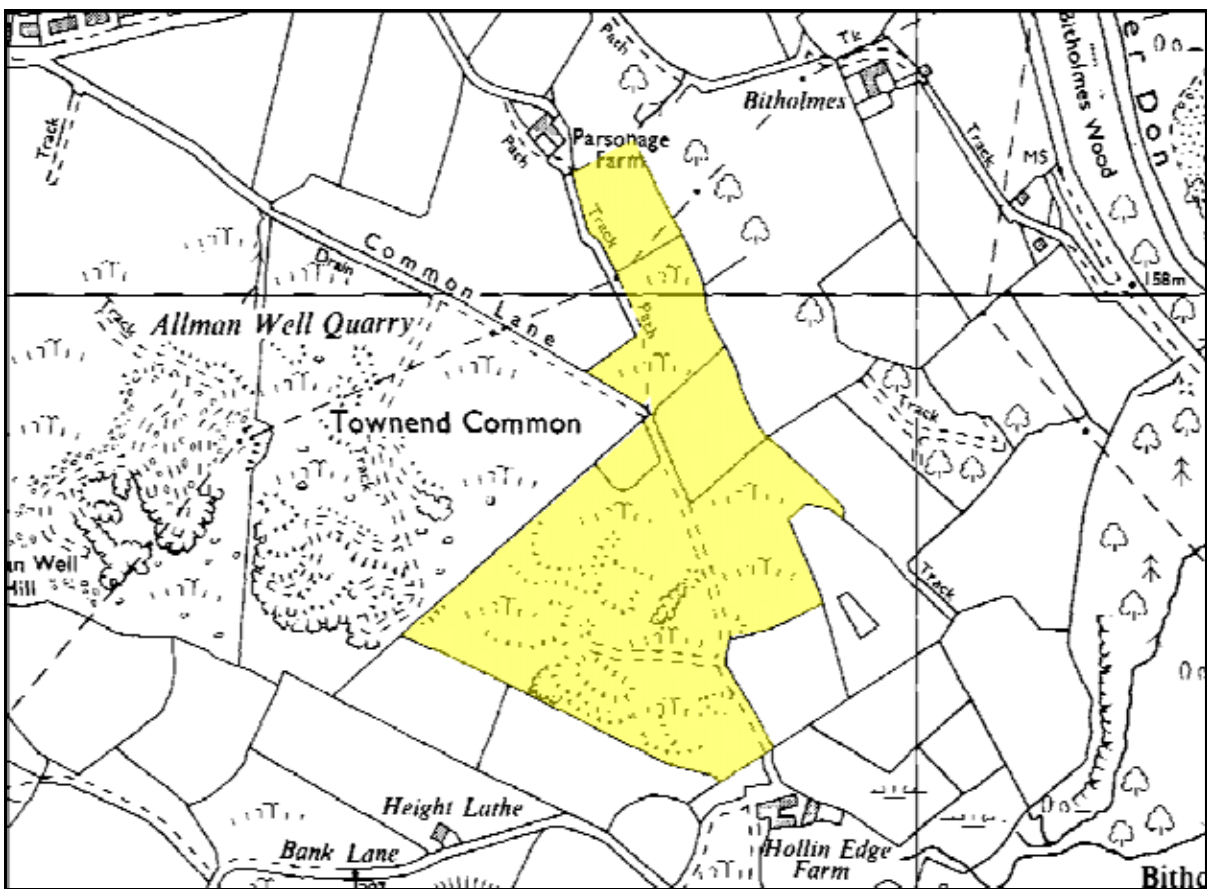


Fig. 14 Townend Common, Deepcar

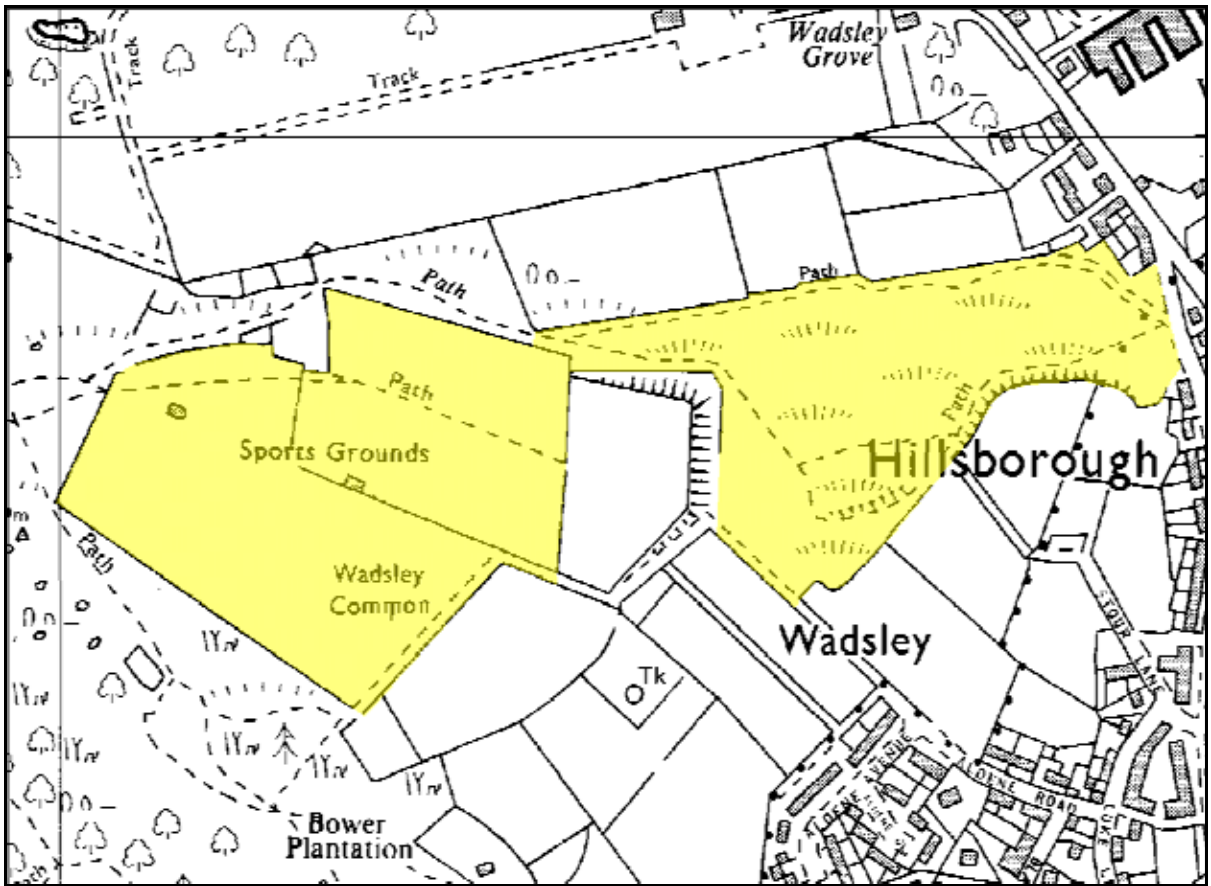


Fig. 15 Wadsley Common

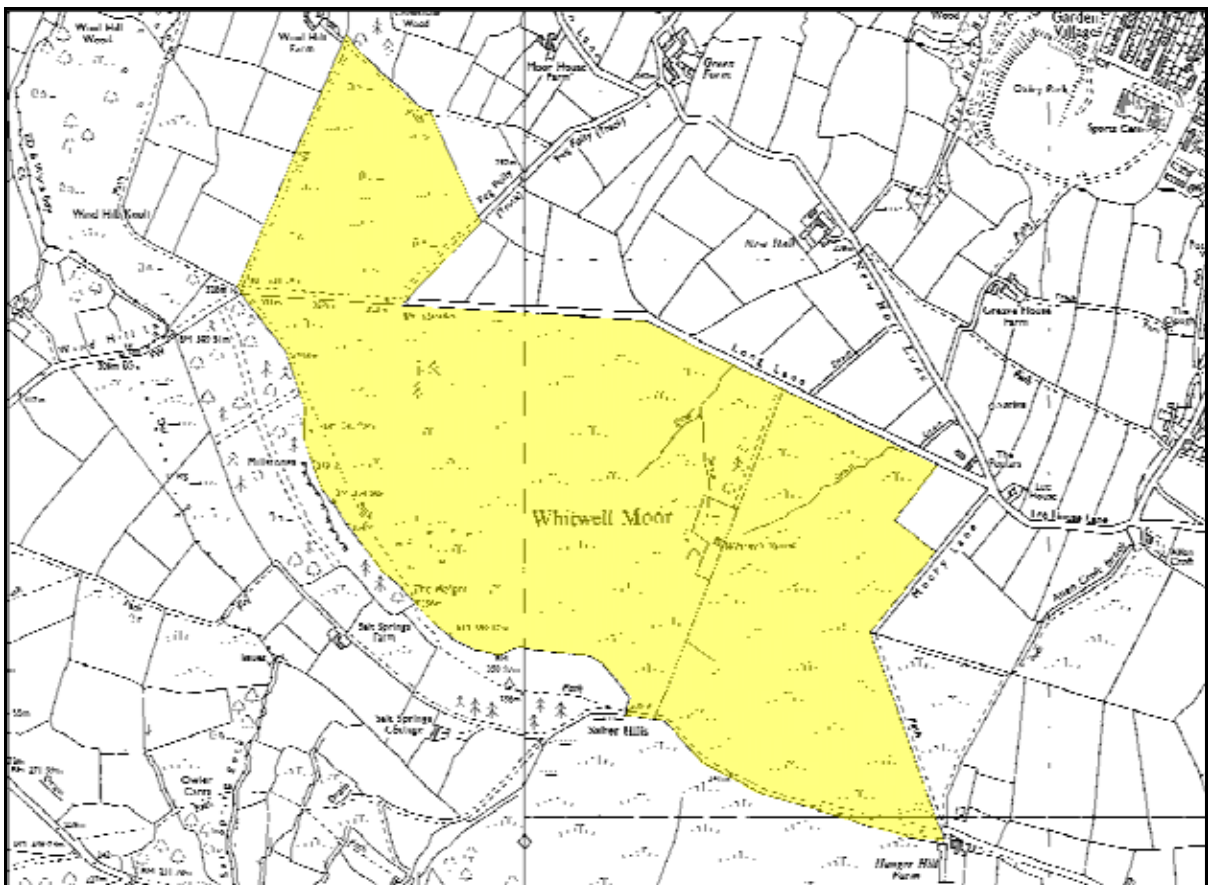


Fig. 16 Whitwell Moor, Stocksbridge

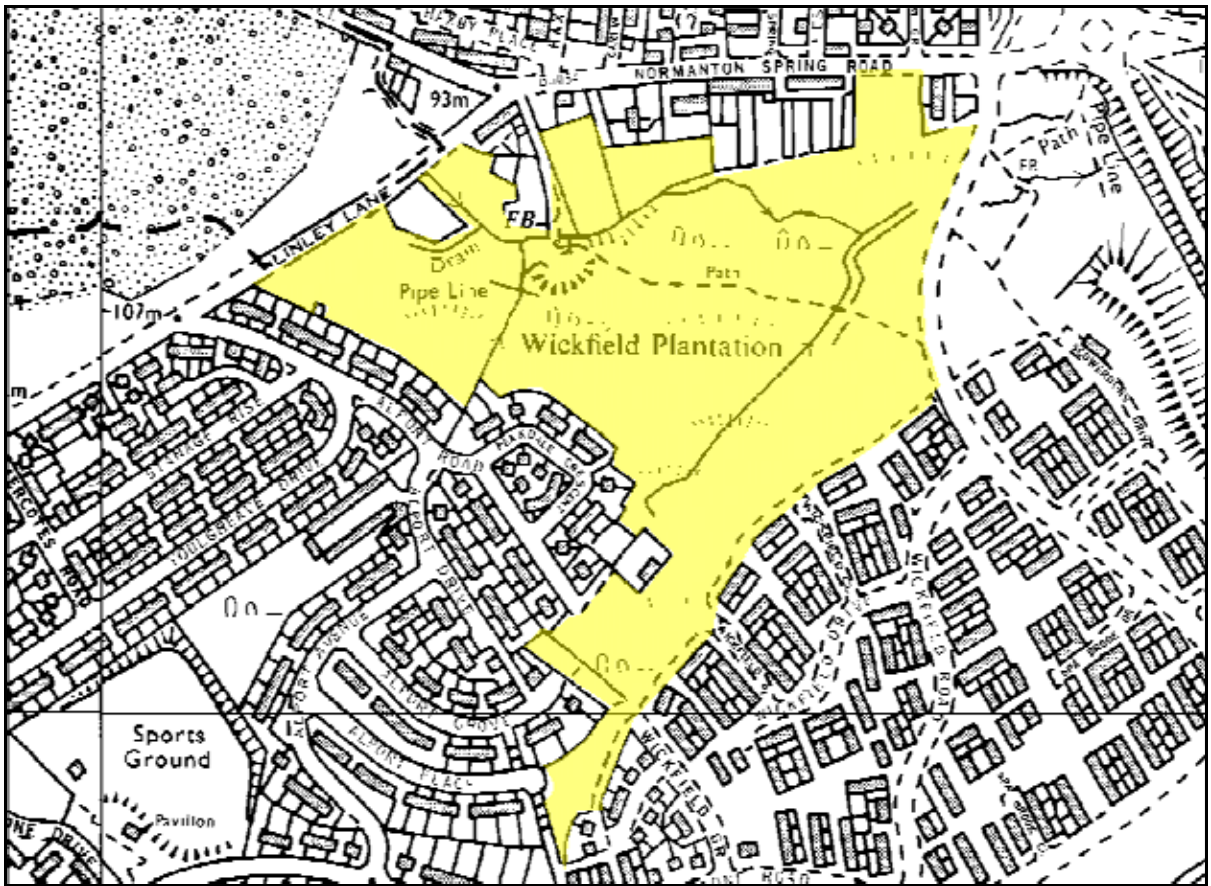


Fig. 17 Wickfield

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Additional Information supplied by the Public Rights of Way Group

- **River Valleys**

The rivers of the City rise on the high moors of the west and flow east into the main river the Don, continuing through South Yorkshire ultimately to the Humber. Many sections of the rivers, both in the rural and urban areas, have public footpaths alongside, most of which link into the path network. Additional links and route extensions are possible in some areas. Also, because some riverside sections are wide and reasonably level, opportunities exist to improve access for disabled people.



Stepping Stones – Rivelin Valley

- **Reservoirs and Water Areas**

Several principal drinking water catchment reservoirs are to be found on the upper reaches of the rivers system. Paths exist (both public and permissive) around most of them. However, opportunities to improve provision in some areas, especially for disabled people, together with better links into the general path network should be pursued.

Policy 12. To enhance the provision of good quality paths and network links to and along the river corridors and to around the reservoirs.

- **The South Yorkshire Navigation**

The canal commences at the canal basin/Victoria Quays in the heart of the City centre, from where it proceeds east to Tinsley, before crossing into Rotherham. Much of the towpath has public footpaths along it, together with some cycle access. Some sections are however, permissive footpaths only. Although already many sections are reasonably accessible, improved signage, surfacing and path infrastructure would greatly assist those with reduced mobility.

Policy 13. To integrate the parks, woodlands, open spaces sites, canal /riverside, and open country access into the overall path network.

• Nature Conservation Areas

There are many designated areas of nature conservation in the City. These include local nature reserves, Sites of Scientific Interest, Sites of Special Scientific Interest, Environmentally Sensitive Areas, local nature reserves etc. Such areas must be treated sensitively when access provision is considered, so that the nature conservation interests are taken into account.

Policy 14. In areas designated for nature conservation the impact of access provision will be treated with sensitivity and with due regard to the likely affects on the flora, fauna and any important geology.

3.3 WALKS AND TRAILS

• Existing Provision

Some principal routes have been provided within the Sheffield area. These include the Sheffield Round Walk, The Sheffield Country Walk (a long distance route taking in the outer boundary of the City), the Five Weirs Walk, Easy Going Trails, Upper Don Trail, Bradfield Walks, Ecclesfield Parish Walks and the 'Stone to Steel' heritage trails based around Stocksbridge and the upper River Don valley. These along with other walks guides, produced in the past, need to be reviewed and possibly updated and reprinted.

Of major significance is the Trans Pennine Trail long distance path, which traverses the north and east of the City. The Trail is a walking and cycling route with some sections also available for horse riding. Because the TPT is mostly a surfaced route with good access, it provides a safe and accessible recreational facility and an urban and sustainable transport link. Whilst the Sheffield section of the Trail serves a local need it is also a gateway from the City for walkers and cyclists, to both the east (Hornsea) and west (Southport) coasts, as well as north to York and south to Chesterfield.

• Development

Given that the development of walks and trails has historically been somewhat ad hoc, a focused approach has not previously been adopted. There is therefore, a demonstrable need to not only provide guide literature, but also to improve path furniture, signage and waymarking and to implement a system of classification for accessibility, time and distance. Also, little or no attention has previously been given to short circular walks, bridleway circuits, or cycling integration into the bridleway network. A distinction needs to be made between routes suitable for mountain bikes and those for 'road cycles'. Again a classification system and improved signage would greatly assist users, especially disabled people.

