



 Sandwell
Metropolitan Borough Council

Rights of Way Improvement Plan

November 2007

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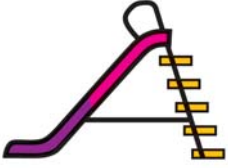






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Please note all LROW shown on the plans contained in the ROWIP are provisional buffered alignments. Those alignments shown for proposals may be subject to alterations as details are agreed and arranged on site.

Key Themes

Throughout this document there are key themes that recur and they are indicated with icons at the appropriate chapter heading. The icons and their meanings are highlighted below:

<u>Icon</u>	<u>Theme</u>
	<p>Everyday Use This theme covers the use of PROW for access to public transport, jobs, amenities and other places people wish to access.</p>
	<p>Health This theme covers issues relating to health including Health Walks, exercise, access to health centres, improved mental health etc.</p>
	<p>Recreation This theme covers access to recreation space, issues regarding recreation space, using Public Rights of Way as a means of recreation and other forms of recreation such as cycling and horse riding.</p>
	<p>Anti Social Behaviour (ASB) This theme covers all issues regarding ASB including crime and fear of crime, gating and other control methods for ASB and improving PROW to tackle ASB.</p>
	<p>Accessibility This theme covers issues regarding access and accessibility.</p>
	<p>Legal Background Public Rights of Way are affected by a vast number of laws and this theme covers those issues that refer to the legal aspects of PROW.</p>
	<p>Cross Boundary Issues Sandwell is abutted by 4 neighbouring authorities. They all have a vested interest in our PROW network just as Sandwell does in theirs. This theme covers issues regarding cross boundary movement and connectivity.</p>
	<p>Environment This theme covers the wide issue of the environment and could include nature conservation, wildlife etc.</p>
	<p>Mobility Impaired Users Users who are mobility impaired feature highly in the document and this theme covers the issues affecting their access to areas of the Borough, particularly open spaces.</p>

1. Introduction

1.1 Legislative Background to ROWIP



The Council along with every other Highway Authority in the country, with the exception of those in inner London, has a duty to produce a Rights of Way Improvement Plan (ROWIP). This requirement was introduced by the Countryside and Rights of Way (CROW) Act 2000.

The authority must assess the following:

- The extent to which Local Rights of Way (LROW) meet the present and likely future needs of the public,
- The opportunities provided by LROW 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
- Also such other matters relating to local rights of way as the Secretary of State may direct.

The Council must produce a statement of the action for the management of its LROW, for securing an improved network of LROW with particular regard to the matters dealt with in the assessment and such other material as the Secretary of State may direct.

The authority has a duty to review the ROWIP within a ten-year period and then on a ten yearly cycle.

A briefing on the CROW Act is contained in Appendix A.

1.2 Statutory Guidance for ROWIP



The Department for Environment, Food & Rural Affairs has published statutory guidance to local Highway Authorities in England. The guidance covers the following:

- Context and scope of ROWIP's
- Assessing the needs of different classes of user
- Making the assessment

- Preparing the statement of action
- Understanding the needs of people with mobility problems

1.3 What are Public Rights of Way?



A Public Right of Way (PROW) is a way on which the public have a right to pass and re-pass providing that the public stay on the route and do not cause a nuisance or obstruction. Sandwell Council (acting in its capacity as Highway Authority for its area) has a legal duty to assert and protect the rights of the public to use these routes and also to prevent their obstruction. Consequently the Council holds records of PROW in their area. They are living documents and are held without prejudice to other unrecorded rights. Therefore the Council cannot guarantee that they record all highway rights.

Records of PROW

a) Definitive Maps & Statements

In 1949 County Councils and former County Boroughs in England and Wales and Surveying Authorities, were given the means to legally map PROW in their area, classifying them as Footpaths, Bridleways or Roads Used as Public Paths (RUPPs). The process comprised three stages: Draft, Provisional and Definitive. The resulting Definitive Map and Statement for each area would be taken as conclusive evidence that a route shown was a PROW at a specific date in the process, the relevant date. Councils have a duty under section 53 Wildlife & Countryside Act 1981 to “keep their Definitive Maps & Statements under continuous review and to modify them by way of orders as events of the relevant kind occur”¹.

There were a number of County Councils and former County Boroughs existing in the 1950’s at the time when PROW were being mapped under the National Parks & Access to the Countryside Act 1949. Due to Local Government reorganisations and boundary changes a total of 14 identified Surveying

¹ Paragraph 3, Annex B. DOE Circular 2/1993 Public Rights of Way.

Authorities made up the area now covered by Sandwell. Different Surveying Authorities reached different stages in the process.

Sandwell has 10 Definitive Maps & Statements (See Appendix B and the plan on page 13). It also has a Draft Map and in addition there are areas that are yet to be mapped.

b) List of Streets Maintainable at the Public Expense

Highway Authorities are required under section 36 of the Highways Act 1980 to make and keep up to date a List of Streets Maintainable at the Public Expense (LOS) within their area which are highways maintainable at the public expense. Routes shown on this record can include Footpaths, Cycle Tracks and Roads (carriageways) constructed both in the past and the present. There are only Footpaths currently recorded on this record in Sandwell that are included in the ROWIP. Throughout this document they are called Adopted Footpaths.

How are routes added or removed from these records?

Statutory orders and legal events are required to take place for routes to be added to these records.

The most commonly used examples include:

- When a development takes place the developers may enter into a section 38 Highways Act 1980 Agreement to ensure that new routes put in to provide access on the new development are added to the LOS.
- A successful claim from the public that an access is a PROW under section 31 Highways Act 1980 established via 20 years use are added to the Definitive Map and Statement for that area.

The same sorts of events are required to remove routes from these records as once a highway, always a highway.

The most commonly used examples include:

- The Highway Authority has powers under different Acts of Parliament to extinguish or divert public highways, e.g. section 116 of the Highways Act 1980, where appropriate grounds exist.

- If strong evidence comes to light that a route should not be recorded on a Definitive Map & Statement, e.g. a Bridleway should have been recorded as a Footpath, the Highway Authority can make a Definitive Map Modification Order to amend the legal records appropriately.

The alignments of routes can also be modified by virtue of legal events to divert them to a new location.

Types of PROW

In relation to those routes shown on the LROW records, these include:

Footpath - A conclusive right of passage for the benefit of pedestrians only.

Bridleway - A conclusive right of passage for the benefit of pedestrians and horse riders, and a limited right for pedal cyclists.

Cycle Track - A conclusive right of passage for pedal cyclists, with or without the same right for pedestrians. These are established by an Order under the Cycle Tracks Act 1984 and are separate to those cycle routes and lanes provided at the side or within the road. There are currently no Cycle Tracks in Sandwell.

Restricted Byways – The CROW Act has created a new category of PROW on the 2nd May 2006 via subsequent Regulations. All RUPPs are now treated as Restricted Byways although the legal records in Sandwell are yet to be amended to reflect this. A Restricted Byway has a conclusive right for walkers, horse riders, and for users apart from those in mechanically propelled vehicles, excluding invalid carriages. Pedal cyclists and horse drawn vehicles can use Restricted Byways.

Byway Open to All Traffic (BOAT) - A right of passage provided for all classes of user, including motorised vehicles. The CROW Act provides that no order can be made after 1st January 2006 to record a BOAT on a Definitive Map except in the place of any other way already recorded on the Definitive Map. There are currently no BOAT's in Sandwell.

Public Road (carriageway) - A right of passage provided for all classes of user, including motorised vehicles.

Vehicle Use

Unless stated otherwise, in the majority of circumstances the use of motorised vehicles on LROW is unlawful by virtue of section 34 Road Traffic Act 1988. However, private rights of access or landownership may authorise such use in certain circumstances.

1.4 Local Rights of Way (LROW) Network



For the purposes of the ROWIP, the CROW Act defines LROW as Footpaths, Cycle Tracks (not those within or at the side of roads), Bridleways, Restricted Byways and BOATs. This includes PROW recorded on the Definitive Map and Statements, those provided by operational statutory orders, and routes defined by the CROW Act recorded on the LOS. Therefore the ROWIP deals with routes recorded as public highways as just defined.

Government Guidance advice states, “ROWIP’s should not conflict with existing duties or to reduce the effectiveness with which they are carried out.”²

Clearly this means that some duties are outside the responsibility of the ROWIP, although they may still impact upon it. Examples include:

- The duty to maintain and keep Definitive Maps and Statements of PROW in continuous review, e.g. dealing with claims to modify the Definitive Map.
- Ensure ways are adequately signposted, maintained and free from obstruction.

1.5 What this means in Sandwell



Legally Recorded LROW Network

² Rights of Way Improvement Plans – Statutory Guidance to Local Highway Authorities in England, DEFRA, November 2002.

This constitutes all routes categorised above shown on the legal records for Sandwell: - Definitive Maps and Statements, complete statutory orders and the LOS. These routes are shown on Sandwell's Legal LROW Network Map attached to this document.

Issues with the Legally Recorded LROW Network

West Bromwich Draft Map and Statement

This is a distinct issue that needs particular attention, as it will affect the scope of the ROWIP in the West Bromwich area. The former West Bromwich County Borough only reached the Draft stage whilst undertaking its duties under the National Parks & Access to the Countryside Act 1949 to prepare a Definitive Map and Statement for its area. To date this work is still to be completed.

An outline mechanism has been identified under the provisions of the Wildlife & Countryside Act 1981 to create a Definitive Map & Statement for this area. Those routes recorded on the Draft Map cannot be included in this process and are also not shown on the Legal LROW Network Map, unless there is any other legal evidence of highway status.

Orders that are not in Operation or are Incomplete

A significant number of routes on the legally recorded LROW network have been subject to legal process to extinguish or divert them by statutory order, either in their entirety or sections of them. Many have been diverted, for example, to allow development to take place. Sometimes there are problems with these orders which means the orders can't be shown to deliver the alterations they proposed. For example:

- Orders have missing elements, such as certificates.
- Inaccurate measurements, which mean alignments do not always correspond.

In other instances no order can be found or there is no record that the work was ever completed to extinguish or divert LROW.

Consequently while attempts may have been made to alter such routes, the legal record still records them on their original alignment, which may now lead through properties. All Orders

have recently been reviewed and a programme of work to address these issues is being developed.

Other Issues

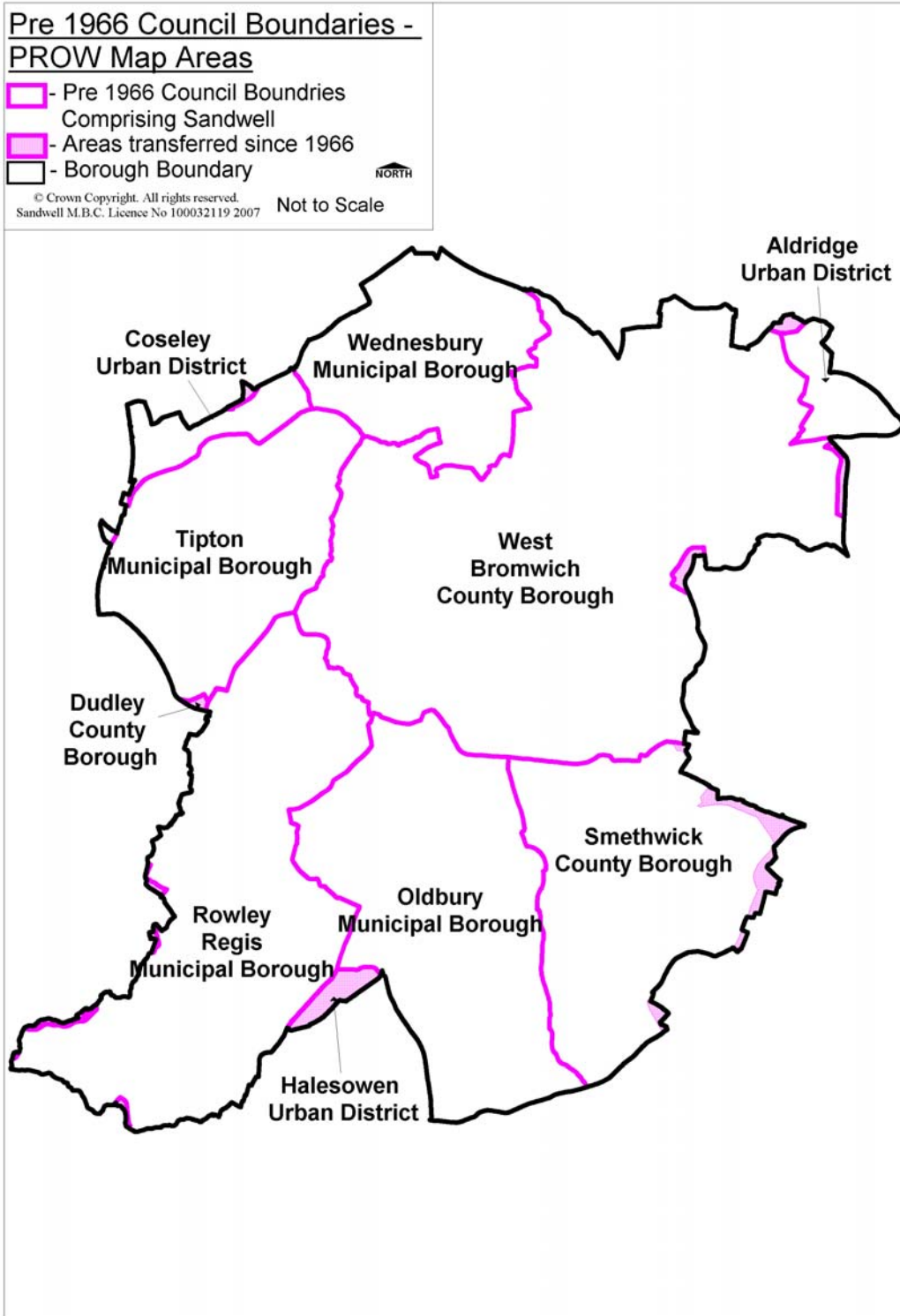
Other legal issues, e.g. where there appears to have been a reclassification without the supporting legal documentation, have also meant that certain routes are not included in the scope of the ROWIP. Improvements, e.g. surfacing and promotion issues cannot be implemented until they are resolved.

Operational LROW Network

After the removal of the sections of routes affected by the legal issues as described above from the ROWIP, we are left with the Operational Network of LROW, i.e. those that can physically be enjoyed by the public and, equally, improved to secure a more effective LROW network.

This equates to a total of 702 LROW of which 124 routes are recorded on records of PROW and 578 are recorded on the LOS, mainly as Footpaths. This includes routes recorded in the West Bromwich area with highway status from statutory orders and the LOS. These figures were established by taking the individual references from routes shown on Definitive Maps and Statements (a plan showing the Definitive and Draft Map areas is shown on page 13), which allocates a reference, and for the LOS we have taken each Footpath as a separate entity.

The lack of a Definitive Map and Statement for the former West Bromwich County Borough area will not stop the Council achieving improvements on those routes that have proven highway status or other issues to be covered by the ROWIP, e.g. by creating new routes.



Summary

From the user perspective the legal network is everything currently recorded, whilst the operational parts of this legal network are those that can be physically used without permanent obstruction.

For the purposes of Sandwell's ROWIP where LROW are referred to this means the operational PROW and operational LOS routes.

1.6 Sandwell's ROWIP and Neighbouring Authorities



LROW do not necessarily end at borough or other administrative boundaries, but continue. In many cases the boundary of the Definitive Maps does not coincide with the current administrative boundaries. In the Metropolitan area of the West Midlands each Borough Council has a responsibility to produce a ROWIP by November 2007. It is therefore important that co-ordination takes place and so regular meetings have been held during the formulation of the Plan between all authorities. Sandwell's neighbouring authorities are Birmingham, Dudley, Walsall and Wolverhampton. Existing cross-boundary routes have been recognised and discussed. Where appropriate, improvement proposals have been included in each ROWIP.

This ROWIP recognises the importance of longer distance routes. Existing LROW in the north Sandwell have been developed into the Beacon Way, which links Dartmouth Park and the Sandwell Valley to Hay Head Wood in Walsall via Barr Beacon. The Environment Agency have identified a potential route for a River Tame Walkway, from source to mouth, a substantial part of which already exists through Sandwell and links into Birmingham. In the South of the Borough on the boundary with Dudley are the River Stour and Mousesweet Brook paths.

By linking up existing LROW new routes can be promoted and these have been included in the ROWIP. Such cross boundary routes are identified in the Statement of Action.

1.7 Other Legislation and Powers



The Council, in its role as Highway Authority, have numerous legal powers from statute and common law to improve and manage its public highways. This list is provided for guidance purposes only and is not exhaustive. It only summarises the sections referred to and should be read in conjunction with the relevant Act. In relation to the ROWIP these powers include:

Highways Act 1980

- Sections 25 and 26 provide for the creation of LROW apart from cycle tracks.
- Section 66 allows measures to be installed on Footpaths for the safety or accommodation of pedestrians. This can include anti motorcycle barriers and bollards.
- Section 97 allows lighting to be provided on highways.
- Section 99 enables the Council to convert an un-surfaced alignment into a metalled one in relation to a highway maintainable at the public expense.
- Sections 116, 118 and 119 gives legal grounds in certain circumstances to divert or extinguish LROW.
- Section 129A (as introduced by the Clean Neighbourhoods and Environment Act 2005) allows Councils in certain circumstances to make 'gating orders' on highways affected by crime and/or anti social behaviour.
- Section 143 gives the Council power to serve notice and remove structures from highways where they are capable of causing an obstruction. The authority that served the notice may undertake the work and recover expenses.
- Section 154 whereby a notice may be served on the owner of vegetation or occupier of the land requires that the overgrowth is loped or cut back. The authority that served the notice may undertake the work and recover expenses.

Road Traffic Regulation Act 1984

- Section 1 gives Councils powers to make a prohibition of traffic order in certain circumstances. This will enable lawful barriers on the LROW network.

Countryside Act 1968

- Section 27 provides that after consultation with the owner or occupier of any land concerned, the Council have the power to erect and maintain signposts on any Footpath, Bridleway or Byway.

Cycle Tracks Act 1984

- Section 3 allows for the conversion of Footpaths into Cycle Tracks.

Other Statutory Provisions

There are certain requirements under other Acts of Parliament that the Council need to consider when preparing its ROWIP.

Disability Discrimination Act 1995

The exact status of the 1985 Act, with respect to country paths and trails remains uncertain at the time of writing. The Act based on the principle that disabled people should not, for a reason related to their disability, be treated less favourably than others (Dept of Social Security, 1997). The relevant section of the Act is Part 3, which deals with goods and services. It may be the case that the provision of path furniture (e.g. stiles/gates, etc) will be considered to be a service and current advice to the Countryside Agency indicates that Highway Authorities may be considered to be service providers. As yet, however, there is no case law that establishes how service will be defined in the case of LROW.

Crime and Disorder Act 1998

Section 17 of the Crime and Disorder Act 1998 highlights the duties of the 'responsible authorities', namely the Police and Local Authorities, regarding crime and community safety.

Section 17 states, 'without prejudice to any other obligation imposed upon it, it shall be the duty of each authority (...) to exercise it's various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can, to prevent crime and disorder in it's area'. Following a review this has now been extended to include anti social behaviour, behaviour adversely affecting the environment and substance misuse within its area. This would include litter, fly tipping, fly posting and any other kind of environmental crime issues.

These requirements will need to be considered regarding any existing or proposed PROW.

2. Policy Context



This section outlines the main national and regional policy context of the plan and details the Sandwell specific policies that need to be taken into account in the ROWIP. Additional policies and guidance that has been considered in the preparation of this ROWIP are contained in Appendix C. A complete list of the plans and strategies investigated during the ROWIP assessment are contained in Appendix D.

2.1 National Polices, Legislation and Guidance



The Government has laid down a series of Planning Policy Guidance and Statements that facilitate and promote sustainable and inclusive patterns of development where land use and transportation provision are linked. These seek to ensure that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community. These are outlined in detail in Appendix C.

Of particular importance for movement of people and the ROWIP are Guidance Notes 3 and 13 which stress the focus on the quality of places and living environments created and give priority to pedestrians, aiming to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity and by planning for mixed use. It is clear that pedestrians and cyclists need routes which are positive, safe, direct, accessible and free from barriers.

Guidance note 17 recognises that Rights of Way are an important recreational facility, which local authorities should protect and enhance. Local authorities should seek opportunities to provide better facilities for walkers, cyclists and horse-riders, for example by adding links to existing rights of way networks.

Transport White Paper The New Deal for Transport

The key theme of the Government's Transport White Paper is the need for integration between different modes of travel. The seamless trip, i.e. one without significant breaks or delays, would be ideal. People want to be able to move easily around a network.

Sustainable Development - The UK Strategy (1994)

The Strategy highlights the role of "work ... to maximise the potential for walking and cycling..."

The Government's Strategy Statement on Physical Activity (Department of Health 1996)

This stresses the health benefits of moderate intensity physical activity, including cycling, and sets out new recommendations to encourage regular activity, championing active living.

The National Cycling Strategy

This has the clear intention to achieve increases in cycle use primarily at the expense of use of private motor vehicles, whilst reducing the risk to cyclists of traffic injuries. It stresses the need to create the conditions in which cycling is made more attractive than using private motor vehicles. Cycling must be seen as an integral part of a sustainable transport strategy.

Delivering Choosing Health - The Health White Paper

It seeks to tackle the health problems of the nation by promoting exercise. It recognizes that well-planned, designed, managed and maintained streets, open spaces and buildings will help to ensure our everyday surroundings maximize opportunities for activity. Access for all to well-maintained, safe walking and cycling routes, parks and countryside will make a significant contribution to enabling people to lead more active lives.

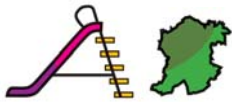
By All Reasonable Means - A guide to inclusive access to the outdoors for disabled people

Public open spaces are central features of local community life across the UK, making a significant contribution to people's well

being and quality of life. These spaces are where public life takes place, and where people can connect with the natural world. Some public spaces or routes are valued mainly for recreation or educational use, while many are an important part of daily life, such as a route to the local shop. Many people, including disabled people, are often excluded from enjoying the use and benefits of such spaces because of a lack of planning or awareness of their needs.

The BT Countryside for All Accessibility Standards have been widely used for assessing and planning routes and should be considered.

2.2 European Planning Guidance

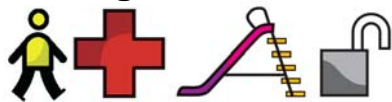


The European Union's approach to spatial planning is set out in the European Spatial Development Perspective (ESDP). This includes the spatial planning objectives:

- securing parity of access to infrastructure and knowledge; and
- sustainable development, prudent management and protection of natural and cultural heritage.

Where it is appropriate to encourage tourism development, plans should identify the facilities needed to support it. These may include, for example, accommodation, improvements to public transport, regional footpaths or cycle routes, alterations to the rights of way system and opening up of inland waterways. Particular attention should be given to promoting links between urban areas and the countryside.

2.3 Regional Guidance



Regional Spatial Strategy

For the West Midlands Region to develop, it is vital that it develops as a “connected” Region with economic, social and cultural linkages supported by improvements in accessibility and mobility. This is a key theme embodied within this strategy.

Seeking to provide increasing accessibility the Government has set out five over-arching objectives for transport:

- to protect and enhance the built and natural environment;
- to promote accessibility to everyday facilities for all, especially those without a car; and
- to promote the integration of all forms of transport and land use planning, leading to a better, more efficient transport system.

The Spatial Strategy emphasises the need to make the most efficient use of land, in doing so development plans should set out appropriate policies and proposals to maintain and enhance provision taking into account policy PA10 and the provisions of PPG17, which includes guidance on playing fields, the treatment of major sporting facilities, the urban fringe and rights of way.

Green Infrastructure for the West Midlands

This prospectus aims to plan, deliver and manage Green Infrastructure to create a high quality environment which makes the West Midlands vibrant, prosperous and sustainable. It provides a framework and encouragement for the use of sustainable transport such as walking and cycling.

A Regional Plan for Sport in the West Midlands

This plan expects that there should be effective transport planning in place to support sport and active recreation and to encourage walking and cycling. It acknowledges that walking and cycling are now becoming more prominent forms of transport and are being considered in all aspects of land use planning and that more people are making better use of parks and the countryside and walking and jogging are becoming common forms of exercise.

2.4 Sandwell Policies



Sandwell Plan

The aim of the Vision in the Sandwell Plan is amongst other things to:

- To create a physical environment which is attractive to residents and employers, and
- To develop a sustainable and integrated transport network

Fear of crime still appears to be a problem in Sandwell with almost 80% of all those panel members asked believing that crime and community safety was in the top three priorities for spending in the coming budget. Caring for the elderly and a clean and tidy Borough were placed second and third.

West Midlands Local Transport Plan, LTP

National and local government shared priorities are:

- Improving the quality of life of children, young people and families at risk
- Promoting healthier communities and narrowing health inequalities
- Creating safer and stronger communities
- Transforming our local environment by improving the quality, cleanliness and safety of our public spaces.
- Meeting local transport needs more effectively

Transport shared priorities defined by Government for this LTP:

- Reducing congestion
- Improving accessibility
- Improving air quality
- Improving road safety

The challenge we face is to ensure that congestion harms neither our competitiveness nor environmental quality. This means that public transport, walking and cycling must play a bigger role in providing for extra trips and in ensuring our transport networks operate as efficiently as possible. Our vision for the West Midlands Metropolitan Area is to create centres that are attractive and vibrant, where high quality public transport is the norm and walking and cycling commonplace.

Our accessibility planning strategy also seeks to improve health by actually improving access to healthcare facilities and fresh foodstuffs as well as examining opportunities to encourage cycling and walking. It includes many measures addressing the whole

journey, including walking routes to bus stops and shelters and security improvements at interchange points.

West Midlands Bus Strategy

All households should be within 400 metres (equivalent to a five minute walk) of a bus stop or other transit stop.

Unitary Development Plan (UDP) Policies

The Unitary Development Plan contains a whole raft of policies which need to be taken into account in the preparation of proposals for improving the existing LROW and in considering potential new routes. The Strategic Vision that the Sandwell of 2020 will be a thriving, sustainable, optimistic and forward-looking community leads the UDP to directly address, amongst other things:

- Locating new development to help reduce the length of journeys,
- The need for improvements to the environment,
- Recognising the importance of town centres,
- Providing for the safe and efficient movement of people and goods,
- Encouraging a shift from private to public transport and recognising the importance of walking and cycling, and
- Ensuring that all factors which affect people's quality of life contribute to safe and secure communities

In UDP Policy T1 the Council has adopted a priority for movement to provide choice and the provision of access for all of the community, which addresses modes in the following order:

- Walking,
- Public transport and cycling,
- Private motor vehicles.

Developments are required to demonstrate provision for access for disabled people and people with mobility difficulties, including access to transport, buildings and the external environment.

The supporting text to this policy states that whilst not being advocated as the sole means of access, walking should nevertheless be recognised as a healthy, sustainable and inclusive

means of accessing day to day needs, and when integrated with other modes, particularly public transport, a key element of most journeys.

UDP Policy T2 states that developments should take account of walking as a genuine choice for journeys, particularly access to schools, local facilities and those providing for day-to-day needs. Developments should provide, safe and convenient routes well integrated into existing and expected lines of movement. Pedestrian movement through a development site should be provided for by clear and obvious routes, signed where necessary. In new developments walking at the beginning and end of all trips should be facilitated, particularly by the integration of footpaths with bus services and other public transport.

The supporting text states that improving conditions for walking helps combat social exclusion, particularly for the old, the young and their parents and for people with disabilities. Walking is part of every transport trip, so all benefit. A poorly lit alleyway can be sufficient to discourage pedestrians and results in more trips by car and taxi. The walk link at the end of a public transport trip, and indeed all walking routes, should be comfortable, convenient, convivial, conspicuous and connected.

Under UDP Policy T7 a network of cycle routes is proposed and schemes that will adversely affect a cycle route will not be permitted unless a satisfactory alternative is available or provided.

UDP Policy OS5 seeks the provision of Community Open Space at a minimum ratio of 2 hectares per 1000 population and will seek to ensure that at least 1 hectare is provided within walking distance (0.4km) of all the Borough's residents.

Regional footpaths or cycle routes, alterations to the rights of way system and opening up of inland waterways are encouraged. It recognises that particular attention should be given to promoting links between urban areas and the countryside.

Community Safety Supplementary Planning Guidance (SPG)

The perception of crime and the level at which anti-social behaviour is tolerated varies from one individual and area to

another. The physical environment may influence the level of crime and anti-social behaviour.

Footpaths and cycleways should be provided to encourage active use and the linking of areas. Footpaths and cycleways should be separated to ensure the safety of pedestrians and cyclists alike, and should be incorporated within developments.

Appropriate measures should be taken to ensure that lighting along footpaths, whether adopted or unadopted, should be provided and maintained to a good standard.

One main aim is to encourage greater usage of the open spaces Sandwell has to offer, to improve the facilities that are provided by making them attractive and safe and easily accessible to all sectors of the community to enable them to carry out their leisure and recreational pursuits.

Residential Design Supplementary Planning Guidance, SPG

Successful places have a well-defined movement framework Routes through an area for all forms of movement, which are designed in a way that ensures they are clear, direct, and busy and will be well used, are desirable.

Listed below are some of the key design policies contained in this document:

- Create lively places which are well used and easily overlooked. This can be achieved by introducing a variety of house types which cater for different tenures, age groups and family composition. This ensures that places are used more effectively over longer periods of the day.
- Design integrated street networks that do not divorce pedestrian and cycle linkages.
- Ensure good visibility by including effective lighting. This applies to unadopted and adopted sections of highway and pedestrian and cycle connections.
- Making separate footpaths or cycle tracks as direct as possible, and well overlooked, will help avoid producing places where pedestrians and cyclists feel unsafe.

Walking in Sandwell - The Strategy

The Walking Strategy Objectives are to encourage people to walk more often for purposeful and leisure trips, preferably instead of using their cars for short journeys; and to improve the quality of, and satisfaction in, the walking environment. The Strategy identifies particular issues and contains guidance on the development and improvement of routes all of which have been taken into account in preparing this ROWIP. The Strategy also identifies a network of Proposed Walking Leisure Routes, some of which are already LROW and others which are included in the ROWIP as proposals.

The Strategy recognizes that there is a need to ensure that pedestrian facilities are designed and maintained so that they are easily usable by older people who may be less agile, harder of hearing or have worse eyesight than younger people.

Cycling in Sandwell – The Strategy

The Cycling Strategy promotes cycling both on and off-road and identifies the key features of successful cycling policies and schemes. The Strategy identifies a network of routes linking centres throughout Sandwell. In some cases these routes utilise areas where LROW exist and proposals are therefore identified later in this document.

Local Agenda 21 Strategy

The Strategy states that for many people walking or cycling short trips to work, school or shops is the best and most useful way to get the amount of regular exercise needed to stay healthy and reduce the risk of heart disease. It's also kinder to our environment.

Culture Strategy

Of the three priorities for Cultural Services included in Sandwell's Cultural Strategy, one is to support and develop Sandwell's strong heritage, including the development of heritage trails across the six towns.

Living Well in Later Life - The Partnership Strategy for Older People in Sandwell 2005 – 2010 Draft for consultation November 2005

Transport is a high priority for improvement, as it is seen as a key to enabling older people to engage in normal community activities and services. It also directly affects access to specialist services.

Sandwell's Children and Young People's Plan 2006/09

The Young People's Steering Group, YPSG, promotes continuous improvement of services and provides a single focus for addressing the needs of all young people in Sandwell. The YPSG will contribute to the delivery of Sandwell's vision for children and young people by supporting the improvement of street lighting and transport networks.

3. Description of the Draft Plan Area



Sandwell Borough lies at the heart of the West Midlands in an area of the UK known as 'The Black Country'. The area has a traditional industrial background and, as in many such areas, this type of industry has been in decline. As a result of this past there is a substantial canal network within the borough that provides links into Sandwell's neighbouring areas. There are also significant residential areas within Sandwell.

There are six main towns which make up Sandwell; Rowley Regis, Oldbury, Smethwick, Tipton, West Bromwich and Wednesbury. These areas each consist of 3 – 5 Wards and contain approximately similar populations. Each town has a multi-agency Town Team at the heart of the vision to improve Sandwell. Certain activities are co-ordinated by each Town Team to ensure services and opportunities are more responsive to local needs in which local people have been able to play a part. This plan uses the basis of 6 towns to break down the proposals in the Borough.

The Police and Sandwell Council have signed up to developing a new approach to Neighbourhood Management and Tasking. This is being developed at a number of levels – the Borough, the Town and the Neighbourhood. At the heart of this approach is citizen engagement and involvement in working with Partners to make neighbourhoods clean, green and safe. Also, and most importantly, it will enable residents to feel safe.

2001 Census

The Census reveals some key information about Sandwell.

- There is a resident population of 282,750 people. There is an almost even split of male and female residents in the Borough.
- The population of Sandwell has been falling since the late 1960s, although the rate of decline has reduced. In 2001 the largest decline was in the 15 – 24 age group with a loss of 9,117 people. Sandwell's population declined by 3.4% where as nationally the population increased by 2.5%.

- There are less young people aged under 15 in Sandwell Borough when compared to the national picture, there are also slightly less people aged 45 – 59. There are more older people (aged over 60) in Sandwell than the average for England and Wales.
- Sandwell has become a more ethnically diverse area since 1991. One in five of the population (20.3%) classified themselves as being from a minority ethnic group in 2001 compared to one in seven (14.7%) in 1991.
- There is a significantly higher proportion of the Sandwell population with a limiting long-term illness when compared to the national average.
- Levels of car ownership in Sandwell Borough are much lower than the national average with over one in three households having no access to a car or van.

Deprivation

In the 2001 Index of Local Deprivation, Sandwell ranked as the 16th most deprived local authority area, out of a total of 354 local authorities. The methodology for calculating and recording deprivation was revised in 2004 when the Index of Multiple Deprivation (IMD) was introduced. Sandwell has an average IMD rank of 7495 (out of a maximum of 32482) placing the borough overall in the top quarter of the most deprived local authority areas in England and Wales. At a Town level, Wednesbury is the most deprived area of the Borough with Smethwick the least. There is significant variation in the levels of deprivation recorded across the Borough using this measure.

Ecology

The Ecology of Sandwell is varied and the amount of nature reserves reflects this. There are large areas of open space with diverse habitats such as the Sandwell Valley, Warrens Hall/Windmill End, Sheepwash and Warley Woods. The River Tame and its associated lakes, together with Swan Pool are particularly important to the resident bird and insect populations as well as migrants. One important function of footpaths is to allow wildlife to have corridors to move. This allows them to migrate to different habitats when needed. This function must be protected when designing new routes that are useful to wildlife.

Green Infrastructure Plans for the area

Sandwell is a changing Borough and the emerging development types and densities need to be balanced with appropriate, accessible open space. The development of the Black Country as an Urban Park and schemes such as the Green Bridge Project form the context for many of the detailed proposals in the ROWIP.

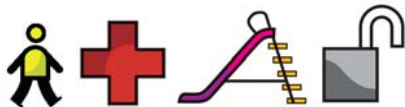
4. Users and their Needs

This section outlines the different categories of users of LROW as well as dealing with the characteristics and issues of each type of user. The classification of a particular LROW allows legal public use by certain user or users and this has dictated the main categories identified below. However other legal users with particular characteristics and issues have also being included as they have implications for the ROWIP.

Routes in Sandwell vary greatly in surface, condition and usability. Many are well-trodden paths also open space or well lit surfaced routes linking Adopted Highways through housing estates. Recent improvements to routes, such as those in the Sandwell Valley and individual towns, have been upgraded to give the maximum benefit to all legitimate users. In Rights of Way are being clearly signed.

It needs to be recognised that there are many different barriers to actual use and these include information, physical, cultural, psychological, financial, crime, fear of crime and anti social behaviour (ASB). In the case of physical barriers it should be recognised that each individual is limited by a different set of barriers and with regard to surface, gradient and facilities each person's needs differ.

4.1 Walkers



Generally people walking routes in the past have fallen into two categories.

Firstly those pedestrians accessing facilities who need a safe, surfaced and reasonably direct route to their destination. A hard surface, free from mud, litter and leaves is wanted by pedestrians. Journeys are likely to be made throughout the day and lighting is therefore an important issue. These users generally know the area they are travelling through and where they are going and therefore signposting with distances and destinations is less important.

Good pedestrian routes should be characterised by the “5C’s” suggested in Government advice to local authorities in “Encouraging walking”, namely be connected, comfortable,

convenient, convivial and conspicuous. The Sandwell Walking Strategy suggests that good pedestrian routes should ideally:

- Run directly between places people want to go.
- Connect and form a network into pedestrian routes..
- Offers enjoyment, stimulation and variety to the user.
- Have sufficient capacity for expected flows of people.
- Are free from barriers, obstructions or clutter.
- Provide a good walking surface.
- Are well used throughout the day.
- Provide clear lines of sight.
- Relate well to streets, familiar views and landmarks.
- Feel safe day and night.
- Are easy and safe to cross.
- Minimise conflict with motor vehicles and don't disadvantage pedestrians, relative to cars.

Secondly there are those people who walk for leisure who also want a safe route, but who do not necessarily want a metalled surface that takes the shortest distance between places and may not want to use it at night. Signing is important to leisure users as they may be traversing large areas of open space and may not have an intimate knowledge of the area. Such signing is improved where it includes distances and destinations. Leisure walkers wish to enjoy the experience of the environment and routes should allow access to important features, buildings and views.

In recent years a third type of walker has been encouraged, that is those who walk for their health, either on their own or as part of a led, organised group. Such walkers are looking for a circular route with a generally good, but not necessarily metalled surface, that is free from trip hazards, which they can enjoy at a brisk pace.

4.2 Dog Walkers



Dog walkers are regular users of the LROW network. They have particular requirements that result in some routes being more attractive than others, however within Sandwell they usually walk close to home and use the same route sometimes several times a day. Generally they want sufficient room for the dog to run off the lead which is free from vehicles and livestock and preferably an attractive environment. The issue of dog mess on LROW causes

problems for other users and can make use of a route very unpleasant and dog owners should be encouraged to remove mess. In some cases dog mess bins should be provided where use is heavy and funding is available for emptying, such as in parks and larger open spaces.

4.3 Runners



These need a route that can be traversed at some speed which is free from trip hazards and mud, although not necessarily a surfaced or metalled route. They also need to see other users to avoid conflicts, so blind corners are a particular problem to this groups of users.

4.4 Cyclists



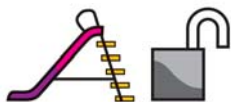
The LROW Network provides off road highway routes which are particularly important to cyclists as they can provide direct routes through heavily trafficked areas, linkages between housing areas and access to shops, work and other facilities. Many routes are however not legally available to cyclists and it is therefore important that they know which they can use, namely Bridleways, Cycle Tracks and RUPPs.

Cyclists can travel at speed especially where a smooth metalled or hard surface is provided and this can create conflicts with other users. A clear view of other users and of hazards is important.

Cyclists using the LROW Network fall into two categories. Firstly, those who ride road or mountain bikes who are making journeys between destinations, such as to work or the shops, or to enjoy a longer distance leisure ride. These riders generally want a surfaced route free from overhanging vegetation, mud and debris and with no sharp turns or steep gradients. The guiding principles for catering for such users are outlined in the Unitary Development Plan in Policy T7 and also in detail in the Cycling Supplementary Planning Guidance published by the Council. These principles can be summarised as routes that have coherence, directness, attractiveness and provide safety and comfort.

Secondly, cyclists who actively seek out off road routes and features to enjoy riding their mountain bikes and BMX/stunt bikes. These riders often want unsurfaced routes with a range of natural features, such as steep inclines and hollows. Such use is best kept away from LROW to avoid conflicts and damage.

4.5 Horse Riders



Horse riders have enjoyed Bridleways and RUPP's included in the LROW Network whether they have been simply a beaten earth surface or metalled. Beaten earth is generally satisfactory for horse riders provided the routes are adequately drained and the volume of horse traffic is sufficiently low to enable drying out of the surface between periods of rainfall. However where routes are heavily used and/or poorly drained, then use by others can be compromised. These problems can be overcome where the route is improved by drainage and surfacing. Some hard surfaces, such as tarmac, can cause problems for horses in icy or wet conditions and this has to be borne in mind when improvements are planned. It is certain that different techniques are applicable in different locations and that the most appropriate is implemented.

Horse riders, like cyclists, are vulnerable to overhanging branches and vegetation. This should be managed to allow reasonably free-passage.

A well maintained route will channel riders through areas avoiding damage to surrounding areas and potential trespass.

4.6 Carriage Drivers/Trotting Carts



The Black Country has traditionally been a centre for gypsies and travellers who have settled. They, and others, have developed trotting carts and exercise vehicles for transport, pleasure, drays and flatbed carts for business. Particular concentrations occur in Tipton, Smethwick and use has been reported in the Friar Park area as well. Trotting carts and exercise vehicles are best suited to metalled or hard surface routes. Their rights on the LROW network are limited and it has been common for inappropriate use to take

place on permissive routes, such as on the Princes End walkway/cycle route.

Few carriages, if any, exist in Sandwell and their use on the LROW network is rare. They require a metalled or very hard surface with a substantial width and no overhanging vegetation.

4.7 Motor Vehicles



Motor Vehicles only have a full public right to use BOATs on the LROW network. RUPP's are being downgraded nationally to Restricted Byways, where the possibility of any unrecorded vehicular rights will be removed.

As noted earlier, in the majority of circumstances the use of motorised vehicles on LROW is unlawful by virtue of section 34 Road Traffic Act 1988. However, private rights of access or landownership may authorise such use in certain circumstances.

Motor vehicles using the LROW network come in three forms.

Firstly there are four wheeled vehicles, usually all wheel drive, which wish to use those routes to which they have rights of legal access and passage. These vehicles are usually used for recreation and drivers generally want to experience a rural environment where they can challenge the difficult terrain. They wish to travel some distance and therefore the length and connectivity of route(s) is important. Due to the lack of routes in Sandwell and the shortness of those which exist, this type of use has only occurred rarely and then only in the Sandwell Valley.

Secondly there are two wheeled motorcycles. These are commonly either powerful off-road or enduro machines or unlicensed machines ridden by young people. There are several LROW and permissive routes, mainly in Rowley Regis and West Bromwich, which are known to suffer from illegal use and action has to be taken to control them. Standard access controls designed to prevent such unlawful use cause problems for legitimate users, especially horse riders and users with mobility problems.

Finally there is increasingly use of footpath by electric mobility scooters. These provide increased mobility for the elderly, especially those who can no longer drive, and are likely to become even more popular as the population of Sandwell ages. Most electric mobility scooters have small wheels and therefore users prefer a relatively smooth metalled or hard surface clear of obstacles. Mobility scooters cause special problems for the design and location of barriers to prevent misuse by other vehicles due to their size and steering characteristics. Such scooters are categorised as invalid carriages which are broken down into three categories:

Class 1 – Manual, self-propelled or attendant propelled wheelchairs.

Class 2 – Powered wheelchairs and mobility scooters with a maximum speed of 4mph.

Class 3 – Powered wheelchairs and mobility scooters with a maximum speed of 8 mph for use on roads. When used on footways they must not exceed 4 mph and be fitted with a converter which prevents that speed being exceeded.

Invalid carriages can be used on footways, footpaths, etc, or pedestrian areas providing that they are used in accordance with the prescribed requirements. Invalid carriages have no specific right to use a cycle track but users commit no offence in doing so, unless an order or local byelaw exists creating one.

