

Appendix 1 – Network Management and Enforcement

Measure of Success	Source	Achievements 2021-22 (2020-21)	Anticipated work programme 2022-23
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"> 230 signs erected across the borough (210) 	<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 copping and 1 for general obstructions (0 and 1, respectively). 0 “7 day” warnings were issued in relation to cropping offences (3). 2 enforcement actions were required to physically remove obstructions on the PROW network (1). 	<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 113 km having received routine strimming during the year (165). 	<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.
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, with larger/complex structures inspected 	<ul style="list-style-type: none"> Network Management Officers will continue to hold bi-annual meetings with the relevant representatives of

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		<p>more regularly by CE Highways. In practice, however, other priorities mean that such proactive work is not always achieved, and paths in general are not 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"> • 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>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>
<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).</p>	<p>HA 1980 s130</p>	<ul style="list-style-type: none"> • All cropping obstructions were responded to within 4 weeks of reporting. 	<ul style="list-style-type: none"> • Continue to adhere to the response times set out in the current standard.
<p>Waymarks or signposts are provided at necessary locations and are adequate to assist users. Waymarking scheme/initiative in place.</p>	<p>C/side Act 1968 s27</p>	<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

Edleston Bridleway No. 1: Refurbishment of a 55m long raised causeway, using recycled plastic planks on the lower sections for sustainability. Partly funded by the British Horse Society, this route forms part of the popular Nantwich Riverside Loop which offers a circular route for visitors and residents alike, between the town centre, Riverside Park and Shropshire Union Canal.



Before



After

Church Lawton Footpath No. 1

8m bridge replacement on a popular circular walk from nearby residential areas.



Before



After

Lower Withington Footpath No.10: 6m bridge replacement after the collapse of the former bridge.



Before



After

Wybunbury Footpath No. 4: Working with the landowner, 98m of footpath was surfaced with compacted granite and edged with timber to improve access on this popular route around Wybunbury Moss Site of Special Scientific Interest.



Wardle Footpath No. 14: Replacement of a 6m bridge that had been washed off its abutments with an 8m bridge and timber pedestrian gates on either end to replace the previous less-accessible stiles.



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:

Barthomley Footpath No.1: part of the long distance promoted Two Saints Way.



Before



After

Gawsworth Footpath No.1: forming part of a route to a local school.



Before



After

Smallwood Footpath No. 11: replacement of 5 stiles with gates, improving access to Brookhouse Moss, a Site of Special Scientific Interest.



Before



After