Policy 15. To develop a classification system with improved signage to facilitate path use awareness.

3.4 PATTERNS OF USE

• Use Types

Public paths serve two distinct purposes, but these are not mutually exclusive. Firstly, transportation (i.e. getting from A to B), including access to such as shops, buses, school etc. Such use is mostly, though not exclusively, urban. Secondly, for recreational purposes, which although also transportation, the use of a path network is often an end in itself e.g. such as a round walk. In both instances use on foot, horse and cycle falls within sustainability, in that it is non-destructive and environmentally friendly.

• For Whom Are We Providing?

It is the general perception that public paths provide for walkers, horseriders and cyclists. This is of course true, however, it is a gross over-simplification. Use purpose is perhaps a more accurate way of determining needs and aspirations. A footpath for example can serve as an access to, urban/rural facilities, open country, nature reserve, a beach, mountain top, hang-gliding area, climbing edge, beauty spot, fishing etc. and although each user type will travel by foot or mobility transport, the end use will often impact on the overall accessibility needs of the individual user.

The Countryside Agency's ROWIP Exemplar research has established that most journeys in the countryside are from one to three miles in length, on foot and use a circular route, either from a car park or bus/train stop.



Footpath, Mortomley Park, Ecclesfield

- **Health**

Physical activity levels in the City are estimated to conform to the national average, with only about 35% of the population being physically active enough to be of benefit to their health and some 700 to 1000 each year dying early as a result of being inactive. Such inactivity costs the NHS in Sheffield about £25m. per annum. Therefore, targeted use of the path network allied to health benefits, would provide a free and accessible means of exercise. Walking in particular requires no specialist equipment in order to participate. Exercise is not the only health benefit, stress release and spiritual uplift can also be side effects of using the path network, thereby promoting physical and mental well-being, enjoyment, quality of life and often social interaction. Use of the path network also directly fits into the stated aims of the Government's Local Transport Plan (wider quality of life objectives) guidance, i.e. - healthy communities, quality of public space and community safety.

Policy 16. To develop a series of short circular routes throughout the City to meet identified needs including healthy living.



THE CITY FROM BOLE HILLS RECREATION GROUND

• Key Issues

Many people do not have the confidence to use the path network. In a study, as part of the Countryside Agency's (now Natural England) Exemplar Projects for ROWIPs, respondents stated that they did not use paths because:

- ❑ They are afraid of getting lost.
- ❑ Poor path conditions.
- ❑ A walk can take too long.
- ❑ The inability to read a map.
- ❑ Potential confrontation with farmers and landowners.
- ❑ Lack of a car to access the countryside.
- ❑ Poor public transport links.

Other reasons identified include:

- ❑ Paths not useable by disabled people.
- ❑ Cultural – e.g. black and ethnic minorities are far less likely to use the countryside path network.
- ❑ Socio economic – countryside use perceived as a middle class pastime for those with personal transport and reasonable income levels.
- ❑ Lack of confidence building information such as accessibility criteria, distances, en route signage etc.
- ❑ Crossing of busy roads and path network fragmentation.
- ❑ Routes perceived as personally unsafe, especially by women.

Policy 17. To provide confidence building measures and opportunities for wider path use through public education, community liaison and physical improvements.

Policy 18. To promote the path network through publications, education and interaction aimed at specific user types and abilities.

Physical barriers such as stiles, gates or steps will often deter or indeed prevent use for disabled people, the elderly and those with prams/push-chairs. Narrow gates, frequently used by those with large rucksacks will be a constant annoyance. Unsurfaced or poorly surfaced routes, which provide access to shops, school and local facilities are often a deterrent to use, particularly during winter months and may also be muddy and difficult at other times. Over/undergrowth is another use problem that is generally predictable, but if left unattended can result in a path becoming unusable.