4.8 Physically Restricted and Impaired Users



There are many forms of mobility restriction and impairment. The CROW Act 2000 requires local authorities to assess the needs of people with visual impairment and mobility problems. In the preparation of ROWIP's it is recognised that this narrowly defined responsibility does not go far enough if the LROW network is to be enjoyed by as many people as possible. Therefore for the purposes of this ROWIP a much wider remit has been followed, so that those with walking difficulties or dexterity/balance problems, visual impairment, manually powered wheelchair users and those with hearing impairment and/or learning disability are included in the considerations of users. However a realistic approach has to be taken, especially bearing in mind available finance. For example terrain may dictate that really certain routes will not be suitable for all users.

It is also recognised that horse riding and cycling can increase access for people with disabilities. It should not be assumed that everyone within these groups always walks on two feet.

The Disability Discrimination Act 1995 provides that 'from 2004, service providers will have to take reasonable steps to remove, alter or provide reasonable means of avoiding physical features that make it impossible or unreasonably difficult for disabled people to use a service' The Disability Rights Commission holds that LROW are a service under the terms of the Act. This means that the Council as Highway Authority and service provider has to consider the needs of disabled users in all the work they carry out. Under Section 69 of the CROW Act 2000, Highway Authorities must consider the needs of disabled people when authorizing the erection of stiles and gates or other works on Footpaths or Bridleways. An authority may also enter into agreements with owners, occupiers or lessees of land to improve stiles, gates or other structures to benefit disabled people.

The needs of wheelchair users are that surfaces are firm, level and non-slip, with a minimum of crossfall on paths and even cambers. Wheelchair users require space to turn and stop, particularly where seats and viewing areas are provided. Where chicanes and other barriers to prevent unauthorised use exist in Sandwell they usually already have a radar key gate alongside them to allow wheelchair and mobility scooter access. Careful thought needs to be given to route signing so that users can read it, including height of signs. Handrails and post and rail fencing can obscure views and decrease the enjoyment of routes for wheelchair users.

The needs of people with walking difficulties or dexterity/balance problems are that paths should have level surfaces with room for users to pass and resting places. Steps should have handrails, even treads, risers and any chicanes/gates should be easy to negotiate. Gradients along and across paths should be minimised.

People with visual impairment require paths with even surfaces and clear edges that are wide enough to allow easy passing. Steps should be even and clearly marked. Warning needs to be given of hazards at head height and barriers and chicanes need to be clearly marked to aid visibility.

The needs of people with hearing impairment or learning disability are primarily about clear information provision and the welcome they receive from on-site staff such as Rangers.

4.9 Non-Users



The Guidance on ROWIP's requires councils to consider the future needs the network has to meet. It is therefore important to consider why those who do not use LROW don't and what can be done to encourage greater use. Undoubtedly there are those who could become users if the right information was freely available and if routes were attractive and signed, with few physical barriers, a high standard of surface, and a good standard of cleanliness and security.

5. Current Provision

5.1 The State of the Network



As mentioned previously in the document the Council has 702 LROW to manage. Many of these routes are publicly maintainable by the Council including all of those recorded on the LOS. However not all PROW are publicly maintainable. The routes shown on the LOS have programmed maintenance whilst PROW are improved as and when finance is available.

Throughout 2004 to 2006 the Council undertook surveys of its Operational Network of PROW. These surveys noted the condition and features of the PROW and provide the base line for improvements on each route where required.

The overall findings of this survey revealed that there is a mixed condition of routes on the LROW network with those routes on the LOS generally in a better condition than the PROW network. More detail is provided in Appendix E regarding PROW.

There are particular issues to be aware of on the PROW network.

Best Value Performance Indicator (BVPI) 178

The Council's performance regarding the 'ease of use' of the PROW recorded on Definitive Maps is measured under BVPI 178. Whilst the figures do provide valuable monitoring data, there are difficulties in the methodology employed, such as:

- the random 5% overall network length selection criteria can be misrepresentative of the PROW network
- the subjectivity and inconsistency that can happen in the application of the methodology
- the figure does not reflect all the work that the PROW Team undertake

Over recent years the Council has seen a modest improvement in the figure, as displayed below:

Period	'Easy to Use'
2001/2	3%
2002/3	5%

2003/4	6.7%
2004/5	11.59%
2005/6	6%
2006/7	5.2%

This has reflected the Council’s commitment to improving its PROW network. However this figure is severely hampered by the legal issues described in 1.4.

Recent Improvements

Following the survey work the Council made improvements to the PROW network costing over £48,000 in 2005/6 and £90,000 in 2006/7, funded from the Council’s Local Transport Plan Walking Budget and £40,000 from the LTP Cycling Budget. A small amount of funding has also been granted by the Countryside Agency. The figures below summarise the work that was undertaken:

Works Carried Out	No. of Routes Improved
Signposted	21
Repair surface/resurface	5
Cut back shrubs/overhanging vegetation	9
Weed kill	11
Litter pick	7
Repair handrail	1

The programme of improvement is being continued in 2007/8 and will lead into the approved ROWIP schemes in future years. This work will help to improve the Council’s BVPI 178 Indicator.

5.2 Existing Use of the Network



A key requirement from the legislation is that Sandwell assess “the extent to which LROW meet the present and likely future needs of the public”³.

³ Section 60 (2)(a) Countryside & Rights of Way Act 2000.

To achieve this Sandwell have:

- Investigated the locations of the LROW in relation to certain key destinations.
- Investigated the locations of the LROW in relation to the transport network.
- Undertaken Flow Counts on parts of the LROW network.

Key Destinations

To assess possible and potential use of the network certain key destinations have been evaluated within Sandwell, e.g. residential areas, Council buildings, business premises, open space, etc. For example, routes that lead to school premises could be utilised by pupils as a safe alternative to busy roads so it will have value within the community.

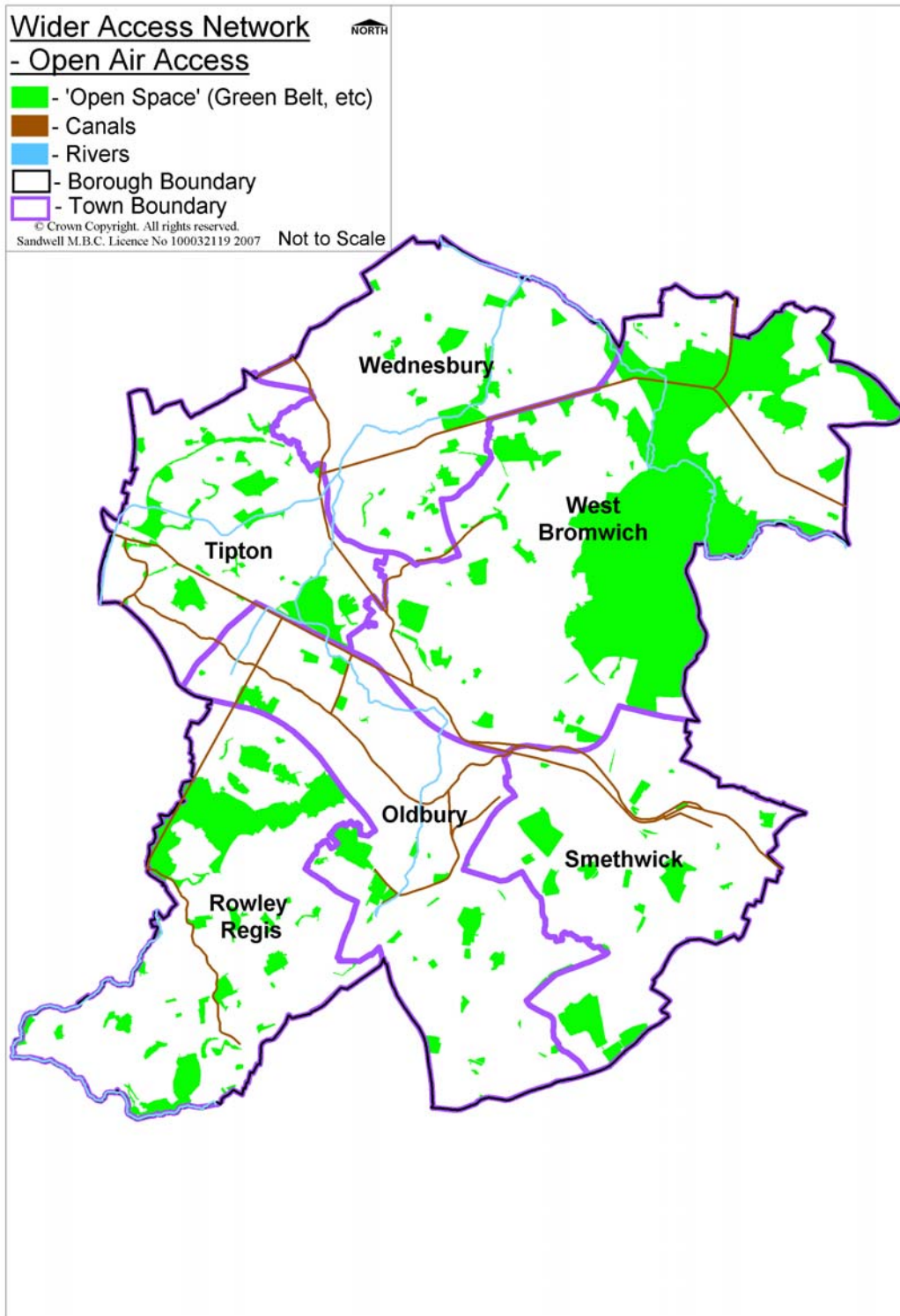
It is also possible to assess the future use of the network, to an extent, by looking at proposed land uses, e.g. by evaluating the Unitary Development Plan for Sandwell.

A complete list of the key destinations investigated is in Appendix F. A plan highlighting key open air recreation sites including canals, rivers and open space appears on page 40. Since Sandwell is such a built up area open space is important and this map shows that provision is spread across the Borough. However there has been some difficulty in assessing the impact of LROW on education sites as many of these sites in Sandwell, are either being rebuilt or moved to new sites under the Building Schools for the Future programme.

The following are the main characteristics of the key destinations in Sandwell (An evaluation of these is considered in each Town in relation to the LROW network in the relevant Chapter of the ROWIP):

- Overall there is a good distribution of open space areas within Sandwell. The two main concentrations of this are in West Bromwich, at Sandwell Valley, and in Rowley Regis, over the Rowley Hills.
- There are significant opportunities for movement for the users of LROW within Sandwell. This includes the numerous canal and river networks within the borough.
- There are significant barriers to movement for the users of LROW within Sandwell. This includes the M5, M6, numerous major roads, train tracks and the river and canal network.

- There are 19 Centres in Sandwell as defined by the Unitary Development Plan. These range from West Bromwich as the Main Town Centre to areas such as Old Hill and Princes End as Local Centres.



Green Infrastructure Planning

It is important to ensure that these open spaces are maintained and improved. As part of this Plan efforts are being made to ensure that access to these areas is improved and access between green space is provided.

Public Transport Network

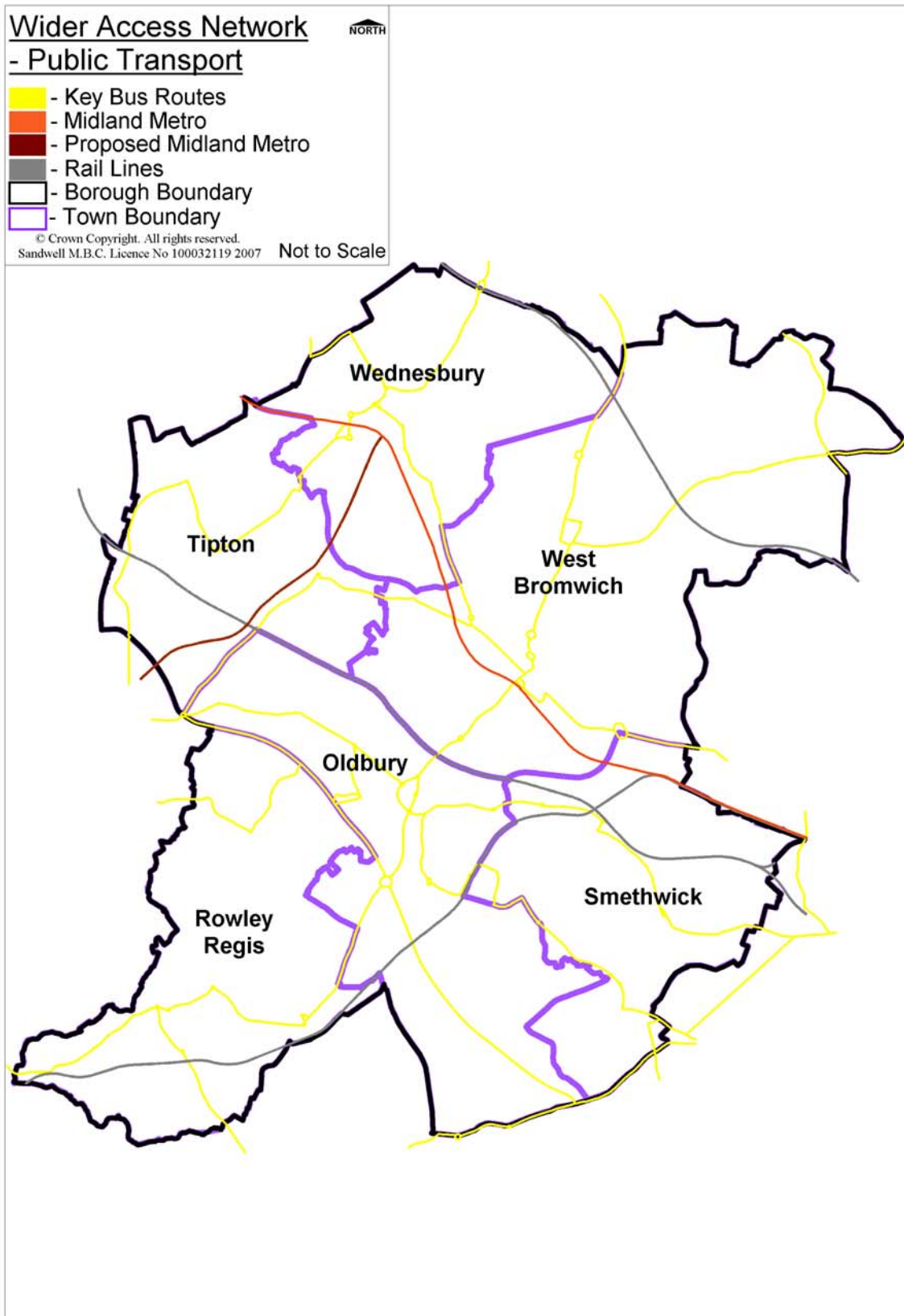
The LROW network and its location to the public transport network within Sandwell has been investigated. LROW provide an important environment for users accessing local services. They can also be part of a journey involving different modes of transport, e.g. walking to bus stops to catch the bus. Distances are crucial in encouraging use of the public transport network. Short routes can be essential as the alternatives, in many cases, are longer and people may be discouraged from using, for example the bus, if these routes were removed or are in a poor state of repair.

A complete list of the transport network investigated is in Appendix F. A map highlighting the key bus, rail and Metro routes, as well as proposed Metro routes appears on page 42. It highlights the key transport corridors in the Borough.

The following are the general characteristics of the public transport network in Sandwell:

- Midland Metro Line One from Birmingham to Wolverhampton has 10 stops within Sandwell and 2 others that serve Sandwell residents.
- The proposed Midland Metro Extension from Wednesbury to Brierley Hill has 5 proposed stops within Sandwell.
- The proposed Metro 5W's route from Wolverhampton through Walsall to Wednesbury has several proposed stops in Sandwell.
- The proposed Varsity North Metro route will serve Great Barr.
- There are 12 heavy rail stations which link Sandwell to Birmingham, London, Coventry, Stourbridge Junction, Walsall and Wolverhampton and elsewhere.
- The key bus routes identified for the purposes of the ROWIP link the main Towns within Sandwell. They also lead to the neighbouring areas, including Birmingham City Centre, Wolverhampton City Centre, Walsall Centre Dudley Centre and the Merry Hill Centre.

An evaluation of these is considered in each Town in relation to the LROW network in the relevant Chapter of the ROWIP.



Flow Counts

In making the assessment 18 flow counts (out of 702 LROW) were undertaken to help demonstrate and understand the use of LROW in Sandwell. Such information was not previously available and similar surveys have only been carried out previously on a specific route request basis. To provide an overall analysis of the LROW network certain criteria were set for the Flow Counts to reflect this. The methodology and breakdown of the results are contained in Appendix G.

Despite being a very small sample due to time and budget constraints, the main message from the results show that, despite being an urban authority, LROW are used.

The key findings are:

- The Flow Counts totalled 314 users.
- All the routes surveyed were in use, with the two extremes ranging from 2 to 75 users.
- The predominant users were pedestrians.
- The weather and time of the survey did not appear to impact on the use. This appeared to be determined by the location.
- Routes over open space lack definition in a lot of locations. Therefore people may be using established routes rather than the recorded LROW e.g. FP4/RG/OLD over Rowley Hills.
- Routes in residential locations appear mainly to serve the local population e.g. the adopted footpath path at Victoria Park Rd, Smethwick. However where these routes lead to services such as local shops, e.g. the adopted footpath at Horseshoe Walk, Tipton, the use appears to be more substantial.

5.3 Access Land



Part I of the CROW Act introduced a new right of access for the public to enter and remain on any Access Land for the purposes of open-air recreation. The West Midlands was included in Region 7 under the mapping process for mapping Access Land. The Conclusive Maps for this region have been issued and the new right of access over Access Land commenced in October 2005. Government Guidance advises that Access Land should be

considered in ROWIPs to ensure access is possible to these locations.

Sandwell does not have any Access Land.

5.4 Crime, Anti Social Behaviour and Gating



An increasing number of complaints have been received in recent years in respect of problems arising out of the misuse of accesses, such as LROW and alleyways, within Sandwell. Possible reasons for these may be attributed to one or some of the following:

- Greater use of Electronic surveillance methods in the Public Realm
- Additional legislation involving 'rule setting' with the introduction of Section 30 Dispersal Orders and Designated Public Places Orders reflecting alcohol use.

With greater control in street areas, it is feasible that problems have now been relocated into these accesses where people seek to avoid such surveillance and control. These accesses have existed for many years but have become problematic only relatively recently. The ROWIP seeks to give direction to the considerations looked at regarding crime and ASB although detailed advice is available direct from the PROW Team and Community Safety Team.

The safety of users of the LROW network and of the quality of life of people occupying neighbouring properties to LROW are both of equal concern for the Council. There are numerous requests every month to close/gate LROW and other accesses mainly due to real or perceived crime and ASB. Requests to gate accesses that are not LROW are subject to protocols available from the Council. In some instances where such accesses have been gated, they have been subject to successful claims that the access is a PROW under section 31 of the Highways Act 1980.

It was not until legislation was enacted in April 2006 that Sandwell had a workable mechanism to legitimately gate LROW for crime and ASB reasons, referred to as Gating Orders. The exact operation of Gating Orders within Sandwell was subject to a

Council approved report in July 2006 and subsequent officer meetings. The process for processing and implementing Gating Order requests has now been established, although it is likely to be subject to further refinement as cases are considered.

In the first instance, issues surrounding requests for Gating Orders, e.g. the crime and ASB, should be tackled through the Town Tasking process through each Town. Town Tasking brings together Council departments and organisations, such as the Police, to work jointly to take forward actions to address issues, such as crime and ASB. Gating Orders are used as a last resort if such interventions are not successful. The Community Safety Team then assess the crime and ASB elements of the request while the PROW Team consider the consequences to gating routes in relation to public access and the overall transport network.

The key considerations for a Gating Order are:

- These powers should be used as a last resort where there is proven crime and ASB and where other attempts to solve the crime and ASB have been attempted.
- It should not be detrimental to the whole LROW network if gating is implemented on a route. For example if a LROW leads to a shopping area or bus route, a Gating Order should not close the route during the opening or operating hours of these destinations. Other aspects include the wider access network looked at within the ROWIP.
- If the LROW is a through route then an alternative should be in place which is to a good standard, appropriate to the location, a public highway, a similar distance and is a safe route for existing legitimate users. If the alternative is in a poor condition it should be brought up to standard before gating is implemented.

The Home Office Guidance (March 2006) advises that Gating Orders should not be used to permanently gate the highway and that they should be subject to review.

To date only one Gating Order has been made at St Luke's Close Rowley Regis.

6. Consultation

The Rights of Way Improvement Plan has been developed in consultation with special interest groups, residents and users, the emergency services and statutory consultees, as well as many others. The Council has never before consulted so widely on Rights of Way issues and therefore the consultation process has sought to maximise participation in the development of the ROWIP.

There have been different consultations carried out throughout the development of the ROWIP. The Sandwell Local Access Forum (LAF) has continually been informed and consulted on the progress of preparing the ROWIP throughout its development (see Appendix H for a description of the Sandwell LAF).

6.1 Statutory Requirements



The CROW Act 2000 (section 61(1)) requires that the Council consult certain specified organisations, including the LAF for its area. The list of these in relation to Sandwell is shown in Appendix N. Consultation also needs to occur with “such persons as the local Highway Authority may consider appropriate”.

The Act also requires that the Council undertake consultations during the preparation of and the publication of the Draft ROWIP. Once a Draft ROWIP has been prepared the local Highway Authority must publish in at least two local newspapers circulating in their area how a copy of the Draft can be inspected or obtained and how representations on it can be made to the. DEFRA Guidance on the preparation of ROWIP advises that twelve weeks should be the minimum period for consultation.

6.2 Who has been Consulted?



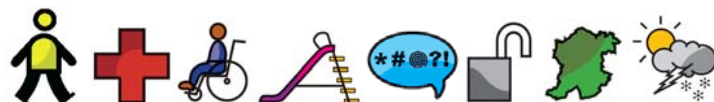
A full list of the over 110 organisations consulted throughout the preparation of the ROWIP is contained in Appendix N

There have been two distinct phases to the identification of those additional people and organisations that would be consulted as part of the preparation of the ROWIP.

Those with vested or passing interest in the ROWIP, such as the local representative of the Ramblers Association, health professionals and Centro, were identified and involved in the pre-plan consultation. In addition, since 2003 records of enquiries made to the Council have been kept with a view to consulting these people in the preparation of the ROWIP.

The pre-plan consultation also attracted interest and further contacts were made with individuals and organisations. These were involved during the Draft ROWIP consultation.

6.3 Pre-Consultation



The Consultation

The Council began its pre-plan consultation in January 2005. This lasted for a sixteen-week period.

Throughout this period a number of techniques were used to gather information and to draw the attention of people to the consultation. These included:

- Letters and LROW plans sent to identified consultees
- Letters and LROW plans displayed in Council offices and public libraries
- A report and plan showing the location of LROW in Sandwell taken to the LAF
- Meetings/Workshops with interested parties, e.g. Access Alliance, Walking Forum, Town Teams, Cycling Forum etc.
- Meeting with Neighbouring Authorities

Over 150 individual responses were received. The comments were split between improvements to the existing network and proposals to create LROW. The characteristics of the submitted consultation network are covered on a Town basis in each Town Chapter. There were also a series of general comments that related to the overall network. These are included in Appendix J and K.

All these were summarised and reported back to the LAF.

Assessment of the Comments

The comments received have all been subject to assessment to determine whether they should be included in the Draft ROWIP. There were a number of factors to consider and investigate. These included:

- Visits undertaken to each site specific comment (where possible) between August and September 2005
- Investigations into their current ownership and highway status
- Impact on LROW network

Where extra information was needed those who supplied comments were contacted to provide more details.

Whilst the comments were looked at on an individual basis, as the Draft ROWIP began to take shape the extended network emerged and was itself analysed to assess the benefits and practicalities of including a route in the ROWIP.

Some of the comments received were outside the scope of the ROWIP, or are being dealt with through other processes. Those comments not taken forward and reasons for doing so are noted in Appendix I.

6.4 Draft ROWIP Consultation



The Consultation

The Council consulted on its Draft ROWIP between August and October 2006. This lasted for a twelve-week period. Approximately 200 letters were sent out to identified members of the public, relevant user groups and organisations.

Similar techniques were employed to the pre-plan consultation with some additions and minor differences:

- Copies of the ROWIP were sent out and put on display rather than LROW plans.

- Further meetings/workshops were held, some with additional interested parties e.g. Sandwell Transport and Accessibility Group, Sandwell Valley Trails Group and Friends Groups.
- A press notice was placed in two local newspapers.
- A copy of the Draft ROWIP and contact details were placed on the Councils website.
- Notices placed near to proposed LROW that are on non-Council land.
- A public consultation event was held in September 2006. The event offered the opportunity for questions and an informed discussion on the Draft ROWIP.

Approximately 50 further comments were received. Comments received ranged from those supporting proposals contained within the ROWIP with or without additional information, those objecting to proposals contained within the ROWIP, to those adding extra information. They included additional proposals to create LROW, requests to create LROW where previous comments were not taken forward, amendments to the format of the document, and objections on ASB and legal grounds.

Assessment of the Comments

The number and extent of the comments received during the Draft ROWIP consultation meant that much further consideration and assessment was necessary.

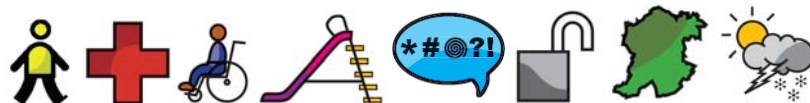
Those comments received in relation to the format of the document have resulted in several changes to the document.

Those comments suggesting creating further ROWIP proposals have been subject to similar considerations to those that went through the pre-plan consultation although the contents of the Draft ROWIP provided more direction in making those decisions. A similar process was carried out in relation to those objecting to proposals although the judgement on these comments very much related to the details.

Some of the comments received were outside the scope of the ROWIP, or are being dealt with through other processes.

Those comments not taken forward and reasons for doing so are noted in Appendix I.

6.5 Revised Draft ROWIP Consultation



The Consultation

The Council decided to consult further with members of the public regarding the ROWIP due to the volume of consultation feedback received on the initial draft document. Changes suggested were substantial and included new routes. The timetable was originally set at 3 weeks, however the time allowed was increased to 3 months because of the holiday period and comments received. The process of consultation was similar to the Draft version of the ROWIP. Letters were sent out to statutory consultees and other interested parties. As well as providing copies in Libraries and other Council offices there were copies provided on the internet and if people wanted to get hold of a copy of the Revised Draft Plan electronically but did not have the internet then a compact disc could be produced.

As well as these methods posters were again employed to great effect to attract people's attention to new routes that were in the document. A selection of routes that were in the original Draft Document had posters erected on them and this provided some extra information.

Assessment of comments

The feedback from the Revised Draft ROWIP has all been considered and changes to the document have been made in some instances. Most of the comments were about particular routes, rather than overall policies or objectives. Those comments not taken forward and reasons for doing so are noted in Appendix I.

7. Sandwell Statement of Action

Following on from the assessment of the LROW network, issues have been identified. Sandwell's ROWIP has been separated into an overall Statement of Action (SOA) for Sandwell and also individual SOA for each Town. The SOA's will propose how the Council will secure an improved network of LROW and address its management.

It was found that many parts of the network, irrespective of the Town in which LROW are situated, suffer from the same issues. Therefore the proposals to improve the existing LROW network are contained in an overall Sandwell section of the ROWIP. Further improvements and the provision of new LROW are discussed in individual Town Chapters.

The proposals included in the ROWIP are substantial and in order to achieve the target completion dates identified sufficient financial resources will have to be secured. Therefore the ROWIP must be regarded as a bidding document. It is envisaged that much of the finance will be provided by budgets within the Local Transport Plan Integrated Transport Block. Where opportunities exist for securing contributions from developers of adjacent sites, section 106 Agreements will be pursued. Other opportunities to secure funding from other grant regimes will also be investigated.

The implementation of the proposals also requires that any necessary legal work is completed and Orders confirmed before the improvement works are started on each site.

7.1 Priority



Government Guidance advises that Local Highway Authorities have “regard given to small scale improvements...and those which may be capable of being implemented at an early stage”⁴ along with other improvements that are more long term in their nature.

With this in mind and considering the issues that need addressing the improvements will be prioritised to deliver benefits in the:

⁴ DEFRA Guidance

- Short term, such as publicising LROW and surfacing improvements on existing network
- Medium term, such as lighting or other infrastructure improvements, and
- Long term, creating new routes, surface and improve.

Improvements will be prioritised on the most used and key parts of the network. Similarly new routes will be prioritised for creation where they help to meet a number of objectives, e.g. linking existing LROW and or lead to public transport/major destinations. Also specific improvements on the existing network were requested in the pre-plan consultation and it is planned that these improvements will be amongst the first to be implemented.

The Council will be proactive in managing the LROW network. Improvements will be implemented which provide for routes which are clear and easy to use with low future maintenance.

The ROWIP will pursue section 106 agreements from appropriate developments to enable funding of certain projects.

7.2 Hierarchy of Improvement



It is clear that different routes may have different requirements for improvement. All improvement works undertaken must be sustainable. In order to address this issue a Hierarchy of Improvement has been drawn up which sets out the order of priority for improvement works. Not every route will have the whole range of improvements. This has been split in two to reflect the two types of routes found in Sandwell.

For routes within built up areas:

1. Vegetation clearance – removal of overhanging vegetation and trees/bushes likely to cause future problems by their closeness to route.
2. Surfacing – usually with kerbed tarmac, including any necessary drainage works.
3. Improving access – removing key barriers, steps, regrading
4. Signing – from adjacent highways.

5. Lighting – only where there is a clear need and it will not add to antisocial behaviour or cause problems for existing residents.

For routes across open spaces:

1. Alignment Definition – usually by weed spraying or grass mowing.
2. Vegetation clearance – removal of overhanging vegetation and trees/bushes likely to cause future problems by their closeness to the route.
3. Improving Access – removing key barriers, steps, regrading.
4. Signing – from adjacent highways.
5. Way marking along route – usually by ground level markers.
6. Surfacing – appropriate material needs to be carefully considered bearing in mind site characteristics.

Note that it is not proposed to install street lighting on any routes across open spaces for a number of reasons, but mainly due to the alteration of the character of the route and the potential for attracting anti-social behaviour that would result from such works.

It must also be noted that there is currently no specific budget for removing overhanging vegetation from PROW. It is emphasised that vegetation that overhangs LROW should be maintained by the adjacent landowner. However there may be provisions made to allow people with an interest in the route or other related activities such as gardening to get involved in the process. Proposals are contained in the ROWIP to inform people who live next to LROW about their responsibilities.

A realistic approach to what can be achieved within the lifespan of this plan has been taken. Certain areas such as Rowley Regis, Oldbury, West Bromwich and Wednesbury have a large number of routes to improve and/or proposals to create new routes. Due to the sheer volume the Council is unlikely to be able to achieve improvements on all parts of the network that require it. The generalised costs of proposed works to be undertaken through the ROWIP are contained in Appendix L. The number of proposals per year for LROW is in Appendix M.

7.3 Action Plan Overall Policies and Proposals



Legal Anomalies Policy

As explained in 1.4.1 there are outstanding legal anomalies with orders affecting the LROW network. This issue needs to be tackled to ensure that there is a clear and logically defined LROW in Sandwell. This will assist with the promotion and protection of the network. The Council is tackling these issues under its existing duties, however the ROWIP proposals will provide a priority methodology.

Policy	Recommended Action	Completion Date	Key Organisations
GPP 1 Create a clearer legal record of LROW	Establish the extent of the issues to be addressed. Organise a robust priority methodology. Undertake investigations into specific details. Resolve the issues	April 2017	Work with the Council's Solicitors and highway engineers.

Proposals

Publicising Local Rights of Way, LROW

Currently there is no direct publication of the LROW network in Sandwell. There is some promotion of routes through publications, such as the Walking Strategy Network, Health Walks and Leisure leaflets, although these do not always mention the fact that these utilise LROW. Promoting the network by publishing a leaflet/guide to paths will have many benefits, the main one being that people will become more aware of the LROW network which will increase use of it. Also by providing new LROW within the ROWIP a logical and linked up network will be provided. Other benefits would include:

- Economical benefits – a study of PROW in the North East Region found that expenditure from day trippers and visitors generated around £240m per annum in 2003, supporting 7000-9600 jobs.
- Sustainable benefits – Promoting a network for use other than by the private car will offer the opportunity for people to travel in a more sustainable way.

- Providing information to users of infrastructure on LROW, which will allow users with mobility problems to be aware of the limitations, e.g. steps, steep inclines.
- Provide general information on LROW so the public are aware of what they can do on LROW.

Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
GPP 2 Promote the LROW Network and leisure walking routes	Produce a leaflet to promote the LROW network and leisure walking routes. Make available in Council Offices, Libraries and at visitor centres in Sandwell. Distribute copies to user groups and adjoining Councils	Cost of producing a leaflet	April 2010	Work with the Council's Leisure Officers and the Healthy Walks Officer from the Primary Care Trust to develop the leaflet.

Existing Network - Condition

The overall condition of the LROW network in Sandwell is mixed. It is mainly the shorter urban routes which are in better condition, with other such routes and those crossing open space in a less than adequate condition. For example Smethwick and West Bromwich have a number of routes of a good standard, while Oldbury is relatively poor in comparison. In Wednesbury there is a significant amount of lighting, whilst in Rowley Regis there is a lack of lighting. The LOS routes are generally in a better condition than the PROW as they undergo programmed maintenance. It is of great importance that PROW are brought up to a better standard.

Improving the overall network will have numerous benefits, particularly in relation to reducing crime and anti social behaviour. The tables in Appendix E show the particular issues on each route, plus the type and generalised cost for improvement inline with the proposals. Some improvements were requested on specific routes during the pre-plan consultation and consequently these will be investigated as a priority.

Lighting - Short Term

Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
GPP 3 Install Street Lights on PROW in built up areas where appropriate and suggested in the consultation	Consider street lights in appropriate locations, e.g. entrances and exits to open space, in residential areas and those leading to bus stops or other key sites.	Light Column = £1500 each	April 2010	Work with highway engineers to establish site specific details.

Lighting - Long Term

Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
GPP 4 Increase the proportion of Street Lights in built up areas on PROW	Consider street lights in appropriate locations, e.g. entrances and exits to open space, in residential areas and those leading to bus stops or other key sites.	Light Column = £1500 each	April 2015	Work with highway engineers to establish site specific details.

Surfacing – Short Term

Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
GPP 5 Improve surface on routes that have been identified as in need of urgent repair.	Resurface	Resurfacing = £80 - £131 per linear metre	April 2009	Work with highway engineers to establish site-specific details.

Surfacing - Long Term

Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
GPP 6 Improve surface on routes that lead to key locations.	Resurface	Resurfacing = £80 - £131 per linear metre	April 2015	Work with highway engineers to establish site-specific details.

Overhanging Vegetation

Whilst general maintenance is a duty covered by the Council as Highway Authority, overgrowth still does occur on the network. In many situations this is from neighbouring properties and the Council has powers under section 154 of the Highways Act 1980 to require that the owner/occupier lop or cut back the overgrowth. This will assist in improving the condition of the network and will make people aware of their responsibilities.

Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
GPP 7 To combat overhanging vegetation on the LROW network	Publish a leaflet to distributed to adjoining properties where overhanging vegetation is a issue	Cost of producing a leaflet	August 2008	Consult with legal department.

Security Mirrors

The safety of users on the LROW network is very important to the Council and measures should be implemented to assist in this cause. A particular approach was suggested in the pre-plan consultation in the Rowley Regis area. It is proposed to trial this approach in this Town to see if there are benefits in installing Security Mirrors constructed of durable polished steel. This approach may prove particularly beneficial on routes where blind corners exist. If this proves successful and the mirrors last in useable condition this will be rolled out to appropriate locations in the other Town areas.

Security Mirrors - Short Term

Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
GPP 8 To increase the safety/perception of safety of users on the LROW network.	Install security/safety mirrors in Packwood Road Rowley Regis on a trail basis. Review installation trial	Cost per mirror	April 2009 April 2010	Work with highway engineers and land owners to establish site-specific details.

Security Mirrors - Long Term

Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
GPP 9 To increase the safety/perception of safety of users on the LROW network.	Install security/safety mirrors in Town areas where appropriate if the trail is successful	Cost per mirror	April 2017	Work with highway engineers and land owners to establish site-specific details.

Improve Definition - Short Term

Whilst there are existing LROW that are characterised as being relatively long distance, over open space and generally not used as they could be because they are not defined. This could possibly be a result of people having general access to the public open space. Signing, way marking and other improvements to the definition of routes would improve the LROW. Recommended standards for PROW over open space are established in this ROWIP.

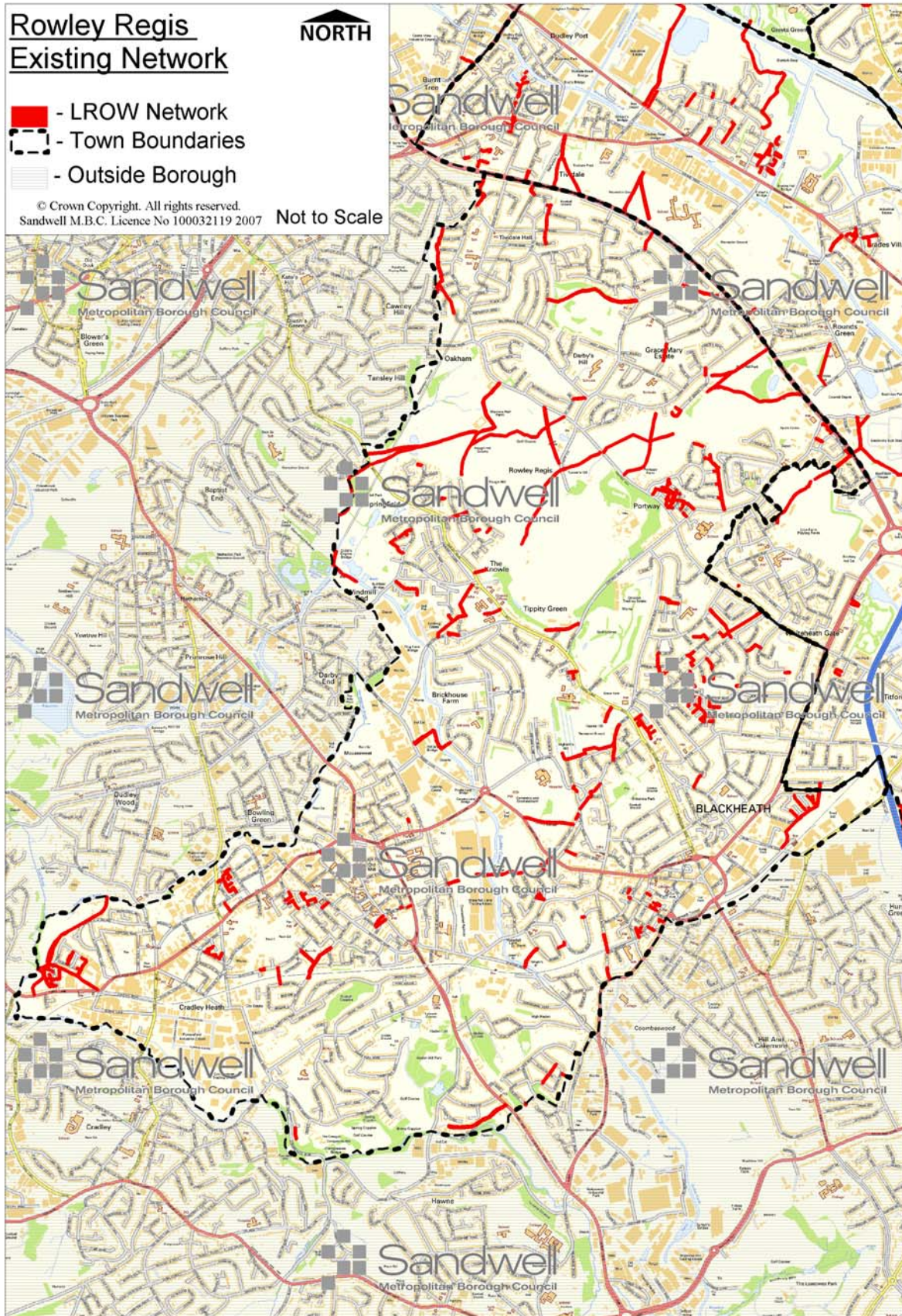
Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
GPP 10 Improve the definition of routes in Sandwell particularly the longer distance routes.	Sign, Way mark and Define. In some cases routes may need to be diverted.	Define Open Space Routes = £50 Shale/Natural Surface = Cost per way marker and post = Cost of Diversion = £2500-£3000	April 2011	Work with maintenance services to agree best way forward on each site. Landowners will also need to be involved.

Improve Access – Long Term

It has been identified in the assessment that there are a number of routes that have restrictions on them, e.g. gates, and consequently can only be used on a limited basis by pedestrians. An example of this is the baron RP97/RR on Johns Lane. This is not an ideal situation although in many cases it is perceived that there was a need to do this. However improved access to key parts of the LROW network for all legitimate users, particularly disabled users, is an objective for the ROWIP. This will need to be done sympathetically to the reasons why barriers were put there.

Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
GPP 11 Increase access to LROW network for all legitimate users.	Remove barriers, e.g. gates, on key parts of the network. Regrade slopes where necessary. Addressing the need for steps and removing where possible	Remove Gate = £250 each Traffic Order £1000 (this is dependant on circumstances of individual sites.	April 2012	Work with maintenance and Council land managers to agree best way forward on each site.

8. Rowley Regis



8.1 Existing Audits, Action and Management Plans



The Unitary Development Plan includes Policy OS4 which defines the Rowley Hills as a Strategic Open Space within which development will not be permitted that would prejudice the character of the area or its function in providing a major area of continuous and wide open space, providing for outdoor recreational opportunities for neighbouring urban areas.

The Local Action Plan recognises that Rowley Regis reflects the general poor health in Sandwell with special concern about the death rate from strokes and the below average mortality rate. The key issues therefore include promoting healthy lifestyles.

Environmental issues especially those which concern the physical infrastructure of an area, are those that are most pertinent to local people. Key issues are enhancing public open space, including play areas, to make them more attractive to users and visitors; redevelop tired housing stock and redevelop community facilities and encouraging community involvement in environmental issues.

The Warrens Hall Local Nature Reserve Management Plan 2005 notes that being largely surrounded by residential areas, the reserve is much used by the general public for a variety of recreational activities. The canal towpath is also used by many walkers, joggers and cyclists which bring these user groups onto the site. Relics from the sites industrial past also attract visitors with an interest in history and archaeology. The numerous pathways across the reserve mean that people also use the site as a through route to reach other areas. As well as being connected to other areas by the canal network, the site is also adjacent to the large open spaces of Warrens Hall Farm and Dudley Golf Course. Benches have been installed at various locations for the benefit of visitors.

The Management Plan seeks to ensure that surfaced pathways are kept safe and free from obstruction and encroachment of vegetation. Ensure that bridges, steps, boardwalks and revetments are maintained to a good standard. Vegetation should be regularly cut back to 0.5 metres from the side of the path. Regular patrols should be carried out to make sure the above is monitored. Grass

pathways through the unmown sward are cut regularly during the summer by the Council's mowing gangs.

Codsall Coppice Local Nature Reserve Management Plan recognises that access is formally available in three places. A main access exists on the Coppice's eastern boundary off the amenity grassland on Codsall Road where there are 2 kissing gates. A second access point is also located directly off Codsall Road and a third access is via a path from Trejon Road. Footpath definition could be improved, particularly in the northwest corner of the reserve. Maintenance of the remainder is important to signal a cared for approach.

