

Appendix 1 – Network Management and Enforcement

Measure of Success	Source	Achievements 2023-24 (2022-23)	Anticipated work programme 2024-25
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"> 206 signs erected across the borough (181). 	<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	<p>Enforcement work resulted in:</p> <ul style="list-style-type: none"> 12 cases in which letters were sent to address enforcement issues (not previously reported) 1 notice served for cropping and 0 for general obstructions (0 and 1, respectively). 7 “7 day” warnings issued in relation to cropping offences (39). 0 cases of enforcement action to physically remove obstructions (0). 0 s130A notices were received (2) 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 110 km having received routine strimming during the year (115). 1 s56 notice was received and responded to (1). 	<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 to facilitate additional funding for special projects in relation to PROW wherever possible.
All PROW inspected	HA 1980	<ul style="list-style-type: none"> Small scale bridges are inspected 	<ul style="list-style-type: none"> Network Management Officers will

Measure of Success	Source	Achievements 2023-24 (2022-23)	Anticipated work programme 2024-25
regularly by or on behalf of the authority.	s58	<p>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.</p> <ul style="list-style-type: none"> • 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. 	<p>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.</p>
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:

A recently installed boardwalk was damaged by flood waters. The boardwalk was repositioned and resecured by a Council contractor.



Before



After

Audlem Footpath No. 3A:

A rotten stile was replaced by a steel kissing gate on a popular route in Audlem.



Before



After

Bickerton Footpath No. 13:

A sleeper bridge was being undercut by the water flow in the ditch, so was replaced with a longer, 5 metre bridge to position the crossing higher up the bank.



Before



After

Brindley Footpath No. 21:

A partially overgrown and difficult to access field gate has been replaced with a 2 in 1 gate that will improve accessibility for the public and also the landowners livestock security.



Before



After

Marbury Footpath No. 16:

An existing sleeper bridge was replaced with a longer, 5 metre bridge that removed a steep drop from the stiles on both ends of the previous bridge. The new, larger bridge will make crossing the ditch safer by being higher up the bank.



Before



After

Norbury Footpath No. 9:

A rotten, narrow, single sleeper bridge has been replaced with a wider 5 metre bridge to improve accessibility.



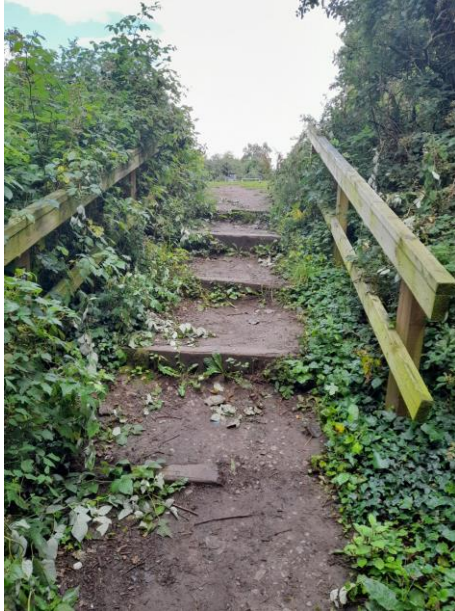
Before



After

Wybunbury Footpath No. 8:

A series of timber step risers were rotten and have been replaced to improve accessibility.



Before



After

Macclesfield Footpath No. 94:

A severely rotting 5m bridge replaced with a steel frame bridge.



Before



After

Bosley Footpath No. 5:
A severely rotting bridge replaced.



Before



After

Wincle Footpath No. 8:
A severely rotting bridge replaced.



Before



After

Betchton Footpath No. 10:

A flight of steps replaced to improve accessibility.



Before



After

Gawsworth Footpath No. 10:

The last three stiles have been replaced with more accessible steel kissing gates on this 1¼ mile scenic route.



Before



After

Haslington Footpath No. 32:

A poor stile replaced with kissing gate to increase accessibility.



Before



After

Lower Withington Footpath No. 5:

A severely rotting bridge replaced.



Before



After

Ollerton Bridleway No. 6:

The last section of surfacing on the route has been completed, undertaken with the support of the Border Bridleways Association who kindly contributed.



Before



After

Wilmslow Footpath No. 102:

A rotten footbridge replaced.



Before



After

Rainow Footpath No. 76:

Material used as anti-slip had rotted and was coming away – replaced with new anti-slip strips as the timber remained in good condition.



Before



After

Disley Footpath No. 24:

The last difficult stile on this long route linking to the Gritstone Trail was replaced with a kissing gate.



Before



After