In essence therefore, paths should provide for both the user type and the intended access use. This will then determine the basic standard required, path furniture provision (including seating, handrails and rest rails) and the particular maintenance regime required. There also needs to be 'joined up' management of all access as an integrated public facility.

Policy 19. To improve path furniture, surfaces and clearance regimes to meet use type and need and ensure that enhanced accessibility is a priority.

3.5 STAKEHOLDERS

As the Plan's management actions develop, consideration must be given to the views of those who use the paths, those who provide the path network (both directly and indirectly), those who do not use/use very little public rights of way, transport providers and retail and leisure operators as follows:

• Path Users

This will obviously include the principal representative user group bodies, such as; the Ramblers Association, British Horse Society and cycling bodies. It will also include community representation, disability groups, senior citizen representation, parish councils, schools etc. Their views as to how the existing provision meets the needs of users will be essential to implementing the plan. Another particular group within the City is the Adopt-a-path volunteers whose commitment and sterling work over many years has helped enormously both to improve and maintain the path network.



TURNSTILE, STOCKSBRIDGE PARISH

- **Land Managers**

Although a general descriptive term, this group is envisaged to mainly encompass landowners and occupiers of land crossed by the path network and owners of open access areas or woodlands. Representative Groups include the Country Land and Business Association and the National Farmers' Union. It will also include both local and national government organisations, the Forestry Commission, Natural England, Yorkshire Water etc. Whilst the ROWIP is principally concerned with improving the path network for users, the views of those whose land is affected are vital to determine land management issues. These would include biodiversity, nature conservation and potential path rationalisation benefits, need and use patterns.

- **Non Users**

Because of the inherent benefits derived from path use both by the user and by society in general, encouragement should be given to those who currently do not actively use the path network, to do so. Community groups, schools, health professionals and path user groups etc. will be instrumental in this, through the dissemination of information and path use education.

- **Transport Providers**

It will be an imperative to work closely with all transport providers to improve access to bus stops and railway stations by cycle, foot and mobility transport. Also to improve transport services to meet use demands for access to areas of countryside and to improve facilities for carrying cycle, mobility scooters and power wheelchairs on buses, trams and trains.

- **Retail and Leisure**

Access to retail and leisure facilities by foot and cycle as sustainable transportation, together with improved public transport will also form an important part of the plan. Use of a path network can help generate significant economic activity.

- **Tourism**

The advantages of a comprehensive path network to tourism, both in the Peak Park area of the City and the urban area, is of immense value, helping to foster the impression of a green city with recreational potential.

- **Promotion of Access**

Many agencies are involved with path use promotion for purposes associated with its particular remit. These include such as the Steel Valley Project, the City Council's Ranger Service, Active Sheffield, etc. It is important that the agencies are included as partners in the delivery of the ROWIP.

Policy 20. To consult with stakeholders and partner agencies at an early stage, to improve and enhance the network and path linkages and transport facilities.

3.6 OTHER ACCESS ROUTES

• Highway Margins

Many of the City's roads have grass margins alongside, being contiguous with the highway. Some of these margins would provide for links between public paths – especially bridleways, thus avoiding use of the actual carriageway section. Not all margins would be desirable or suitable, however, an appraisal of the road network would help establish the ones with potential benefit to rights of way links.

• Unclassified County Roads

These minor highways (country lanes) provide a significant network in the urban fringe and rural areas. Many of them can be regarded as 'quiet lanes' in the context of the overall highway network. In this they serve an important purpose, by linking to and from public rights of way, as well as providing for easy disabled, cycle and horse use. The disadvantage is the vehicular use, which can be unpredictable and occasionally dangerous for mixed use, particularly where the national speed limit of 60mph applies.

Therefore, consideration has to be given to identifying those quiet lanes that potentially have the greatest benefit to the overall public path network. Once identified, methods should be adopted to reduce traffic speed, including signage, lower speed limits and perhaps road constrictions etc.

Policy 21. To identify quiet lanes and highway margins for potential path network links.

3.7 ACCESSIBILITY

• Accessibility for All

As a concept accessibility can be wide ranging and to be effective requires that paths should be assessed for suitability. Such a survey should involve disabled people in the process and include the following parameters:

- Surface and width
- Physical barriers
- Ramps and gradients
- Resting areas
- Passing places
- Changes in levels
- Breaks in the surface
- Existing path furniture
- Signage and waymarking

Not all paths can be made suitable for disabled people, the elderly or pram/pushchair users. Upland paths for example are likely to remain restricted by their topography. However, increasing accessibility can be as much about improving awareness, confidence and links with transportation as actual physical improvements. It is suggested that a grading scheme for accessibility would greatly assist user confidence and a basic tenet should be to adopt the least restrictive access option possible on each path, bearing in mind that it has to be realistic, practical and consequently deliverable. It is envisaged such a grading scheme would not seek to classify the user but rather the path. Thus, say, a grade 1 would be judged suitable for all users including disabled people.

It should also be borne in mind that disability use is not restricted to just those who walk. Wheelchairs, horse riding, cycling and motorised scooters are all methods of transportation used on the path network by disabled people.

Policy 22. Within the constraints of practicability, to adopt the least restrictive access possible on each path.

Policy 23. To investigate adopting a grading scheme, allied to national guidelines, for routes identified as having potential for use by disabled people.

The City Council has already established some 'easy going trails' suitable for all users and this type of path will form the basis of accessible routes across the City.

Policy 24. To extend the network of 'easy going trails'.

- **Maintenance**

Maintenance of the path network plays an important part in usage. Overgrown or badly eroded routes are unlikely to be well used. However, use can often be maintenance in itself, e.g. by keeping down vegetation. Therefore, paths often remain in good order longer and with lower maintenance costs, because of regular public use. A well maintained network is essential to the success of the ROWIP.

- **Unlawful Interference**

As with a poorly maintained path network, routes which are for example, illegally obstructed, ploughed, cropped or unwelcoming will only serve to deter access and leave path users with a negative view of the path provision.

Policy 25. To ensure that all paths are maintained to a fit standard, are safe to use and free from unlawful obstruction.

3.8 CONFLICTS OF USE

• Common Problems

Path use conflicts have existed for many years. Often they stem from misunderstanding and a lack of routes for non-pedestrians. Perception can play a large part in determining conflict and often arises from a feeling of intrusion. Walkers for example, can perceive cyclists as a danger, where there is shared use of a particular track or path. This is largely based on the unpredictable nature of cycles approaching from behind and at speed, overtaking the walker, either without any warning or a last minute warning in passing. Cyclists feel that there is no danger as they are aware of pedestrians and manoeuvre around them with ease. Although there are no recorded actual incidents of walkers being injured by cyclists on a shared route (Countryside Agency, 2001), there is anecdotal evidence of injury. However, some of this appears to relate to unlawful cycling on roadside footways in urban areas. There is a need for more information to be aimed at cyclists pointing out that they must give way to both pedestrians and horse riders.

Horses on footpaths are another conflict issue in some areas. Such use is a trespass against the landowner, rather than being illegal. It is usually as a result of there being few bridleways and only dangerous roads available. Unfortunately, horses can cause serious surface erosion and this is the main issue for walkers.

Vehicular use of byways and green lanes, particularly by four wheeled-drive vehicles causes concern amongst many other path and countryside users. The noise and erosion, that often accompanies recreational vehicular use of paths, is perceived as detrimental to the peace and tranquillity of the countryside experience. However, if the routes are vehicular rights of way then most of the use is quite lawful. Whether or not it is acceptable, is a matter for consideration and debate. It is intended that these issues will be addressed as the action management plans develop.

Illegal use by motorcycles, particularly along urban paths and in urban fringe areas, is causing a large number of complaints. Go-peds and mini bikes are adding to this dangerous and anti-social behaviour. Whilst this is primarily a Police enforcement matter, path and land management design can assist in reducing unlawful access. It is anticipated that liaison with schools will also help to lessen the problem.

Policy 26. To work with path user groups, landowners and occupiers, parish councils, the National Park Authority, adjacent local authorities, schools and community groups to better focus path provision and reduce conflict.

Policy 27. To identify use patterns, problems, desire and need in relation to the path network and to consider the desirability and necessity of legal path orders to improve and enhance the network.

Policy 28. To provide publicity on responsible behaviour when using the path network.



WINTER, BOLSTERSTONE AND THE HIGH MOORS OF THE CITY TOWARDS PIKE LOW

4. INTERFACES WITH OTHER PLANS

The Rights of Way Improvement Plan has to be part of the Local Transport Plan and is intended to inform other plans within the City. In this context it will be referenced in such as the Sheffield Local Development Framework, Rights of Way Milestones Statement, Out and About in Sheffield's Countryside, Peak National Park Management Plan, City On The Move - Physical Activity Strategy for Sheffield, Sheffield Parks Strategy, local conservation/community group plans etc.

Policy 29. To ensure that the promotion and enhancement of the public path network forms an essential part of all the relevant planning and strategic policy documents.



GREEN DRIVE, BURBAGE

5. STATEMENT OF ACTION

The Statement of Action forms a required part of the ROWIP. Following public consultation on the identified policies contained in the ROWIP, Phases 1 and 2 consultation documents, published June 2005 and January 2007 respectively, the policies have been confirmed or modified.

Therefore, in the light of comments received from the consultation, this Statement is intended to provide an outline on how the agreed policies are to be achieved. In some instances further detail is also included where identified issues are already known. However, detailed action management plans will derive from most of the specified Statements of Action. Such plans will draw on the comments received to the Draft ROWIP and will also involve detailed discussions with relevant stakeholders.

5.1 FUNDING

Because the Plan contains a mixture of meeting legal duties and achieving aspirations, funding will come from various budgets including The Local Transport Plan, the internal Public Rights of Way (PROW) budget, other identified Council revenue budgets, capital budgets and wherever possible external funding. It is the City Council's intention to make the best use of both internal and external funding in order to implement the Plan. This will also include partnership working with other agencies and groups on a mutually beneficial basis. Funding identified within the Policy Actions is indicative only and will require to be negotiated with the funding agencies and the relevant Council Directorates.

As many of the policies in the Plan relate to normal day-to-day work, both statutory and non-statutory, the Plan will serve as a reference for both the allocation of resources and prioritisation of workloads.

5.2 MONITORING

Monitoring of progress towards the implementation of the Actions will be both by the statutory Best Value Performance Indicators (BVPI) for public rights of way and the City Council will introduce an annual report (including within it BVPI statistics) detailing the previous year's achievements in meeting the ROWIP targets.