8.2 Local Rights of Way Network



Rowley Regis currently has the highest concentration of LROW in Sandwell. Consequently some of the most diverse situations occur on the network in this locality. The major characteristics are as follows:

- Substantial number of shorter Definitive Map footpaths signed.
- Longer routes, especially those across open space, are not signed, have no way markers and are undefined.
- Potential to develop a network of paths over open spaces, e.g. Bury Hill Park by linking up existing network. These areas give the impression of walking in the Countryside.
- A network of LROW exists at Dudley Golf Course.
- Conflicts between status of routes and users, e.g. horse and motocross use on footpaths.
- Great potential for creating long distance routes.
- Mixture of condition on network.
- Legal alignments of routes, particularly over open space, do not always correspond with where people use the land.
- There is a lack of lighting on the PROW network in built up areas.
- Routes in built up areas mostly surfaced.
- Open space routes dirt tracks or undefined.
- Adopted footpaths and RUPPs generally not signed.
- No Bridleways or Cycle Tracks.
- RUPP network small and disjointed.

- A significant number of routes provide short cuts and links which would otherwise be severed.

8.3 Consultation Comments



In total 28 comments were received in the Rowley Regis area in the pre-plan consultation period. Some of those comments were outside the remit of the ROWIP, or are being dealt with through other processes. The characteristics of the comments to be taken forward are:

- Create/formalise routes as LROW, which includes missing links being filled.
- Consider gating, security concerns and associated improvements.
- The lack of signing should be addressed.
- Several long distance routes have been identified that have the potential to link up Cradley Heath to the Birmingham New Road and beyond into Oldbury and Tipton.

The total number of comments received during the consultation were split roughly equally between improvements to the existing network and creation/formalisation of new routes, although there were some requests for improvements on routes which are not currently on the LROW network.

8.4 Users



Pedestrians – The majority of the LROW in Rowley Regis are recorded as Footpaths so there is good provision for walkers. There is a complete range of routes from short residential links to long open space footpaths providing for leisure and utility. Due to the terrain many routes are challenging for the young and elderly.

Cycling – The hilly nature of Rowley Regis means that it has less utility for cycling as part of everyday trips. However this characteristic means that there is the potential for leisure and/or mountain biking.

Equestrian – There are a number of sites that clearly have horse grazing and stabling, in particular at Warrens Hall Farm (riding

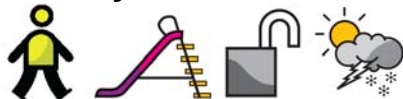
stables) and Portway Hill 'Farm' (stabling). There is a lack of Bridleway provision and this is evidently a problem as horse use can be seen on existing Footpaths at Warrens Hall Farm, Portway Hill 'Farm' and along side Mousesweet Brook.

Carriage Drivers/Trotting Carts - There have been no representations and use has not been identified.

Motorised vehicles – There have been no representations from users made in respect of this Plan to create recreational vehicle routes and there are no LROW in Rowley Regis where public vehicle use is legal (i.e. on BOATs). It is noted that some routes are used to gain vehicular access to properties, typically to garages at the rear of houses, e.g. Throne Crescent (FP43/RR). Some motocross use is known to exist on open space and footpaths in the area, such as over Bury Hill Park.

Disabled users – There are barriers on the existing network such as kissing gates (FP3/RR at Forge Lane), staggered barriers (FP30/RR at Highmoor Road), steps (FP16/RR on Perry Park Road) and bollards (FP42/RR at Wylde Crescent) that disabled users need to be aware of or will need to be investigated for removal to allow reasonable access for all. The topography of the area may also require resting places, particularly for people of limited mobility to assist them in using the network.

8.5 Key Destinations



Public Transport – the LROW network does provide existing access to the bus network, particularly along the Birmingham New Road. The train stations in the area are served well locally.

Cycling Network – There are no plans to formalise the existing network shown on the Cycle Map which is not currently on public highway as Bridleways, Cycle Tracks or Restricted Byways and they will remain as permissive. Many of the off road routes are over British Waterways land.

Land Use – Rowley Regis is predominantly residential in nature with substantial areas of open space. Commercial and industrial areas exist but are in the minority.

Open Space and Nature Conservation – There is a very good distribution of open spaces in Rowley Regis with some significant formal green space such as Haden Hill Park and the Rowley Hills as a significant natural and semi-natural green space within the Town. The open space is generally informal with few public parks, e.g. Haden Hill, Bury Hill Park. The recent Green Space Audit found that the Town average for quality and value varied overall from significantly above to little above the borough average. Long routes facilitate the enjoyment and could help link up Local Nature Reserves. In such situations routes would need to be defined and designed not to disturb the wildlife. The LROW network provides important links to and through the open space. There is the potential for linking together and protecting routes to open spaces which would allow more of the population to enjoy the area.

Opportunities and Barriers to movement – Some roads, particularly the Birmingham New Road, can be formidable barriers to users of the LROW network. Crossings do exist in places although they do not always correspond with the LROW. Whilst there is a train line travelling throughout the southern part of Rowley Regis, there are key crossing points available, e.g. Highfield Road, FP18/RR. The canal and river networks provide excellent routes (mainly permissive in nature) to support the LROW network. There are some LROW that correspond with the water network and also those that provide access. There are bridges along the canals and rivers to help overcome these barriers. Some of these are LROW, e.g. Wrights Lane, FP22/RR.

Education sites – There are a limited number of sites that have LROW crossing them, e.g. The Knowle School, FP46/RR. There are also relatively few sites directly served by LROW although there are a number that serve and help improve access to these areas, including links to schools in Oldbury, e.g. Poplar Avenue, FP83/RR.

Future Development Land Allocations – A small number of sites are physically affected by LROW. These routes are of importance and provision needs to be made for them through the development process.

Specific Land Uses – There are some links provided to the uses under this category, e.g. FP71/RR to the Library on Poplar Rise,

although generally they are not served by the LROW network. Only one route, an adopted footpath in Cradley Heath, is contained within the defined centres.

8.6 Rowley Regis Statement of Action



Overall policies for improving the existing LROW network in Sandwell are contained in Chapter 6. However there is an additional policy for Rowley Regis. There are also several proposals to create new LROW.

Resolve Conflicts between Status and Users of Certain LROW

In Rowley Regis it has been identified that certain footpaths are used by horses, particularly at Warrens Hall Farm, and used by motocross bikes. These pose particular conflict and safety issues to be tackled. The reasons that this might occur is that the current network is poorly promoted so people do not know which parts of the network they can legally use, there are no bridleways and the RUPP network is small and disjointed. Solutions to stop this sort of nuisance may also need the assistance of landowners, as it may not be limited to the LROW Network. The issue of promotion is addressed in Chapter 6.

Resolve Conflict Short Term

Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
<p>RRPP 1 Prohibit unlawful use on the LROW to stop horse and motocross/motor bike use where conflict exists When implemented this would improve the condition of the network and would be an aid to safety of all users of the routes.</p>	<p>Install infrastructure to stop use, e.g. staggered barriers, bollards, etc.</p>	<p>Bollards = Staggered Barriers =</p>	<p>April 2009</p>	<p>Work with maintenance services to agree best way forward on each site. Land owners need to be involved to ensure a comprehensive approach.</p>

Resolve Conflict Long Term

Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
RRPP 2 Provide routes for horse users in appropriate locations. When implemented this would provide an off road circular route for lawful equestrian use in Rowley Regis.	Create and/or reclassify footpaths to bridleways at Warrens Hall Farm.	Cost of extinguishment and creation orders/agreements	April 2014	Work with landowners and stables to agree best locations.

Proposed Network

There were many requests during the pre-plan consultation period to create/formalise existing accesses as LROW. These requests were both small and large scale, with the potential to fill in missing links and also to develop a linked network of routes over open spaces, e.g. Bury Hill Park by linking up existing network. These areas give the impression of walking in the countryside, which is an extremely valuable asset in Sandwell.

The following Action Points are split into those routes that are short and those that are long in length, in part due to the difficulties that can be encountered when creating longer routes as the number of land interests can increase. The intention is to create these routes by agreement (section 25 Highways Act 1980). Cycle Tracks will be created by the appropriate Act. This does not rule out creating LROW by other enactments, e.g. by order (section 26 Highways Act 1980) or by express dedication at Common Law. When deciding which routes to prioritise the issue of who owns the land should be considered. If the Council owns the land it intends to create as a PROW then the issue of compensation will not be an issue. However if the Council does not own the land and creates a route using section 26 of the Highways Act 1980 then the compensation issue is something that cannot be overlooked.

The alignments of the proposals shown on the following plans indicate the Councils intention to create a LROW in the specified vicinity. They are indicative only as precise alignments and proposals will be determined on implementation.

Required Works in Rowley Regis on Existing LROW

Rowley Regis has 89 public rights of way of which 34 require legal and/or maintenance work:





- 9 of these routes require some form of diversion.
- 6 require improved definition.
- 4 require barriers to be erected.
- 8 require resurfacing work.
- 10 require waymarkers.

Alongside these requirements a leaflet regarding overgrown vegetation and other PROW issues is under consideration.

Create Small Connections of Local Rights of Way

Proposal	Recommended Action	Key Organisations
To create short distance connections as LROW to improve access and links to and within the network.	Create LROW at the stated locations	Work with highway engineers and landowners to establish site-specific details.

Rowley Regis Proposals

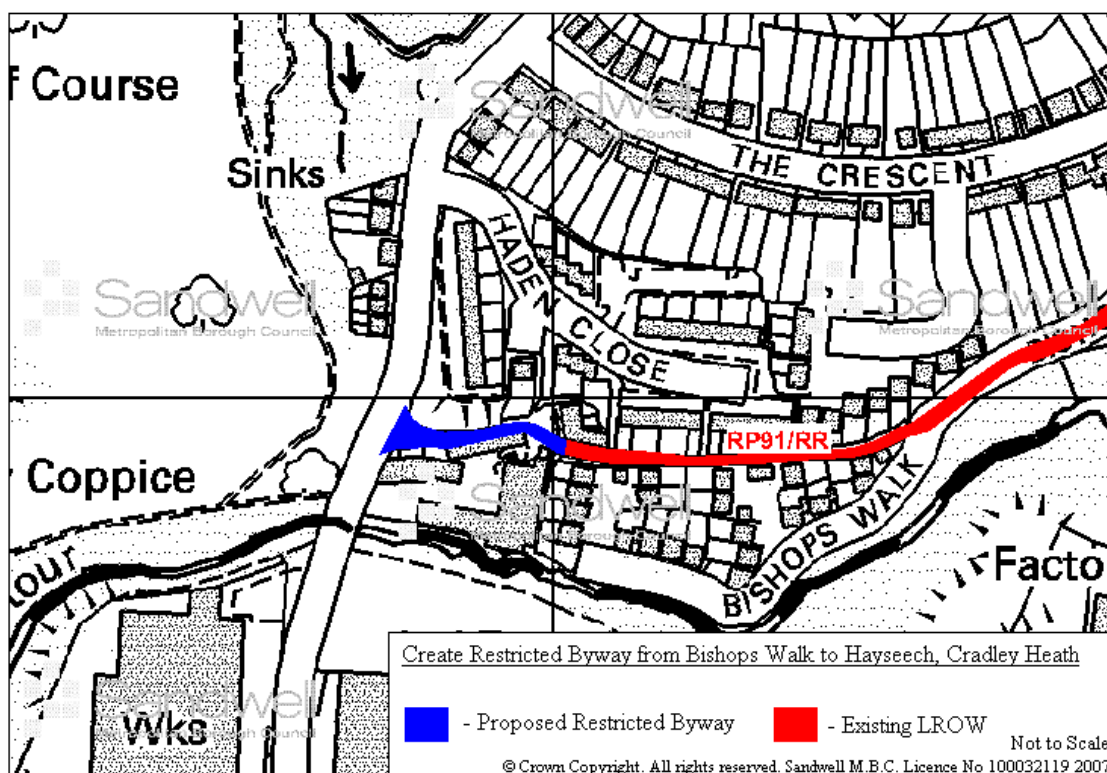
-  - LROW Network
-  - Town Boundaries
-  - Outside Borough
-  - Proposed routes



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RR 1 - Create Restricted Byway from Bishops Walk to Hayseech, Cradley Heath



The primary purpose of creating this link is to ensure there is a through route from Halesowen Rd to Hayseech in Cradley Heath. Part of this route is already a PROW (RP1/RR) however this stops short of Hayseech due to the nature of its use at the time it was recorded. The new route has to take into account that it will be using the same driveway as residents who live next to the proposal. This may mean a slight reduction in width as it passes by a gate installed for safety. Considering the consultation of the local residents the proposed link should be implemented as a footpath to help control anti social behaviour that occurs along the route. There may also need to formalise of barriers that have been implemented on the alignment the current route. In addition investigations need to take place to establish the exact termination point of RP1/RR, which may require a Definitive Map Order to resolve. The route is in private ownership.

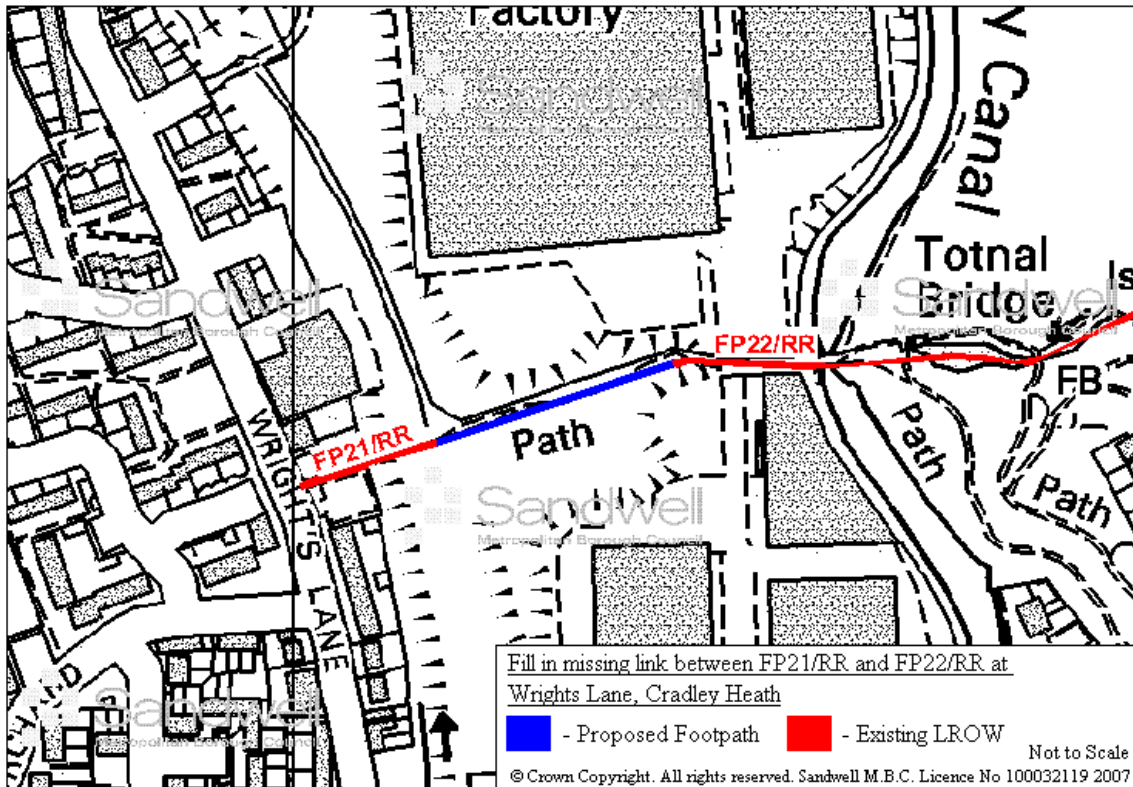
When implemented the route will:

- Link residential areas to the Community Open Space at Haden Hill.
- Lead to a key bus route along Halesowen Rd.
- Lead to LROW in Dudley MBC.

Generalised Costs – Signposts x 2 = £90. Cost of order/agreement to create as a Restricted Byway. Resurfacing costs tarmac surface - £3,000.

Completion Date: April 2012

RR 2 - Fill in missing link between FP21/RR and FP22/RR at Wrights Lane, Cradley Heath



When FP21/RR and FP22/RR were originally recorded in 1954 they did not link, as the length in between the two sections of footpath was maintained as a road. Therefore it was not seen as being necessary to create that section as a footpath as walkers had rights over it. However since then the physical construction of the road has disappeared however the two sections of footpath are still linked by highway. The proposal is to now create this section as a Footpath removing the vehicle rights. The Council does not own this route.

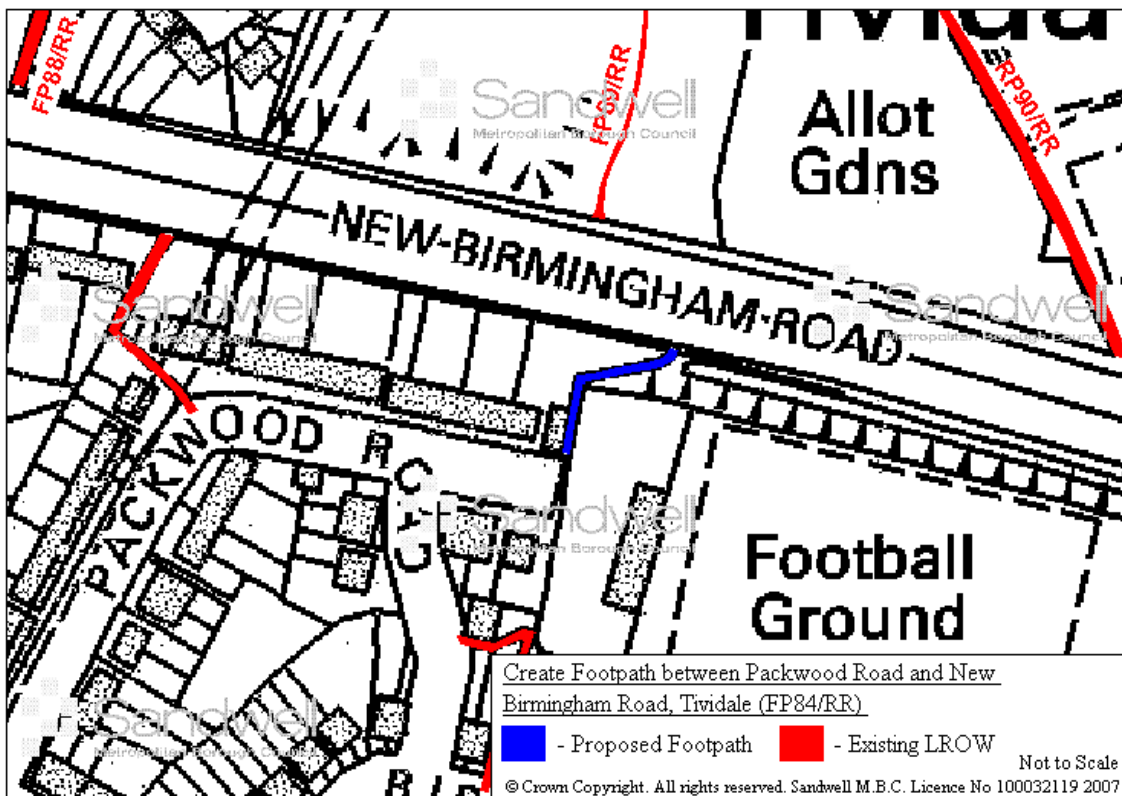
When implemented the route will:

- Form important links from residential areas to open space and local schools.
- Form an important bridge crossing over the Dudley Canal.
- Link in with improvements proposed by British Waterways.

Generalised Costs – Signposts x 2 = £90. Shale/stone surface £20,000, however work to the steps and the gradients could add considerably to this cost. Cost of order/agreement to create as a Footpath.

Completion Date: April 2015

RR 3 - Create Footpath between Packwood Road and New Birmingham Road, Tividale (FP84/RR)



The access in this location forms an important link onto the Birmingham New Road. This was commented on in the pre-plan consultation. There is a route recorded in this location. However legal anomalies exist that require an order. This can be used to create a Footpath. This route is not owned by the Council.

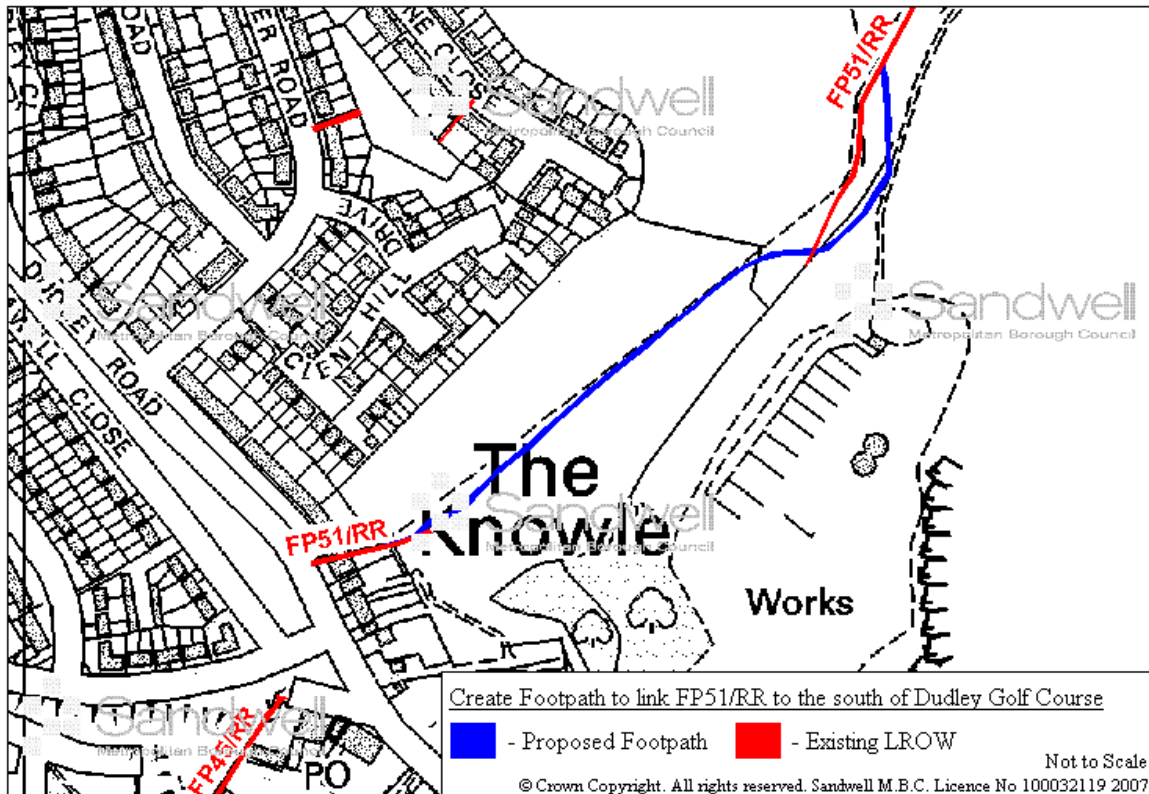
When implemented the route will:

- Gives access to key bus routes.
- Need to overcome the Birmingham New Road to give access to the other LROW.
- The route has the potential to link to open space in the Oldbury area.

Generalised Costs – Signposts x 2 = £90. Street Lights x 2 = £3000. Tarmac surfacing = £3,500. Cost of order/agreement to create as a Footpath.

Completion Date: April 2012

RR 4 - Create Footpath to link FP51/RR to the south of Dudley Golf Course



The access in this location forms an important part of FP51/RR that has the potential to be developed into a long distance route. The land is occupied by horses and as such measures therefore stiles or kissing gates may need to be included. There are two alignments on this route that could be formalised, one runs along the bottom of the hill and one runs at the top. This proposal is for the lower route which provides the more useful path. The land is privately owned.

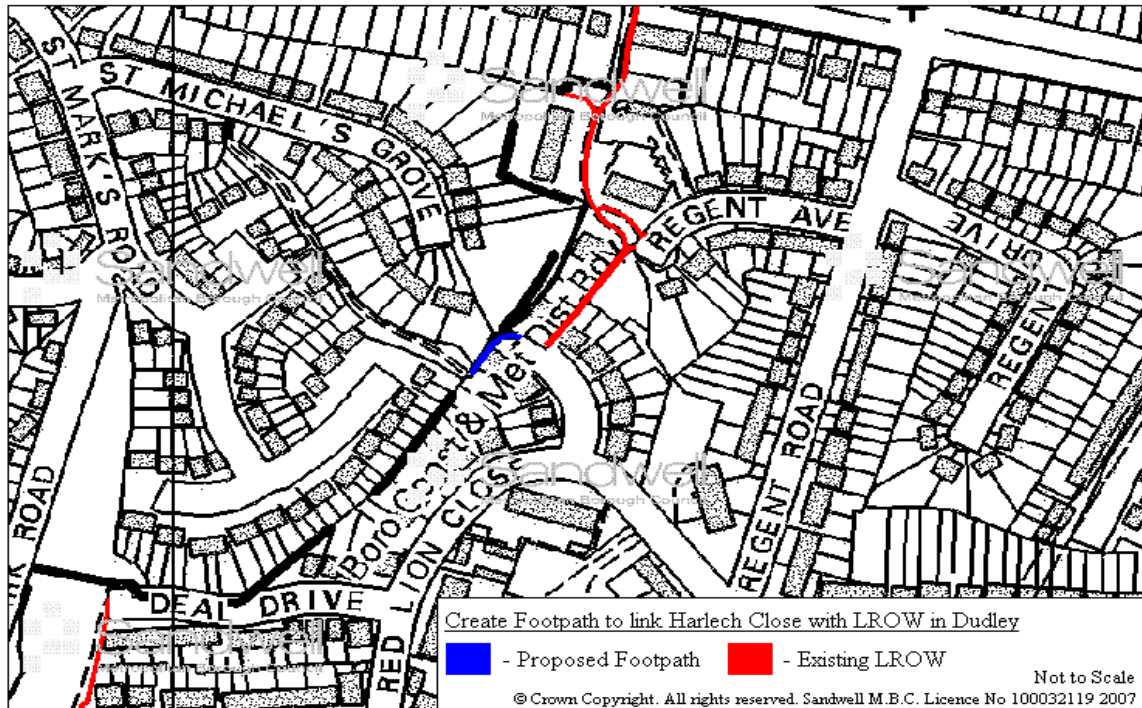
When implemented the route will:

- Provide links for residential and school premises to strategic open space.

Generalised Costs – Define Route £50. Surface with stone £33,500. Cost of order/agreement to create as a Footpath.

Completion Date: April 2013

RR 5 - Create Footpath Between Harlech Close and Dudley LROW



This short route would provide access from the New Birmingham Road through to Dudley. The route has a tarmac surface and provides access between built up residential areas. The route is not owned by the Council.

When Created this route will:

- Provide access for young people travelling to and from school,
- Link on to the New Birmingham Road and a major bus route,
- Provide a link into Dudley M.B.C.

Generalised costs: Resurface existing route £1280. Cost of order/agreement to create as Footpath.

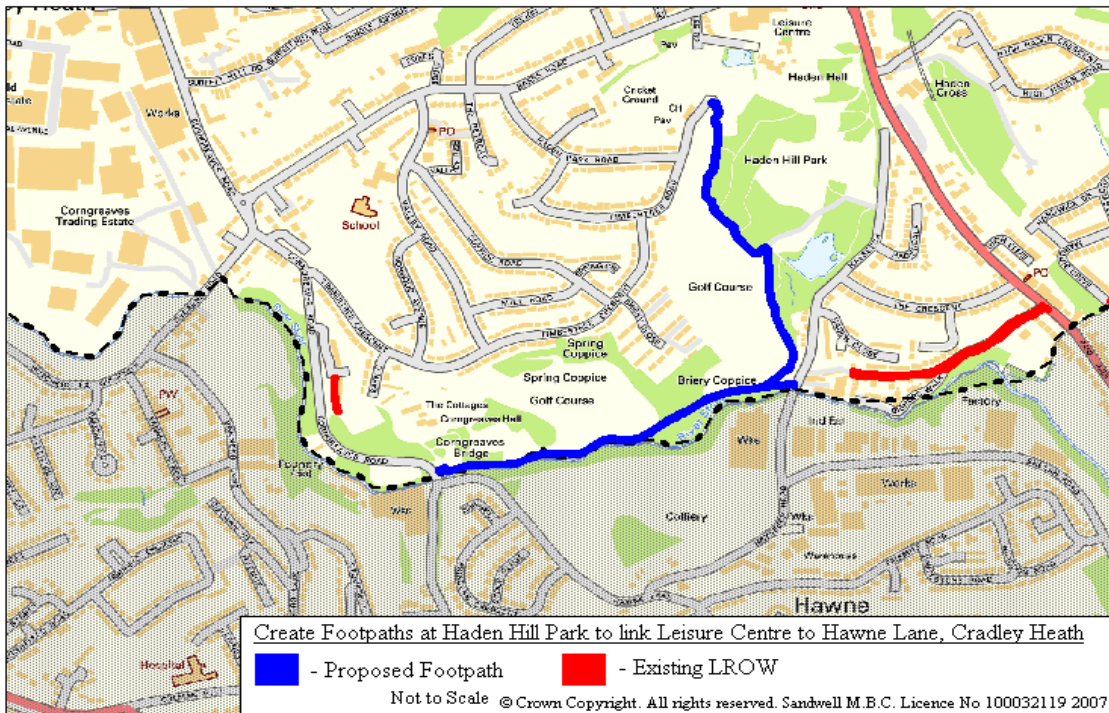
Completion Date: 2012

Create Long connections of LROW

The following proposals help to create long distance routes and are also shown on the overall ROWIP Map attached to this document.

Proposal	Recommended Action	Key Organisations
To create long distance connections as LROW to improve access and links to and within the network.	Create LROW at the locations shown on the ROWIP Map	Work with highway engineers and landowners to establish site-specific details.

RR 6- Create Footpath at Haden Hill Park to link Leisure Centre to Hawne Lane, Cradley Heath



The creation of a Footpath in this location would open up significant links in the area. The proposed link from Bishops Walk will assist in creating a network in this location. The link from Bishops Walk allows access to Congreaves Road and Leisure Centres on Haden Hill Park. Recent upgrading of the path surfacing in the Park and through to Hawne Lane mean that little further work is required. This route is owned by the Council. When implemented the route will:

- Link community open space and residential areas.
- Providing a walk alongside the River Stour.

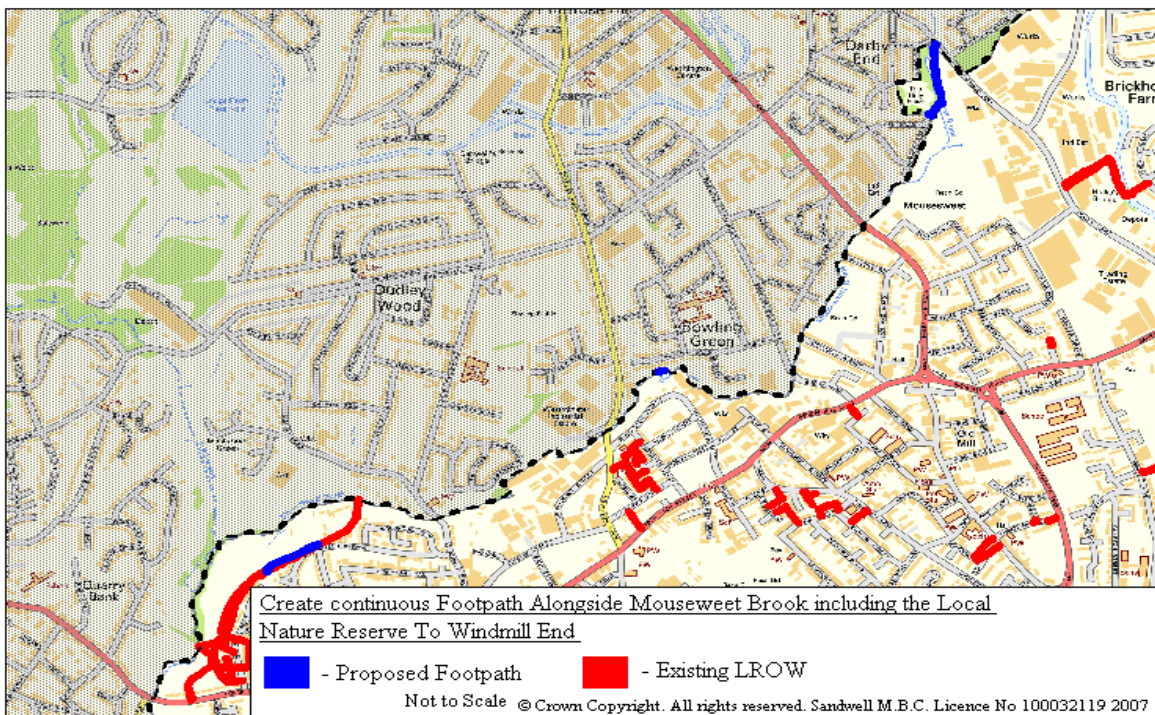
- Provide good access to Haden Hill Leisure Centre and key bus routes.
- Link into the LROW network in Dudley.

Generalised Costs – Signposts x 4 = £170. Remedial work £2,000.

Cost of order/agreement to create as a Footpath.

Completion Date: April 2012

RR 7 - Create Continuous LROW alongside Mousesweet Brook, including the Local Nature Reserve, up to Windmill End



There are two main sections of this route that need formalising as Public Rights of Way. The first is between New Pool Road and Silverthorne Lane and the second is the section of path that runs through the Hilly Piece Park. The creation of this long distance walk would link up substantial parts of Sandwell, and would also provide links into Dudley. The success of this Action Point requires the commitment of Dudley to provide those links in their area and the provision of an appropriate pedestrian crossing facility on Halesowen Road. The areas in Sandwell would help facilitate the route. The precise designation of this route will be determined following discussions with Dudley Council, however parts of the existing network in Sandwell are Footpaths. The route is partly owned by the Council.

The parts of the proposal not currently LROW will need to be created as footpaths to provide concurrent links.

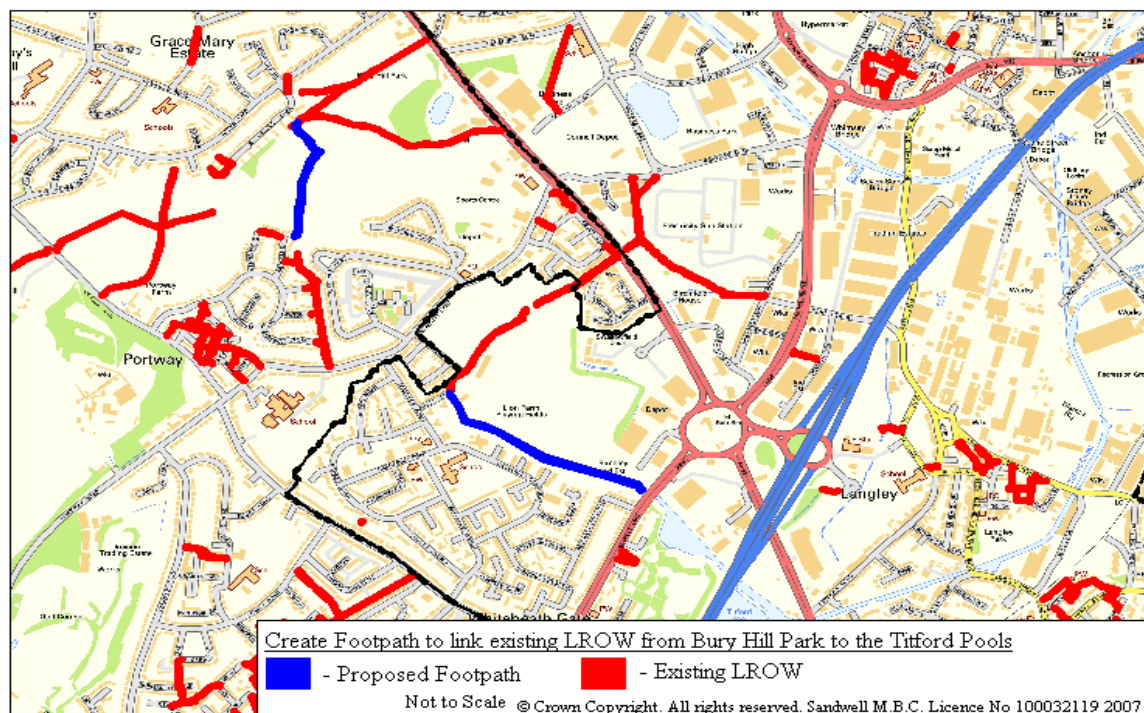
When implemented the route will:

- Link residential, industrial, storage/warehouse, business zones and community and strategic open space.
- Pass residential proposals, which will help the sustainability of those sites.
- Follow an established channel of movement alongside Mousesweet Brook.
- Lead to key bus routes, Cradley Heath Bus and Rail Station.

Generalised Costs – Signposts x 4 = £170. Shale Surface = £12,328. Cost of order/agreement to create as a Footpath.

Completion Date: April 2012

RR 8 - Create Footpath to link existing LROW from Bury Hill Park to Wadham Close



The creation of this long distance walk would link up separate open spaces within the Rowley Regis and Oldbury Towns. The parts of the proposal not currently LROW will need to be created as Footpaths to provide concurrent links.

When implemented the route between Rowley Regis and Oldbury will:

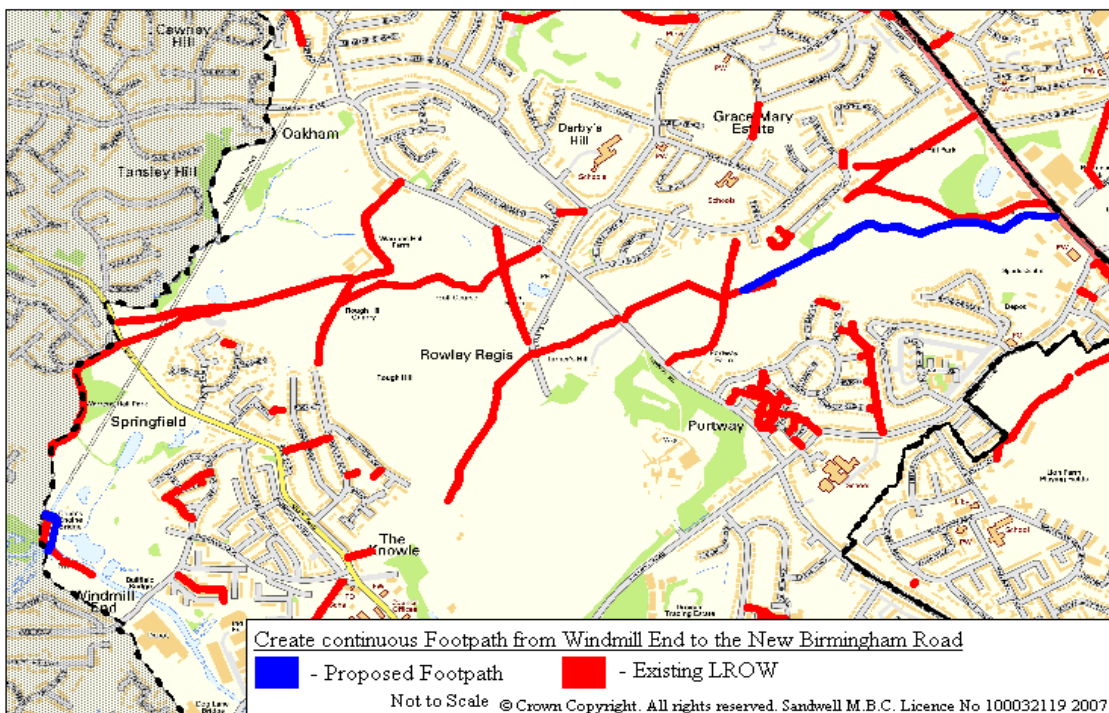
- Link residential, school, industrial, storage/warehouse, business zones and community and strategic open space.

- Will provide a link to a Neighbourhood Office, Primary Healthcare Facility and Library.
- Link to the canal and river network at Titford Pools.
- Lead to key bus routes.

Generalised Costs – Signposts x 3 = £130. tarmac surface = £79,283. Cost of order/agreement to create as a Footpath.

Completion Date: April 2013

RR 9 - Create continuous Footpath from Windmill End to the New Birmingham Road



The creation of this long distance walk would link up substantial parts of Sandwell, provide links into Dudley and would link into other proposals within this ROWIP. The success of this Action Point requires the commitment of Dudley to provide those links in their area, although the majority of this route is within Sandwell.

Existing LROW provide the backbone to this route already, although routes by Cobbs Engine House, across Dudley Golf Course and between Portway Hill and the New Birmingham Road need improved definition under the Action Point in Chapter 6. The parts of the proposal that are not currently LROW will need to be created as Footpaths to provide concurrent links, although those routes at Warrens Hall Farm are subject to investigations in the ROWIP to provide Bridleways to resolve conflicts on the network.

There have been requests stemming from consultation to reduce access for Motorised bikes on the southern end of the route. This will be achieved by submitting the route to the local Town Tasking meetings where possible solutions will be investigated. The route is partly owned by the Council.

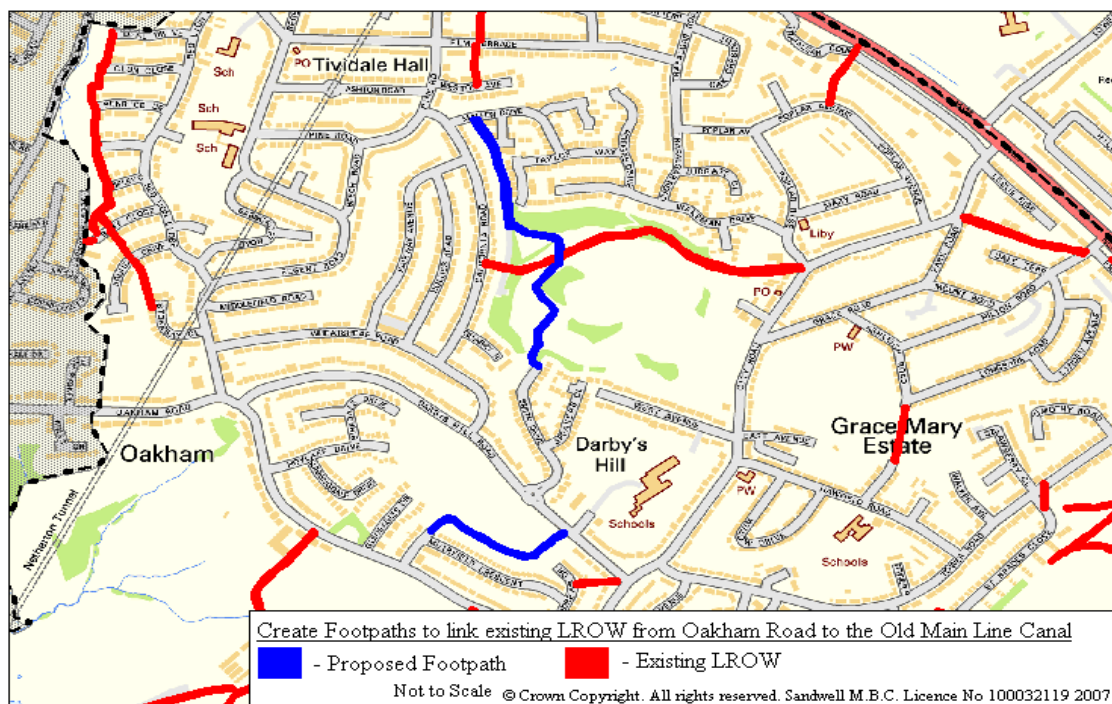
When implemented the route will:

- Provide access for residents in the area.
- Lead to school and business zone in Oldbury.
- Link Local Nature Reserve, Community and Strategic Open Spaces.
- Will provide access onto the Dudley Canal which is an established channel of movement, particularly through the Netherton Tunnel.
- Lead to key bus routes.

