

Appendix 1 – Network Management and Enforcement

Measure of Success	Source	Achievements 2022-23 (2021-22)	Anticipated work programme 2023-24
All footpaths, bridleways and byways correctly signposted where they leave a metalled road.	C/side Act 1968 NERC Act 2006	<ul style="list-style-type: none"> 181 signs erected across the borough (230) 	<ul style="list-style-type: none"> Installation of additional signs and replacement signs following loss and damage to ensure the requirements of Countryside Act 1968 s 27 are fulfilled.
All PROW clear of obstructions, misleading notices, other hindrances or impediments to use.	HA 1980 s130	<ul style="list-style-type: none"> Enforcement actions saw 0 notices served for cropping and 1 for general obstructions (0 and 1, respectively). 39 “7 day” warnings were issued in relation to cropping offences (0). 0 enforcement actions were required to physically remove obstructions on the PROW network (2). 2 s130A notices were received (0) and actioned resulting in the removal of obstructions 	<ul style="list-style-type: none"> Carry out necessary enforcement work in line with adopted protocols to ensure that the duty set out in Highways Act 1980 is fulfilled.
Surface of every PROW is in proper repair, reasonably safe and suitable for the expected use.	HA 1980 s41	<ul style="list-style-type: none"> A routine maintenance programme is in operation, with a total length of 115 km having received routine strimming during the year (113). 1 s56 notice was received (0) and responded to. 	<ul style="list-style-type: none"> The annual maintenance programme will be rationalised across the borough to ensure consistency The development of the input of volunteers in the inspection and maintenance of PROW. Officers will continue to work with colleagues in other departments and other partners in order to facilitate additional funding for special projects in relation to PROW wherever possible.

Measure of Success	Source	Achievements 2022-23 (2021-22)	Anticipated work programme 2023-24
All PROW inspected regularly by or on behalf of the authority.	HA 1980 s58	<ul style="list-style-type: none"> • Small scale bridges are inspected every three years. In practice, however, other priorities mean that such work is not always achieved, and paths in general are not proactively inspected due to a lack of resources. This could result in a lack of a legal defence to claim(s) for personal injury. • Larger/complex structures are inspected regularly by CE Highways. • Network Management Officers hold bi-annual meetings with the relevant representative of the walking, cycling and equestrian user groups, are in regular contact with users throughout the year and receive user group inspection reports. 	<ul style="list-style-type: none"> • Network Management Officers will continue to hold bi-annual meetings with the relevant representatives of the walking, equestrian and other user groups to agree work priorities and to discuss the results of the survey work carried out by these groups.
The authority is able to protect and assert the public's rights and meet other statutory duties (e.g. to ensure compliance with the Rights of Way Act 1990).	HA 1980 s130	<ul style="list-style-type: none"> • All cropping obstructions were responded to within 4 weeks of reporting – in practice this will not have been achieved due to vacancies and higher priority issues. 	<ul style="list-style-type: none"> • Continue to adhere to the response times set out in the current standard.
Waymarks or signposts are provided at necessary locations and are adequate to assist users. Waymarking scheme/initiative in place.	C/side Act 1968 s27	<ul style="list-style-type: none"> • Waymarking is undertaken by staff and contractors as appropriate. Additionally waymarkers are provided to registered PROW volunteers to enable them to replace missing and damaged waymarkers. 	<ul style="list-style-type: none"> • Waymarking and signposting will be undertaken as appropriate.

Appendix 1 – Examples of improvement projects delivered

Audlem Footpath No. 26: Audlem Ramblers, working in partnership with the Parish Council and the Peak and Northern Footpath Society, have created a 65m long raised walkway over a section of footpath that is boggy the majority of the year and yet forms a popular circular route for residents, linking in with the Shropshire Union Canal towpath. The project involved innovative use of a product called Flex MSE to create a causeway and the construction of a boardwalk.



Before



After

Baddiley Footpath No. 8: On a difficult site and working with the landowner, steps leading up to a stile were removed and a ramp of compacted hardcore put in its place.



Before



After

Bunbury Footpath No. 23: Working with volunteers at Bunbury Mill, a path that was difficult to navigate was refurbished. A leaning tree was removed, a wobbly stile replaced and a boardwalk extended to overcome waterlogging. This is a popular path used by local residents and visitors to the Mill.



Before



After

Sutton Footpath No. 5: Replacement 8m bridge on a popular walk from nearby Macclesfield and Langley.



Before



After

Wincle Footpath No. 38: Replacement 3m bridge on very popular route alongside the River Dane in picturesque Wincle.



Before



After

Plumley Footpath No. 16: replacement of a flight of steps.



Before



After

Mobberley Footpath No. 11: replacement of a flight of steps.



Before



After

Accessibility improvements: investment in durable metal path furniture, such as the following examples of a gate replacements of stiles on a Public Footpaths, results in reduced maintenance, reduced liabilities and more accessible routes:

Somerford Footpath No.6: on a popular walk on the urban fringes of Congleton.



Before



After

Haslington Footpath No. 9: A very popular walk on the edge of Haslington and part of the village circular walk.



Before



After

Sandbach Footpath No. 14: A very popular walk on the urban fringe of Sandbach Town.



Before



After

Mottram St Andrew Footpath No. 22: A footbridge washed away in storms and was replaced with a larger footbridge with handrails.



Before



After