The annual report will be placed before the Sheffield Local Access Forum and published on the Council's web site. It is also the intention that priorities will be reviewed annually in order to maintain relevance and adaptability where circumstances dictate.

STATEMENT OF ACTION: POLICY 1.

To integrate the Definitive Map review as an essential part of the ROWIP process.

Comments from the Consultation Exercise

Most comments centred on the lack of a specified timescale for carrying out the review.

Conclusions/Intent

To set a timescale for review of the Definitive Map with priorities set in line with the requirements of the ROWIP. Additional claims are received each year and the number and urgency will affect the timescales detailed below.

Proposed Action

- The current backlog is being addressed and will be completed as soon as possible. A list of claimed paths is included in **Appendix 5**.
- A detailed investigation of documentary evidence as to the status of identified routes will also be completed.
- Modification Orders, pursuant to Section 53, Wildlife & Countryside Act 1981, will be made as necessary.
- To produce a Consolidated Definitive Map of the City by amalgamating the several existing Definitive Maps into one document.
- Copies of the up to date Consolidated Definitive Map will be displayed at key locations throughout the City such as libraries and community and parish notice boards.

By Whom

The Public Rights of Way Group and Legal & Governance

Estimated Costs

£5,000 per year

Funding

Existing PROW budget and additional revenue funding

Estimated Timescale for Completion

Existing prescriptive use claims – 5 years

Paths requiring documentary evidence; completion of research – a further 5 years.

Consolidation of the Definitive Map – 6 years.

Production of Legal Event Modification Orders – 5 years.

STATEMENT OF ACTION: POLICY 2.

To identify paths which were previously rural, but which are now within the built environment and as a consequence require to be upgraded to meet an urban need.

Comments from the Consultation Exercise

Consideration should be given to retaining the soft green character when rural paths become urbanised.

Planning policies for new developments should stipulate additional path provision.

Conclusions/Intent

To carry out the stated policy, having regard to sympathetic landscaping and maintenance regimes.

Proposed Action

- To draw up a list of routes, identify the works required and provide an estimate of costs for approval by the City Council.
- To prioritise those routes which would benefit most users.

By Whom

The Public Rights of Way Group/ Adoptions Group

Estimated Costs

£20,000 p.a. years 1 & 2. Thereafter £100,000 per year.

Funding

Highways / LTP/ PROW Group increased budget.

Estimated Timescale for Completion

The production of the list and costs – 2 years.
Effecting the actual works – 10 years.

STATEMENT OF ACTION: POLICY 3.

To develop safe and connected routes matched to travel plans and travel awareness to encourage walking to work and school.

Comments from the Consultation Exercise

The policy should include visiting local amenities and health benefits.

Conclusions/Intent

The policy should be implemented as stated.

Seek to integrate and develop the many urban paths with those that cross areas of public open space, in order to provide safe and pleasant corridors for pedestrians.

Proposed Action

- To complete the Travel Plans as part of the Local Transport Plan.
- To develop an integrated network of safe routes to meet Travel Plans aspirations.
- To link with Policies nos. 2 and 4

By Whom

PROW Group, Parks and Countryside, Highways - Transportation Group

Estimated Costs

To be determined as part of the Travel Plans initiatives.

Funding

Local Transport Plan initiatives and Transportation budget

Estimated Timescale for Completion

5 years from the date of commencement of the ROWIP.

STATEMENT OF ACTION: POLICY 4.

To integrate the rural and urban path network as a safe and cohesive whole.

Comments from the Consultation Exercise

It should be stated that the policy would help to reduce short and medium distance car commuting.

Conclusions/Intent

The policy is accepted, but its implementation should also be seen as assisting in the reduction of car journeys

The real opportunities are in the potential to both integrate and develop the many 'country' type paths which cross areas of woodland and public open space as well as link the river valleys, canal paths and City walks and trails. Much of the urban countryside areas are in the ownership of the City Council and therefore effective management of a whole network approach should be simplified.

Proposed Action

- To identify a strategic non-vehicular network of paths as gateway routes for promotion as rural/urban links and spinal connections.
- To identify any route fragmentation and seek ways to connect missing sections.
- Integrate public transport into the gateway routes.
- To link with Policies nos. 3 and 9

By Whom

PROW Group/ Transportation and Highways Groups

Estimated Costs

Year 1 & 2 £20,000 p.a. Thereafter £100,000 per year

Funding

Increased PROW budget/LTP

Estimated Timescale for Completion

Production of list and costs - 2 years.
Effecting works – 10 years

STATEMENT OF ACTION: POLICY 5.

To identify areas of primary bridleway need. To resolve route fragmentation and establish bridleway (multi-use) routes where possible.

Comments from the Consultation Exercise

Safe cycle commuting will also benefit.
Footpaths should not be upgraded; rather new bridleways should be created.

Conclusions/Intent

The policy is accepted, but its implementation should not adversely impact on the footpath network.

Proposed Action

- To draw up a list of priority areas for bridleway provision. Potential routes are included in **Appendix 7**.
- To identify any existing route fragmentation and prioritise the establishment of new routes.
- To detail the works required to implement new routes, together with an estimate of costs.

By Whom

PROW Group and appropriate partners.

Estimated Costs

£10,000 p.a. years 1 & 2. Thereafter £50,000 per year.

Funding

Capital Works/LTP budget

Estimated Timescale for Completion

Production of list, mapping and work schemes including costs - 2 years.
Actual works – 10 years

STATEMENT OF ACTION: POLICY 6.

To identify those rural unclassified roads which should be added to the Definitive Map as byways open to all traffic.

Comments from the Consultation Exercise

The policy was questioned by several respondents who felt that there should be no more vehicular use of the City's 'green lanes.'

Conclusions/Intent

The law is clear and specific - identified routes must be added to the Definitive Map. The policy should also be linked to Policies nos. 1 & 7

Proposed Action

- To investigate legal background and identify those routes, which satisfy the statutory tests for including on the Definitive Map of public rights of way as byways open to all traffic.
- To make the necessary Definitive Map modification orders.
- To carry out the necessary access works.

By Whom

PROW Group.

Estimated Costs

£10,000 p.a. + Officer time

Funding

Increased PROW budget

Estimated Timescale for Completion

Mapping - 5 years.

Bringing up to standard – 10 years

STATEMENT OF ACTION: POLICY 7.

To identify those byways open to all traffic/rural unclassified roads whose usage by vehicles is inappropriate to the area and to consider Traffic Regulation Orders to prohibit specified types of vehicular use, whilst not excluding carriage driving.

Comments from the Consultation Exercise

There should be a presumption to reduce motorised use of green lanes.
Most byways are unsuitable for vehicular use.

Conclusions/Intent

The policy is accepted.

Proposed Action

- To draw up a list of routes where Traffic Regulation Orders are considered desirable in the interests of nature conservation, environmental impact and general path users.
- Once routes are identified then Traffic Regulation Orders will be sought.
- Link with Policy no. 27.
- To implement the necessary access works, including gating and signage.

By Whom

PROW Group and Traffic Management Group.

Estimated Costs

£10,000 p.a. + Officer Time

Funding

Highways and increased PROW budget.

Estimated Timescale for Completion

10 years.

STATEMENT OF ACTION: POLICY 8.

To carry out a survey of the old rural lanes within the City and to add to the Definitive Map those routes, which meet the criteria for byway open to all traffic/restricted byway.

Comments from the Consultation Exercise

New policy.

Conclusions/Intent

The policy to be implemented as a priority.

Proposed Action

- To draw up a full list of routes for investigation. A list of those routes already identified is included in **Appendix 6**.
- Once investigated, routes which meet the criteria for byway open to all traffic status will be added to the Definitive Map by legal order.
- Link with Policies nos. 6 & 7.
- To carry out necessary access work

By Whom

PROW Group.

Estimated Costs

Years 1 and 2 £8,000 (order making and advertising).

Years 3 to 10 £10,000 for Access Work

Funding

Increased PROW budget.

Estimated Timescale for Completion

Survey 2 years.

Works – 10 years

STATEMENT OF ACTION: POLICY 9.

To improve cycling facilities and links between existing routes/trails and to further develop the cycling network as part of a sustainable transport policy and within the context of the Cycling Action Plan.

Comments from the Consultation Exercise

Safe and unobstructed cycling routes parallel to the major vehicular commuting corridors would significantly reduce car use.

Conclusions/Intent

The policy is accepted for implementation.
The Executive Summary for the Cycle Action Plan is annexed to this document, as **Appendix 4**.

Proposed Action

- The City's Local Transport Plan and Cycling Action Plan will identify improvements to the cycling network for sustainable transport.
- Improve off-road cycling provision and links to identified gateway routes. A preliminary list is included in **Appendix 7**.
- To address conflict issues linked to Policy no. 27
- To link with Policies nos. 5 and 10

By Whom

Highways Transportation Group / PROW Group.

Estimated Costs

As detailed in the Cycle Action Plan (see **Appendix 4**)

Funding

Highways and Local Transport Plan initiatives

Estimated Timescale for Completion

Initial network – 5 years

STATEMENT OF ACTION: POLICY 10.

To develop safe and connected routes matched to travel plans and travel awareness to encourage cycling to work and school.

Comments from the Consultation Exercise

The policy is welcomed by respondents.

Conclusions/Intent

The policy should be implemented as stated.

Proposed Action

- To complete the Travel Plans as part of the Local Transport Plan.
- To link with Policies nos. 4 and 9

By Whom

Highways - Transportation Group

Estimated Costs

To be determined as part of the Travel Plans initiatives.

Funding

Local Transport Plan initiatives and Transportation budget

Estimated Timescale for Completion

6 years.

STATEMENT OF ACTION: POLICY 11.

To ensure that open country areas have the necessary access points and appropriate signage.

Comments from the Consultation Exercise

No comments received

Conclusions/Intent

The policy should be implemented as stated.

Proposed Action

- To complete the provision of access points and appropriate signage.
- To develop new footpaths so as to provide open country access links where necessary.
- To provide links from open access woodlands into open access land areas in liaison with the Peak Park and the Moors for the Future Project.

By Whom

PROW Group

Estimated Costs

£20,000 p.a. for years 1 & 2. Thereafter £10,000 p.a.

Funding

PROW budget and Natural England

Estimated Timescale for Completion

10 years - Development
2 years – Initial access/signage

STATEMENT OF ACTION: POLICY 12.

To enhance the provision of good quality paths and network links to and along the river corridors and to and around the reservoirs.