Generalised Costs – Signposts x 10 = £420. Tarmac surface £122,964. Cost of order/agreement to create as a Footpath.

Completion Date: April 2015

RR 10 - Create Footpaths to link existing LROW from Oakham Road to the Old Main Line Canal



The creation of this long distance walk would provide a link from the hills in Rowley Regis to the canal network in Oldbury. There will be the need to overcome the New Birmingham Road and

Dudley Road West with appropriate pedestrian crossings. The proposal will utilise existing LROW and these will need improving under the Condition Action Points in Chapter 6. The parts of the proposal not currently LROW will need to be created as Footpaths to provide concurrent links. The route goes west to east from Darby's Hill through the Grace Mary Estate where some routes need to be formalised and ends at the Old Main Line Canal. The route is partly owned by the Council.

When implemented the route will:

- Link residential, schools, industrial, storage/warehouse, business zones and community, proposed and strategic open spaces.
- Pass residential proposals, which will help the sustainability of those sites.
- Need to overcome the New Birmingham Road and Dudley Road West.
- Link to the canal network in Oldbury.
- Lead to key bus routes.

Generalised Costs – Signposts x 10 = £420. Shale/Natural Surface £32,000. Cost of order/agreement to create as a Footpath.

Completion Date: April 2017

9. Oldbury



9.1 Existing Audits, Action and Management Plans



The Unitary Development Plan recognises that the physical integration of new development with the existing town centre core through new and improved pedestrian links and open spaces, is considered paramount in order to assist the future success of the town centre.

Cakemore Local Action Plan identifies the need to reduce fly tipping, graffiti and litter around Pound Close, Brook Road, St Matthew's Road and the gullies behind Kestrel Road and Pound Close.

Causeway Green Local Action Plan highlights the problems of fly tipping, graffiti and litter especially around Penncricket Lane, the gully from Ashes Road to Pool Lane, Penncricket Lane Fields and the lane behind Grafton Road behind the houses on Kestrel Road.

Langley Local Action Plan highlights similar problems around Causeway Green Road, Clay Lane and Barrs Street.

Oldbury Town Centre Local Action Plan draws attention to the problems in the Birmingham Road/ Blakeley Hall area.

Warley Local Action Plan records a large number of locations where there are similar problems and also problems with dumped cars.

9.2 Local Rights of Way Network

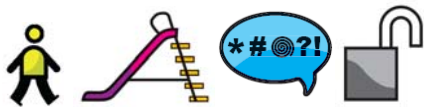


Oldbury has a mixture in its spread of LROW due to the nature of housing in the south of the Town and a mixture of housing and industry in the north. There is a higher concentration of routes in the north. The major characteristics are as follows:

- Few LROW signed.
- Mixture of short and long routes.
- Longer routes, especially over open space, are not signed, have no way markers and are mostly undefined.
- A network of LROW exists at Brandhall Golf Course.
- Potential for creating long distance routes.

- Mixture of condition on network. Overgrowth is a recurring issue.
- Legal alignments of routes, particularly over open space, do not always correspond with where people use the land.
- There is a lack of lighting on the PROW network in built up areas.
- Routes in built up areas mostly surfaced.
- Open space routes dirt tracks or undefined.
- Adopted Footpaths and RUPPs generally not signed.
- No Cycle Tracks and only one Bridleway.
- RUPP network small and disjointed, although there are opportunities to develop this.
- A significant number of routes provide short cuts and links which would otherwise be severed in their absence.
- LROW provide key links across the canal and rail line.
- Several routes cross or lead to other Towns.
- Few routes in Langley, Bristnall, Hill Top and Londonderry.
- Industrial areas poorly served.
- Some limitations on the network, e.g. gates.

9.3 Consultation Comments



In total 14 comments were received in the Oldbury area in the pre-plan consultation period. Some of those comments were outside the remit of the RoWIP, or are being dealt with through other processes. The characteristics of the comments to be taken forward are:

- Create/formalise routes as LROW, including missing links being filled
- Improve the condition of the PROW network
- Consider gating, security concerns and associated improvements
- Long distance routes have been identified that have the potential to link up Rowley Regis to the canal network in Oldbury and on to Tipton.

The total number of comments received during the consultation was slightly more for creating/formalising new routes than for improvements to the existing network.

9.4 Users



Pedestrians – The majority of the LROW in Oldbury are recorded as Footpaths so there is good provision for walkers. Most of the routes are short residential links but there is some potential for longer leisure walks.

Cycling – Oldbury is predominantly flat so it has good utility for cycling as part of everyday trips.

Equestrian – There are some signs of horse use around the Brandhall area, e.g. FP5/BRA/OLD.

Carriage Drivers/Trotting Carts - There have been no representations and use has not been identified for carriage drivers/trotting carts in Oldbury.

Motorised vehicles – There have been no representations from users made in respect of this Plan to create recreational vehicle routes and there are no LROW in Oldbury where vehicle use is legal (i.e. on BOATs). It is noted that some routes are used to gain vehicular access to properties, typically to garages at the rear of houses, e.g. RP93/RR at Dudley Road East.

Disabled users – There are barriers on the existing network such as staggered barriers (BR6/BRA/OLD at Worcester Road), and bollards (FP88/RR at Love Lane) that disabled users need to be aware of or will need to be investigated for removal to allow reasonable access for all.

9.5 Key Destinations



Public Transport – Access to the identified bus network is good in Oldbury, particularly along the Birmingham New Road. Despite having several Train Stations in Oldbury there is no immediate access to them by LROW although access to Rowley Regis Station (in Rowley Regis) is supported by FP2/HAL.

Cycling Network – There are currently no correlations between the LROW network and Cycle Network. The Cycle Network does

extend through the town particularly along the canal towpath. LROW do provide access on to this network, e.g. RP97/RR at Johns Lane.

Land Use – Oldbury is characterised as having a distinct north/south divide. The southern half of the Town is mainly residential whilst the mid to northern part of the town is primarily commercial and industrial with more residential areas in the north.

Open Space and Nature Conservation – There is a distinct lack of open space in the centre of the Town, however there is a good distribution in the north, e.g. Tividale Park, and south, e.g. Barnford Hill Park. The recent Green Space Audit found that the Town average for quality and value were significantly below the borough average. The LROW network provides important links to and through the open space, e.g. RP90/RR.

Opportunities and Barriers to movement – There are several roads, most notably the Birmingham New Road and the Wolverhampton Road, which can be formidable barriers to users of the LROW network. Crossings do exist in places although they do not always correspond with the LROW. Train lines pass through the area although there are only limited LROW crossing points, e.g. Johns Lane, RP97. The canal and river networks provide excellent routes (mainly permissive) to support the LROW network. There are some LROW that assist in access to these networks however there are limited LROW crossing points. The M5 motorway also severs the area.

Education sites – A limited number of sites have LROW crossing them, e.g. Tividale Comprehensive School, FP85/RR. There are sites directly served or access assisted to them by LROW e.g. Warley High School is served by CRF1/BRA/OLD.

Future Development Land Allocations – The main allocations from the UDP is that a lot of Oldbury is allocated as a business zone. There are many LROW that assist access in this area. There are some LROW near to residential proposals and some that are physically affected by LROW. These routes are of importance and provision needs to be made for them through the development process.

Specific Land Uses – There are some strong links provided in certain locations to the uses under this category, particularly within Oldbury Centre where the LROW assist access from a residential area to the Council House, a Job Centre, a Library and a Primary Healthcare Facility. However such sites are not well served in the Town by LROW. Only the defined centres of Oldbury and Langley have LROW in, or supporting access directly to them.

9.6 Oldbury Statement of Action



Overall policies for improving the existing LROW network in Sandwell are contained in Chapter 6. There are several proposals to create new LROW contained within this section.

Proposed Network

There were many requests during the pre-plan consultation period to create/formalise existing accesses as LROW. These requests were both small and large scale, with the potential to fill in missing links and also to develop a linked network of routes over open spaces, e.g. at Lion Farm Playing Fields.

The following Action Points are split into those routes that are short and those that are long in length, in part due to the difficulties that can be encountered when creating longer routes as the number of land interests can increase. The intention is to create these routes by agreement (section 25 Highways Act 1980). This does not rule out creating LROW by other enactments, e.g. by order (section 26 Highways Act 1980) or by express dedication at Common Law. When deciding which routes to prioritise the issue of who owns the land should be considered. If the Council owns the land it intends to create as a PROW then the issue of compensation will not be an issue. However if the Council does not own the land and creates a route using section 26 of the Highways Act 1980 then the compensation issue is something that cannot be overlooked.

The alignments of the proposals shown on the following plans indicate the Councils intention to create a LROW in the specified vicinity. They are indicative only as precise alignments and proposals will be determined on implementation.

Required Works in Oldbury on Existing LROW

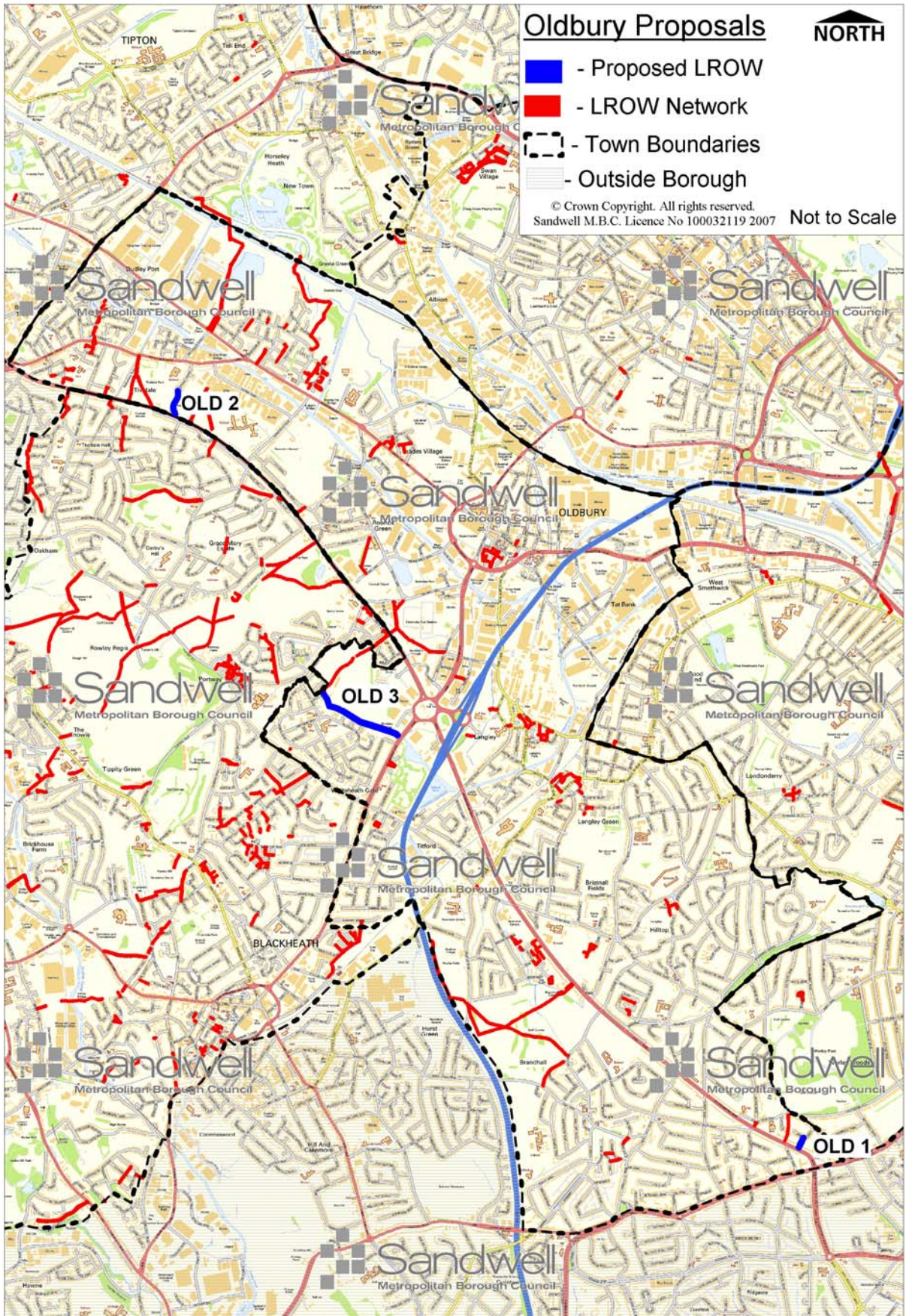
Oldbury has 25 existing public rights of way of which 18 require legal and/or maintenance work.

- 7 require some form of diversion order.
- 4 require the removal of gates or other obstructions.
- 2 require waymarkers.
- 4 require traffic orders.

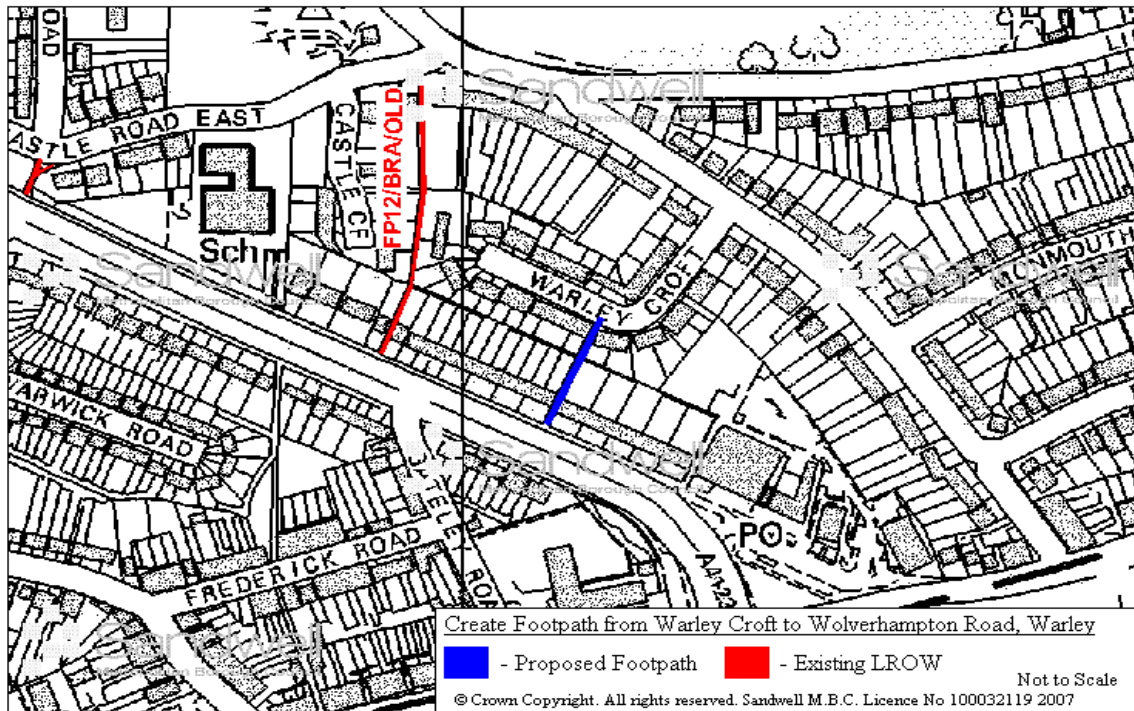
Alongside these requirements a leaflet regarding overgrown vegetation and other PROW issues is under consideration.

Create Small Connections of LROW

Proposal	Recommended Action	Key Organisations
To create short distance connections as LROW to improve access and links to and within the network.	Create LROW at the stated locations	Work with highway engineers and landowners to establish site-specific details.



OLD 1 - Create Footpath from Warley Croft to Wolverhampton Road, Warley



There is an existing well-used, partly surfaced route from Warley Croft to the Wolverhampton Road. It is proposed to create this as Public Footpath and improve it. The primary purpose of creating this link is to ensure there is a through route from Warley Croft to Wolverhampton Road. The private rights to the rear of properties will be retained and if they desire a gate could be erected on each side of the Footpath for security purposes. The Council does not own the route.

When implemented the route will:

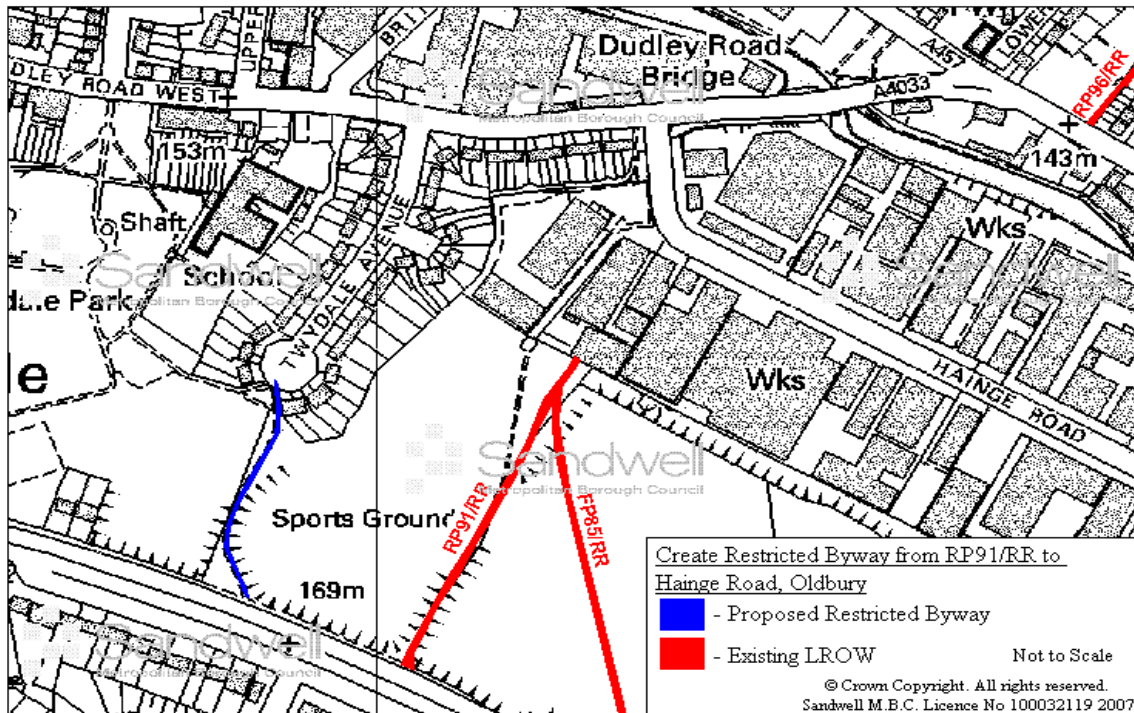
- Link residential areas to the Community Open Space at Warley Woods in Smethwick.
- Lead to a key bus route along Wolverhampton Road.

Generalised Costs – Signposts x 2 = £90, cost of resurfacing the route £5,300. Cost of order/agreement to create as a Footpath.

Cost of placing bollards on the route x 4 = £520

Completion Date: April 2009

OLD 2 - Create Public Footpath from Birmingham New Road to Twydale Avenue



At present a Restricted Byway, RP91/RR and a Footpath, FP85/RR from the Birmingham New Road to Hainge Road are obstructed at the northern end. Investigations are taking place to see if this can be overcome by diverting this route. The proposal is to formalise a current surfaced route along a similar alignment that is further west of the route to link Birmingham New Road and Twydale Avenue. This route will allow access across the sports ground. The Council owns this route.

When implemented the route will:

- Provide access to a key bus route
- Connect two areas to a local school
- Provide access to a business zone and community open space

Generalised Costs – Signposts x 2 = £90. Tarmac surface = £10,500. Cost of order to stop up RP91/RR £2500.

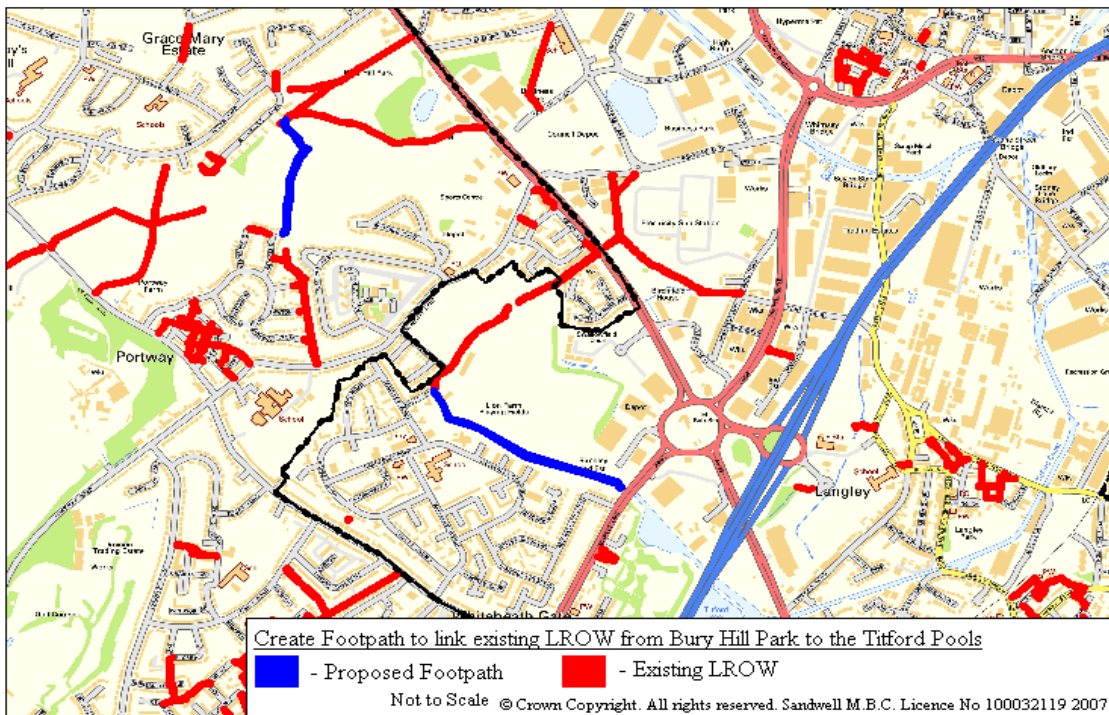
Completion Date: April 2009

Create Long connections of LROW

The following proposal will help to create long distance routes and is also shown on the overall ROWIP Map attached to this document.

Proposal	Recommended Action	Key Organisations
To create long distance connections as LROW to improve access and links to and within the network.	Create LROW at the locations shown on the ROWIP Map	Work with highway engineers and landowners to establish site-specific details.

OLD 3 - Create Footpath from Birchfield Lane to Newbury Lane



The creation of this long distance walk would link up separate open spaces within the Oldbury and Rowley Regis Towns. The proposal would create a footpath across Lion Farm Playing Fields and would form part of a larger connection of Public Rights of Way. The parts of the proposal not currently LROW will need to be created as Footpaths to provide concurrent links. This section of the route is owned by the Council.

When implemented the route will:

- Form important links from residential areas to open space at Lion Farm
- Would link into the longer routes proposed for Rowley Regis.
- Give good access to a strategic regeneration site identified in the UDP
- Provide a link with British Waterways routes at the Titford Pools.

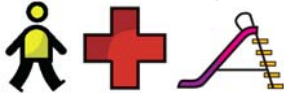
Generalised Costs – Signposts x 2 = £90. Waymarkers at £2000. A tarmac surface could cost approximately £75,000 to complete

while a more informal stone path could cost £46,000. Cost of order/agreement to create as a Footpath.
Completion Date: April 2015

10. Smethwick



10.1 Existing Audits, Action and Management Plans



A key objective of the Local Action Plan for the Galton area of Smethwick is for the development of health walks.

10.2 Local Rights of Way Network



Smethwick has a lack of LROW recorded in its area. The major characteristics are as follows:

- Few LROW.
- Mainly short routes in built up areas.
- No Bridleways, Cycle Tracks or RUPPs.
- Only one Definitive Map route, which is signed although it may require some lighting.
- Routes surfaced.
- Concentrations of adopted footpaths in the Northern Cape Hill and Halfords Lane/Middlemore Road areas.
- A significant number of routes provide short cuts and links which would otherwise be severed in their absence.
- A LROW provides a key link under the motorway into West Bromwich.

10.3 Consultation Comments



In total 3 comments were received in the Smethwick area in the pre-plan consultation period. Some of those comments are being dealt with through other processes. The characteristics of the comments to be taken forward are:

- Create/formalise routes as LROW, which includes linking open space.

10.4 Users



Pedestrians – All the LROW in Smethwick are short residential links.

Cycling – The flat nature of Smethwick means that it has good utility for cycling as part of everyday trips.

Equestrian – There is no known organised activity and no representations have been received.

Carriage Drivers/Trotting Carts - There have been no representations and use has not been identified for carriage drivers/trotting carts in Smethwick.

Motorised vehicles – There have been no representations from users made in respect of this Plan to create recreational vehicle routes and there are no LROW in Smethwick where public vehicle use is legal (i.e. on BOATs). It is noted that some routes are used to gain vehicular access to properties, e.g. FP1/Sandwell at Wattis Road.

Disabled users – There are no known issues on the current network.

10.5 Key Destinations



Public Transport – the LROW network provides limited access to the public transport network in Smethwick, with the only real accesses at FP1/Sandwell on Bearwood High Street and the adopted footpath at Smethwick High Street. However many routes in residential areas provide shorter distances as part of a journey to the public transport network.

Cycling Network – There are no plans to formalise the existing network shown on the Cycle Map, which is not currently on public highway as Bridleways, Cycle Tracks or RUPPs and they will remain as permissive. In a limited number of cases Cycle Tracks Act Orders will be required to create the proposed network, however the majority will be permissive. Many of the off road routes are over British Waterways land. There is an area of conflict with the Cycle Network on the adopted footpath at Roebuck Lane and this requires further investigation.

Land Use – Smethwick is predominantly residential in nature. Commercial and industrial are the next dominant use but are in the minority.

Open Space and Nature Conservation – There are limited amounts of open space in Smethwick although they are well distributed throughout the Town. The most significant areas of green space are at West Smethwick Park and Warley Woods. The open space is generally informal with few public parks, e.g. West Smethwick Park. Despite having less open space than other areas the recent Green Space Audit found that the Town average for quality of open space is the best in the borough and average value was slightly higher than the borough average. LROW have limited impact on accessing open space in Smethwick although some routes provide key short links from residential areas. There is the potential for linking together and protecting routes to open spaces, which would allow more of the population to enjoy these areas.

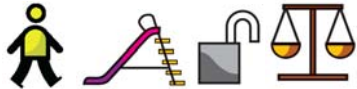
Opportunities and Barriers to movement – Some roads, particularly Soho Way and Bearwood Road, can be formidable barriers to users of the LROW network. Rail, river, canal networks and Metro lines travel throughout the northern part of the area, although there are very limited LROW crossing points. The only LROW crossing the Metro line also overcomes the M5 via a tunnel at Roebuck Lane. The canal and river networks provide excellent routes (mainly permissive in nature) to support the LROW network however these are only found in the north of Smethwick.

Education sites – There are a number of LROW that serve and help improve access to these areas, e.g. the adopted Footpaths in the Victoria Park Road area.

Future Development Land Allocations – There are a number of sites allocated within Smethwick and LROW which provide access to them. This should be considered in the development process as it may add to the sustainability of the sites, although this only occurs on a limited basis.

Specific Land Uses – Access by LROW to the defined centres is limited although there are routes recorded in Bearwood and Smethwick centres. There are also routes that provide access to the other uses, e.g. the adopted footpaths of Roslyn Close to the Job Centre in Smethwick, but access to these uses by LROW is limited, possibly due to the characteristics of the LROW in Smethwick.

10.6 Smethwick Statement of Action



Overall policies for improving the existing LROW network in Sandwell are contained in Chapter 6. There are proposals to create new LROW contained within this section.

Proposed Network

There were few requests during the pre-plan consultation period to create/formalise existing accesses as LROW in Smethwick, possibly due to its substantial built environment. Where they were suggested they have the potential to provide a route running through the Town and also to develop a linked network of routes over open spaces of which there are limited numbers in this area.

The following Action Point applies only to a short route. When deciding which routes to prioritise the issue of who owns the land should be considered. If the Council owns the land it intends to create as a PROW then the issue of compensation will not be an issue. However if the Council does not own the land and creates a route using section 26 of the Highways Act 1980 then the compensation issue is something that cannot be overlooked.

The alignments of the proposals shown on the following plans indicate the Councils intention to create a LROW in the specified vicinity. They are indicative only as precise alignments and proposals will be determined on implementation.





Required Works in Smethwick on Existing LROW

Smethwick has 1 public right of way and it does not require any legal or maintenance work.

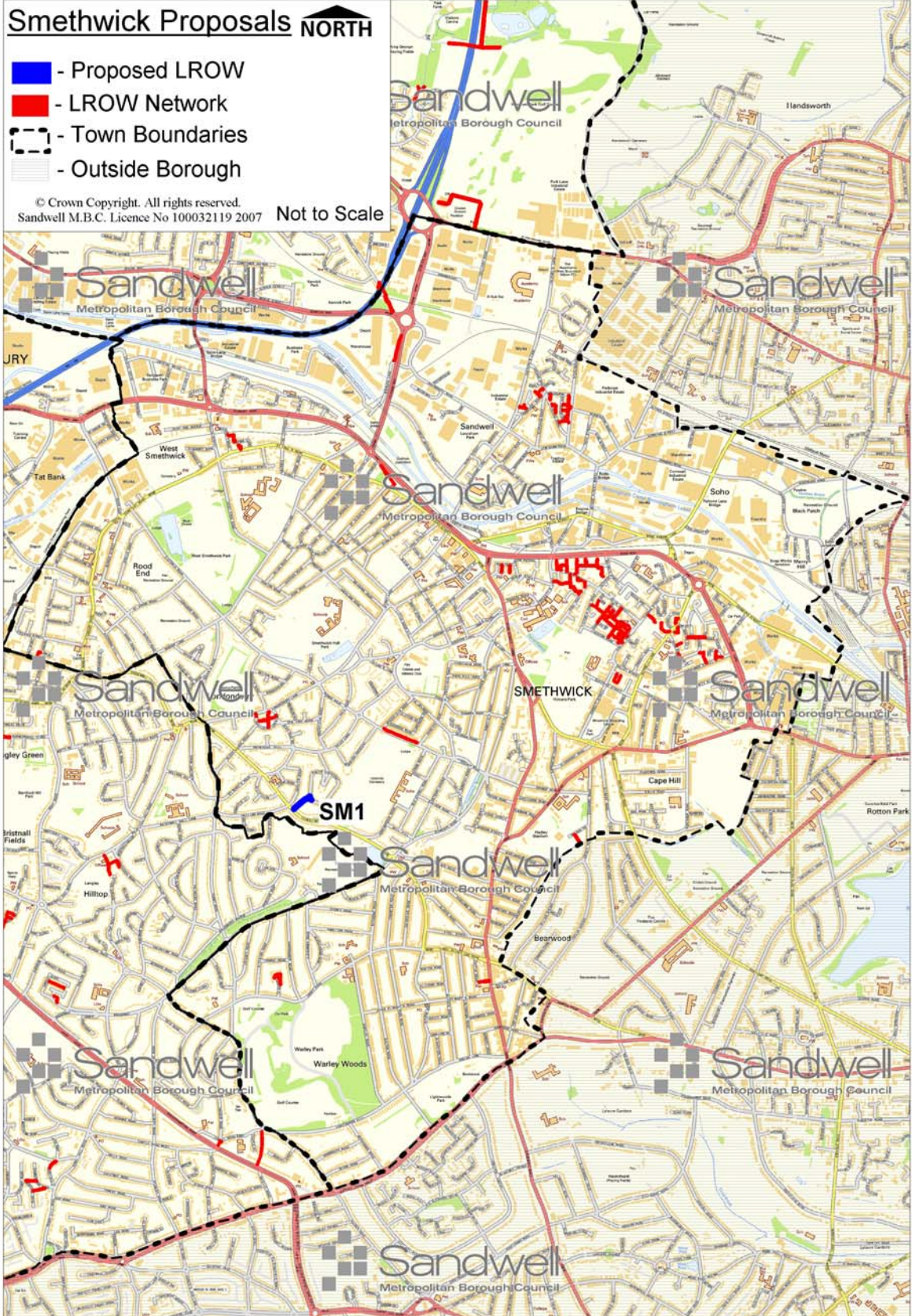
Create a Small Connections of LROW

Proposal	Recommended Action	Key Organisations
To create short distance connections as LROW to improve access and links to and within the network.	Create LROW at the stated locations	Work with highway engineers and landowners to establish site-specific details.

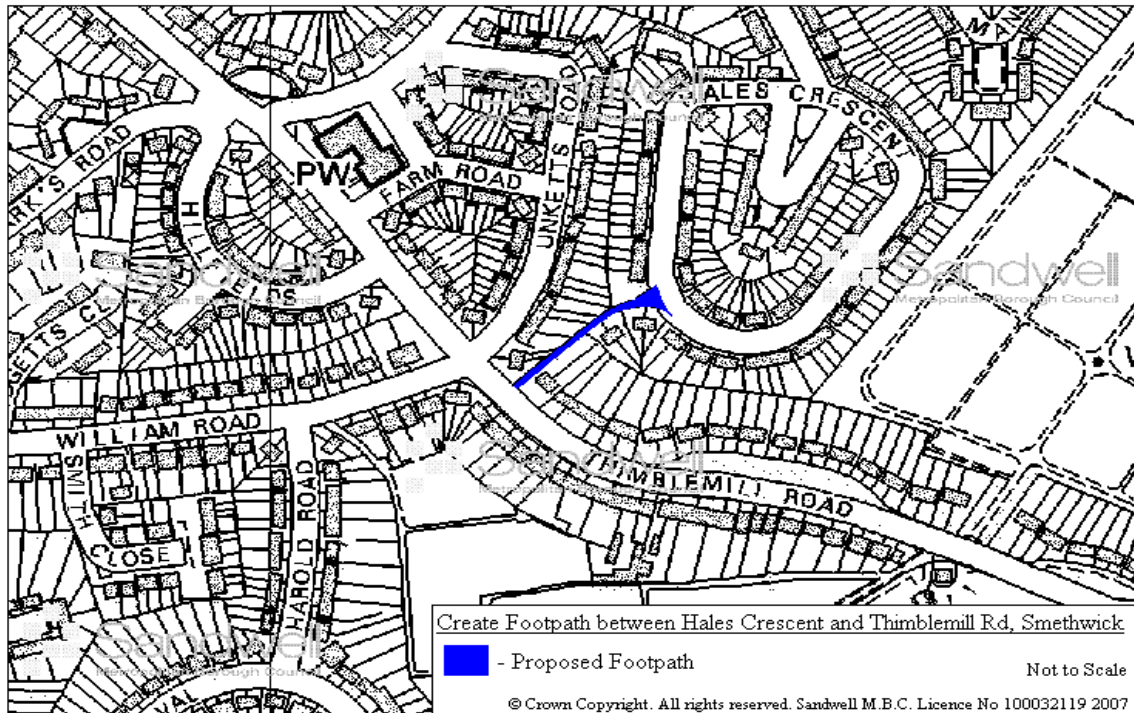
Smethwick Proposals

-  - Proposed LROW
-  - LROW Network
-  - Town Boundaries
-  - Outside Borough

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SM 1 - Create Footpath between Hales Crescent and Thimblemill Rd, Smethwick



The purpose of creating this link is to provide a short and quick alternative. It will provide an effective and safer link between the Hales Crescent estate and Thimblemill Road area. It was identified as a key link through previous correspondence. The link will be created as a Footpath. This route is owned by the Council.

When implemented the route will:

- Link residential areas.
- Lead to a Community Facility Proposal.
- Lead to a key bus route.

Generalised Costs – Signposts x 2 = £90. The route is surfaced with paving slabs, cost to resurface with tarmac = £11,128. Cost of order/agreement to create as a Footpath.

Completion Date: April 2011

11. Tipton

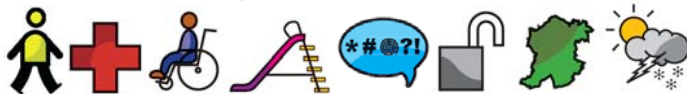


11.1 Existing Audits, Action and Management Plans



Sheepwash Nature Reserve Management Plan notes that footpaths are being eroded through overuse. Further erosive pressures come from mountain bikes, motorbikes and horses. Footpaths and river management works by the Environment Agency could affect the drainage of some parts of this area. Horse riding may be permitted if consultations result in a safe area for permissive bridleways.

11.2 Local Rights of Way Network



Tipton currently has a low concentration of LROW. However considering its size and its built up nature there is a good spread of routes. There are also a number of permissive routes in the area which are not recorded as LROW. The major characteristics are as follows:

- Few Definitive Map routes.
- Only one signed route at Oxford Way. This includes destination information.
- Mixture of condition on network.
- Lack of definition in places.
- Conflicts between status of routes and users.
- Some potential for creating long distance routes.
- There is a lack of lighting on the PROW network in built up areas.
- Routes in built up areas mostly surfaced.
- Open space routes dirt tracks or undefined.
- Adopted Footpaths and RUPPs generally not signed.
- Adoptions network generally spread out.
- No Bridleways or Cycle Tracks.
- RUPP network small and disjointed.
- A significant number of routes provide short cuts and links which would otherwise be severed, particularly the tunnel crossings under the canal and rail line leading to Oldbury.
- The adopted Footpath network provides important links out and into estates which overcome cul-de-sac environments.
- Links to Oldbury and Dudley.

11.3 Consultation Comments



In total 13 comments were received in the Tipton area in the pre-plan consultation period. Some of those comments were outside the remit of the ROWIP, or are being dealt with through other processes. The characteristics of the comments to be taken forward are:

- Create/formalise routes as LROW, which includes creating routes to link into Wolverhampton and Walsall.
- Consider security concerns and associated improvements.
- The lack of signing should be addressed.
- Improve the condition of the PROW network.
- A long distance route has been identified that has the potential to link up Great Bridge to Sheepwash Park and into Oldbury.

The total number of comments received during the consultation were more for creating/formalising new routes than for improvements to the existing network.

11.4 Users



Pedestrians – The majority of the LROW in Tipton are recorded as Footpaths so there is good provision for walkers. Most of the routes are residential links.

Cycling – The reasonably flat nature of Tipton means that it has a good utility for cycling as part of everyday trips.

Equestrian – There are a number of unofficial sites that clearly have horse grazing however no evidence of horses on LROW in Tipton has been found.

Carriage Drivers/Trotting Carts - There have been no representations but there is general use of trotting carts in Tipton. It appears that this does not take place on LROW.

Motorised vehicles – There has been no representations from users made in respect of this Plan to create recreational vehicle routes and there are no LROW in Tipton where public vehicle use

is legal (i.e. on BOATs). It is noted that some routes are used to gain vehicular access to properties, typically to garages at the rear of houses e.g. FP1/Tip at Oxford Way.

Disabled users – There are barriers on the existing network such as bollards (FP1/Tip at Oxford way), staggered barriers (FP2/Tip at Brick Kiln St) and gates (RP97/RR at Johns Lane) that disabled users need to be aware of or will need to be investigated for removal to allow reasonable access for all.

11.5 Key Destinations



Public Transport – There are few links to the identified bus routes although where they exist they form important parts of the LROW network, e.g. FP1/Tip at Oxford Way. Other routes facilitate access to the bus network. There are some routes that will assist access to the proposed Metro stops, e.g. the adopted footpath at Madin Road. The train stations in the area are not particularly well served although some routes facilitate access, e.g. the adopted Footpaths in the Owen Street area.

Cycling Network – There is currently no known conflict between the Cycling Network and the LROW network. The Cycling Network makes extensive use of the Canal network in Tipton. Some LROW, e.g. RP 97/RR at John’s Lane, facilitate access to this network.

Land Use – Tipton is mainly residential in nature. The next main land use is industrial and there are also some storage and retail areas although these are in the minority.

Open Space and Nature Conservation – There is a good distribution of open spaces in Tipton with two major sites at Sheepwash Urban Park and the linear Princes End Walkway. The open space is generally informal with few public parks, e.g. Victoria Park. The recent Green Space Audit found that the Town average for quality of open space in Tipton was significantly below the borough average. However the Town average value was only slightly below the borough average. The LROW network provides important links to open space although there is scope for more provision.

Opportunities and Barriers to movement – Some roads, particularly the Birmingham New Road and the Black Country Spine Road, can be formidable barriers to users of the LROW network. Crossings do exist in places although they do not always correspond with LROW. There are train lines and canals throughout the area and there are key crossing points that are either tunnels or bridges, e.g. the tunnel crossing at John’s Lane, RP97/RR. The river network provides excellent routes (mainly permissive in nature) to support the LROW network. The proposed Metro line through the area will need to consider key crossing points.

Education sites – There are none of these sites that have LROW crossing them but there are ones being directly served and access assisted by LROW, e.g. Adopted Footpaths that lead to Willingsworth High School.

Future Development Land Allocations – There are few allocated sites in the area and many residential sites have either been built or are being constructed at the moment. Most LROW are not affected.

Specific Land Uses – The LROW network has a mixed effect in accessing these areas with many uses with limited LROW access. Tipton is the only defined centre with LROW although these are valuable as they provide access to the Job Centre, Primary Healthcare Facility and the Neighbourhood Office.

11.6 Tipton Statement of Action



Overall policies for improving the existing LROW network in Sandwell are contained in Chapter 6. There are proposals to create new LROW contained within this section.

Proposed Network

There were few requests during the pre-plan consultation period to create/formalise existing accesses as LROW in Tipton, possibly due to its substantial built environment. Where they were suggested they have the potential to provide good links through the area, for example a route has been put forward linking Great Bridge Centre to Oldbury Town.

The following Action Points are split into those routes that are short and those that are long in length, in part due to the difficulties that can be encountered when creating longer routes as the number of land interests can increase. The intention is to create these routes by agreement (section 25 Highways Act 1980). Cycle Tracks will be created by the appropriate Act. This does not rule out creating LROW by other enactments, e.g. by order (section 26 Highways Act 1980) or by express dedication at Common Law. When deciding which routes to prioritise the issue of who owns the land should be considered. If the Council owns the land it intends to create as a PROW then the issue of compensation will not be an issue. However if the Council does not own the land and creates a route using section 26 of the Highways Act 1980 then the compensation issue is something that cannot be overlooked.

The alignments of the proposals shown on the following plans indicate the Councils intention to create a LROW in the specified vicinity. They are indicative only as details are agreed and arranged on site.

Required Works in Tipton on Existing LROW

Tipton has 5 public rights of way all of which need maintenance and require resurfacing works.