Comments from the Consultation Exercise

That reservoir access should be included. Access for canoeists should be an important consideration.

Conclusions/Intent

Consideration to be given to additional access for other users including canoeists, as well as pedestrians.

Proposed Action

- To identify and prioritise routes for improvement, including Disability Discrimination Act compliance. A preliminary list is included in **Appendix 7**.
- To develop a schedule of works, with costings, for approval by the City Council.
- To effect those works which require little expenditure for inclusion in the regular PROW work schedules.
- To link with Policies No. 4 and 13

By Whom

PROW Group, other Council Groups and other partners.

Estimated Costs

£10,000 p.a. for years 1 & 2. Thereafter £50,000 p.a.

Funding

Capital programme/Natural England/LTP etc.

Estimated Timescale for Completion

Investigations, schedule of works - 2 years.
Implementing works – 10 years.

STATEMENT OF ACTION: POLICY 13.

Policy 13. To integrate the parks, woodlands, open space sites, canal /riverside, and open country access into the overall path network.

Comments from the Consultation Exercise

It is Important to have a comprehensive network of path linked greenspace sites within the urban area.

Conclusions/Intent

The policy should be implemented as stated.

Proposed Action

- To map all sites and produce a network map of existing paths and potential links. A preliminary list is included in **Appendix 7**.
- To quantify and effect the works necessary, including signage and information to provide a cohesive network.
- To work with other identified agencies such as the Green Web project.
- To link with Policies No.4 and 12

By Whom

PROW Group, Parks & Countryside and other partners

Estimated Costs

£50,000 per year.

Funding

Capital programme/Natural England/Parks & Countryside/Increased PROW budget

Estimated Timescale for Completion

10 years

STATEMENT OF ACTION: POLICY 14.

In areas designated for nature conservation the impact of access provision will be treated with sensitivity and with due regard to the likely affects on the flora, fauna and any important geology.

Comments from the Consultation Exercise

There should be a specific policy relating to nature conservation and environmental impact of access provision.

Conclusions/Intent

New Policy.

Proposed Action

- To carry out an environmental assessment, in consultation with the appropriate body, prior to the provision of new access in sensitive areas.

By Whom

PROW Group and Parks & Countryside and other partners.

Estimated Costs

£5,000 per year

Funding

Increased PROW budget

Estimated Timescale for Completion

Ongoing

STATEMENT OF ACTION: POLICY 15.

To develop a classification system with improved signage to facilitate path use awareness.

Comments from the Consultation Exercise

This is an excellent idea that will assist the elderly.
If possible, signs should be used that are more in keeping with rural locations.

Conclusions/Intent

The policy should be implemented as stated and linked to with Policy no.22.

Proposed Action

- To introduce a new method of signing principal and gateway routes so as to inform users by path classification type of relevant attributes of the path such as part of a round walk, easy going trail, family route, suitable for road cycles, etc.
- Also information to be provided on ease of use in the form of path grading as detailed in Policy no.23.
- Installation of signage, including tactile signage linked to publications/web site.

By Whom

PROW Group

Estimated Costs

£2,000 p.a. for years 1 & 2. Thereafter £10,000p.a.

Funding

PROW budget and Natural England

Estimated Timescale for Completion

Development of a classification system - 2 years.
Implement signage – 5 years.
Ongoing Maintenance – Year 8 onwards

STATEMENT OF ACTION: POLICY 16.

To develop a series of short circular routes throughout the City to meet identified needs including healthy living.

Comments from the Consultation Exercise

Many people are unaware of the health benefits to be derived from using the PROW network, especially short circular walks, which reflects a need to engage in educating people of all ages.

Involving young people will help them get into the habit of path use.

Conclusions/Intent

The policy should be implemented as stated.

Proposed Action

- To identify existing paths throughout the City which can be linked to form circular routes of between 1 and 3 miles. A preliminary list is included in **Appendix 7**.
- To provide integrated route signage that will identify the circular routes and provide details of distances times etc.
- To integrate delivery with the Sheffield Walking for Health campaign.
- To link with Policies nos. 14, 15 and 17

By Whom

PROW Group, Walking for Health Campaign, Sheffield Walking Group, other partners

Estimated Costs

£10,000 p.a. for years 2 to 6.

Funding

Increased PROW budget/Walking for Health/Healthcare Trusts/LTP

Estimated Timescale for Completion

5 years.

STATEMENT OF ACTION: POLICY 17.

To provide confidence building measures and opportunities for wider path use through public education, community liaison and physical improvements.

Comments from the Consultation Exercise

No specific comments received.

Conclusions/Intent

The policy should be implemented as stated.

Proposed Action

- To develop a simplified pack of path use information for distribution through libraries and local groups.
- To identify those urban paths which require improvements such as street lighting and 'threatening feel' reduction so as to make them safer to use.
- To ensure that all rural paths are properly waymarked to reduce the fear of getting lost.
- To link with Policies nos.3, 10, 15.

By Whom

PROW Group, Sheffield Walking Group, other partners

Estimated Costs

£10,000 per year for years 3 to 7.

Funding

Capital budget/ LTP

Estimated Timescale for Completion

5 years.

STATEMENT OF ACTION: POLICY 18.

To promote the path network through publications, education and interaction aimed at specific user types and abilities.

Comments from the Consultation Exercise

Partners should be identified.

Conclusions/Intent

The policy should be implemented as stated.

Proposed Action

- To develop a learning pack for distribution to schools (possibly linked to elements within the National Curriculum), colleges and interest groups.
- To provide a series of self-guided walks/rides leaflets for areas of the City where low path use can be identified.
- To encourage increased path use through targeted leaflets aimed at schools, community groups etc.
- To link with Policies nos. 3 and 17.

By Whom

PROW Group

Estimated Costs

£10,000 per year for years 4 to 8.

Funding

Capital budget/ LTP/Increased PROW budget

Estimated Timescale for Completion

5 years.

STATEMENT OF ACTION: POLICY 19.

To improve path furniture, surfaces and clearance regimes to meet use type and need and ensure that enhanced accessibility is a priority.

Comments from the Consultation Exercise

Prioritise disability access improvements, including the removal of inappropriate stiles and look to install seats and rests of an appropriate standard, where possible.

Conclusions/Intent

The policy should be implemented as stated.

Proposed Action

- Carry out a survey of all infrastructure on all paths.
- To identify those routes requiring improvements to path furniture (including dog flaps) and surfaces.
- To develop a database for the routine clearance of problem paths – i.e. those where there is an annual/regular need for clearance.
- To prioritise improvements on those routes identified as being suitable for disabled people. This would include paths across land in the City Council's ownership and link with Policies nos.22 and 24.

By Whom

PROW Group/Parks & Countryside/Peak Park/ Moors for the Future Project

Estimated Costs

£10,000 year 1 and 2. Thereafter £50,000 p.a.

Funding

Increased PROW budget/ LTP/Capital budget/Natural England

Estimated Timescale for Completion

10 years, 6 years for prioritised routes.

STATEMENT OF ACTION: POLICY 20.

To consult with stakeholders and partner agencies at an early stage, to improve and enhance the network path linkages and transport facilities.

Comments from the Consultation Exercise

More emphasis should be given to tourism.
Improved path linkages are required to riding facilities.
The benefits of the PROW network to the community should be emphasised.

Conclusions/Intent

The policy should be implemented as stated.

Proposed Action

- To consult with path user groups and the Adopt -a- path volunteers on identified proposals (arising from the ROWIP) affecting the network.
- To develop an information pack for landowners and occupiers explaining their rights and responsibilities in relation to the path network.
- To identify locations of transport need/improvement and to discuss identified issues with the transport providers.
- To provide more information, such a walks leaflets at leisure and retail facilities including hotels and tourist information centres.
- To link with Policy no.18.

By Whom

PROW Group and partners

Estimated Costs

£5,000 per year

Funding

Increased PROW budget/ Natural England/ Tourism budget/LTP

Estimated Timescale for Completion

Throughout the 10 year period of the ROWIP.

STATEMENT OF ACTION: POLICY 21.

To identify quiet lanes and highway margins for potential path network links.

Comments from the Consultation Exercise

Reduced speed limits on quiet lanes would benefit recreational use.
Highway margins are important for the safety of equestrians.

Conclusions/Intent

The policy should be implemented as stated.

Proposed Action

- To identify priority links to benefit the path network and improve the safety of path users.
- To define and manage identified highway margins as path connections.
- To regulate vehicular speeds to a safe level on identified roads.

By Whom

PROW Group/ Transportation & Highways

Estimated Costs

£10,000 per year

Funding

Increased PROW budget/ LTP

Estimated Timescale for Completion

8 years.

STATEMENT OF ACTION: POLICY 22.

Within the constraints of practicability, to adopt the least restrictive access possible on each path.

Comments from the Consultation Exercise

The policy should be given a high priority.
Gates should be provided wherever possible, rather than stiles.

Conclusions/Intent

The policy should be implemented as stated.

Proposed Action

- To remove impediments to free access and to comply with the provisions of the Disability Discrimination Act 1995.
- To prioritise routes on the basis of topography and identified need/usefulness.
- Easy Going Trails and paths across City Council land will be the principal areas for improvements – linked to Policy no.24
- To provide ancillary path furniture such as seating and lean rails on identified routes, especially Easy Going Trails.
- Linked to Policy No. 19

By Whom

PROW Group, Parks and Countryside, other partners

Estimated Costs

£50,000 per year

Funding

Increased PROW budget/ LTP/ Capital budget/Natural England/Highways budget

Estimated Timescale for Completion

Survey and determination of routes and necessary works – 2 years.
Implementation of prioritised routes - 8 years

STATEMENT OF ACTION: POLICY 23.

To investigate adopting a grading scheme allied to national guidelines, for routes identified as having potential for use by disabled people.

Comments from the Consultation Exercise

Any classification scheme intended to be used by disabled people must be in accordance with national guidelines.

Conclusions/Intent

The policy should be implemented as stated.

Proposed Action

- In consultation with disability groups and path user groups develop a specification for a type 1 to say type 5 (?) classification of routes. The type 1 and 2 classifications would match the current and proposed Easy Going Trails and be based on the Countryside Agency/DEFRA guidelines for inclusive access to the outdoors for disabled people.
- Types 3 – 5 would be a City Council specification to assist all users to have more confidence and awareness of route conditions/limitations on promoted/ identified routes.
- Where appropriate, to affix classification information to path signage.
- To provide information on the classification system through Council publications, the Council's Web site and more general advertising.
- To link with Policy no.15.

By Whom

PROW Group

Estimated Costs

£5,000 p.a. for years 1 & 2. £10,000 for years 3 to 7.

Funding

Increased PROW budget/LTP

Estimated Timescale for Completion

Development - 2 years.

Implementation – 5 years

STATEMENT OF ACTION: POLICY 24.

To extend the network of 'easy going trails'.

Comments from the Consultation Exercise

The routes must be properly maintained so that they remain easy going.

Conclusions/Intent

The policy should be implemented as stated.

Proposed Action

- New routes to be identified for additional 'Easy Going Trails'
- To link with the implementation of Policy no 22.

By Whom

PROW Group and partners.

Estimated Costs

£10,000 p.a. years 1 & 2. £50,000 p.a. years 3 to 5. £20,000 p.a. years 6 to 10.

Funding

Increased PROW budget/LTP/Natural England

Estimated Timescale for Completion

Investigation – 2 years
Implementation - 5 years
Ongoing Maintenance – year 8 onwards

STATEMENT OF ACTION: POLICY 25.

To ensure that all paths are maintained to a fit standard, are safe to use and free from unlawful obstruction.

Comments from the Consultation Exercise

Ploughing, cropping and overgrown hedges should be dealt with as part of the policy.

The policy should be given a high priority.

Conclusions/Intent

To implement the policy as a prime requirement.

Proposed Action

- To continue to monitor the path network via inspection, Adopt-a-path volunteers, user groups and members of the public.
- To effect such works and enforce the legal requirements necessary to sustain an available path network according to statute.
- To link with Policy No.19

By Whom

PROW Group

Estimated Costs

£50,000 per year

Funding

Increased PROW budget

Estimated Timescale for Completion

Ongoing.

STATEMENT OF ACTION: POLICY 26.

To work with path user groups, landowners and occupiers, parish councils, the National Park Authority, adjacent local authorities, schools and community groups to better focus path provision and reduce conflict.

Comments from the Consultation Exercise

Vehicular path users are intimidating and unreasonable.

Conclusions/Intent

To implement the policy as stated in conjunction with Policies nos. 27 and 28.

Proposed Action

- To reduce path use conflict by liaison and discussion with identified groups and agencies.
- In conjunction with the appropriate bodies - to determine whether or not path provision/route alignment can be amended in order to reduce conflict.
- To link with Policies nos. 7, 27 & 28

By Whom

PROW Group

Estimated Costs

£5,000 p.a.

Funding

Not Applicable

Estimated Timescale for Completion

Ongoing.

STATEMENT OF ACTION: POLICY 27.

To identify use patterns, problems, desire and need in relation to the path network and to consider the desirability and necessity of legal path orders to improve and enhance the network.

Comments from the Consultation Exercise

Path creation orders would be welcomed.
Rationalisation of paths, which may lead to a reduction in available routes, would be strongly opposed.

Conclusions/Intent

To implement the policy as stated in conjunction with Policy no.26.

Proposed Action

- In consultation with path user groups, landowners, the Local Access Forum and other agencies to identify any areas where it is desirable for improving the network to create new paths, or divert existing routes.
- In consultation with path user groups to promote any necessary path orders for improving the network.

By Whom

PROW Group

Estimated Costs

£10,000 per year

Funding

Increased PROW budget/LTP

Estimated Timescale for Completion

10 years.

STATEMENT OF ACTION: POLICY 28.

To provide publicity on responsible behaviour when using the path network.

Comments from the Consultation Exercise

No specific comments were received.

Conclusions/Intent

To implement the policy as stated in conjunction with Policy no. 26.

Proposed Action

- To develop publicity material on responsible path behaviour for both general distribution and for targeted groups.

By Whom

PROW Group

Estimated Costs

£5,000 p.a. years 3 and 4.

Funding

Increased PROW budget

Estimated Timescale for Completion

2 years.

STATEMENT OF ACTION: POLICY 29.

To ensure that the promotion and enhancement of the public path network forms an essential part of all the relevant planning and strategic policy documents.

Comments from the Consultation Exercise

Funding will be critical to implementation of the policies.

Conclusions/Intent

To implement the policy as stated.

Proposed Action

- To circulate the completed ROWIP as widely as possible amongst identified agencies and groups and internally within the City Council.
- To update the ROWIP section of the LTP in line with statutory requirements.

By Whom

PROW Group

Estimated Costs

£5,000

Funding











PROW budget

Estimated Timescale for Completion

6 months.

TIMETABLE - SUMMARY OF POLICY ACTIONS

Policy No.	2007	2008	2012	2013	2014	2015	2016	2017
1	[Redacted]							
2	[Redacted]							
3	[Redacted]							
4	[Redacted]							
5	[Redacted]							
6	[Redacted]							
7	[Redacted]							
8	[Redacted]							
9	[Redacted]							
10	[Redacted]							
11	[Redacted]							
12	[Redacted]							
13	[Redacted]							
14	[Redacted]							
15	[Redacted]							
16		[Redacted]						
17		[Redacted]						
18	[Redacted]							
19	[Redacted]							

Policy No.	2007	2008	2012	2013	2014	2015	2016	2017
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								

Appendix 1

PROWIP FUNDING SUMMARY SHEET

Policy No	Description	Year									
		1	2	3	4	5	6	7	8	9	10
		(Estimated Costs in £1000's)									
1	Definitive Map - Review	10	10	10	10	5	5	5	5	5	5
2	Urban paths-rural upgrades	20	20	100	100	100	100	100	100	100	100
3	Safe Routes to school	see page 71									
4	Major Gateway paths	20	20	100	100	100	100	100	100	100	100
5	Bridleways	10	10	50	50	50	50	50	50	50	50
6	Rural Uncl Roads - review	10	10	10	10	10	10	10	10	10	10
7	TRO's - orders/implement	10	10	10	10	10	10	10	10	10	10
8	Geen Lanes	8	8	10	10	10	10	10	10	10	10
9	Cycling plans	see Appendix 4									
10	Cycling to Work & school	see page 71									
11	Open Country	20	20	10	10	10	10	10	10	10	10
12	River corridor paths	10	10	50	50	50	50	50	50	50	50
13	Network link paths	10	50	50	50	50	50	50	50	50	50
14	Nature Cons protection	5	5	5	5	5	5	5	5	5	5
15	Path signage-improvement	2	2	10	10	10	10	10	10	10	10
16	Health Walks/routes	-	10	10	10	10	10				
17	Confidence Building Impr	-		10	10	10	10	10			
18	Promotion	-			10	10	10	10	10		
19	Upgrade Rural paths	10	50	50	50	50	50	50	50	50	50
20	Tourism/awarenes	5	5	5	5	5	5	5	5	5	5
21	Quiet Lanes/ Verges	-		10	10	10	10	10	10	10	10
22	Least Restr Option Impr	10	10	50	50	50	50	50	50	50	50
23	Path Classificn scheme	5	5	10	10	10	10	10			
24	Easy Going Trails	10	10	50	50	50	50	50	20	20	20
25	Improved Maint programme	50	50	50	50	50	50	50	50	50	50
26	Resolve Conflict	5	5	5	5	5	5	5	5	5	5
27	Mod Orders-ammedments	10	10	10	10	10	10	10	10	10	10
28	Promote Resp Behaviour	-		5	5						
29	Advertise PROWIP	5									
TOTALS		245	330	680	690	680	680	670	620	610	610

Funding Summary Continued

The following are funded from the Local Transport Plan and consequently the timescale for implementation differs from that of the ROWIP following a five year cycle which is already under way. Therefore, the following are amounts for 2008 and 2009:

Safe Routes to School - £150,000 per annum

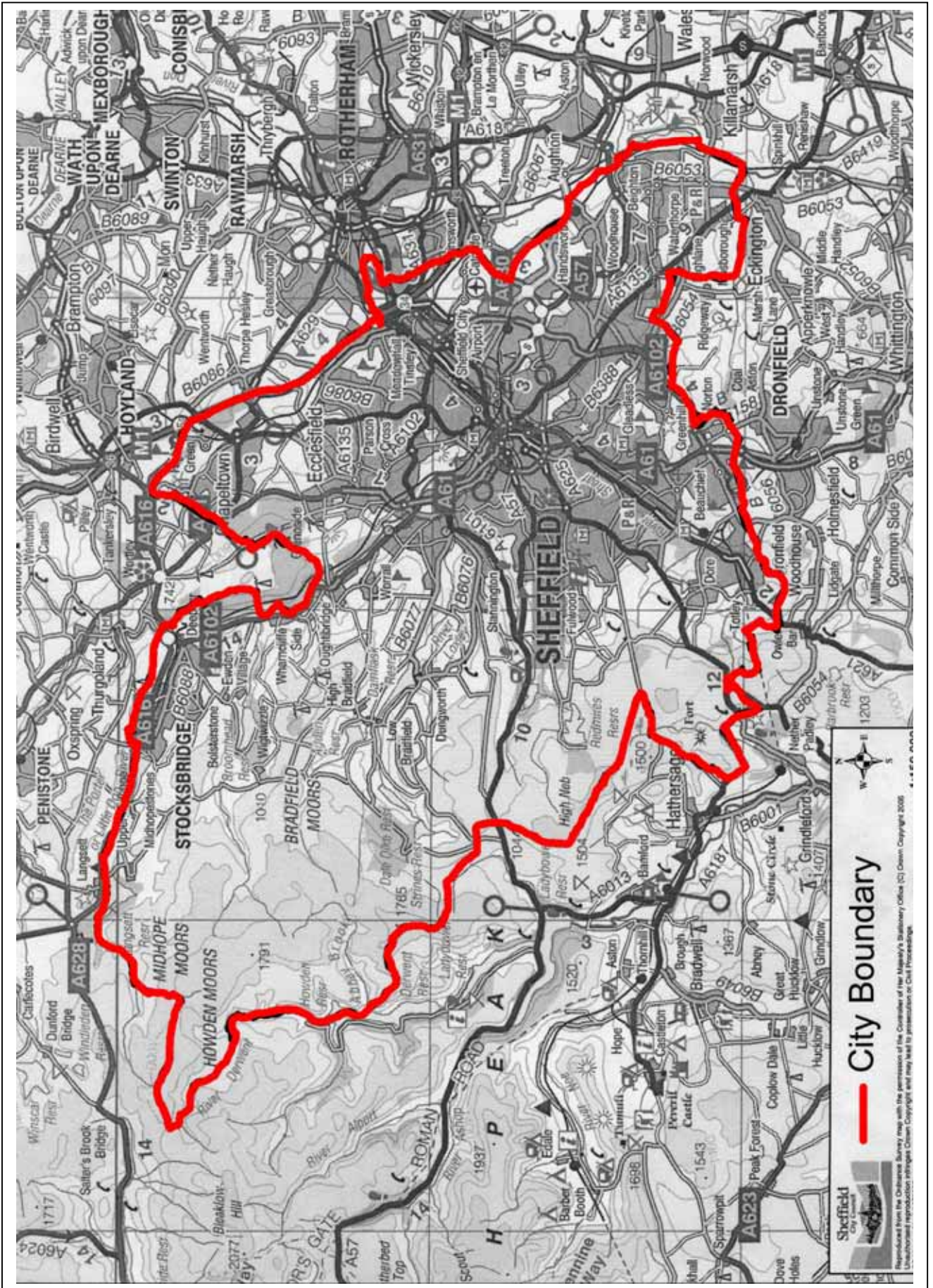
Cycle Links - £225,000 per annum (see also **Appendix 4**)