Create Small Connections of LROW

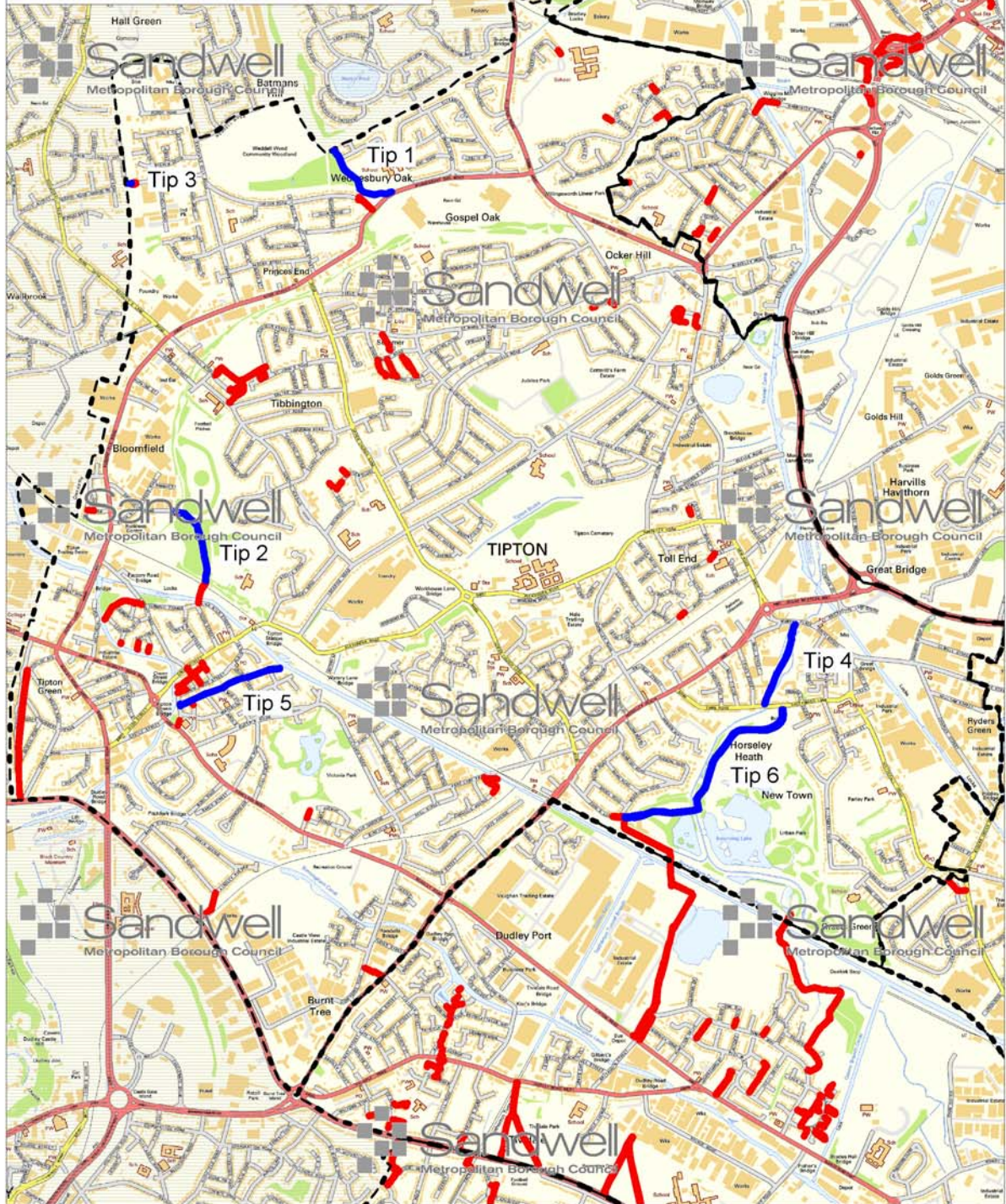
Proposal	Recommended Action	Key Organisations
To create short distance connections as LROW to improve access and links to and within the network.	Create LROW at the stated locations	Work with highway engineers and landowners to establish site-specific details.

Tipton Proposals

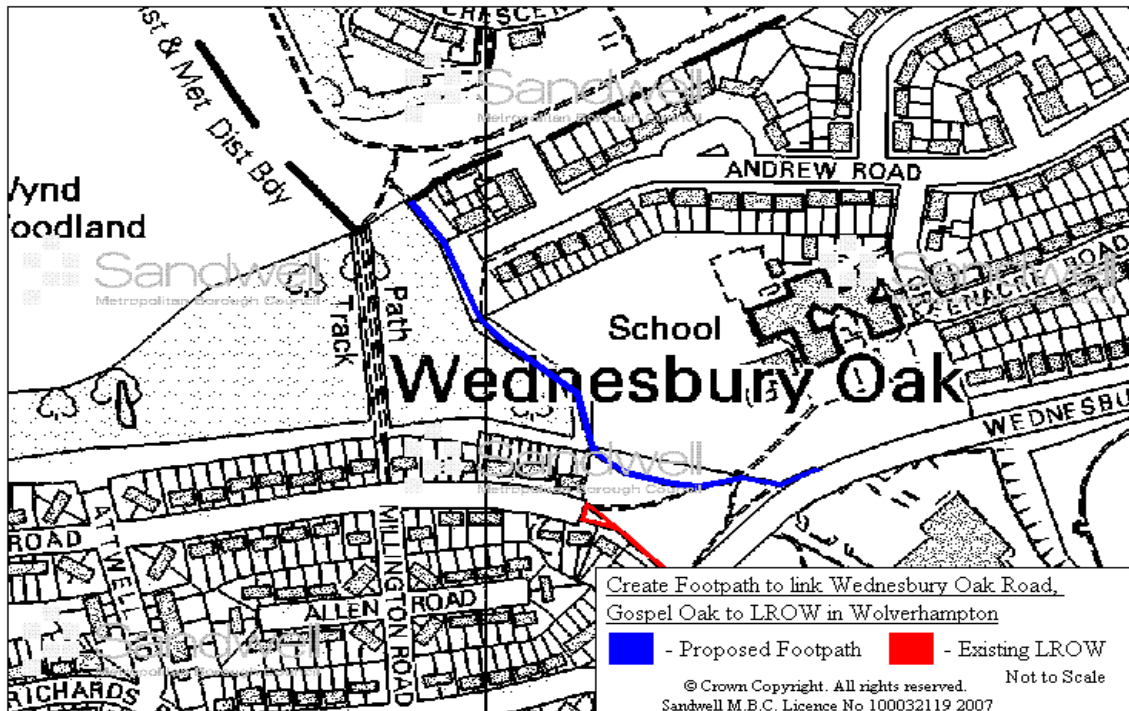


- - Proposed LROW
- - LROW Network
- Town Boundaries
- Outside Borough

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Tip 1 - Create Footpath to link Wednesbury Oak Road, Gospel Oak to LROW in Wolverhampton



This access will create a co-ordinated link into the LROW network in Wolverhampton. Currently the route in Wolverhampton stops at the borough boundary. This Footpath link assists access between the two boroughs and requires the assistance of Wolverhampton City Council. The route has recently been resurfaced by the Council to the boundary and no further surfacing work is likely to be required for implementation of this proposal. The route is partly owned by the Council.

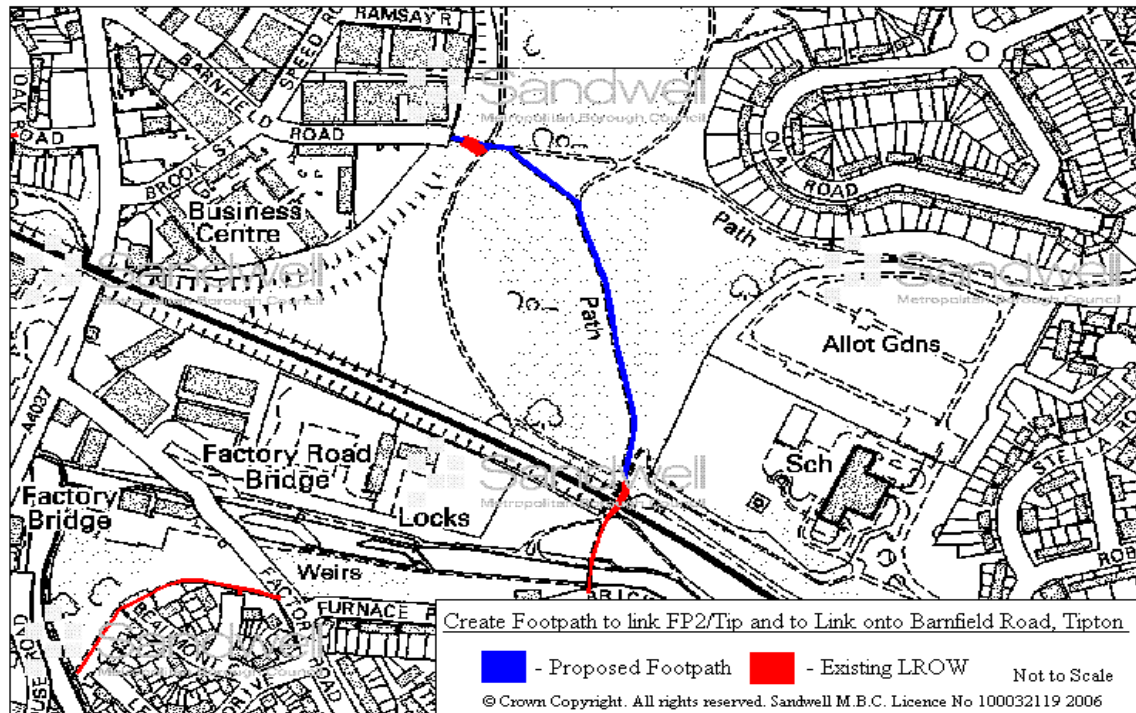
When implemented the route will:

- Give access for residential areas and local schools to community open space.
- Lead to an existing health walk.

Generalised Costs – Signposts x 2 = £90. Cost of order/agreement to create as a Footpath and formalise RADAR gates.

Completion Date: April 2013

Tip 2 - Create LROW to link FP2/Tip and to Link onto Barnfield Road, Tipton



The existing LROW provide an important link through to Owen Street Shopping Centre over the canal and under the rail line to open space. However the two sections of FP2/Tip are unconnected due to a legal anomaly, which needs resolving. In implementing this proposal a Cycle Track (if a Footpath legally exists) or Bridleway will need to be created to overcome any potential conflicts with the proposal Cycle Network. Also a similar link to Barnfield Road needs to be provided as no highway to highway connection exists and the existing sections of FP2/Tip will need to be similarly converted. This route is partly owned by the Council.

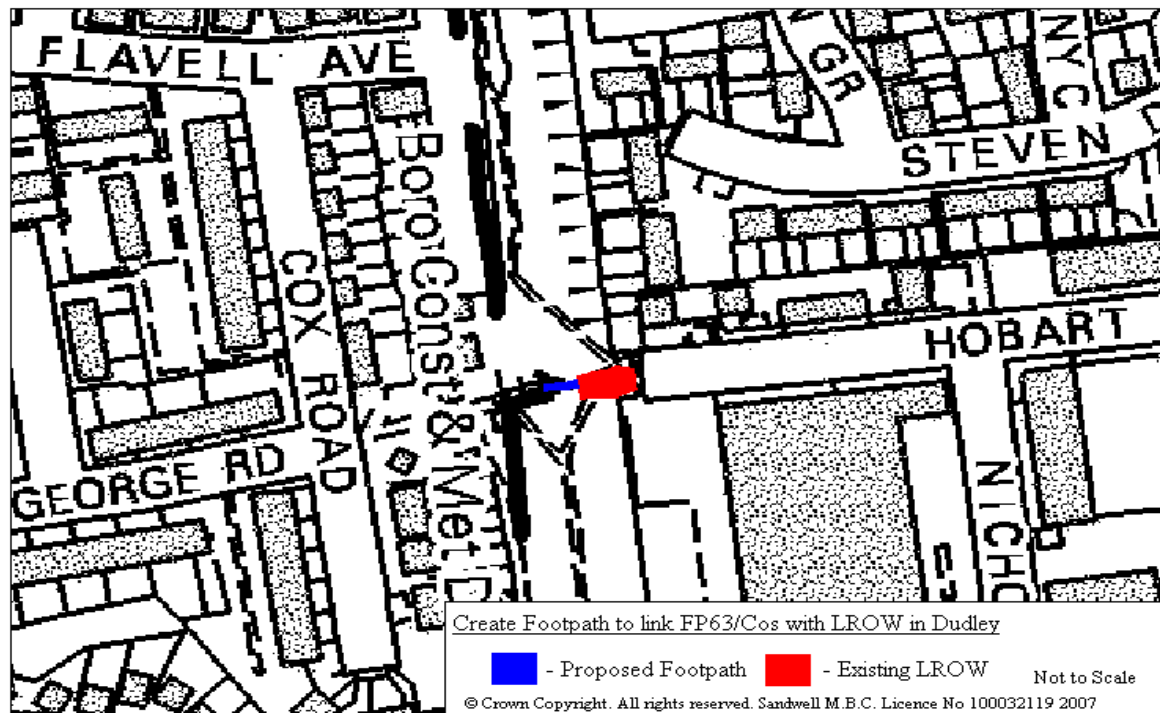
When implemented the route will:

- Assists access to Community Open Space, the local shopping centre, Tipton Train Station and a school.
- Links residential and industrial areas.
- Forms part of the Walking Strategy Leisure Network and will help implement the proposed Cycle Network.

Generalised Costs – Signposts x 2 = £90. Cost of order(s)/agreement to create and convert as a LROW. Surface = Stone £38,000/

Completion Date: April 2013

Tip 3 Create Footpath to fill missing link between Sandwell M.B.C. LROW and Dudley M.B.C. LROW.



This route links Hobart Road in Sandwell with George Road in Dudley. It also provides access to paths that follow the original alignment of a railway line in the area that can be used to access the Princes End Shopping Centre. The route Serves Residential and Industrial areas. There is no surface on the route but it has been well trodden. There is a barrier on the Hobart Road end of the route. The Council owns this route.

When created this route will:

- Link residential and industrial areas.
- Fill a missing gap between Sandwell and Dudley's LROW network.
- Allow access on to path network along the former railway alignment.

Generalised Costs – Signposts x1 - £45, Cost of order(s)/agreement to create and convert as a LROW. Cost of Resurfacing = £1,150.

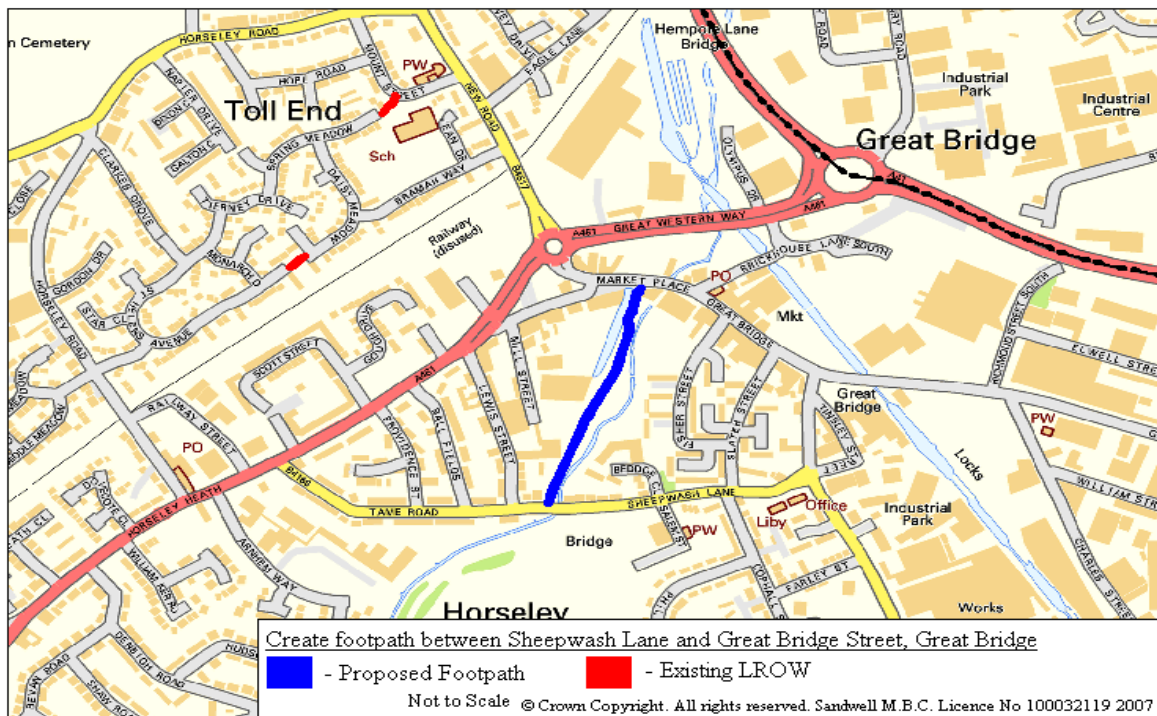
Completion Date - 2013

Create Long connections of LROW

The following proposals help to create long distance routes and are also shown on the overall ROWIP Map attached to this document.

Proposal	Recommended Action	Key Organisations
To create long distance connections as LROW to improve access and links to and within the network.	Create LROW at the locations shown on the ROWIP Map	Work with highway engineers and landowners to establish site-specific details.

Tip 4 - Create Footpath between Sheepwash Lane and Great Bridge Street, Great Bridge



This access forms an important link between Great Bridge and Sheepwash Urban Park along the former Haines Branch Canal. The proposal would be to create a Footpath. The route currently has a surface as well as other features and is well used. This route is partly owned by the Council.

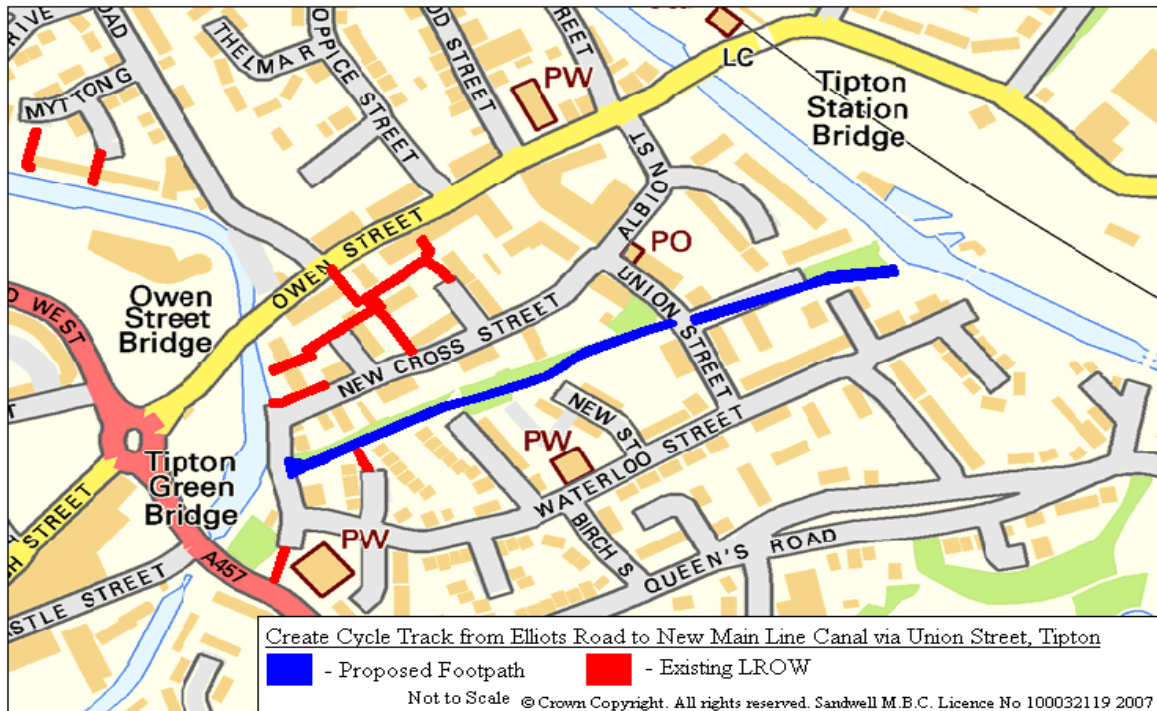
When implemented the route will:

- Provide access to the retail facilities in Great Bridge centre and the nearby residential and industrial sites.
- Give access to a key bus route.
- Provide a walk alongside the River Tame, which also features on the Walking Strategy Leisure Network.
- Lead to community open space and a Local Nature Reserve.

Generalised Costs – Signposts x 2 = £90. Cost of order/agreement to create as a Footpath. The route is surfaced.

Completion Date: April 2010

Tip 5 - Create Cycle Track from Elliots Road to New Main Line Canal via Union Street, Tipton



This route is along the bed of a disused historic canal link. The route is surfaced and has many points of access along its length. The purpose of creating this link is to give more flexibility and access for people using the canal network. This route is owned by the Council.

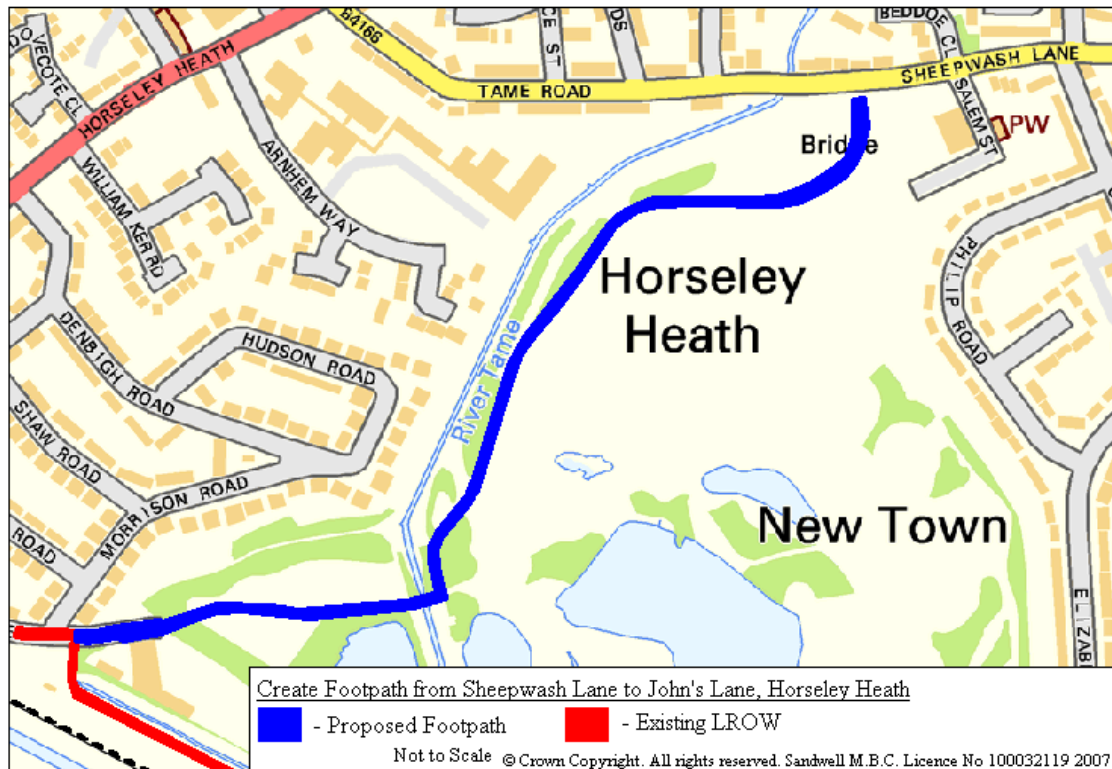
When implemented the route will:

- Give greater flexibility to walks identified by British Waterways. It is also shown on the Walking Strategy Leisure Network.
- Form part of the proposed Cycle Network.
- Improve access to Tipton centre, including the retail area, job centre, Primary Healthcare Facility and Neighbourhood Office.
- Link residential areas and community open space.

Generalised Costs – Signposts x 4 = £170. Cost of Resurfacing eastern section to the canal £17,164. Cost of order/agreement to create as a footpath and then Cycle Track.

Completion Date: April 2011

Tip 6 - Create Footpath from Sheepwash Lane to John's Lane, Horseley Heath



Creating a Footpath in this location will compliment the existing LROW network and also provide access to the proposal to link Sheepwash Lane to Great Bridge Street. The route is being partly resurfaced by a statutory undertaker during 2007 as part of maintenance of the power lines in the borough. This means the costs of implementing the route will be reduced. This route is partly owned by the Council.

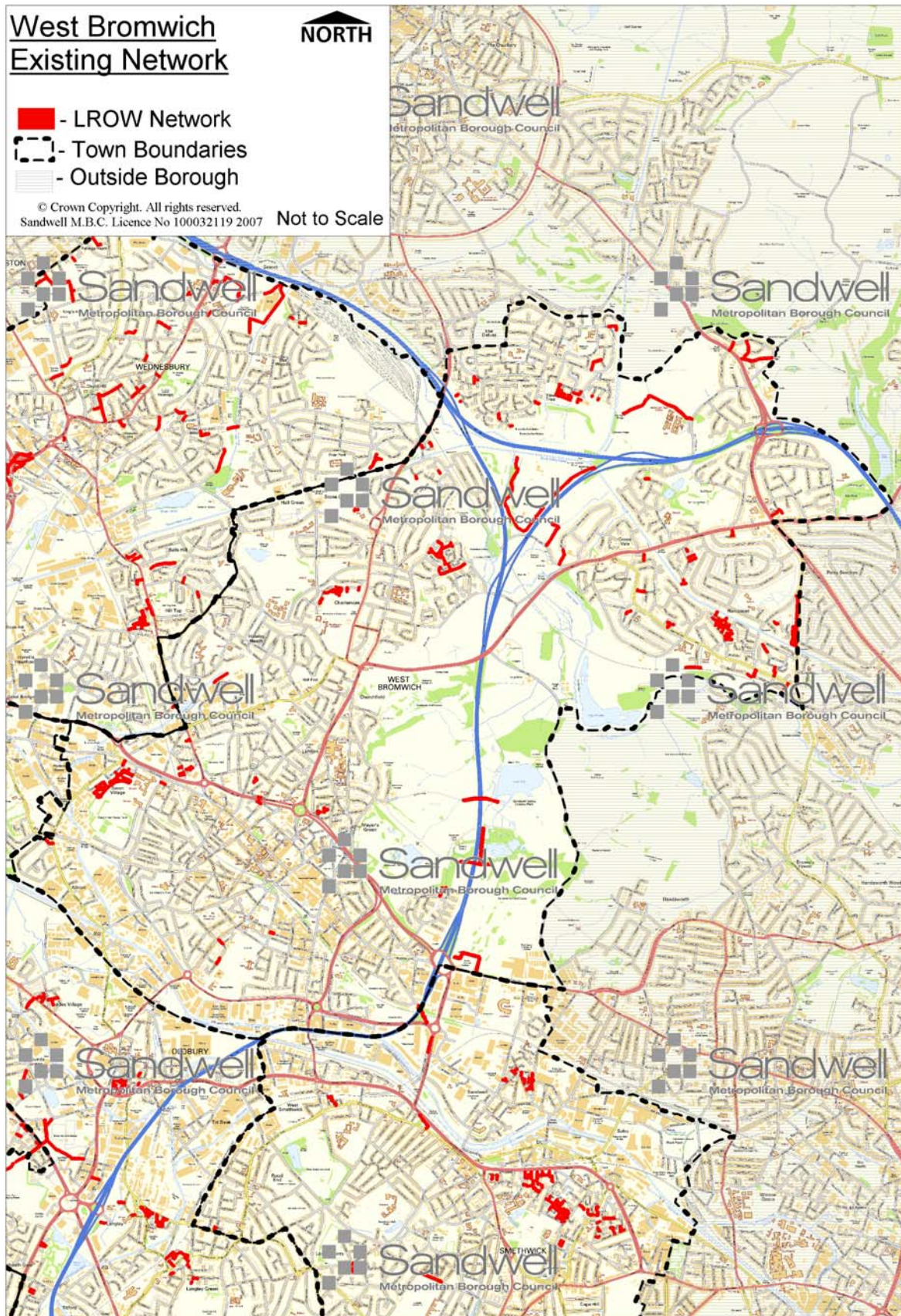
When implemented the route will:

- Link community open space and a Local Nature Reserve. It is also shown on the Walking Strategy Leisure Network.
- Help access Great Bridge centre and link residential and industrial areas.

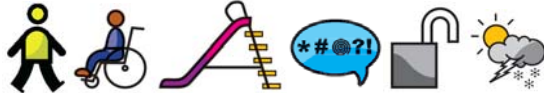
Generalised Costs – Signposts x 4 = £170. Waymarkers. Tarmac surface = £101,142. Cost of order/agreement to create as a Footpath.

Completion Date: April 2015

12. West Bromwich



12.1 Existing Audits, Action and Management Plans



A key aspect of the West Bromwich Town Plan will be to ensure that existing linkages are improved and new linkages provided to enable ease of access for pedestrians, particularly as these key routes are likely to see and experience the most pressure for new development. The quality of the environment along these routes is a key issue in creating a positive image of the Borough when using these routes. This takes forward the West Bromwich Inset Policy WB4 in the Unitary Development Plan.

Dartmouth Park and Sandwell Valley are located adjacent to the Town centre, providing opportunities for outdoor recreation and the Council will continue to seek to improve access to these areas and the facilities they offer.

A key aspect of the development will be the need to address the public space in a positive manner to increase the level of surveillance and security. Similarly there will be a need to provide safe pedestrian links to the Metro.

In the Newton area there is a need for improvements to Gorse Farm Wood and to continue to work with local groups to implement the schedule of improvements including, habitat management, site boundary, tree thinning, paths and signage.

People in the Beeches Road area of the Town are concerned about poor street lighting, particularly in alleyways.

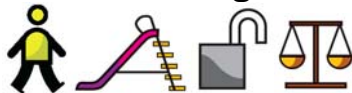
In Hamstead access to the canal and securing improvements to the canal towpaths is a priority.

Hollywood Nature Reserve Management Plan recognises that Access to the wood is via a kissing gate off Whitecrest Road at the Western end of the wood and off the Queslett Road south of the site. There is also a gate at the end of Handsworth Drive (south west corner) which is always kept locked. There is a main path into the woodland from Handsworth Drive. A number of desire lines dissect in many directions. It is proposed that a large number of these desire lines will be blocked off to encourage access on existing paths.

Forge Mill Nature Reserve Management Plan notes that on Monks Meadow three hardcore pathways lead from the housing estate to the bridleways alongside the River Tame. Footpaths and bridleways are being eroded through overuse. There is a small but important impact from illegal fishing, shooting and falconry. Further erosive pressure comes from horses and mountain bikes.

Sots Hole – Church Vale. West Bromwich Management Plan states that as there is no through route to anywhere, informal recreation is lighter than might be expected. It is further reduced in Bluebell Wood by the absence of rights of way – or even well defined paths – and the presence of the golf club. Paths and fences would contribute to conservation and safety objectives but would detract from the naturalness of the site.

12.2 Local Rights of Way Network



West Bromwich currently has a low concentration of LROW. Reasons for this are that there is no Definitive Map & Statement covering the majority of the area in West Bromwich (see section 1.4). The major characteristics are as follows:

- Very few Definitive Map routes. Those provided are from the Aldridge Definitive Map and Statement.
- Other routes provided by virtue of statutory orders, particularly the Motorway Side Road Orders.
- There are key crossings across the Motorway via tunnel and bridges.
- The lack of a Definitive Map means some routes are isolated and there is no semblance of a LROW network in places.
- Only one official Public Footpath signpost (although this is outdated).
- Very few long routes.
- Potential to link up areas within the Town, e.g. by formalising routes across Sandwell Valley. Sandwell Valley gives the impression of walking in the Countryside.
- There are concentrations of adopted Footpaths in Yew Tree, Charlemont, Swan Village and Hamstead.
- Mixed condition of the network. Some routes are in a good condition as some are on the LOS and routes through Sandwell Valley are maintained by the landowner.

- Some limitations on the network, e.g. burnt out cars, fly tipping and gates.
- Some conflicts between status of routes and unofficial signs particularly in Sandwell Valley.
- Routes surfaced appropriately in urban and open space areas.
- There is a lack of lighting on the PROW network in built up areas.
- Adopted Footpaths and RUPPs not signed.
- No Bridleways or Cycle Tracks.
- Only one RUPP.
- A significant number of routes provide short cuts and links which would otherwise be severed in their absence.

12.3 Consultation Comments



In total 56 comments were received in the West Bromwich area in the pre-plan consultation period. Some of those comments were outside the remit of the RoWIP, or are being dealt with through other processes. The characteristics of the comments to be taken forward are:

- Create/formalise routes as LROW, which includes missing links being filled.
- The lack of signing should be addressed.
- Several long distance routes have been identified that have the potential to link up areas in Sandwell Valley and Yew Tree.

The total number of comments received during the consultation were heavily in the favour of the creation/formalisation of new routes. This is likely due to the fact that there are very few existing LROW in this Town.

12.4 Users



Pedestrians – The majority of LROW in West Bromwich are recorded as Footpaths so there is good provision for walkers. Most of the routes are short residential links although there are some within open space.

Cycling – The predominantly flat nature of West Bromwich means that it has a good utility for cycling as part of everyday trips.

Equestrian – There is some activity in the Sandwell Valley. There is a lack of Bridleway provision and this is evidently a problem as evidence of horse use has been seen on existing Footpaths around the Ray Hall Lane area.

Carriage Drivers/Trotting Carts - There have been no representations and use has not been identified for carriage drivers/trotting carts in West Bromwich. An event is held in the Sandwell Valley for carriage drivers.

Motorised vehicles – There have been no representations from users made in respect of this Plan to create recreational vehicle routes and there are no LROW in West Bromwich where public vehicle use is legal (i.e. on BOATs). It is noted that some routes are used to gain vehicular access to properties, e.g. CRF63/WB (Footpath) to access Sandwell Park Golf Club.

Disabled users – There are barriers on the existing network such as staggered barriers (FP11/WB at Ray Hall), gates (footpath off Ray Hall Lane) and bollards (FP45/ALD at Merrions Close) that disabled users need to be aware of or will need to be investigated for removal to allow reasonable access for all.

12.5 Key Destinations



Public Transport – The LROW network does provide existing access to the bus network, particularly along the Newton Road and Birmingham Rd, although this is limited. The train stations in the area are not well served by public rights of way.

Cycling Network – There are conflicts with the Cycle Network on the existing footpaths in Sandwell Valley. These form key links and should be resolved through the ROWIP. Many of the off road routes are over British Waterways land. There is also the National Cycle Network running through the Town.

Land Use – West Bromwich is predominantly residential although there are also substantial areas of industry and commerce in the south. There are also substantial areas of undeveloped land.

Open Space and Nature Conservation – There is a very good distribution of open spaces in West Bromwich with arguably the most significant piece of open space in Sandwell at Sandwell Valley. The recent Green Space Audit found that the Town average for quality and value varied overall from significantly above to a little above the borough average. The LROW network provides important links to and within open space although this could be significantly improved upon.

Opportunities and Barriers to movement – Some roads, particularly the Newton Road and The Expressway, can be formidable barriers to users of the LROW network. Crossings do exist in places although they do not always correspond with the LROW. The M5 and M6 also sever the area, although crossing points exist at Halfords Lane and in Sandwell Valley. There are Train and Metro lines through the area. The canal and river networks provide excellent routes (mainly permissive in nature) to support the LROW network. There are some LROW that provide access to these networks although there are currently no LROW crossings.

Education sites – Many sites are served by LROW, e.g. the adopted Footpaths that lead to George Salters High School, although there are many that are not served by LROW. No sites have LROW crossing them.

Future Development Land Allocations – A small number of certain sites are physically affected by LROW. These routes are of importance and provision needs to be made for them through the development process.

Specific Land Uses – There is limited access by LROW to uses under this category. No defined centres have LROW within them and there is only limited access to them via LROW.

12.6 West Bromwich Statement of Action



Overall policies for improving the existing LROW network in Sandwell are contained in Chapter 6. However there are two additional policies for West Bromwich. There are also numerous proposals to create new LROW contained within this section.

Action Points

Resolve Conflicts between Status and Users of Certain LROW

In West Bromwich it has been identified that certain Footpaths are used by horses and by motocross bikes, particularly around The Ray Hall Water Reclamation Works. These pose particular conflict and safety issues to be tackled. The reasons why this might occur is the current network is poorly promoted so people do not know which parts of the network they can legally use, there are no bridleways and the RUPP network is small and disjointed.

When a Definitive Map and Statement are created for this area from the Draft Map and Statement there will be more Bridleways and RUPPs recorded in the area. There are also permissive bridleways located in Sandwell Valley that provide appropriate locations for equestrian use.

The issue of promotion is addressed in Chapter 6. Considering these issues the proposed course of action to address this is:

Short Term

Proposal	Recommended Action	Generalised Costs	Completion Date	Key Organisations
PPWB 1 Prohibit unlawful use on the LROW to stop horse and motocross/motor bike use	Install infrastructure to stop use, e.g. staggered barriers, bollards, etc.	Bollards = Staggered Barriers =	April 2009	Work with maintenance services to agree best way forward on each site. Landowners need to be involved to ensure a comprehensive approach.

When implemented this would improve the condition of the network and would be an aid to safety of all users of the routes.

Proposed Network

There were many requests during the pre-plan consultation period including requests to formalise existing accesses as LROW in the Sandwell Valley area. In the Hampstead, Newton and Grove Vale area there were a large number of requests to formalise short connecting routes between roads on these estates. Other requests were both small and large scale, with the potential to fill in missing links and also to develop a linked network of routes over open spaces. The Sandwell Valley area itself gives the impression of walking in the countryside which is an extremely valuable asset in Sandwell.

The following Action Points are split into those where the proposals mainly correspond with routes recorded on the West Bromwich Draft Map and Statement and those that are not recorded on this record. They are also split into those routes that are short and those that are long in length.

Making a Definitive Map and Statement for the former West Bromwich County Borough area, based on the Draft Map and Statement, will create those proposals where LROW are recorded on the West Bromwich Draft Map and Statement.

For the proposals where routes are currently recorded on the Draft Map and Statement, they will be created by making a Definitive Map and Statement for the relevant area. This work will be based on the Draft Map and Statement. Orders may also be required for these routes where they do not entirely match the Draft Map and Statement routes. Where routes are not recorded on the Draft Map and Statement the intention is to create LROW by agreement (section 25 Highways Act 1980). Cycle Tracks will be created by the appropriate Act. This does not rule out creating LROW by other enactments, e.g. by order (section 26 Highways Act 1980) or by express dedication at Common Law. When deciding which routes to prioritise the issue of who owns the land should be considered. If the Council owns the land it intends to create as a PROW then the issue of compensation will not be an issue. However if the Council does not own the land and creates a route using section

26 of the Highways Act 1980 then the compensation issue is something that cannot be overlooked.

The alignments of the proposals shown on the following plans indicate the Councils intention to create a LROW in the specified vicinity. They are indicative only as details are agreed and arranged on site or until the Definitive Map and Statement is prepared for those proposals recorded on the West Bromwich Draft Map and Statement.

Required Works in West Bromwich on Existing LROW Recorded on the Draft Map

West Bromwich has 10 routes with definitive status of which 4 require legal and/or maintenance work.

- 1 requires the removal of gates.
- 1 requires the removal of a burnt out car.
- 1 requires a traffic order.

Alongside these requirements a leaflet regarding overgrown vegetation and other PROW issues is under consideration.

Create Small Connections of LROW where they are already registered on the West Bromwich Draft Map

Proposal	Recommended Action	Key Organisations
To provide short distance connections as a LROW to improve access and links to and within the network.	Create a Definitive Map for West Bromwich	Work with Council Solicitors, highway engineers and landowners to establish site-specific details.

West Bromwich Proposals

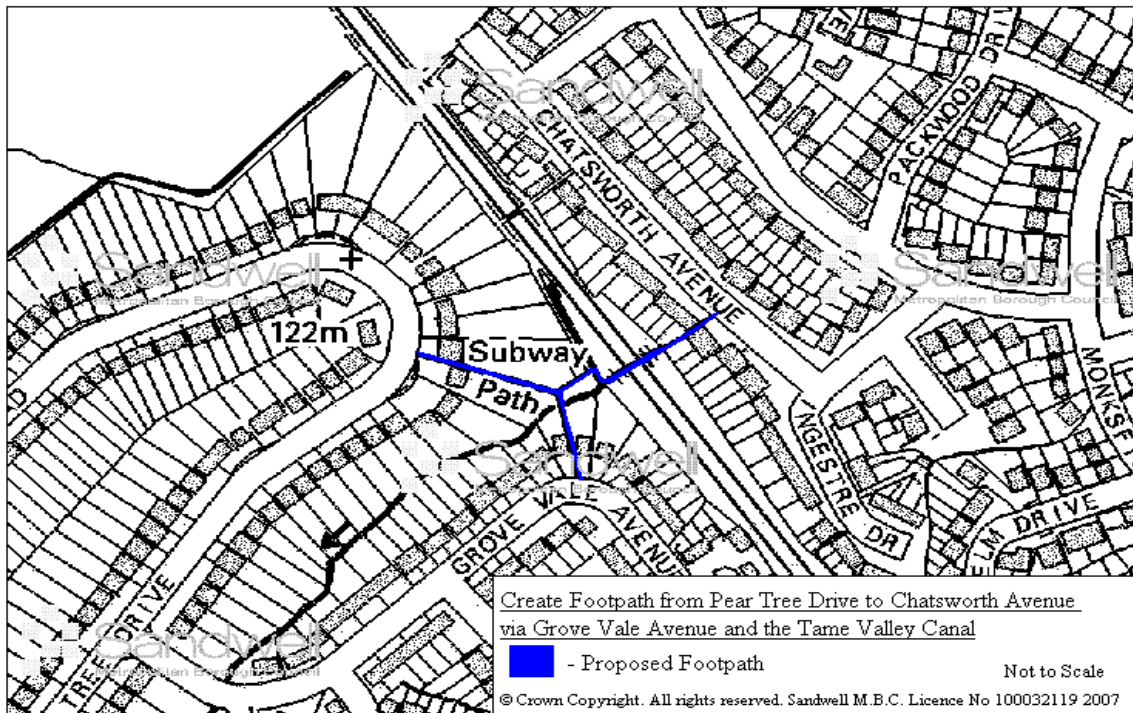


- █ - Proposed LROW
- █ - LROW Network
- Town Boundaries
- Outside Borough

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WB1 - Create Footpath from Pear Tree Drive to Chatsworth Avenue via Grove Vale Avenue and the Tame Valley Canal



The route up to the Canal has been the subject of various legal proceedings. There have already been improvements on the links up to the canal which provides excellent access for walkers. Even though the proposed route is narrow with a maximum width of 1.8 metres it is considered to be important to include as a proposal. The route is not owned by the Council.