Travel Plans - £400,000 per annum



OPEN ACCESS, BROOMHEAD MOOR

Appendix 2



Appendix 3

TIMESCALE

Completed

- **May - August 2005** – Seek views from the public and local groups, parish councils, Peak Park, neighbouring authorities etc.
- **September 2005 - August 2006** – Part 2, Develop management actions to meet the strategy policies.
- **October - November 2006** – Combine the policies with actions to form the Draft Plan.
- **November 2006** – Draft Plan to the City Council for approval. .
- **January - April 2007** – Draft Plan out for public consultation.
- **May – August 2007** – Revise the Draft Plan in line with consultation feedback

▪

2007 – 2017

November 2007 – Publish the Rights of Way Improvement Plan.

Thereafter develop Action management plans and carry out works to meet set targets. The monitoring of progress to be determined by annual reports (commencing from year end 2008), which will be considered by the Local Access Forum and the City Council and will be published on the Council's Internet site.

Note: The Sheffield Local Access Forum will be consulted on the Action management plans as they develop and as required by its statutory remit, advise the City Council.

Appendix 4

Executive Summary

Sheffield Cycle Action Plan 2006 – 2011

The Cycle Action Plan sets out the policies and action points that will enable and encourage more people to choose to cycle more safely more often in Sheffield. Some key points are that by 2011 there will be a basic network of radial cycle routes into the City Centre and good connections within the Centre. Cycle training will be much more widely available and promoted to improve safety. There will be an on-going marketing strategy that will promote the facilities that are being provided. This will continue the trend of increased cycle use in Sheffield (40% increase in cycling to work between 1991 and 2001).

The benefits of this will be improvements in the health of those encouraged to cycle more often. It will open up access to work, leisure, training and education for many people who either don't have access to a car or who simply choose to cycle. And it will lead to modest reductions in car use and improvements in the general environment.

The proposals in this action plan will not make Sheffield an ideal cycling city, but they will maintain the growth in cycling and provide a firm foundation on which to build in future Local Transport Plans.

The following pages summarise the proposals in the plan and comprise:

- The headline outcome targets
- The headline output targets
- The eleven Action Points
- The development of the radial route network 2006 – 2011
- The development of the City Centre cycle route network 2006 – 2011
- The development of cycle routes in the Upper Don Valley, Lower Don Valley and Blackburn Valley areas
- Financial Summary

Headline Outcome Targets by 2011:

50% increase in cycle use in the City based on 2001 baseline

No increase in cycle accidents based on 2001 baseline

200% increase in cycling to school based on 2001 baseline

33% of Y6 schoolchildren will receive cycle awareness training

To improve safety, free cycle training will be offered to any resident requiring it

Headline Output Targets:

All transport schemes above £50,000 will be subject to cycle audit to ensure that, as far as possible, conditions for cycling are considered and improved.

Radial corridors into the City Centre will have a completed utility cycle route that is coherent, legible, direct, attractive, safe and comfortable.

The City Centre and the Upper and Lower Don Valley areas will have a well-signed network of routes providing access to all major attractions and destinations.

Good quality, secure cycle parking will be provided at all passenger transport interchanges.

The City's Parks and green spaces will become places that welcome young people learning to cycle and encourage families to cycle together.

At least five model, cycle-friendly, safe-routes-to-school projects will be completed or under way by 2011.

Remedial measures will have been implemented to improve the safety of cyclists on the Supertram network and there will be better integration between cycling and public transport.

The Eleven Action Points

Action Point 1: Complete a planned network of radial cycle routes focused on the City Centre that is coherent, legible, direct, attractive, safe and comfortable and implement remedial safety measures for cyclists on the Middlewood Road / Langsett Road Supertram Corridor. See plan and schedule at Appendix A.

Action point 2: Complete a planned network of City Centre cycle routes which are direct, attractive, safe and comfortable with a new coherent, legible and comprehensive signing system. See plan and schedule at Appendix B.

Action Point 3: Building on the success of the Barkers Pool Cycle Route, consideration will be given to permitting cycle access to Fargate during the vehicle servicing periods – i.e. before 10.00am and after 6.00pm.

Action point 4: Develop a planned network of direct, legible, attractive, safe and comfortable cycle routes in the Upper Don, Lower Don and Blackburn Valley areas. See plan at Appendix A and schedule at Appendix C.

Action point 5: The City Council will continue to provide cycle parking stands in public areas as demand arises. As part of the requirement to improve cycle facilities, all new public car parks will provide cycle lockers at a ratio of at least 2% of the total number of car parking spaces. Cycle parking will continue to be provided in new development in accordance with Information Sheet 4 and 4b. See appendix E.

Action Point 6: Good quality, secure cycle parking will be provided at all future passenger transport interchanges in accordance with the guidance in Appendix E. The City Council will encourage the Supertram operator to experiment with off-peak cycle carriage. The City Council will promote the use of folding bikes in conjunction with public transport as a means of improving integration and will encourage SYPTTE and the bus operators to increase the number of services prepared to carry cycles.

Action Point 7: Five model cycle to school projects will be under way or completed by 2011, to include cycle awareness training, on-site cycle parking and safe-routes to school improvements. 33% of all Y6 schoolchildren will receive cycle awareness training to the new National Standard.

Action Point 8: The City's Parks and green spaces will become places that welcome young people learning to cycle and encourage families to cycle together.

Action Point 9: To improve safety, free basic cycle training will be offered to any resident requiring it.

Action Point 10: The starting point for the design of cycle routes and facilities will be the advice contained in Draft Local Transport Note 1/04, in particular the hierarchy of measures. All transport schemes over £50,000 in value will undergo a Cycle Audit to ensure that the needs of cycle users are considered. See appendix F.

Action Point 11: The City Council and its partners will instigate an on-going, co-ordinated marketing campaign, promoting the health benefits of cycling and bike use as a lifestyle choice, as part of the wider Active Sheffield Marketing Strategy.

Appendix A

The development of the radial route network 2006 - 2011

Action Point 1:

Complete a planned network of radial cycle routes focused on the City Centre that is coherent, legible, direct, attractive, safe and comfortable and implement remedial safety measures for cyclists on the Middlewood Road / Langsett Road Supertram Corridor.

Scheme	Design	Construction	Estimated LTP contribution prior to 2006/07	Estimated cost £000
City Centre to Grimesthorpe and Southey Green via Burngreave and Northern general Hospital (To be part-funded by Burngreave New Deal for Communities)	2006/07	2007/09		100
City Centre to Gleadless via Norfolk Park Mainly signing and lining	2006/07	2007/09		120
<i>White Lane, Gleadless: cyclists and Supertram Safety Measures</i>	2008/09	2009/10		80
<i>Middlewood Road / Infirmary Road / Langsett Road: Cyclists and Supertram Safety Measures</i>	2007/08	2008/10		120
Create cycle route link between Sheaf Gardens Terrace and Olive Grove Road via Priestley Street. (To be part-funded by Section 106 contribution)	2005/06	2006/07		40
Safety improvements on the Peak Park Cycle Route (Brocco Bank / Endcliffe Vale)	2005/06	2005/07	21	00
Heeley to Broomhall / Universities route	2005/06	2006/07/08	4	75
Contingency for small cycle schemes in local areas £10K /annum		2006-2011		50
Total LTP contribution				£585K

Appendix B

The development of the City Centre cycle route network 2006 - 2011

Action point 2:

Complete a planned network of City Centre cycle routes which are direct, attractive, safe and comfortable with a new coherent, legible and comprehensive signing system.

Scheme	Design	Construction (financial year)	Estimated cost £000
Connect Cycle Route Signage:			
A comprehensive system of cycle route signage for the City Centre.	2005/06	2006/07	61
<i>Cycle ring route:</i>			
Link between Exchange Street and Pond Street	2005/06	2006/07/08	100
Upper Hanover way	2006/07	2007/08	50
The Northern section of the Cycle Ring Route will be delivered in conjunction with the Northern Inner Relief Road and commercial developments in the Markets / St. Vincents / Central Riverside areas.			
<i>Access to the City Centre:</i>			
University Tram stop and University route (Leavygreave Rd to Bolsover Street and Glossop Road to Bolsover Street)	2009/10	2010/11	175
Bramall Lane Roundabout (developer contribution)	2006/07	2007/08	
Hereford Street / Charlotte Rd crossing of the IRR	2006/07	2007/08	130
Granville Street to Park Square and the National Cycle Network	2009/10	2010/11	120
<i>Access within the City Centre:</i>			
Eyre Street to Devonshire Quarter via Cumberland Street – to be delivered as part of the Moor redevelopment proposals			
Union Street / Norfolk Street to be delivered as part of the Heart of the City / Millennium Square proposals			
Cycle Access to the Rail Station, and Sheaf Valley improved as part of the Granville Final Scheme, including link to Sheffield College, Granville Campus.			
NRQ to Broomhall via Wellington Street, to be delivered via Charter Square / NRQ proposals			
Cycle Parking improvements £10K /annum		2006/07 –	50
Cycle Publicity and promotion £10K /annum		2010 / 11	50
Total			£736K

Appendix C

The development of cycle routes in the UDV, LDV and Blackburn Valley areas

Action point 4:

Develop a planned network of direct, legible, attractive, safe and comfortable cycle routes in the Upper Don, Lower Don and Blackburn Valley areas.