When implemented the route will:

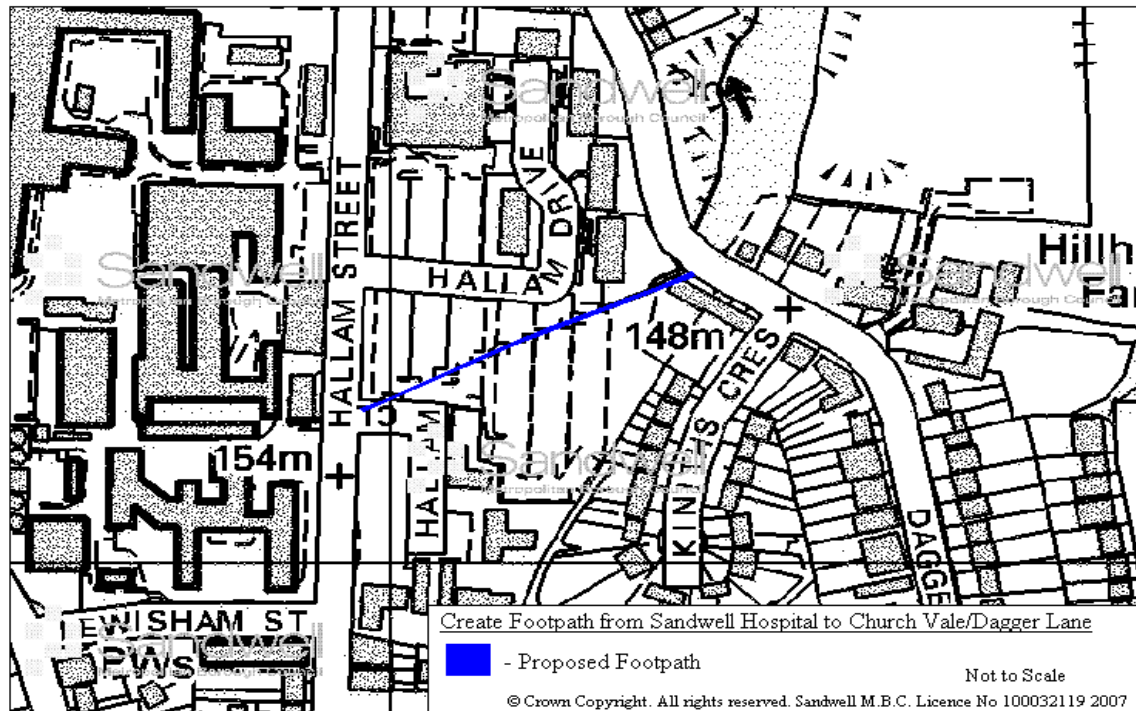
- Link residential areas
- Provide access under and onto the Tame Valley Canal.

Generalised Costs – Signposts x 6 = £250. Surface = £20,940.

Cost of order/agreement to create as Footpaths. Cost of Lighting.

Completion Date: April 2011

WB2 - Create Footpath from Sandwell Hospital to Church Vale/Dagger Lane



The purpose of creating this as a LROW is to provide an important link to Sandwell General Hospital. The proposed route is recorded on the West Bromwich Draft Map as a Footpath. The route is surfaced with Tar Mac and would benefit from a small amount of resurfacing. The route is owned by the Council.

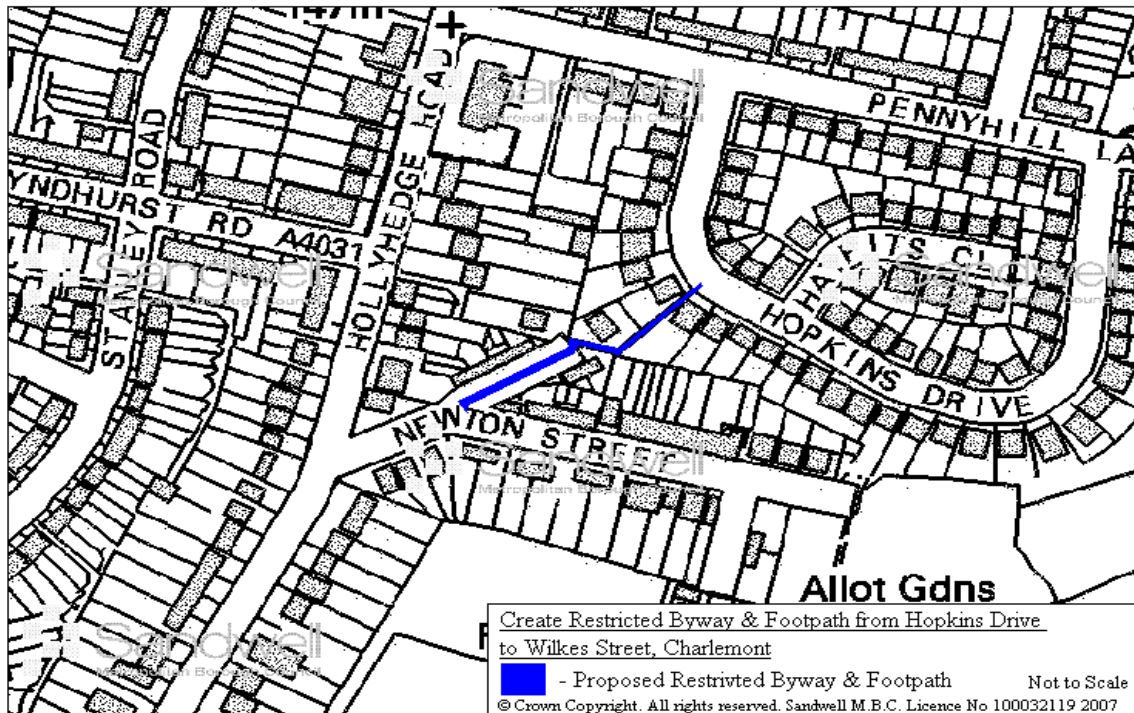
When implemented the route will:

- Provide an important link to Sandwell General Hospital
- Improve access for residential areas
- Assist access to the Green Belt and a Local Nature Reserve.

Generalised Costs – Signposts x 2 = £90. Resurfacing £1,000.

Completion Date: April 2012

WB3 - Create Footpath and Restricted Byway from Hopkins Drive to Wilkes Street, Charlemont



A Public Right of Way in this location would provide a valuable link. The route provides vehicular access for the residents of Wilkes Street. The first section of the route from Newton Street is used to access frontages of the properties adjoining the route. The route then becomes a Footpath that runs in between two properties on Hopkins Drive. The proposed route is recorded on the West Bromwich Draft Map as a Footpath and a RUPP. However legal anomalies exists that may require statutory orders. This could be used to create these routes in this location. The route is partly owned by the Council.

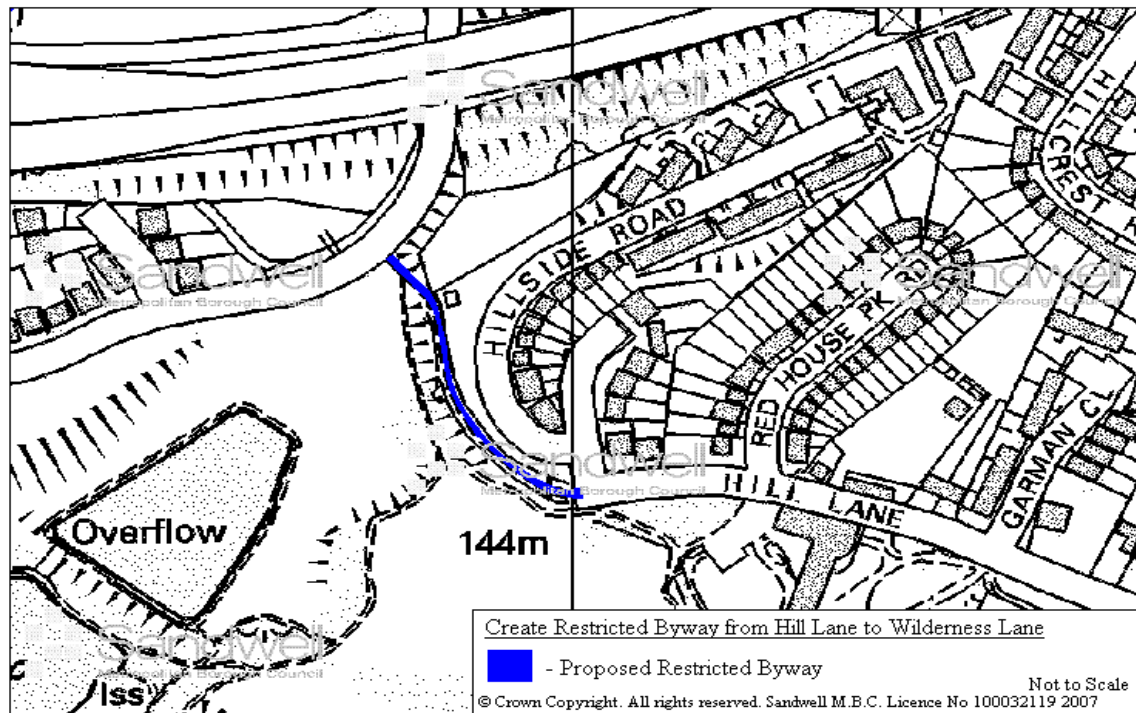
When implemented the route will:

- Link residential areas
- Facilitate access to a key bus route and the Green Belt.

Generalised Costs – Signposts x 2 = £90. Cost of order for a diversion. Tarmac surface - £16,140

Completion Date: April 2011

WB4 - Create Restricted Byway from Hill Lane to Wilderness Lane



This proposal would link to existing public highways. The majority of this route is recorded as a RUPP on the West Bromwich Draft Map. The route runs alongside the open space in Great Barr. It currently has a surface which is in poor condition. The route is close to a school and could provide better pedestrian access. This route is partly owned by the Council.

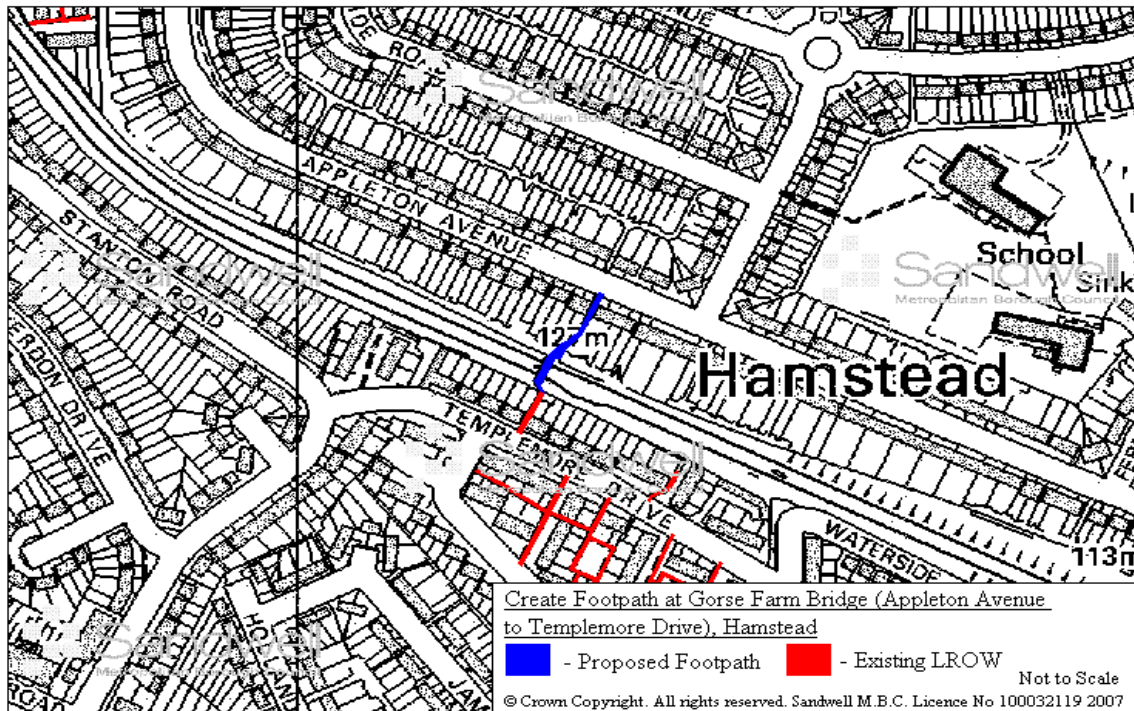
When implemented the route will:

- Assist access for nearby residential properties to community open space and the Green Belt.
- Lead to a Health Walk and is shown on the Walking Strategy Leisure Network.
- Lead to a school.

Generalised Costs – Signposts x 2 = £90. Surface = £7700. Cost of order for a diversion.

Completion Date: April 2015

WB5 - Create Footpath at Gorse Farm Bridge (Appleton Avenue to Templemore Drive), Hamstead



This proposal would link to existing public highways and create a through route. The majority of this route is recorded as a Footpath on the West Bromwich Draft Map. The route from Appleton Avenue runs between two properties and then links to the Canal Network with a bridge crossing the Canal allowing access to both sides of the Canal. This route is not owned by the Council.

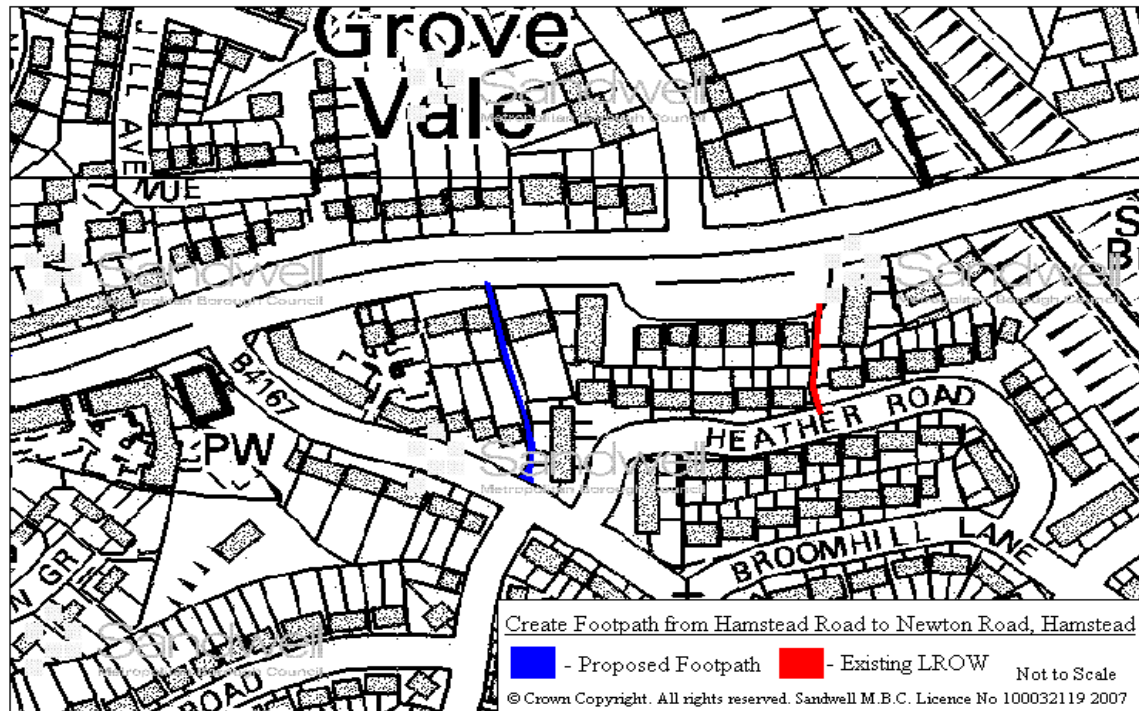
When implemented the route will:

- Link residential areas
- Provide access to and over the canal network and is shown on the Walking Strategy Leisure Network

Generalised Costs – Signposts x 2 = £90. Tarmac surface £10,000.

Completion Date: April 2012

WB6 - Create Footpath from Hamstead Road to Newton Road, Hamstead



The route of this proposal is overgrown. It has been in this state for some time and offers no value to the local community. This proposal would link to existing public highways and create a through route. The majority of this route is recorded as a Footpath on the West Bromwich Draft Map. This route is not owned by the Council.

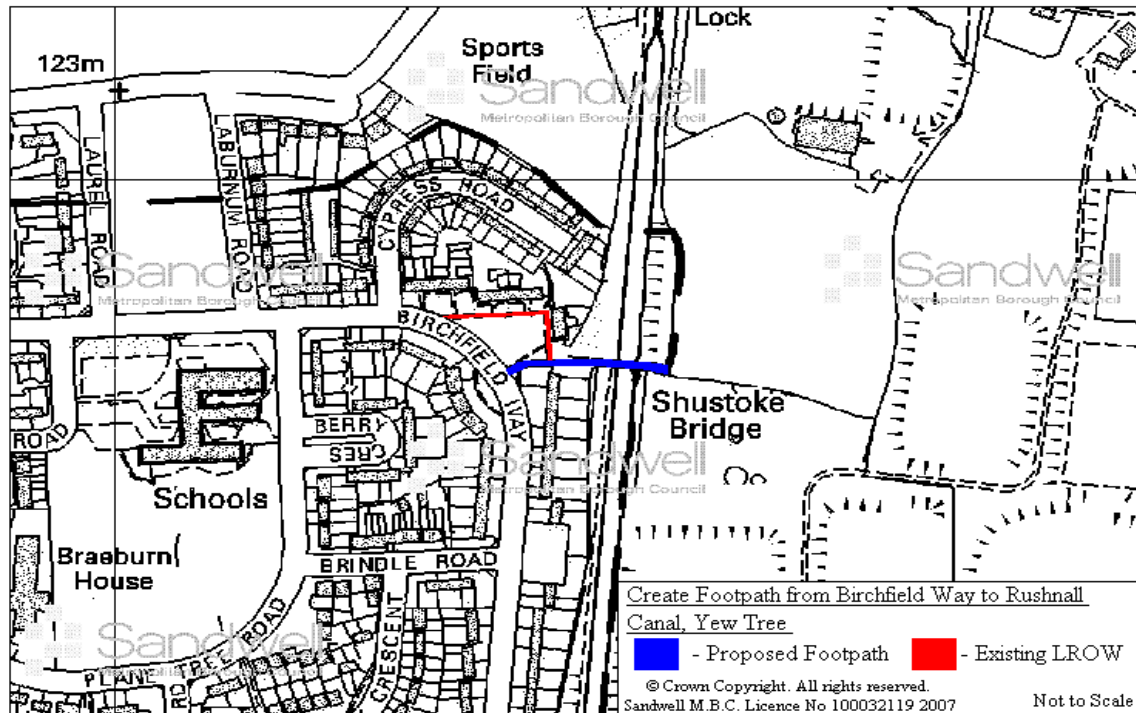
When implemented the route will:

- Link a residential area to a key bus route

Generalised Costs – Signposts x 2 = £90. Surface = £10,000.

Completion Date: April 2013

WB7- Create Footpath from Birchfield Way to Rushall Canal, Yew Tree



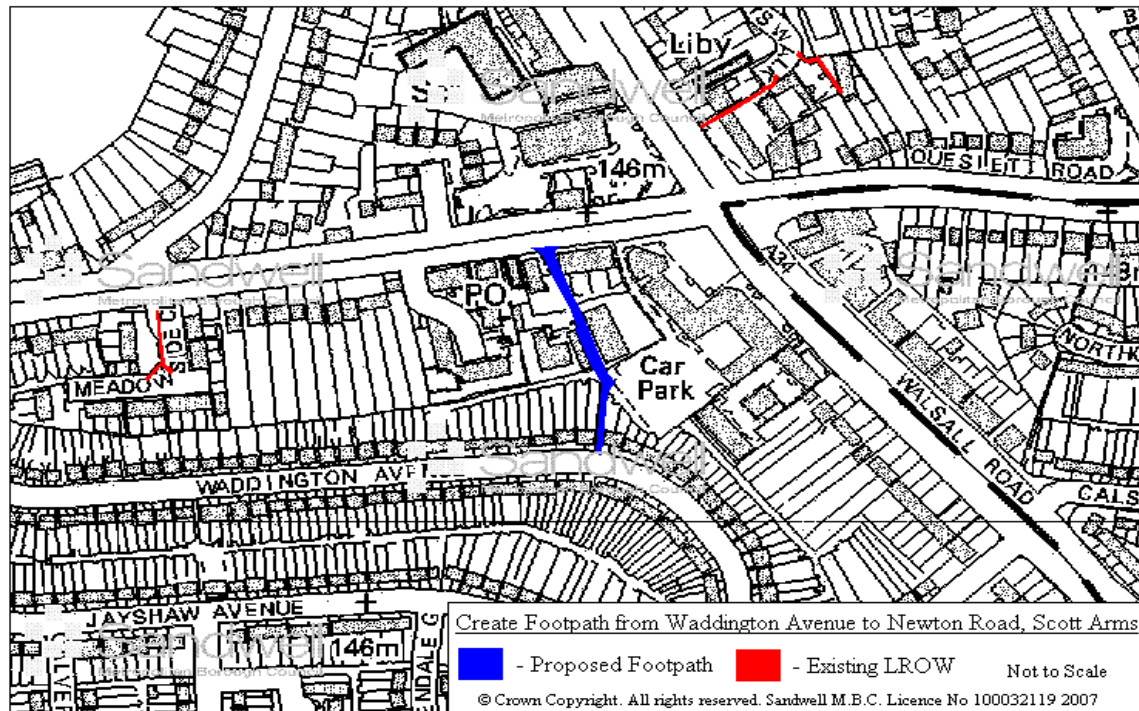
Creating a footpath in this location will provide a key access onto the Canal. The current state of the route is that it has a tarmac surface from Birchfield Way until it reaches Shustoke Bridge. At this point the surface becomes varied and overgrown. Part of the route in this location is recorded as a Footpath on the West Bromwich Draft Map. This proposal will be in conjunction with Walsall Council. The route is partly owned by the Council. When implemented the route will:

- Form a link to community open space
- Assist access to a local school
- Provide access onto and over the canal

Generalised Costs – Signposts x 2 = £90. Tarmac surface – £13,500.

Completion Date: April 2012

WB8 Create Footpath and Restricted Byway from Waddington Avenue to Newton Road, Scott Arms



This route provides access for the local population to the shopping centre at Scott Arms. It also provides a shortcut for the residents to use bus services that call at this location. This is recorded on the West Bromwich Draft Map in two sections as a Footpath and a RUPP. This route is partly owned by the Council.

When implemented the route will:

- Form a link to community open space
- Assist access to a local school
- Provide a link to a retail area
- Provides access to a key bus route

Generalised Costs – Signposts x 2 = £90. Lighting x 2 = £3,000.

Tarmac surface =£19,500

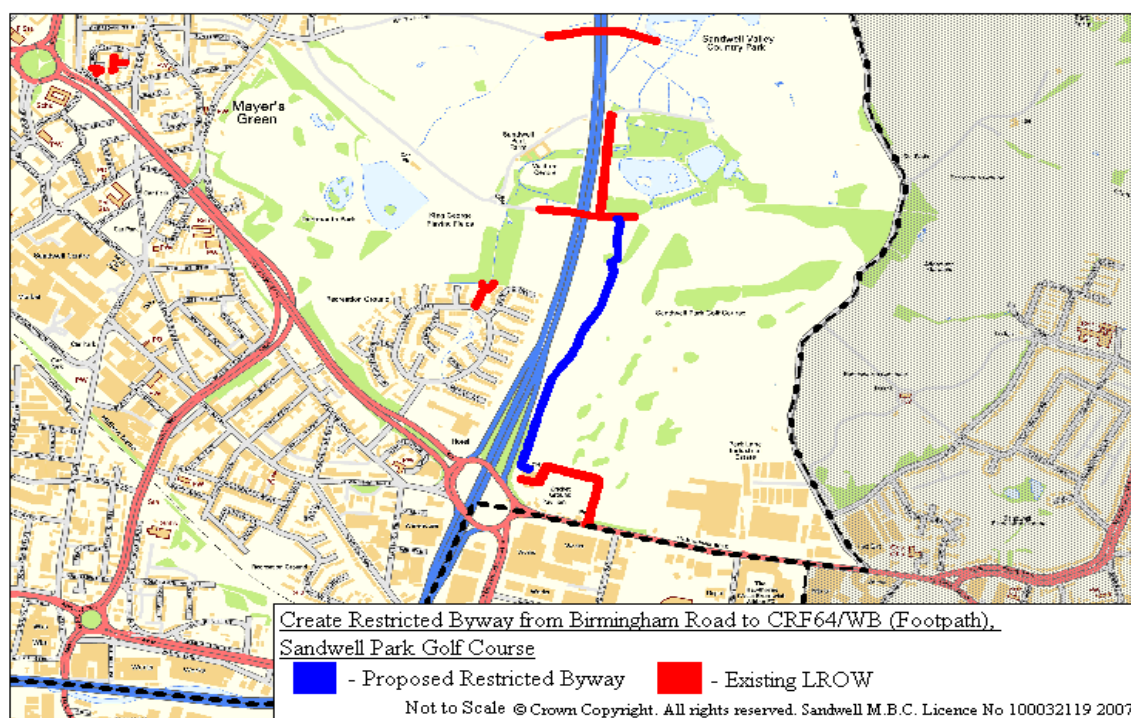
Completion Date: April 2011

Create Long Connections of LROW where they are already registered on the West Bromwich Draft Map

The proposals to create long distance routes are shown on the overall ROWIP Map attached to this document.

Proposal	Recommended Action	Key Organisations
To provide long distance connections as a LROW to improve access and links to and within the network.	Create a Definitive Map for West Bromwich	Work with Council Solicitors, highway engineers and landowners to establish site-specific details.

WB9- Create Restricted Byway from Birmingham Road to CRF64/WB (Footpath), Sandwell Park Golf Course



The purpose of creating this as a Restricted Byway is to provide an important link from Birmingham Rd to Sandwell Valley. Part of this route would link into the LROW network. The proposed route is recorded on the West Bromwich Draft Map as a RUPP. This route is privately owned.

When implemented the route will:

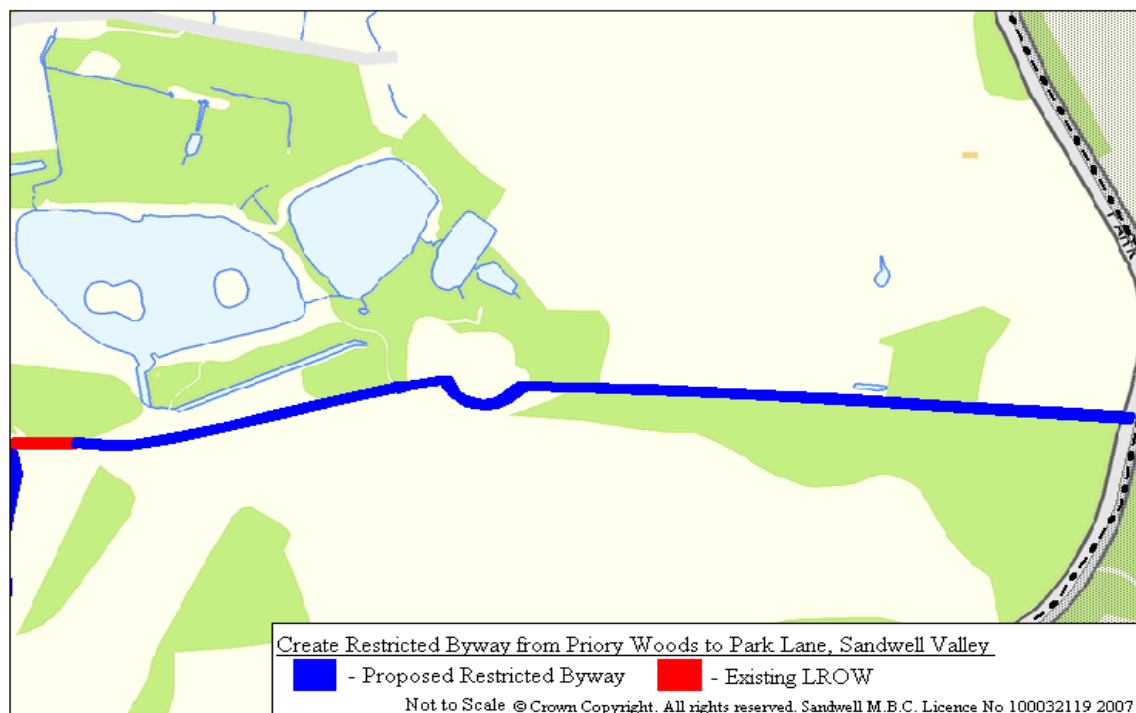
- Lead to an access over the motorway, a key bus route, a leisure proposal, a strategic regeneration site, an industrial area and a business zone

- Link into an established Health Walk and is also shown on the Walking Strategy Leisure Network.
- Link community open space and Green Belt.

Generalised Costs – Signposts x 2 = £90. Tarmac surface = £108,500.

Completion Date: April 2017

WB10 - Create Restricted Byway from Priory Woods to Park Lane, Sandwell Valley



The purpose of creating this as a Restricted Byway is to provide an important route through Sandwell Valley to Park Lane. The route also passes by the Priory ruins that form part of the areas history. The route also passes by the Sand Well that lends its name to the Borough. Part of this route is already a RUPP. The proposed route is recorded on the West Bromwich Draft Map as RUPPs. The route passes through woodlands and provides a scenic walk or cycle ride. This route is owned by the Council.

When implemented the route will:

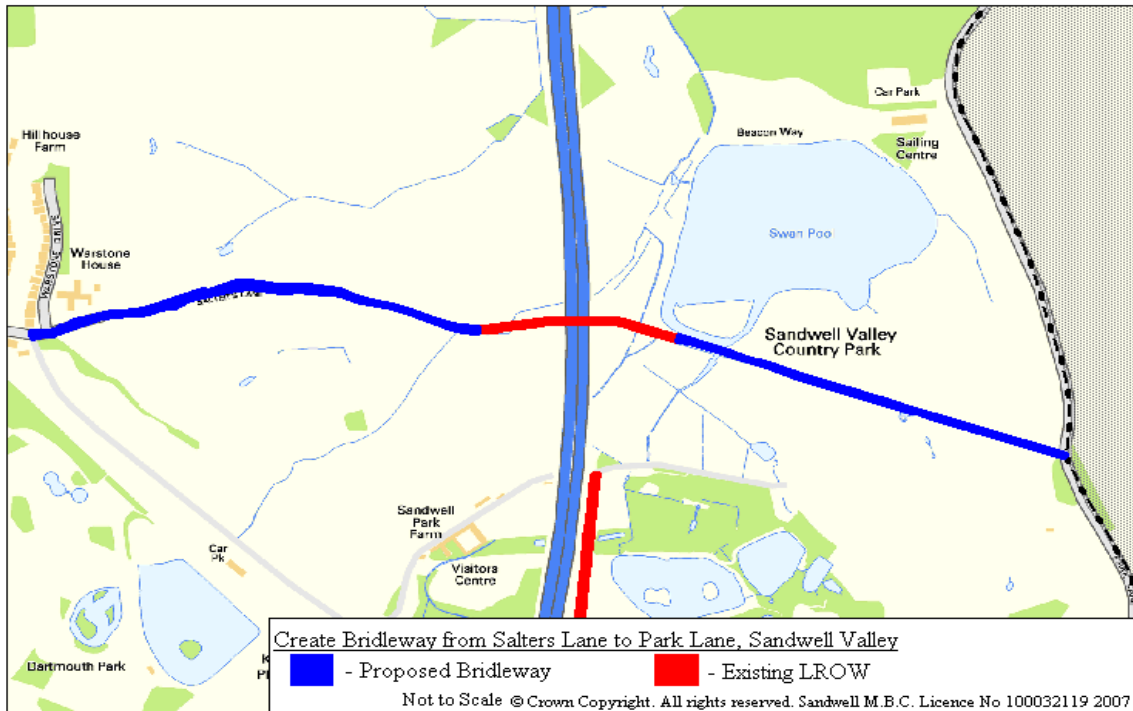
- Provide a link over the motorway and forms part of the National Cycle Network
- Lead into Birmingham
- Link into an established Health Walk and is also shown on the Walking Strategy Leisure Network.

- Lead through community open space, Green Belt and a Local Nature Reserve.

Generalised Costs – Signposts x 2 = £90. Stone Surface = £59,600

Completion Date: April 2014

WB11 - Create Bridleway from Salters Lane to Park Lane, Sandwell Valley



The purpose of creating this as a Bridleway is to provide an important route through Sandwell Valley to Park Lane. The route passes Swan Pool and links to the Cycle Network. The route links to the proposed bridleway that crosses the M5 motorway. Part of this route is already a Footpath. The proposed route is recorded on the West Bromwich Draft Map as Footpaths and RUPPs. The potential conflict with the Cycle Network will need to be assessed when the Draft Map is created as a Definitive Map. This route is owned by the Council.

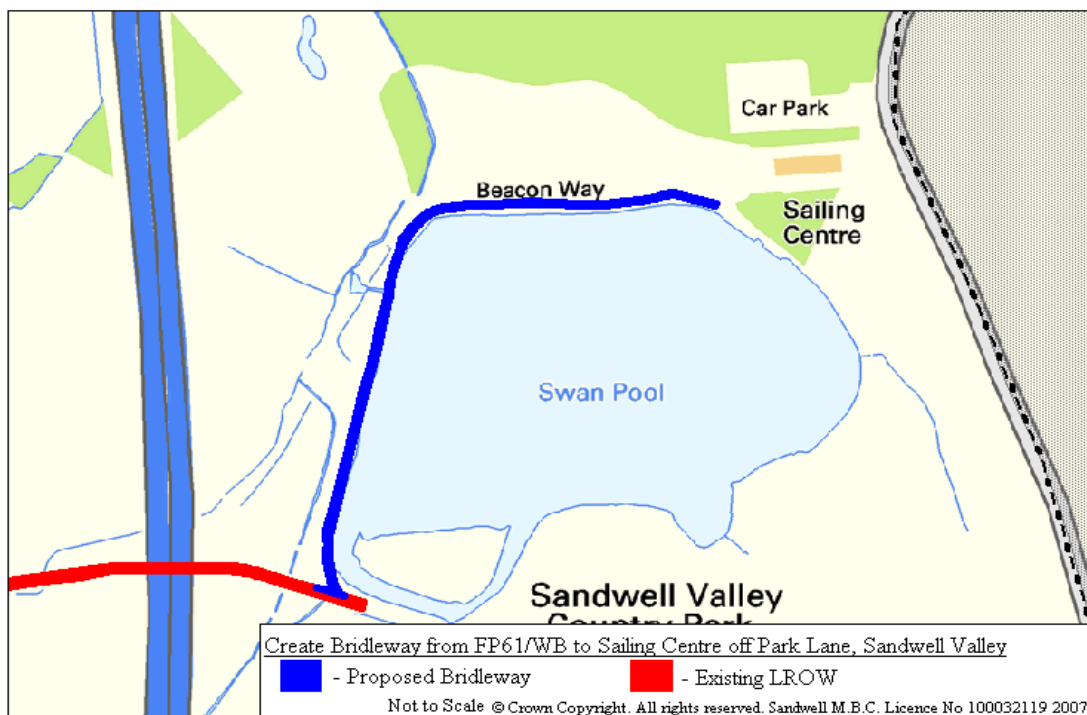
When implemented the route will:

- Provide a link over the motorway and forms part of the Cycle Network
- Provide links into Birmingham's LROW
- Link into the Walking Strategy Leisure Network.
- Link a residential area, community open space, Green Belt and a Local Nature Reserve.

Generalised Costs – Signposts x 2 = £90. Stone Surface = £128,640

Completion Date: April 2014

WB12 - Create Bridleway from FP61/WB to Sailing Centre off Park Lane, Sandwell Valley



The purpose of creating this as a Bridleway is to provide an important route through Sandwell Valley to link to Park Lane and would link into the proposal for a LROW between Salters Lane to Park Lane. Part of the proposed route simulates an alignment of a Footpath recorded on the West Bromwich Draft Map. However legal anomalies exists that may require statutory orders. This could be used to create a Bridleway in this location as there is known horse use. The route has a tarmac surface. It is also part of the National Cycle Network Route 5. This route is owned by the Council.

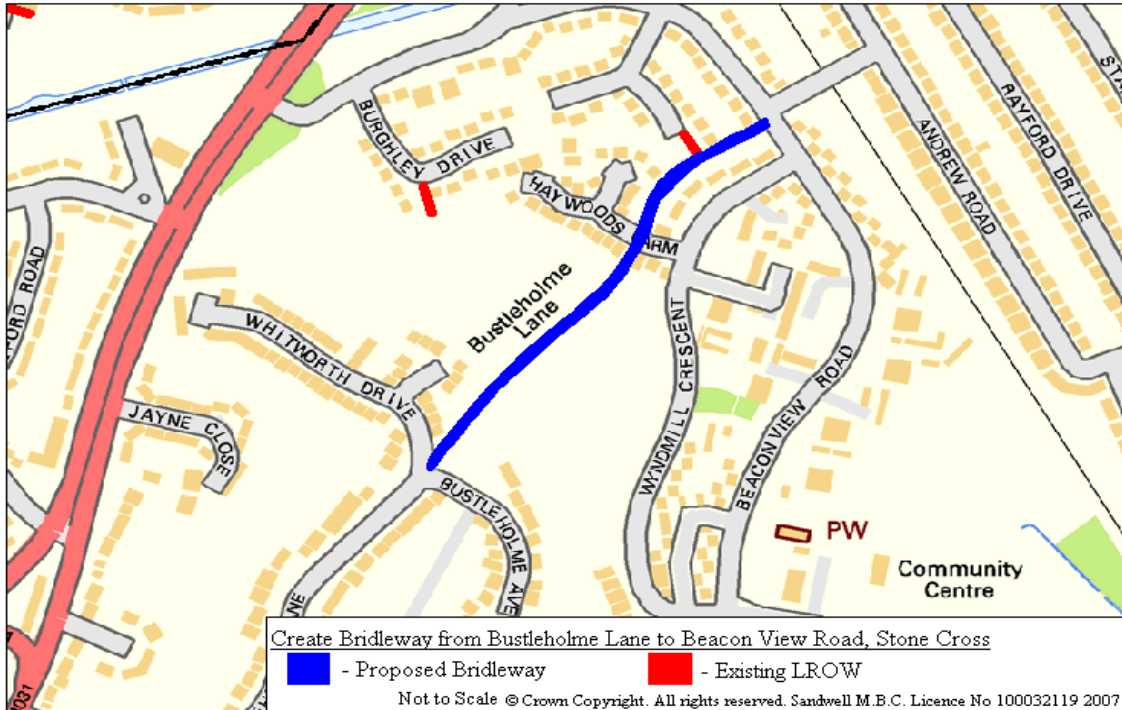
When implemented the route will:

- Form part of the National Cycle Network
- Forms part of Walking Strategy Leisure Network.
- Leads through community open space, Green Belt and a Local Nature Reserve.
- Leads to a Health Walk

Generalised Costs – Signposts x 2 = £90. Cost of order for a diversion.

Completion Date: April 2014

WB13 - Create Bridleway from Bustleholme Lane to Beacon View Road, Stone Cross



The purpose of creating this as a LROW is to provide an important and safer route in Stone Cross. It is overgrown and suffers from fly tipping along certain parts of the route at present. A scheme with the West Bromwich Town Team and other Council service areas is being undertaken to improve the open space that this route passes across and to clear it. As part of this current improvement scheme several proposals were examined. The clearance of the public right of way and the legal work to reduce it to a Bridleway are the main part of this proposal. The majority of the proposed route is recorded on the West Bromwich Draft Map as a RUPP. The southern section of this route will require resurfacing along the cleared alignment. The landowners of this route are unknown. When implemented the route will:

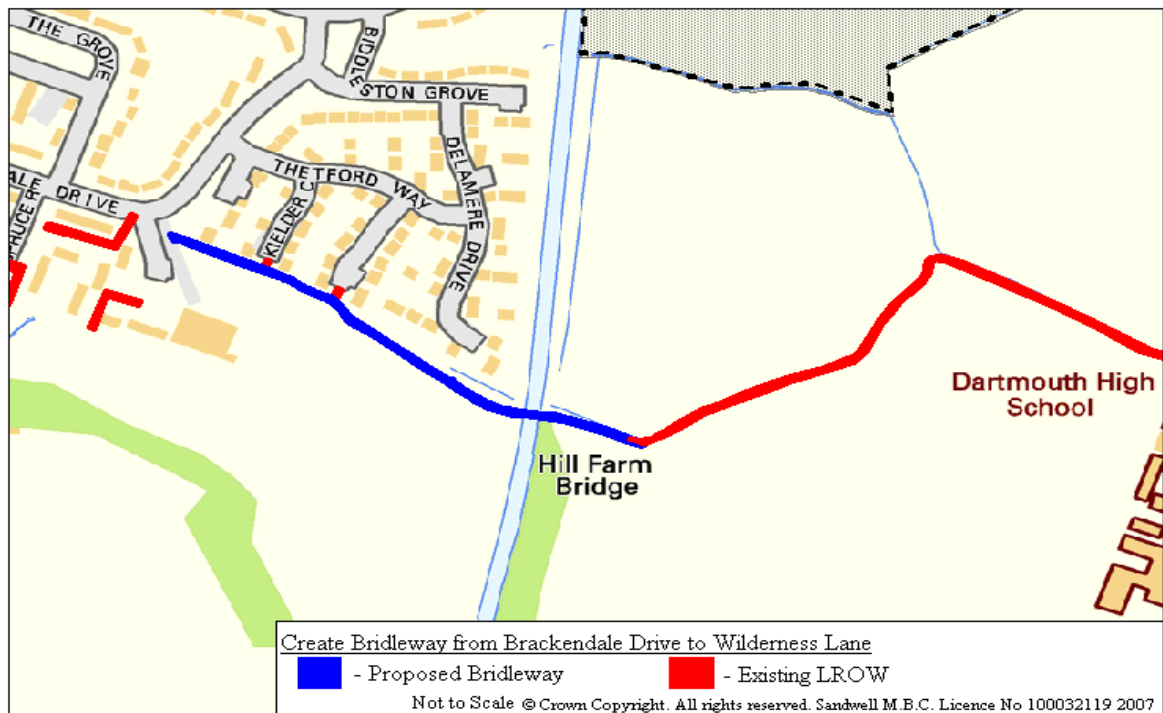
- Link residential areas to community open space
- Pass a residential proposal
- Link residential areas to local amenities
- Provide part of an important link for local residents to shops in Stone Cross.

- Help Prevent Anti Social Behaviour on the open space known as Devils Hill
- Help to make the area easier to police

Generalised Costs – Signposts x 2 = £90. Tarac surface = £50,918. Cost of order/agreement to reduce rights to Bridleway and reduce the width of the route.

Completion Date: April 2010

WB14 - Create Bridleway from Brackendale Drive to Wilderness Lane



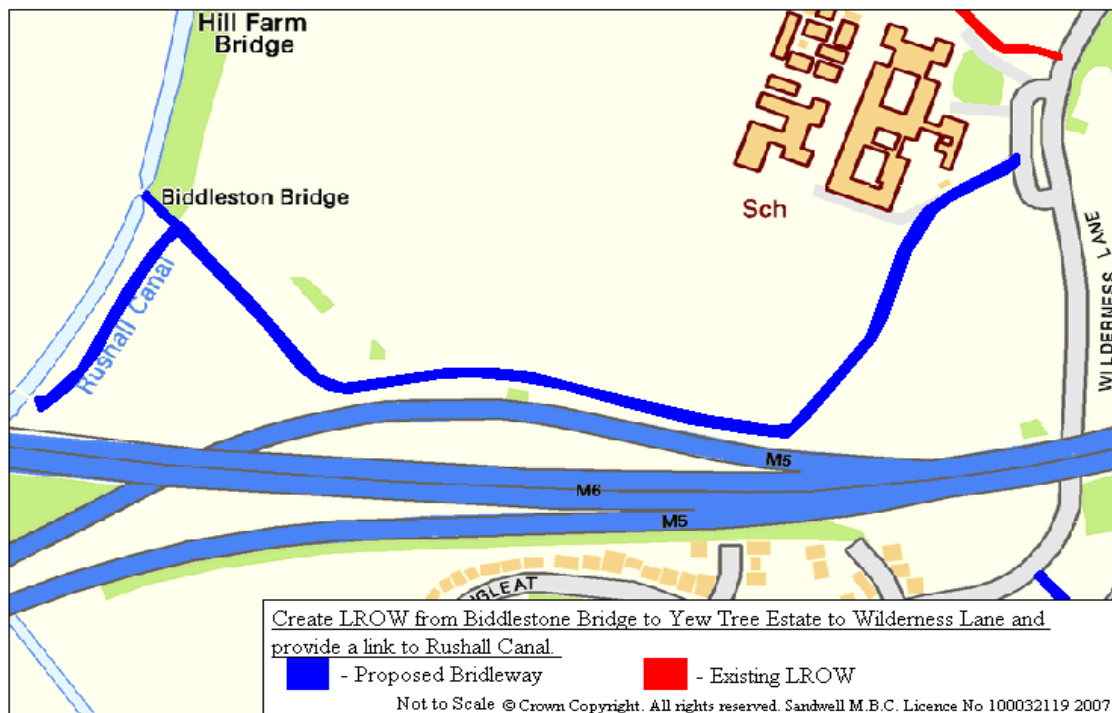
The route from Wilderness Lane down the side of the school site and across the field to Hill Farm Bridge has recently been the subject of a two stage Diversion Order under section 116 of the Highways Act 1980. As part of this Order it has been resurfaced. This new route links with the original alignment that was recorded on the West Bromwich Draft Map and Statement in 1954 which crosses Hill Farm Bridge and continues to Brackendale Drive. The Proposal is to create a Bridleway from the end of the improved diverted route over Hill Farm Bridge and through to Brackendale Drive. The alignment west of the Bridge is part of Route 5 of the National Cycle Network. It is Council owned.

When implemented this route will:

- Link a residential area to Green Belt and the canal

- Provide access to a new Academy
 - Form part of the National Cycle Network and is shown on the Walking Strategy Leisure Network
 - Pass a residential proposal and will overcome the canal
- Generalised Costs – Signposts x 2 = £90. Surface = £92,560. Shale/Natural Surface. Cost of order/agreement to create as a Bridleway.*
- Completion Date: April 2014

WB15 - Create LROW from Biddlestone Bridge to Biddlestone Bridge to Wilderness Lane and provide a link to Rushall Canal.



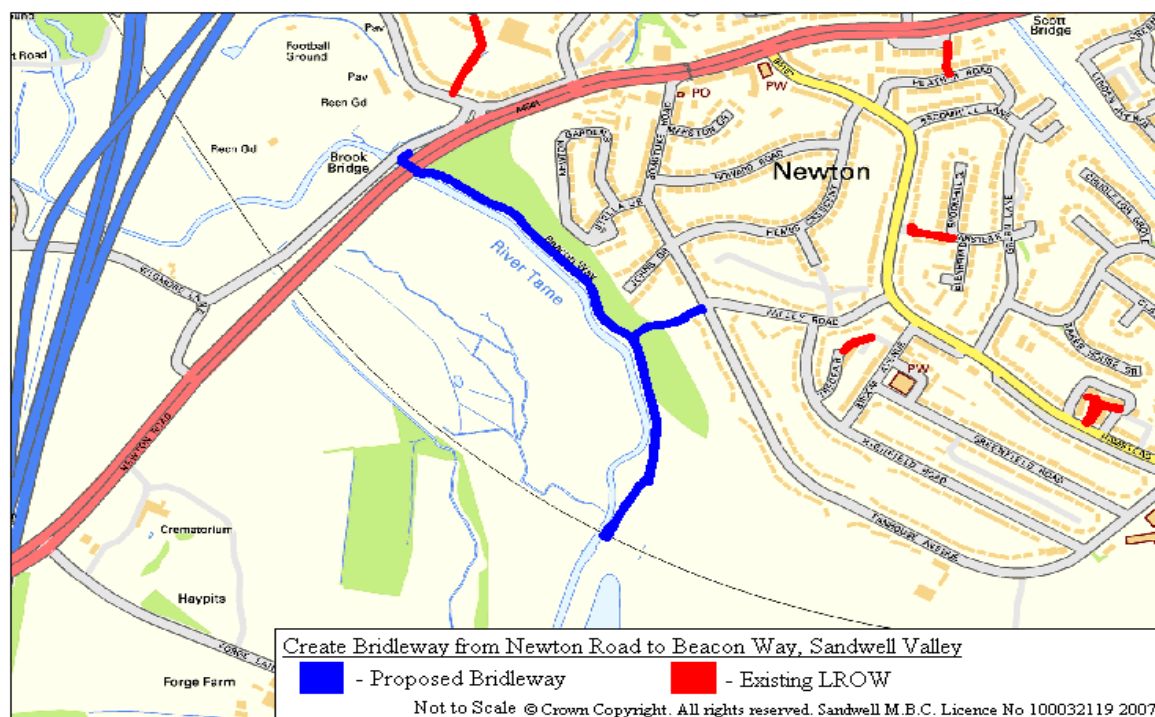
When implemented this route would provide a good long link in the Yew Tree area. The route links with Dartmouth High School and could provide access for pupils. The route runs from Wilderness Lane to Biddlestone Bridge where it terminates. Part of the route is recorded as a Footpath and a RUPP on the West Bromwich Draft Map. This route is owned by the Council.

When implemented the route will:

- Form a link to community open space and green belt.
- Form a important link between residential areas
- Assist access to a local school and the canal network
- Link to other proposals to provide access along side the River Tame and Bescot Station.

Generalised Costs – Signposts x 4 = £170. Shale/Natural Surface = £134,500. Cost of order/agreement to create as a LROW. Completion Date: April 2015

WB16 - Create Bridleway from Newton Road to Beacon Way, Sandwell Valley



Part of this route was commented on by the Environment Agency (EA) in the pre-plan consultation. The EA have aspirations of creating a River Tame walk to the coast and creating this section of land as a LROW will assist this. A small part of the proposed route at the Newton Road end is recorded on the West Bromwich Draft Map as a Footpath. It is proposed that a route is created as a Bridleway as there is known cycle and horse use on this route. The potential conflict with the National Cycle Network Route 5 will need to be assessed when the Draft Map is created as a Definitive Map. There should also be a link to Valley Road to ensure adequate access to the route. It is owned by the Council.

When implemented the route will:

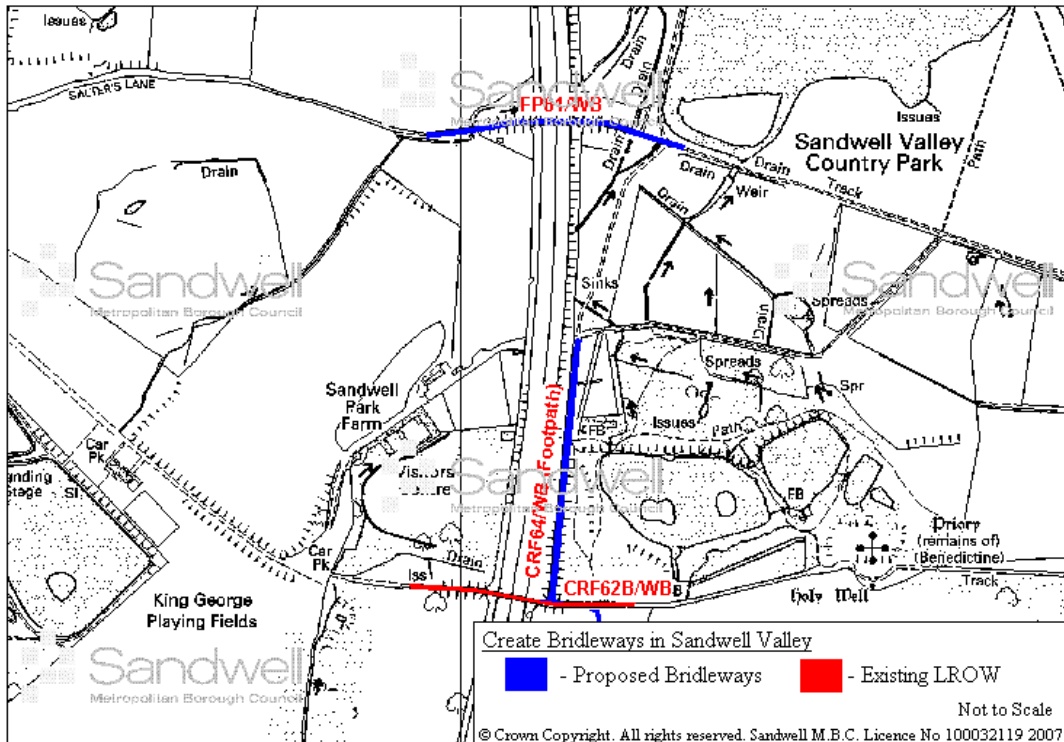
- Form part of the National Cycle Network
- Give access to a key bus route
- Pass through community and strategic open space

*Generalised Costs – Signposts x 2 = £90. Cost of order/agreement to create as a Bridleway. Tarmac £121,484
Completion Date: April 2014*

Create Small Sections of LROW

Proposal	Recommended Action	Key Organisations
To create short distance connections as a LROW to improve access and links to and within the network.	Create LROW at the stated locations	Work with highway engineers and landowners to establish site-specific details.

WB17 - Create Bridleways in Sandwell Valley



There is a need to create these as Bridleways in Sandwell Valley to provide a connected network and also to resolve conflicts with use and status of routes. An existing bridge crossing is currently recorded as a Footpath yet it is on the National Cycle Network. These routes are owned by the Council.

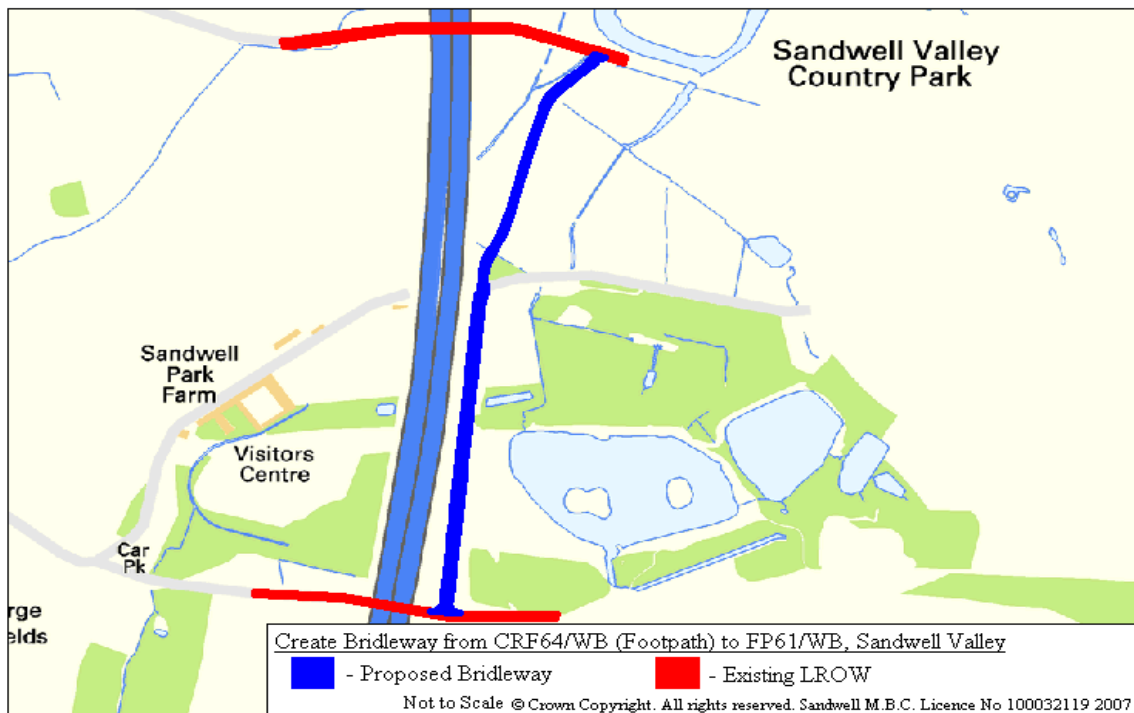
When implemented these routes will:

- Link existing LROW
- Resolve a conflict on the existing LROW network
- Provide access through Green Belt and Community Open Space

Generalised Costs – Signposts x 6 = £250. Cost of orders to create as Bridleways.

Completion Date: April 2014

WB18 - Create Bridleway from CRF64/WB (Footpath) to FP61/WB, Sandwell Valley



There is a need to create a Bridleway in the above location to provide a connected network and also to link up other proposed Bridleways in Sandwell Valley. This route is part of the National Cycle Network. This route is owned by the Council.

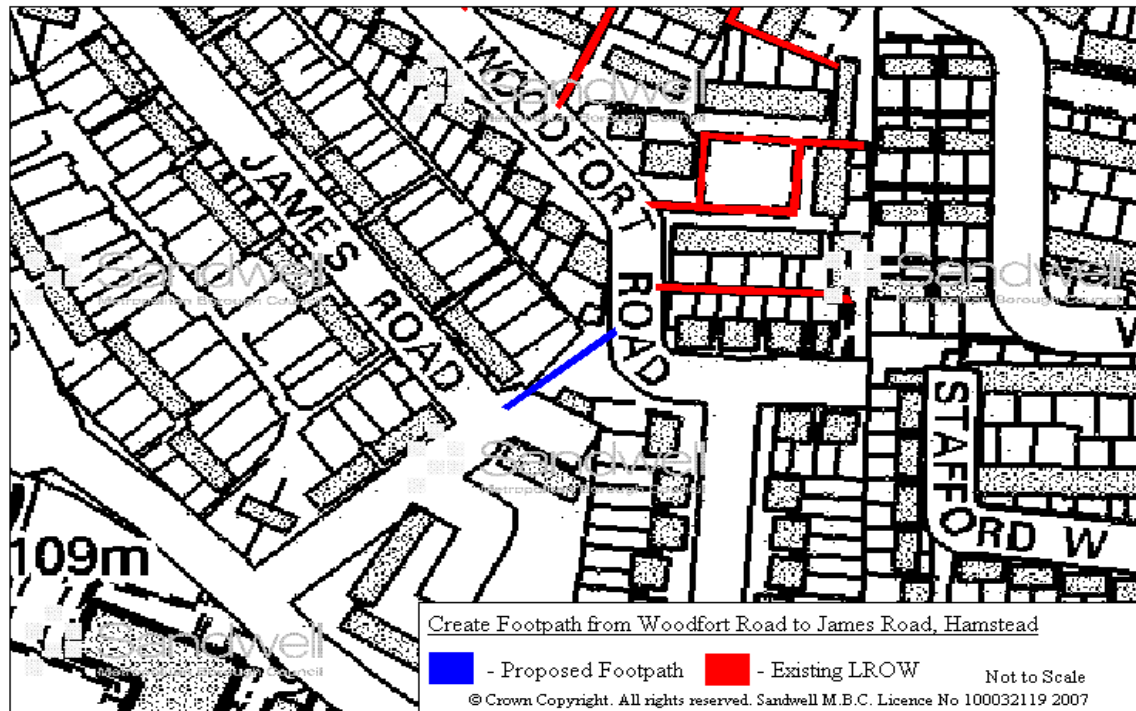
When implemented these routes will:

- Link existing LROW
- Provide access through Green Belt and Community Open Space

Generalised Costs – Signposts x 2 = £90. Cost of orders to create as a Bridleway.

Completion Date: April 2014

WB19- Create Footpath from Woodfort Road to James Road, Hamstead



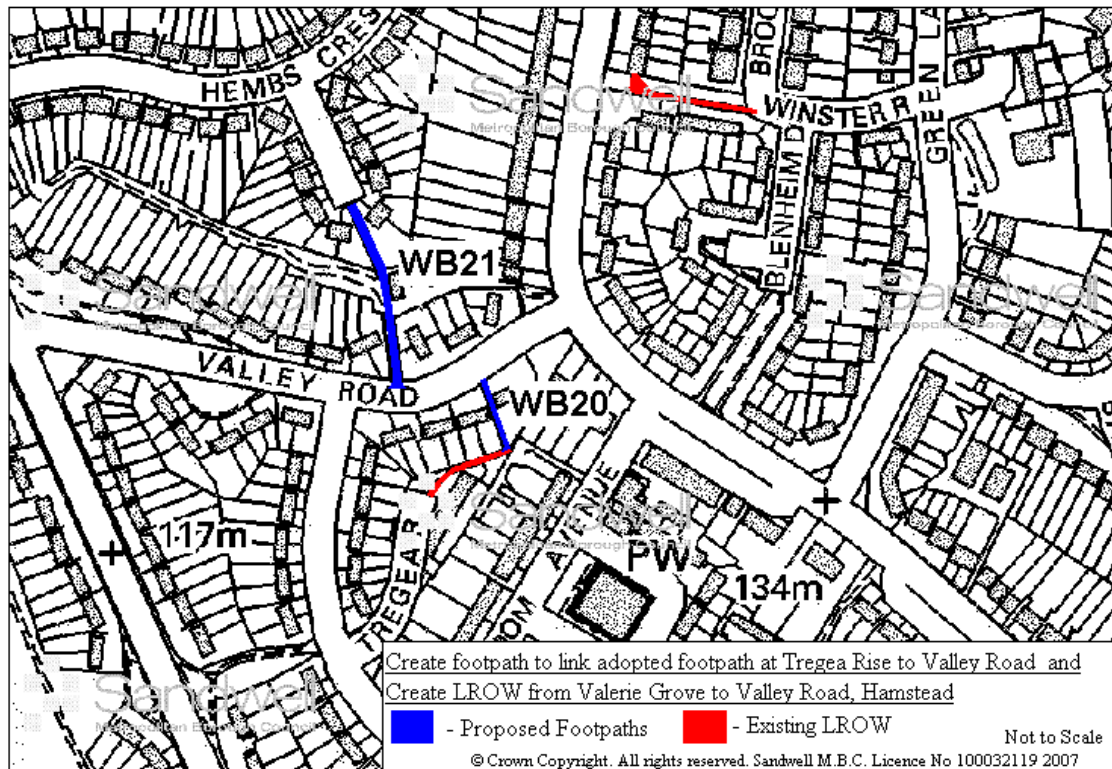
Short links in built up areas provide key routes for the local population. Routes such as the one in this location have high utility and should be created as a LROW. It was commented in the pre-plan consultation that this is a key pedestrian route. The route is already surfaced with Tar Mac and as such it is not expected that any work will be needed. This route is partly owned by the Council. When implemented the route will:

- Form a important link between residential areas

Generalised Costs – Signposts x 2 = £90. Cost of order/agreement to create as a Footpath.

Completion Date: April 2010

WB20 - Create Footpath to link adopted Footpath at Tregear Rise to Valley Road, Hamstead



The Council would prefer most of its LROW to link to public highway and to be through routes. Creating a link in this location would assist in meeting this desire. This route is owned by the Council.

When implemented the route will:

- Form an important link between residential areas
- Create a through route

Generalised Costs – Signposts x 2 = £90. Surface = £1800. Cost of order/agreement to create as a Footpath.

Completion Date: April 2010

WB21 - Create Footpath from Valerie Grove to Valley Road, Hamstead

This proposal is shown on the plan for the linking of the Adopted Footpath at Tregear Rise to Valley Road to provide an important through route. However, legal anomalies exist that may require a statutory order. This could be used to create a Footpath in this location. The conflict with the vehicle access will need to be investigated to ensure the needs of users are considered. The

surface of this route is of mixed condition. This route is Council Owned.

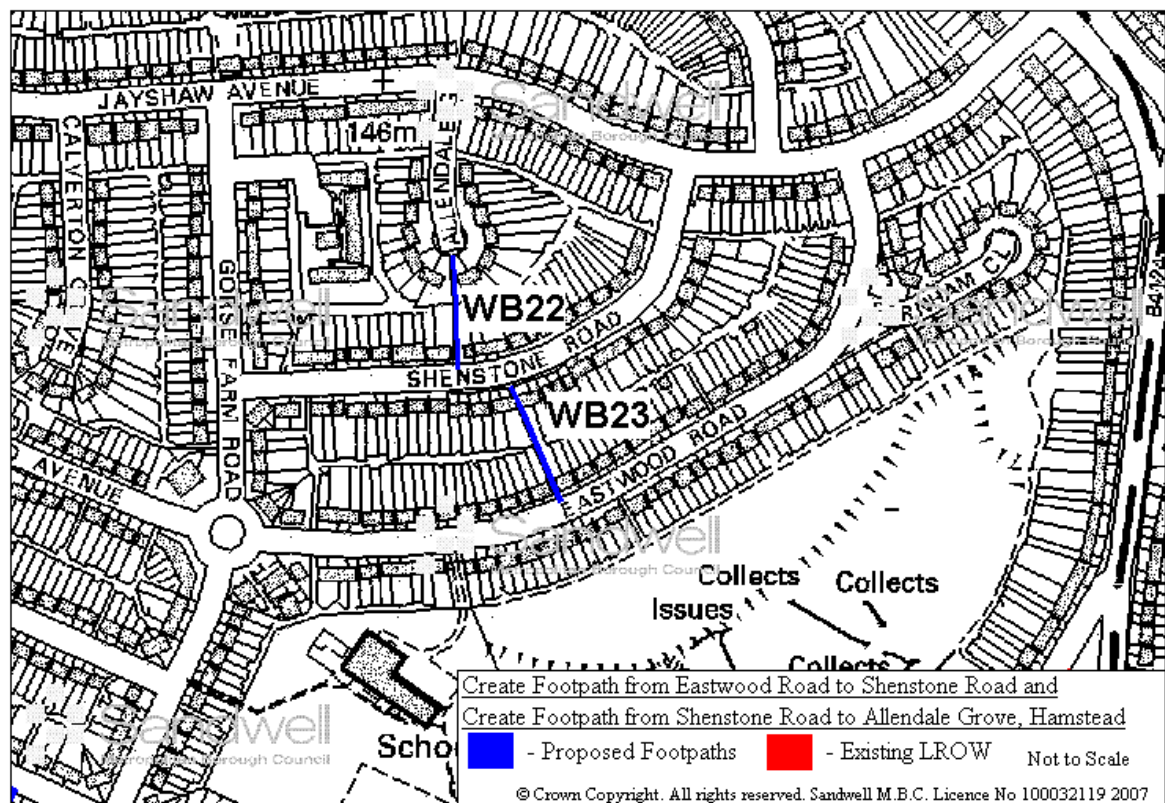
When implemented the route will:

- Form a important link between residential areas

Generalised Costs – Signposts x 2 = £90. Tarmac surface = £11,800. Cost of order/agreement to create as a Footpath.

Completion Date: April 2011

WB22 - Create Footpath from Eastwood Road to Shenstone Road, Hamstead



Short links in built up areas provide key routes for the local population. This route is part of a larger link that runs from Eastwood Road to the Newton Road near the Scott Arms shopping centre. As such this route is extremely important to protect. Routes such as the one in this location have high utility and should be created as a LROW. This route is privately owned.

When implemented the route will:

- Form a important link between residential areas and to Green Belt and a Local Nature Reserve
- Assist access to a local school

Generalised Costs – Signposts x 2 = £90. Cost of order/agreement to create as a Footpath. Tarmac surface = £9,900.

Completion Date: April 2014

WB23 - Create Footpath from Shenstone Road to Allendale Grove, Hamstead

This proposal is shown on the plan for the creation of a Footpath from Eastwood Road to Shenstone Road. Short links in built up areas provide key routes for the local population. This route (similarly to the route above) is part of a larger network of routes from Eastwood Road to the Scott Arms shopping centre on Newton Road. Routes such as the one in this location have high utility and should be created as a LROW. This route is privately owned.

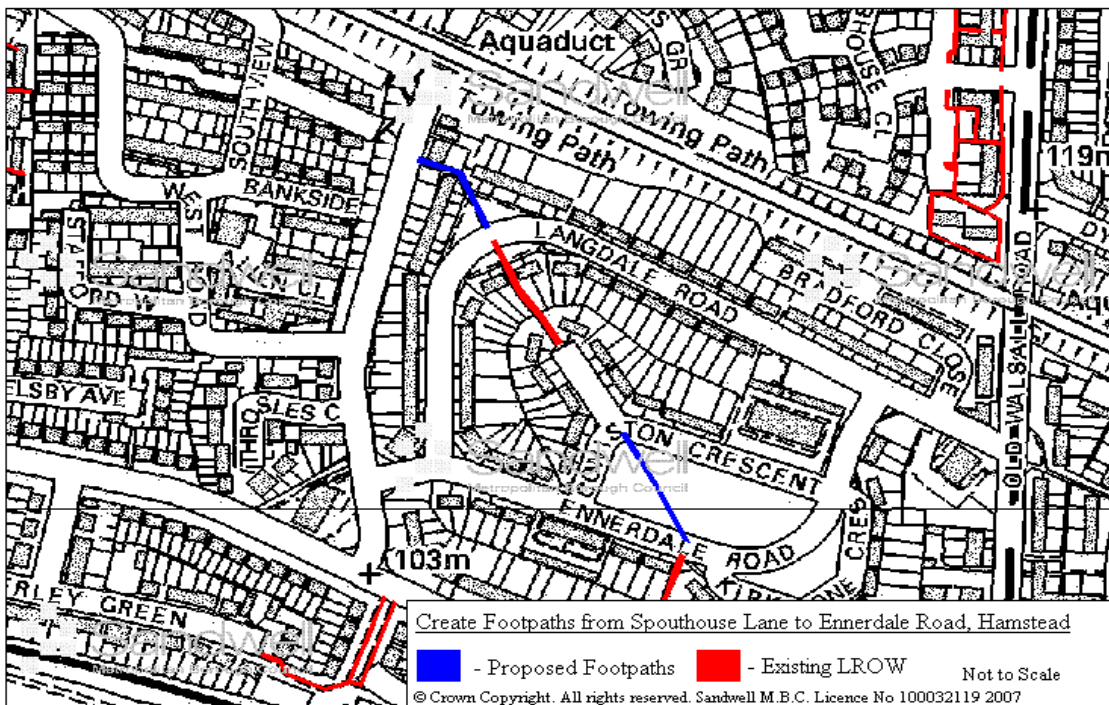
When implemented the route will:

- Form an important link between residential areas
- Assist access to a local school

Generalised Costs – Signposts x 2 = £90. Cost of order/agreement to create as a Footpath. Tarmac surface = £8,900.

Completion Date: April 2014

WB 24- Create Footpaths from Spouthouse Lane to Ennerdale Road, Hamstead



Part of proposal is already an Adopted Footpath and adding these sections will create Footpaths to link up the existing LROW network. The route is already surfaced and provides an excellent

link to bus services running along Hamstead Road. This route serves mainly residential areas and provides a good off road shortcut to the bridge under the canal. This route is Council owned.

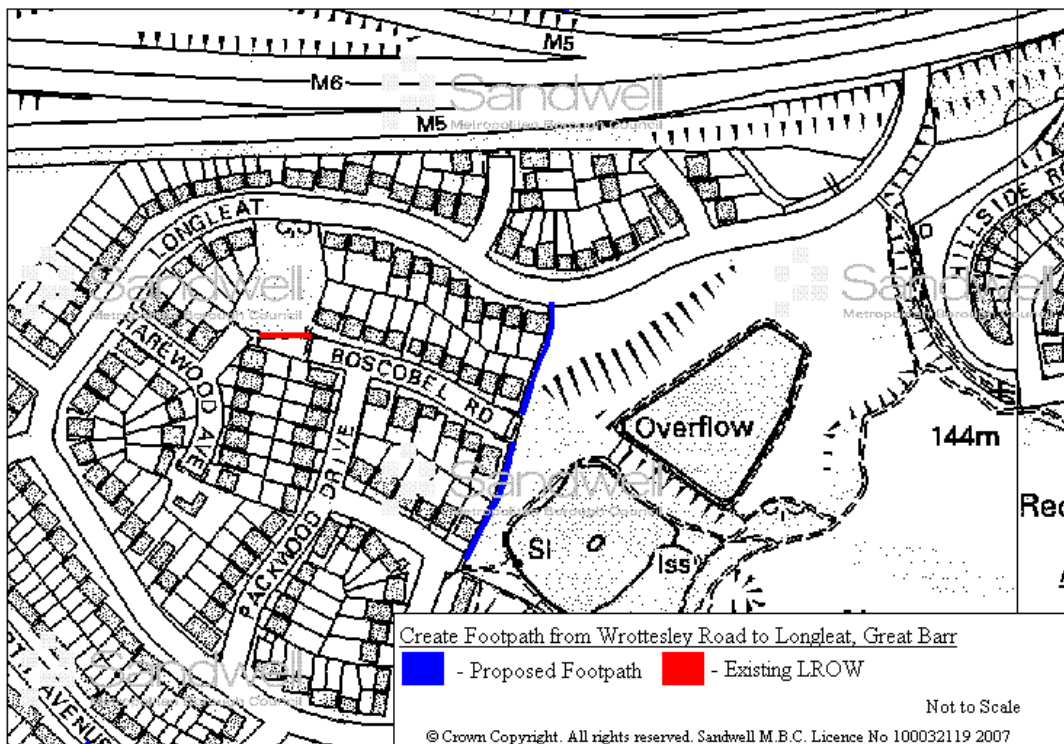
When implemented the route will:

- Form an important link between residential areas and to community open space

Generalised Costs – Signposts x 4 = £170. Cost of order/agreement to create as Footpaths.

Completion Date: April 2015

WB25 - Create Footpath from Wrottesley Road to Longleat, Great Barr



Short links in built up areas provide key routes for the local population. This route will provide access to the residential roads of Boscobel Road and Wrottesley Road. The route is surfaced with tarmac and no further work to surface the route is planned. Routes such as the one in this location have high utility and should be created as a LROW. This route is Council owned.

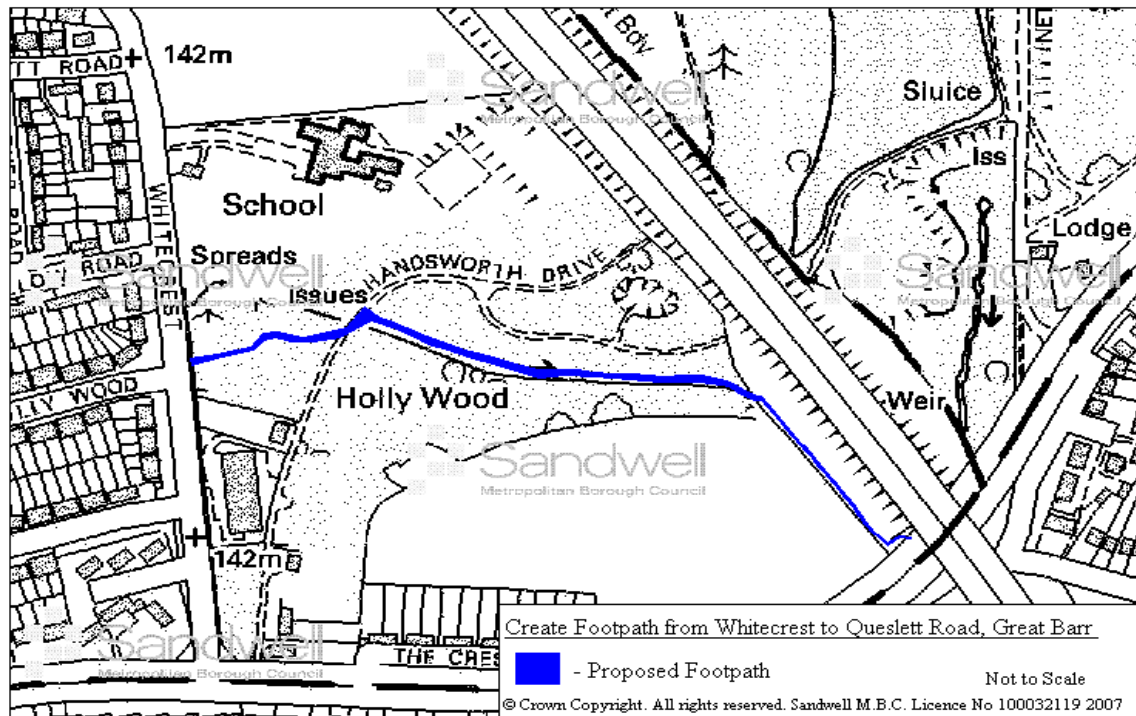
When implemented the route will:

- Assist access to a local school

Generalised Costs – Signposts x 4 = £170. Cost of order/agreement to create as Footpaths.

Completion Date: April 2015

WB26- Create Footpath from Whitecrest, Great Barr into Walsall



The route in this location will provide access through open space and on into Walsall. Improvements to this route will need to be done with careful consideration to the environment of the open space. Consideration was given to a proposal to put a bridge across the motorway. However this looks unlikely to be implemented due to the cost and resource implications of this scheme.

The scheme has been redrawn following the Draft ROWIP consultation that suggested a better route alongside the stream. The route is Council owned.

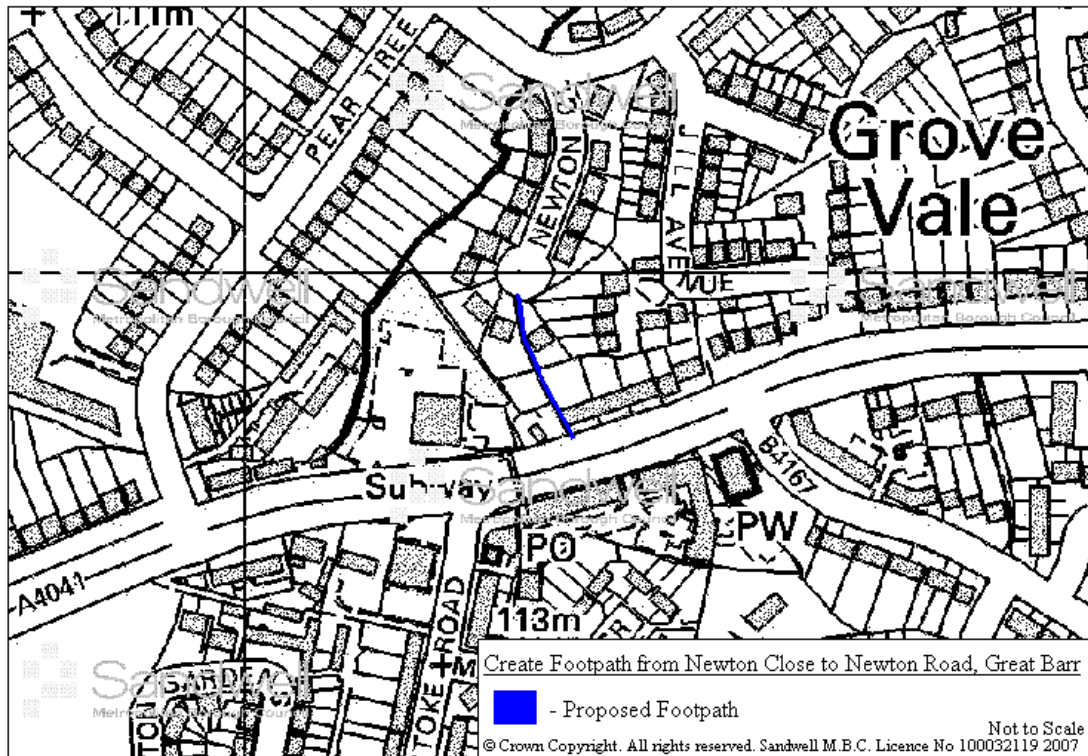
When implemented the route will:

- Link to community open space

Generalised Costs – Signposts x 2 = £90. Cost of order/agreement to create as a Footpath. Stone/Shale Surface = £41,500.

Completion Date: April 2015

WB27- Create Footpath from Newton Close to Newton Road, Great Barr



This route provides access for people living in the Grove Vale area to access the Newton Road where buses run frequently to Sutton Coldfield and West Bromwich. This route has a paved surface. Routes such as the one in this location have high utility and should be created as a LROW. The route is not Council owned.

When implemented the route will:

- Provides access to a key bus route
- Links up to a proposed cycle network

Generalised Costs – Signposts x 2 = £90. Cost of order/agreement to create as a Footpath.

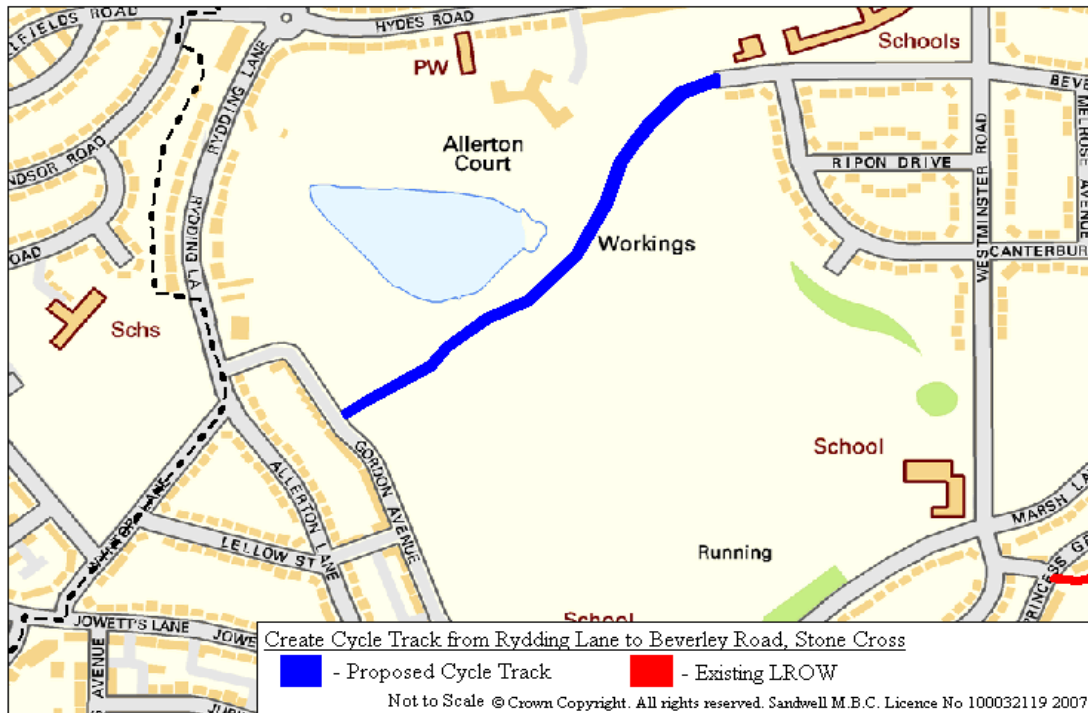
Completion Date: April 2016

Create Long connections of LROW

The following proposals help to create long distance routes and are also shown on the overall ROWIP Map attached to this document.

Proposal	Recommended Action	Key Organisations
To create long distance connections as LROW to improve access and links to and within the network.	Create LROW at the locations shown on the ROWIP Map	Work with highway engineers and landowners to establish site-specific details.

WB28 - Create Cycle Track from Rydding Lane to Beverley Road, Stone Cross



A LROW would create a safe off road link from Rydding Lane to Beverley Road. The LROW in this location would assist the proposed Cycle Network and would be created as a Cycle Track. Parts of this route are already surfaced with tarmac. Other parts of the route are in poor condition. The route runs through open space and gives access to residential properties and a shopping centre. The route is partly owned by the Council.

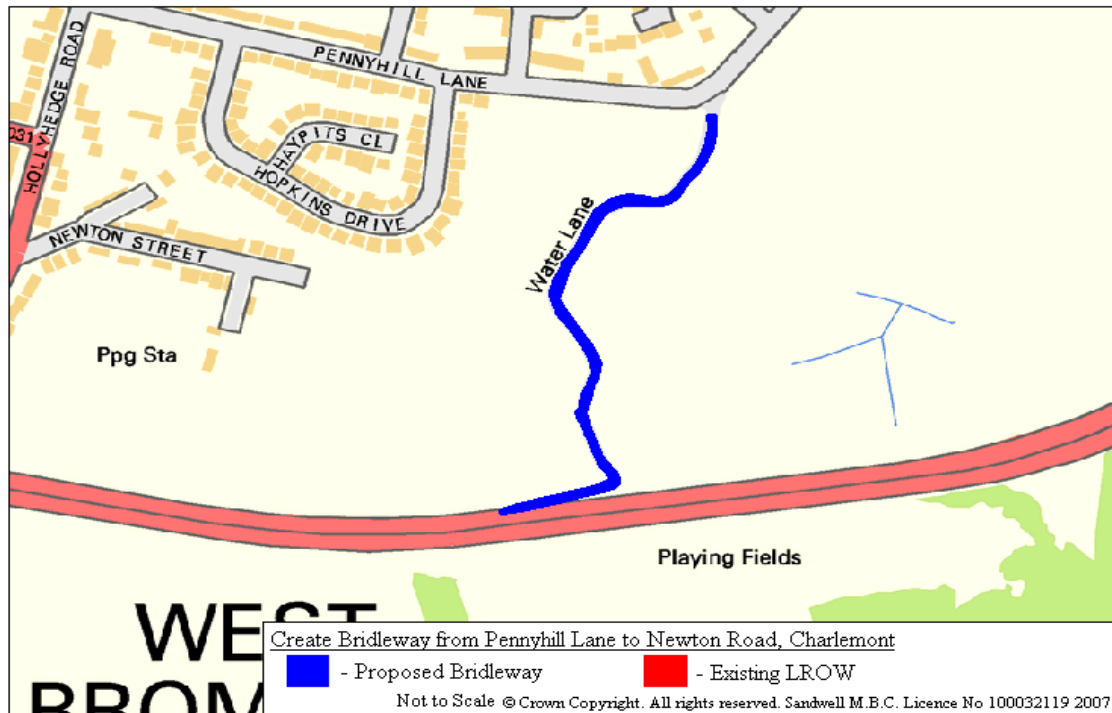
When implemented the route will:

- Create part of the approved proposed Cycle Network
- Link residential areas and schools
- Pass through community open space

Generalised Costs – Signposts x 2 = £90. Define Route = £50. Waymarkers. Cost of orders to create as a footpath and then a Cycle Track. Shale Surface = £38,500.

Completion Date: April 2010

WB29- Create Bridleway from Pennyhill Lane to Newton Road, Charlemont



This proposal will facilitate access along a safe and effective corridor of movement known as Water Lane. The access is currently managed as part of the Sandwell Valley. It is currently just over 2 metres wide and the remnants of the old lane make up the surface. The proposed route is recorded on the West Bromwich Draft Map as a RUPP, although it may need to be recreated as a Bridleway as it is subject to a statutory order to stop it up. The route is owned by the Council.