Scheme	Design	Construction (financial year)	Estimated LTP contribution prior to 2006/07	Estim ated cost £000
Upper Don Valley				
A61 commuter cycle route. Mainly off-carriageway route between Rutland Road and Livesey Street.	2005/06	2005/07	115	135
North Don Trail. Partially off-carriageway and partially on-carriageway route between Neepsend Lane and Penistone Road North (to be subject of Objective 1 bid).	2006/07	2007/10		650
An extension of the route to Beeley Wood Road and Middlewood Road may be provided as part of regeneration proposals for the Claywheels Lane area, subject to Objective 1 funding.	2006/07			
A further extension of the route linking Beeley Wood Road to Oughtibridge and beyond to Wharncliffe Woods, to be potentially provided by Sustrans.	2005/06	2007/09		
Upper Don Walk: extension to the existing sections to be provided as new riverside development takes place & via UDV Trust.		2006/07		
Routes to be provided to the UDV as part of the Southey Owlerton Area Regeneration (SOAR) 'Green Web' project.		2005 onwards		
Routes to be provided to the UDV as part of the Ski Village proposals.		2005/06 onwards		
Blackburn Valley				
Extension of the Meadowhall to Ecclesfield route to Chapeltown through Smithy Wood and Hesley Wood. To be provided in conjunction with redevelopment of the area and Sustrans.				
Five Weirs Walk upgrade to adoptable standards.	2009/10	2010/11		150
Total			£115	£935

Appendix D

Financial Summary

The cycle route network will be developed from a variety of funding sources. These include developer contributions, regeneration funding, Sustrans and the Local transport Plan.

In recent years, the LTP allocation for cycling schemes has been between £75,000 and £200,000 per annum, not counting route development within the City Centre, which has been carried out via the City Centre funding 'pot'. It is important to recognise that the implication of the proposals in the Action Plan is a significant increase in allocation to cycling schemes from the Local transport Plan.

The estimated total cost of the Cycle Action Plan proposals is:

	£000s
radial route network 2006 - 011	585
City Centre route network 2006 - 11	736
UDV, LDV and Blackburn Valley routes	<u>935</u>
	2,256 / 5 years = Circa £451K pa

It is proposed that this will be provided from a combination of the Local Transport Plan (LTP) Cycle facilities budget, the LTP City Centre transport schemes budget and various sources of regeneration funding, including developer contributions.

<u>Year</u>	Estimated total cost £000s	Estimated LTP contribution £000s	Estimated regeneration / developer contribution £000s
2006/07	456	200 + 61 (connect cycle signage)	195
2007/08	460	225	235
2008/09	460	250	210
2009/10	430	275	155
2010/11	450	300	150
Total	2256	1311	945

Appendix 5

LIST OF CLAIMED FOOTPATHS

SHEFFIELD CITY AREA

Finchwell Road - Waverley Cottages

St. Josephs Road – Finchwell Road

Hurlfield Road – Footpath Sheffield 333

Wisewood Forge, Forge Dam – Loxley Road

Smithfield Road - Kew Crescent

Sandstone Drive - Beacon Road

Abbeydale Grange School

Taunton Avenue Rear of 50/52 - Rear of 82 Tansley Drive

Charnock Arnold Avenue - Charnock Wood

Grimesthorpe Road - Carwood Close

Foxhill Close - Foxhill Crescent

Fitzwilliam Road - Claywood (Monument Grounds)

Bawtry Road Sports Ground

Rivelin, Low Coppice Farm A57 – Footpath Sheffield 83

Birley Vale/Lindley Lane/ Mansfield Road

Canterbury Crescent Opposite No.32 to junction with Footpath
Sheffield 1088

Abbeydale Hamlet Abbey Lane – Abbeydale Hamlet

Hollywell Road - Beacon Way Crosses Playing Fields

Athelstan School - section of footpath off Richmond Parkway

Ladies Spring Wood, off Twentywell Lane Adjacent Railway Line

The General Cemetery – cross routes

Castle Dyke Playing Fields – Ringinglow – across the playing fields

Birley Moor Road - Longstone Crescent

Hackenthorpe, old village school site

High Wincobank - Bracken Hill Primary School

BRADFIELD PARISH

Bradfield, near Cliffe House Farm to Onesmoor

Bradfield, Old Coach Road

ECCLESFIELD PARISH

Grenoside, Path opposite Prior Road Farm & Path off Topside

Ecclesfield, Path off St Mary's Lane

Ecclesfield, Thorncliffe Park Estate

Ecclesfield, Parkin Wood - Thorncliffe Road – White Lane

Ecclesfield, Cinder Hill Lane – The Wheel

Grenoside, Low Hall Wood

Ecclesfield, Hall Wood - Low Spring

Grenoside, Greno Woods cross routes

Ecclesfield, Crake Hall Road to Bridleway

Chapelton, Off Warren Lane - Path to Parkin Wood & Recreation ground

Grenoside, Steel Hill/Skew Hill to Birley Edge

Grenoside, Intake Farm

Grenoside, Bower Lane (Off Rough Lane) to Wheata Wood

STOCKSBRIDGE PARISH

Stocksbridge, Oaks Lane - Long Lane via Windhill Craggs/Spur to Windhill Farm.

Stocksbridge, off Edward Street

Stocksbridge, along the top of Hunshelf Bank/Barnsley boundary



MORE HALL RESERVOIR NR. STOCKSBRIDGE

Appendix 6

GREEN LANES FOR INVESTIGATION

Stakehill Road – Moscar

Moscar Cross Road – Moscar

Thornseat Road – Strines

Lane Head Road – Strines

Cowell Top Road – Broomhead

Spoon Lane – Stannington

Marsh Lane – Storrs

Brookside Lane – Dungworth

Riggs Low Road – Stannington

Cow Gap Lane – Dungworth

Ringwood Lane – Dungworth

Rushy Lane – Broomhead

Allas Dike Lane – Broomhead

Peg Folly Lane – Whitwell, Stocksbridge

Moorwood Lane – Flash

Onksley Lane – Flash

Loadbrook Road – Loadbrook

Boggard Lane – Worrall

Stocks Lane – Midhope

Park Lane -Stocksbridge

Back Lane – Midhope

Ivy Cottage Lane - Fulwood

Pudding Poke Lane - Dungworth

Little Matlock Lane - Loxley

Back Lane – Langley Brook , Stocksbridge

Plumpton Lane – Low Bradfield

School Lane – Low Bradfield

Dark Lane – Midhope

Jack Lane – Morehall

The Sands – Low Bradfield

Storth Lane – Glen Howe

Bud Lane - Brightholmlee

Coppice Lane – Rivelin

Carr Lane – Bolsterstone

Roger Lane – Agden

Footershaw Lane - Agden

Cob Lane – Dale Dike

Appendix 7

PRELIMINARY ROUTE SUGGESTIONS

Abbey Lane to Broadfield Road via Millhouses Park (FP)

The River Don corridor at Parkwood Springs and linking to Shirecliffe (FP)

The River Loxley to River Don (FP, CT)

Tinsley to Stradbroke Road (FP)

Handsworth to Beighton (FP)

Chapletown to Ecclesfield – Butterthwaite to Station Road and Westwood (FP, CT)

Greno Woods and Prior Royd Wood – circular routes (FP, BR)

Agden, Damflask and Dale Dike Reservoirs – circular routes (FP)

Morehall Lane to Manchester Road and FP no. 34A Stocksbridge (FP)

Mortimer Road to Pike Low (FP)

Duke's Road to Mortimer Road (FP)

Hillsborough Park to Oughtibridge along the Don corridor (FP, CT, BR)

Wyming Brook Drives and through to Stanage (FP & BR)

Rivelin Dams to Rivelin Post Office (FP)

New paths through Bole Edge Plantation, Strines (FP, BR)

Oaking Clough to Moscar (FP)

Green Drive Burbage and to Ringinglow (pos BR)

Whirlow Park – circular routes (FP/Easy Going Trail)

Rivelin Valley and to Lodge Moor, Wyming Brook and Dungworth (BR routes, FP)

Gt Hollins Wood, Oughtibridge (FP)

Fulwood to Ringinglow and Rivelin (BR routes)

Blacka Moor, Stawberry Lee Plantation to Hathersage Road (BR)

Lee Lane to Rushy Lane, Broomhead (BR)

Woodhouse to TPT (BR links)

Beighton to TPT/Rother Valley (BR links)

Green Web links to parks and countryside areas (FP pos BR)

TPT to Thorpe Hesley - new upgrade link (BR/CT)

Handsworth – Europa Link - upgrade (BR/CT)

FP – footpath

BR – bridleway

CT – cycle track

Please Note:

This is not intended to be other than an indicative list. Other routes will be added as the management plan develops.



BOOT'S FOLLY, STRINES

Appendix 8

DEFINITIVE MAP STATEMENT OF PRIORITIES 2007

(Replaces previous Statements)

1. To investigate and determine newly threatened and/or obstructed claimed paths and make Definitive Map Modification Orders (DMMO) if appropriate.
2. Investigate those 'green lanes' listed for inclusion on the Definitive Map and make DMMOs as necessary
3. Determine long standing claims and make DMMOs as appropriate.
4. Make Legal Event Modification Orders (LEMO) for the backlog of legal events which have taken place.
5. Make LEMOs for those paths that have been adopted, but which are not shown on the Definitive Map.
6. Proceed with Dedications and or Agreements over Council owned or privately owned land, where opportunities exist, so as to secure new paths or the public status of used paths.
7. Continue to add all relevant public rights of way information to the Access Management computer mapping database.
8. Determine and classify all new applications to modify the Definitive Map, within a reasonable timescale, but dependent on resources available.
9. Effect a legal consolidation of the existing Definitive Maps.
10. All other work has equal priority.

Appendix 9

ACKNOWLEDGEMENTS

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Organisations

Action for Blind People
Adopt-a-Path Members
Barnsley Borough Council
Bolsterstone Community Group
Bradfield Parish Council
Beauchief Environment Group
The British Horse Society
Chapelton 50 Plus Club
Derbyshire County Council
Ecclesfield Parish Council
Fitzwilliam Estates
Five Weirs Walks Trust
Friends of Blake Street Nature Park
Friends of the Porter Valley
Greenpeace
Grenoside Conservation Society
Grenoside Wednesday Wayfarers
Hallamshire Harriers
Peak District Local Access Forum
Peak National Park Authority
Rotherham Borough Council
Sheffield Campaign for Access to Moorlands
Sheffield Holiday Fellowship
Shire Brook Conservation Group
Stocksbridge Town Council
Sustrans
The Ramblers' Association
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Sheffield Local Access Forum
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Individuals

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