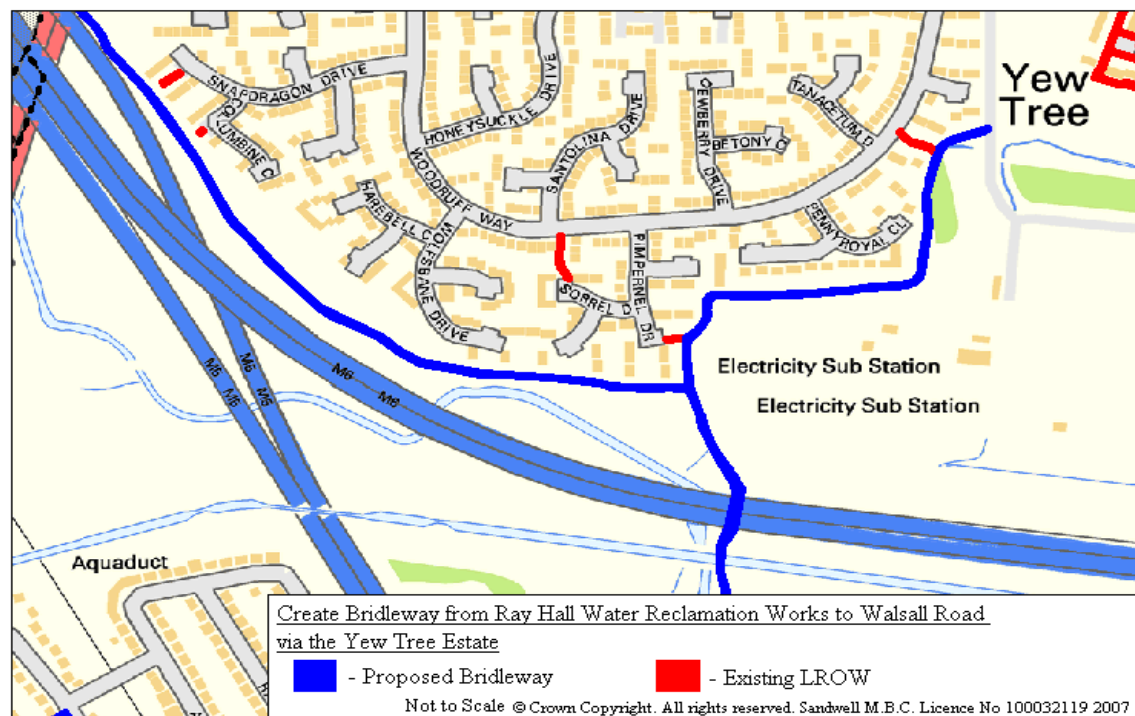
When implemented the route will:

- Link a residential area to Green Belt
- Lead to a key bus route

*Generalised Costs – Signposts x 2 = £90. Resurfacing = £22000.
Remove gate = £250. Cost of order/agreement to create as a
Bridleway.*

Completion Date: April 2011

WB30 - Create Bridleway from Ray Hall Water Reclamation Works to Walsall Road via the Yew Tree Estate



This was another route that was commented on by the Environment Agency in the pre-plan consultation. The creation of this long distance route would link up part of West Bromwich to Wednesbury and Walsall. It will also link into a proposal in the Wednesbury SOA although a safe crossing point on Walsall Rd will need to be investigated. A small section of it is recorded as a Footpath on the West Bromwich Draft Map. The precise designation of this route needs to be determined following discussions with users and landowners as there is evidence of horse use. This route is partly owned by the Council.

When implemented the route will:

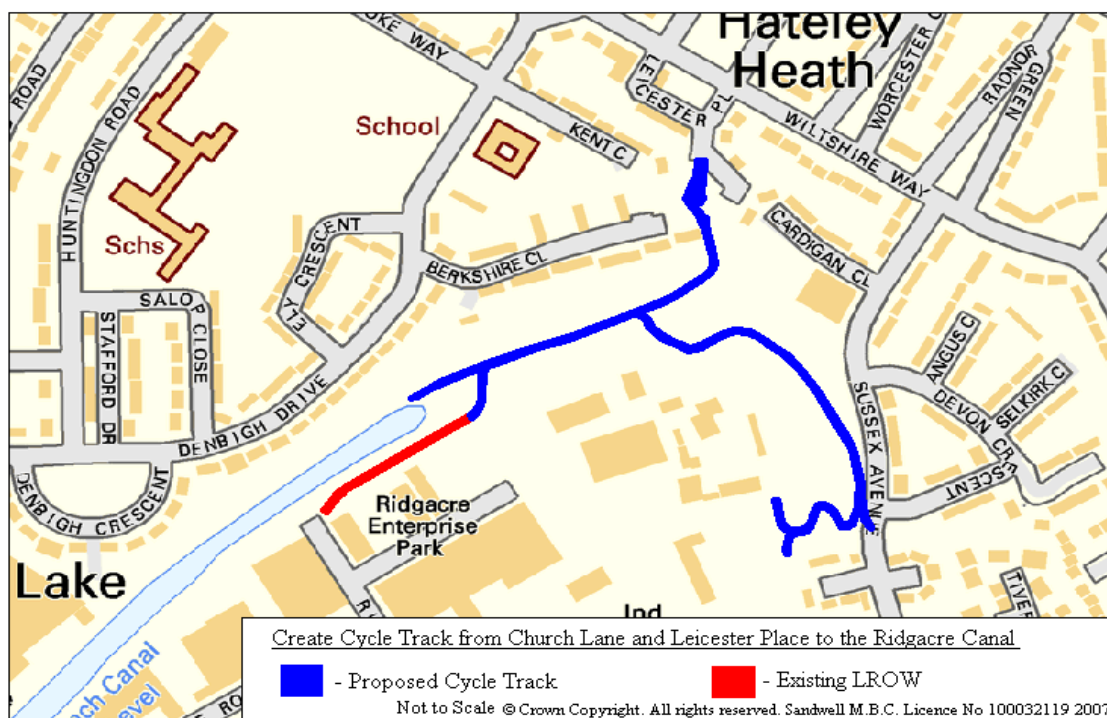
- Facilitate access under the motorway and canal networks and also provide access, in part, along the River Tame.
- Provide links to a key bus route, the Green Belt, residential areas and is in part shown on the Walking Strategy Leisure Network

Generalised Costs – Signposts x 3 = £130. Surfacing= £9000.

Cost of order/agreement to create as a LROW.

Completion Date: April 2016

WB31 - Create Cycle Track from Church Lane and Leicester Place to the Ridgacre Canal



Creating a LROW in this location will facilitate access on to the canal network and opens up a key access in the Hateley Heath area. Part of the route leading from Leicester Place to Ridgacre Canal will be created as a Cycle Track as it is proposed as such on the Cycle Network. The link from the Cycle Track to Church Lane will be created as a Footpath.

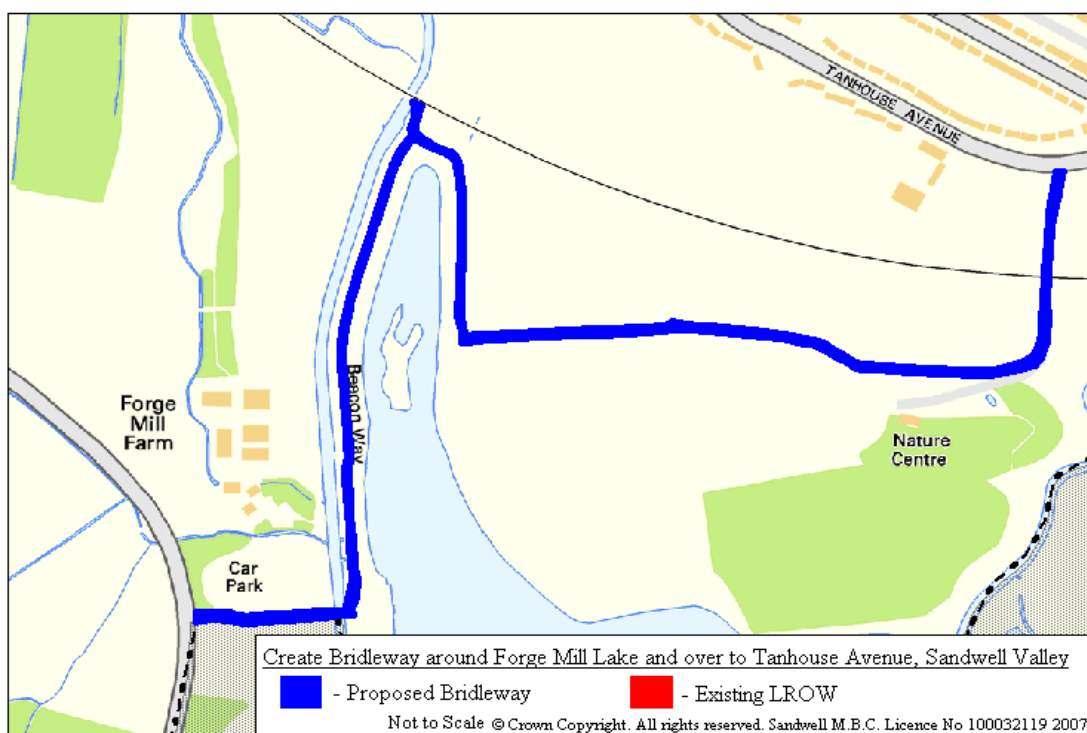
This route runs adjacent to a development that, when implemented, will have new highway access. Therefore the route has been redrawn to link in with paths that are being proposed in this development. The exact alignment of this route is still under discussion. This route is partly owned by the Council.

When implemented the route will:

- Lead to the canal, a business zone and a residential proposal
- Link residential and industrial areas with community open space
- Help implement part of the proposed Cycle Network
- Link in to a new residential development.

*Generalised Costs – Signposts x 4 = £170. Surface = £23000.
Waymarkers. Cost of order/agreement to create as a Cycle Track.
Completion Date: April 2017*

WB32 - Create Bridleway around Forge Mill Lake and over to Tanhouse Avenue, Sandwell Valley



The purpose of creating this as a Bridleway is to provide an important route through Sandwell Valley to link to the proposal from Newton Road and will link to Forge Lane and Tanhouse Avenue. This route forms part of the National Cycle Network Route 5. The route has a surface around Forge Mill Lake. This route is partly owned by the Council.

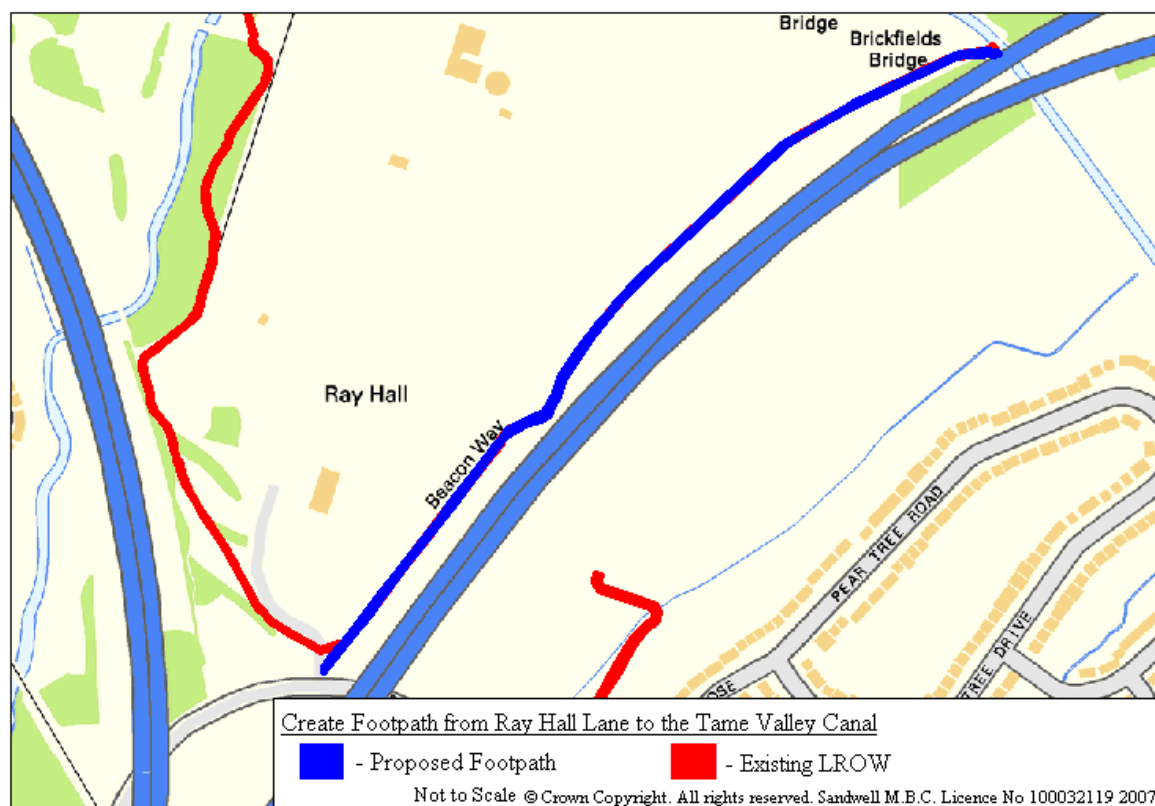
When implemented the route will:

- Overcome the rail lines and provide a walk alongside the River Tame
- Provide access into Birmingham
- Forms part of Walking Strategy Leisure Network.
- Links a residential area, community open space, Green Belt and a Local Nature Reserve.
- Leads to a school and a key bus route

Generalised Costs – Signposts x 2 = £90. Cost of order/agreement to create as a Bridleway. Stone/shale surface = £80,000.

Completion Date: April 2017

WB33 – Create Footpath from Ray Hall Lane to the Tame Valley Canal



The purpose of this proposal is to carry out legal works on a current route recorded on the West Bromwich Draft Map. The route now follows a different alignment to that recorded on the Draft Map. It is unsurfaced and is severely overgrown. The route passes Ray Hall Sewage treatment plant and runs alongside the M5. It provides a well-used alternative route to the routes on the opposite side of the M5.

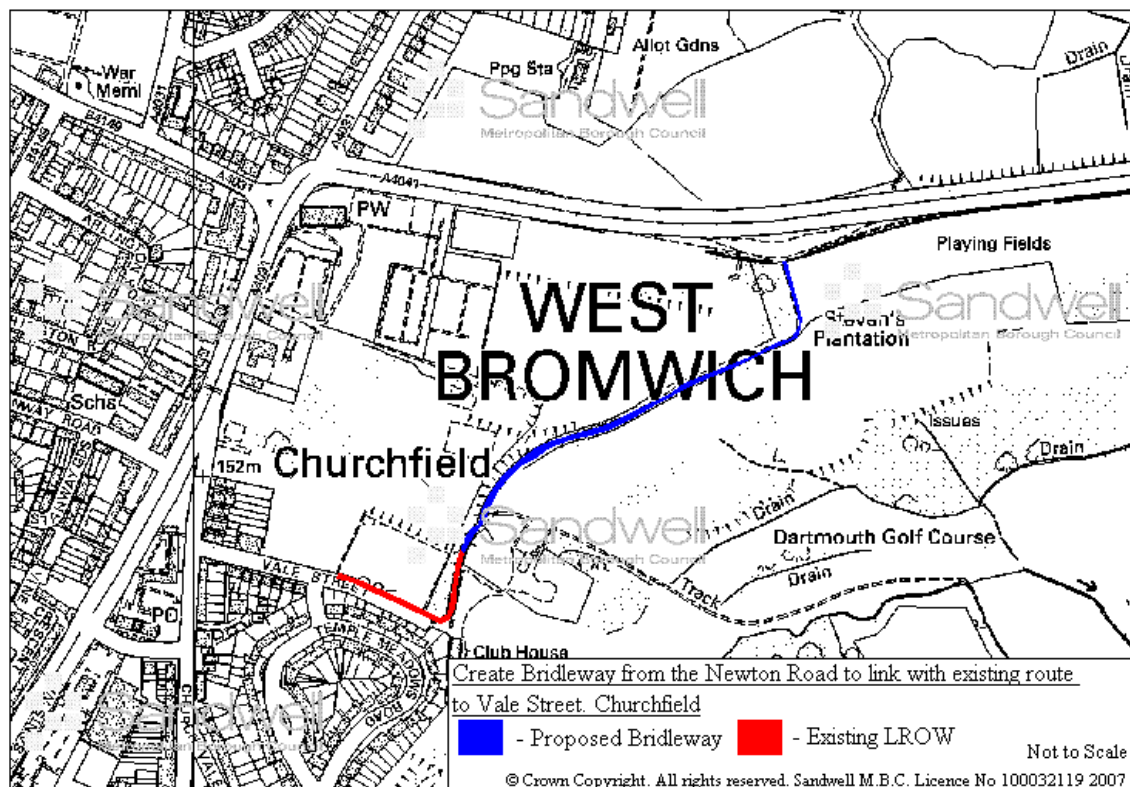
When implemented this route will

- Provide access onto the Tame Valley Canal.
- Provides a circular route for people living in the Great Barr area of the Borough.

Generalised Costs – Signposts x2 = £90. Cost of order/agreement to create as Bridleway. Cost of legal work to realign the route.

Surface????

WB34 – Link Bridleway at Stevens Plantation



The purpose of this link is to connect with the recently adopted section of Bridleway. This section will form part of a longer route between Vale Street and the Newton Road. The route has recently been surfaced with tarmac and is well used. The route passes alongside Dartmouth Golf Course and Playing fields adjacent to the Newton Road.

When implemented this route will:

- Provide access to open space.
- Provide access to the Golf Course
- Form a route from Vale Street to Wigmore

Generalised Costs – Signposts x2 = £90. Cost of order/agreement to create as Bridleway.

13. Wednesbury



13.1 Existing Audits, Action and Management Plans

There are none for inclusion.

13.2 Local Rights of Way Network



Wednesbury has a number of LROW, mainly provided within the residential areas to the north of the Town. The major characteristics are as follows:

- Substantial number of shorter Definitive Map Footpaths signed.
- Those routes in the north part of the town provide good links. The adopted footpaths in Hill Top serve a similar function.
- Few longer routes.
- Longer routes, especially those over open space, are not defined, signed and have no way markers.
- Potential to develop some long distance routes, particularly on land to the side of the River Tame.
- Mixture of condition on network, although many are in a good state of repair.
- Legal alignments of routes, particularly over open space, do not always correspond with where people use the land.
- There is a lack of lighting on the PROW network in built up areas, although it is significantly better than in other Town areas.
- Routes in built up areas mostly surfaced.
- Adopted Footpaths and RUPPs generally not signed.
- No Bridleways or Cycle Tracks.
- RUPP network very small.
- A significant number of routes provide short cuts and links which would otherwise be severed in their absence. There are such crossing points over the River Tame and railway lines.
- LROW provide links into Walsall.

13.3 Consultation Comments



In total 14 comments were received in the Wednesbury area in the pre-plan consultation period. Some of those comments were

outside the remit of the ROWIP, or are being dealt with through other processes. The characteristics of the comments to be taken forward are:

- Create/formalise routes as LROW.
- Consider security concerns and associated improvements
- The lack of signing should be addressed.
- Long distance routes have been identified that have the potential to link up the southern part of Wednesbury up to Bescot in Walsall.

The total number of comments received during the consultation were split roughly equally between improvements to the existing network and creation/formalisation of new routes.

13.4 Users



Pedestrians – The majority of the LROW in Wednesbury are recorded as Footpaths so there is good provision for walkers. Most of the routes are short residential links.

Cycling – Most of Wednesbury, with the exception of the Kings Hill, is flat which means that it has a good utility for cycling as part of everyday trips.

Equestrian – There are no signs of horse use on the network and there have been no representations.

Carriage Drivers/Trotting Carts - There have been no representations and use has not been identified on the LROW although there is known use in the Friar Park area.

Motorised vehicles – There has been no representations from users made in respect of this Plan to create recreational vehicle routes and there are no LROW in Wednesbury where public vehicle use is legal (i.e. on BOATs). It is noted that some routes are used to gain vehicular access to properties, e.g. FP35/Wed at Reservoir Passage.

Disabled users – There are barriers on the existing network such as steps (FP15/WED on Bagnall Street) and bollards (FP15/WED on Woden Road North) that disabled users need to be aware of or

will need to be investigated for removal to allow reasonable access for all.

13.5 Key Destinations



Public Transport – the LROW network does provide access to the bus network, particularly along Walsall Rd and Holloway Bank. There is only one train station in the area and access to this is assisted by FP24/Wed at St Pauls Rd. There are existing and proposed Metro stops in the Town. FP3/Tip at Bannister Rd provides a key access to the existing Metro however the proposed stations are not well served by LROW.

Cycling Network – There are conflicts with the Cycle Network and LROW, most notably at Bannister Rd (FP3/Tip) and between Oxford St and Price Rd (FP27/Wed). These form key links and should be resolved through the ROWIP. Many of the off road routes are over British Waterways land.

Land Use – Wednesbury is predominantly residential in nature with substantial areas of industry. There are concentrated areas of retail in Wednesbury Centre and at Axletree Way.

Open Space and Nature Conservation – There is limited open space in the north and west of the Town although generally there is good provision, e.g. Brunswick Park and Playing Fields off Hydes Road. The recent Green Space Audit found that the Town average for quality of open space was slightly below the borough average and the Town average for value was the same as the borough average. The LROW network provides important links to (e.g. FP32/Wed) and through (e.g. FP27/Wed) open space. There is the potential for linking together and protecting routes to open spaces which would allow more of the population to enjoy the area.

Opportunities and Barriers to movement – Wood Green Road and the Black Country New Road are two of the roads that can be formidable barriers to users of the LROW network. Crossings do exist in places although they do not always correspond with LROW. There are rail lines (used and disused) and existing and proposed Metro Lines in the area. There are some LROW crossing points available, e.g. Red House Avenue, FP30/Wed. The canal

and river networks provide excellent routes (mainly permissive in nature) to support the LROW network. There are some LROW that correspond with the water network and also those that provide access. There are bridges along the canals and rivers to help overcome these barriers. Some of these are LROW, e.g. Oxford Street, Adopted Footpath.

Education sites – There is only one identified site that has a LROW crossing it at St Pauls Rd (FP 23/Wed) although this site is currently being developed. There are also some key accesses that lead to these sites, e.g. FP29/Wed at Saint Luke’s Rd.

Future Development Land Allocations – There is quite a lot of land allocated as Business Zones, industrial proposals and as a Strategic Regeneration Zone within Wednesbury. Subsequently there are LROW affected by this and these will need to be considered appropriately. Access to such sites is also provided by LROW.

Specific Land Uses – Wednesbury is the only defined centre within this Town. It does have a LROW within its boundary, however the most important link is from the LROW (especially FP37/WED) which provide good access from Church Hill to the Town centre, Library and Job Centre. The other uses in this category are generally not served by LROW.

13.6 Wednesbury Statement of Action



Overall policies for improving the existing LROW network in Sandwell are contained in Chapter 6. There are proposals to create new LROW contained within this section.

Proposed Network

There were several requests during the pre-plan consultation period to create/formalise existing accesses as LROW. These requests were both small and large scale, with the potential to develop a long distance route along the River Tame up to Bescot.

The following Action Points are split into those routes that are short and those that are long in length, in part due to the difficulties that can be encountered when creating longer routes as the number of

land interests can increase. The intention is to create these routes by agreement (section 25 Highways Act 1980). Cycle Tracks will be created by the appropriate Act. This does not rule out creating LROW by other enactments, e.g. by order (section 26 Highways Act 1980) or by express dedication at Common Law. When deciding which routes to prioritise the issue of who owns the land should be considered. If the Council owns the land it intends to create as a PROW then the issue of compensation will not be an issue. However if the Council does not own the land and creates a route using section 26 of the Highways Act 1980 then the compensation issue is something that cannot be overlooked.

The alignments of the proposals shown on the following plans indicate the Councils intention to create a LROW in the specified vicinity. They are indicative only as details are agreed and arranged on site.

Required Works in Wednesbury on Existing LROW

Wednesbury has 27 public rights of way of which 7 require legal and/or maintenance work.

- 1 requires some form of diversion order.
- 1 requires waymarkers.
- 1 requires definition.





Alongside these requirements a leaflet regarding overgrown vegetation and other PROW issues is under consideration.

Create Small Connections of LROW

Proposal	Recommended Action	Key Organisations
To create short distance connections as LROW to improve access and links to and within the network.	Create LROW at the stated locations	Work with highway engineers and landowners to establish site-specific details.

Wednesbury Proposals

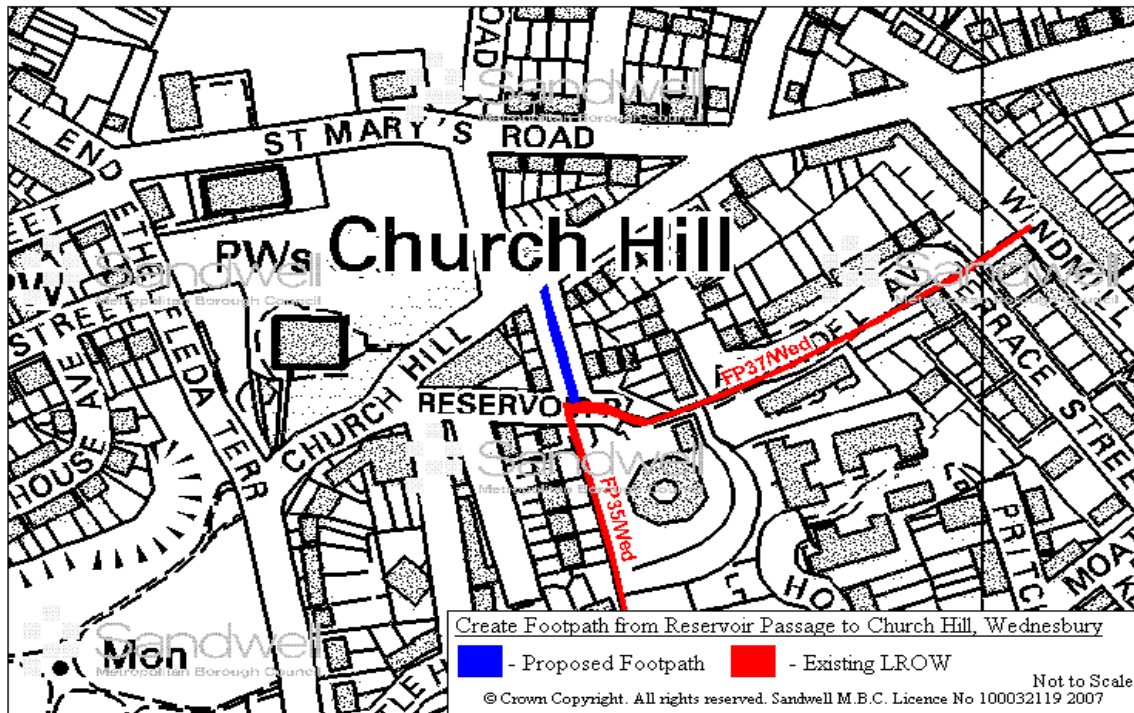


-  - Proposed LROW
-  - LROW Network
-  - Town Boundaries
-  - Outside Borough

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WED 1 - Create Footpath from Reservoir Passage to Church Hill, Wednesbury



The access in this location is essential to compliment the existing LROW network in the Reservoir Passage area of Wednesbury. This missing section has been subject to past enquiries to the Council regarding its poor state of repair. When implemented the route would provide a safe pedestrian access away from the narrow footways on the southern part of Church Hill. This route is not owned by the Council.

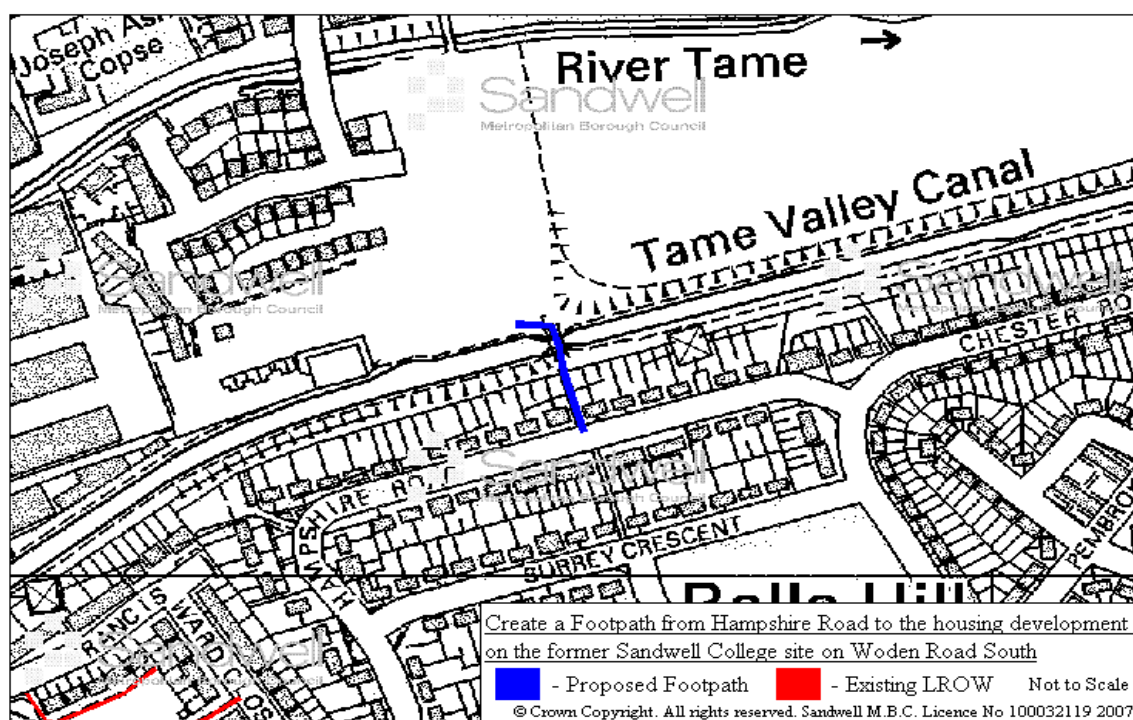
When implemented the route will:

- Assist access to Wednesbury town centre from residential areas.
- Assist access to the local school, library, job centre, community open space and a key bus route.

Generalised Costs – Signposts x 2 = £90. Surface = £6,000. Cost of order/agreement to create as a Footpath.

Completion Date: April 2010

WED 2 - Create a Cycle Track from Hampshire Road to the housing development on the former Sandwell College site on Woden Road South



The former Sandwell College site is being redeveloped for housing. As part of this development a link is being provided from the new estate onto the canal network. The proposal would link into the new highways on the estate to provide a linked network. It will be created as a Cycle Track and would be provided once the development is completed. This route is partly owned by the Council. This route is also the subject of a recent Direction by the Secretary of State for Environment, Food and the Regions requiring the Council to pursue an Order for a Footpath to be added to the Definitive Map. This Direction will precede the implementation of this proposal.

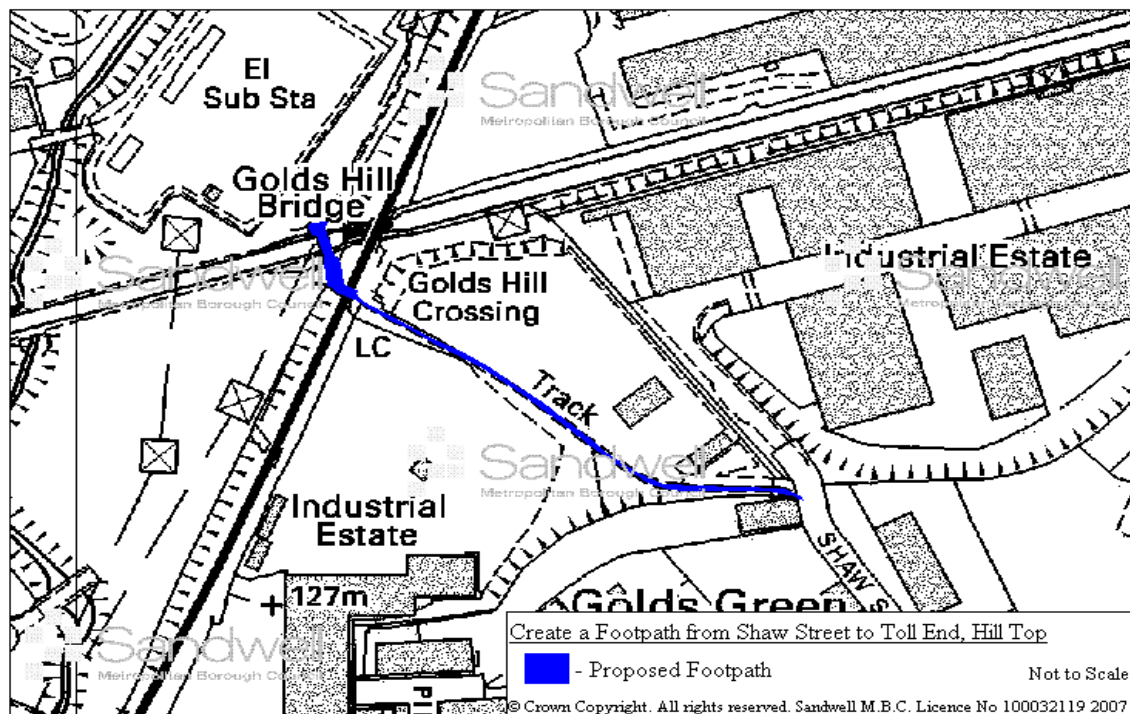
When implemented the route will:

- Form important links from and between residential areas to community open space.
- Form an important bridge crossing over and provide access to the Tame Valley Canal.
- Lead to a strategic regeneration site.
- Assist in implementing the proposed Cycle Network.

Generalised Costs – Signposts x 2 = £90. Surface = £10,000. Cost of order/agreement to create as a footpath and then Cycle Track.

Completion Date: April 2012

WED 3 - Create a Footpath from Shaw Street to Golds Hill, Hill Top



This proposal would link up disconnected areas in the Wednesbury area. The route is near to where the Wednesbury to Brierley Hill Metro Extension is proposed and is included within the Limits of Deviation. The route will cross the existing rail line near to where a Metro stop location has been identified. The route is also affected by proposals being developed by the Council for a waste treatment centre.

A path currently exists in this location however it is in a poor state of repair. It is recorded on the West Bromwich Draft Map and Statement with a relevant date of 1954. The route would be created as a Footpath, however in view of developments in the area it seems likely that it would be implemented on a revised alignment. This route is partly owned by the Council.

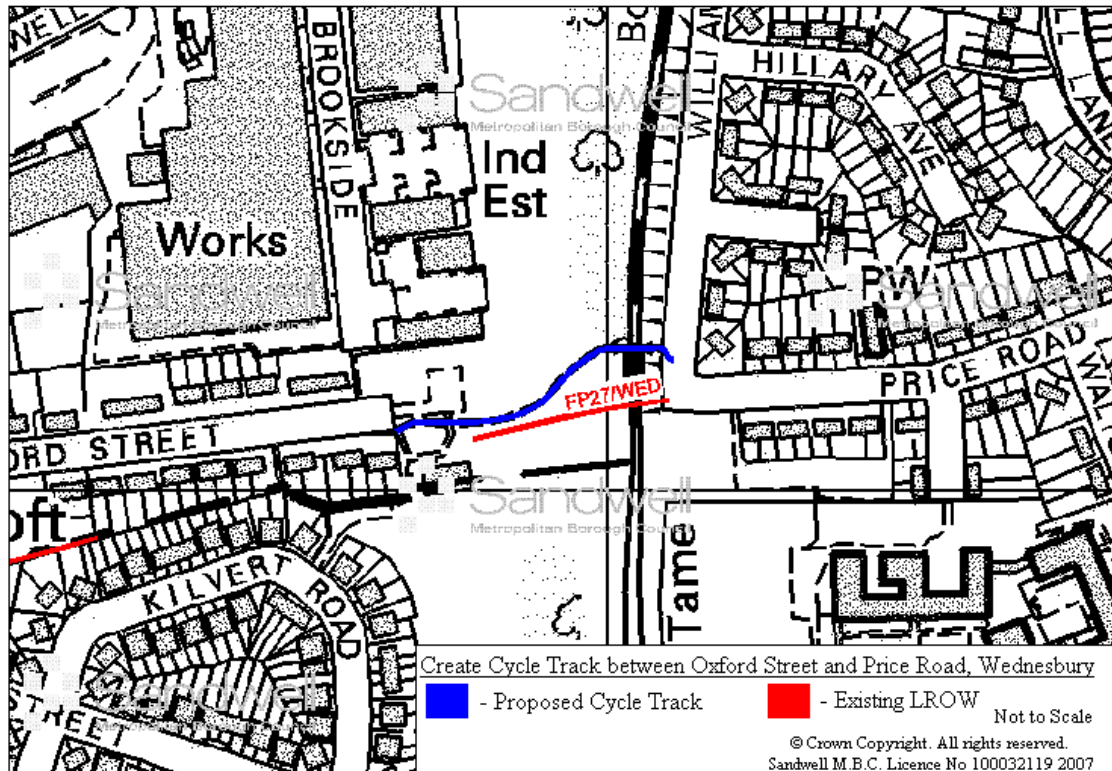
When implemented the route will:

- Link industrial areas, a business zone and industrial proposals.
- Be near to a proposed Metro line and stop.
- Provide access to the canal and river network.
- Provide access over the canal and proposed Metro line.

Generalised Costs – Signposts x 2 = £90. Surface = £43,000. Cost of order/agreement to create as a Footpath.

Completion Date: April 2012

WED 4 - Create Cycle Track between Oxford Street and Price Road, Wednesbury



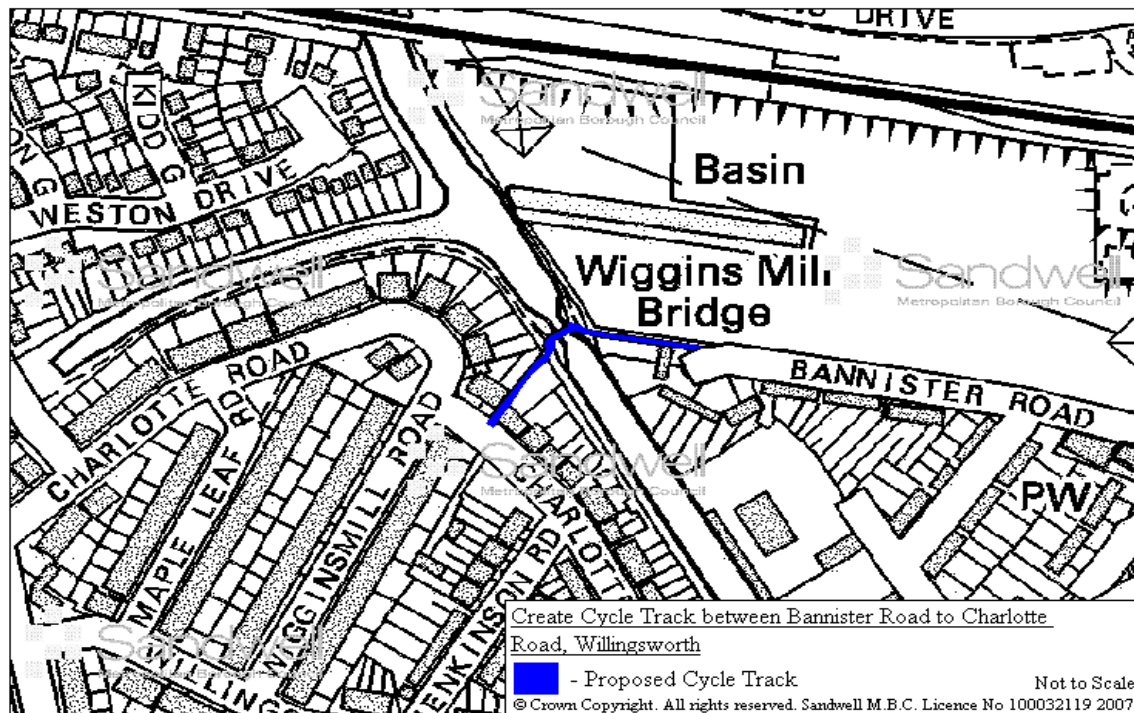
The access in this location forms an important link between Oxford Street and Price Road. There is a Footpath recorded in this location. This route already has a tarmac surface and a bridge constructed over the River Tame. However legal anomalies exist that require an Order. This could be used to create a Cycle Track and resolve the existing anomalies. This route is Council owned. When implemented the route will:

- Form important links from and between residential areas to community open space.
- Form an important bridge crossing over and provide access to the River Tame.
- Lead to a school and a residential proposal.
- Assist in implementing the proposed Cycle Network.

Generalised Costs – Signposts x 2 = £90. Cost of order(s)/agreement(s) to divert and convert to Cycle Track.

Completion Date: April 2014

WED 5 - Create Cycle Track between Bannister Road to Charlotte Road, Willingsworth



The access in this location forms an important link between Bannister Rd and Charlotte Rd. There is a Footpath recorded in this location on the Wednesbury Definitive Map and Statement, relevant date 6th March 1954. However to enable public use of this route by cyclists a Cycle Track would need to be created which would require an Order. The route is not very wide where it meets Bannister Road and as such it will remain in the plan as a desire to improve this route, especially the width. It is currently shown as a proposed off road cycle route on the Cycle Network. This route is partly owned by the Council.

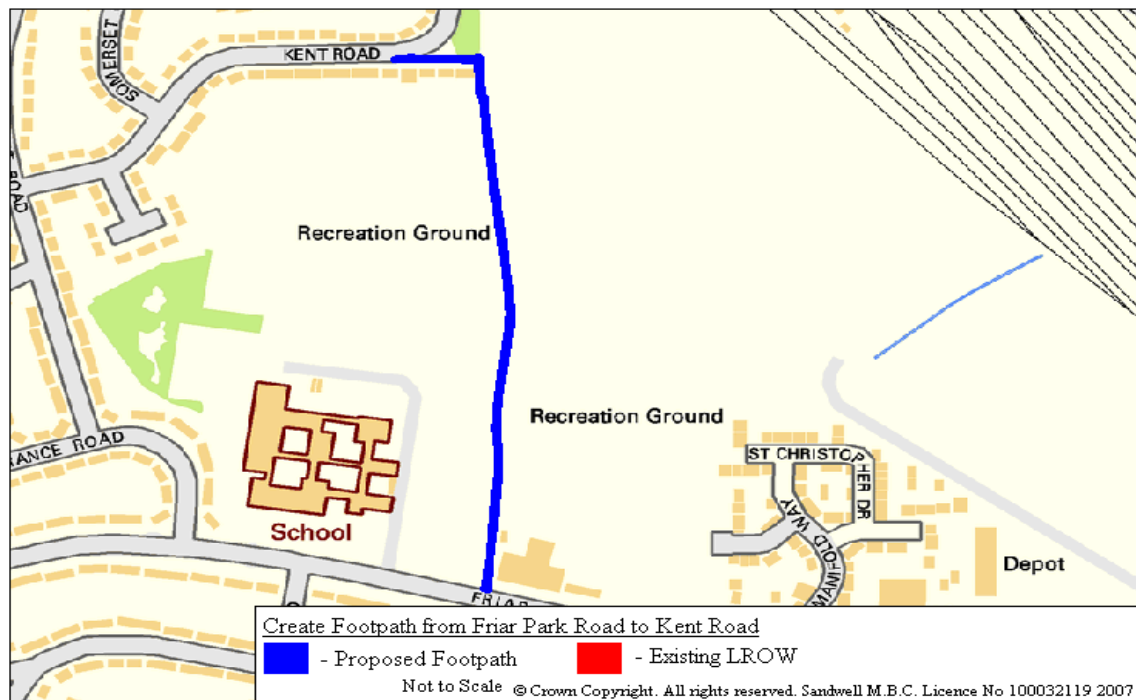
When implemented the route will:

- Form important links from residential areas to a Business Zone, Industrial Proposal and to Community Open Space.
- Assist access to the Metro and a key bus route.
- Lead to and overcome the canal
- Assist in implementing the proposed Cycle Network.

Generalised Costs – Signposts x 2 = £90. Surface = £3000. Lights £6000. Cost of order(s)/agreement(s) to convert Footpath to Cycle Track

Completion Date: April 2017

WED 6 - Create Footpath from Friar Park Road to Kent Road



This route is partly surfaced and provides access from the school on Friar Park Road to the housing estate to the north. The route is intended to be kept as part of the redevelopment of the site over future years. The nature of the use of the land may change and as such this route is well placed to enable easy access by pedestrians to new developments.

When Created this route will:

- Allow access to a new development site.
- Provide pedestrian access for a local school.
- Link up two residential areas.

Generalised Costs – Signposts x 2 = £90. Tarmac surface = £61,000

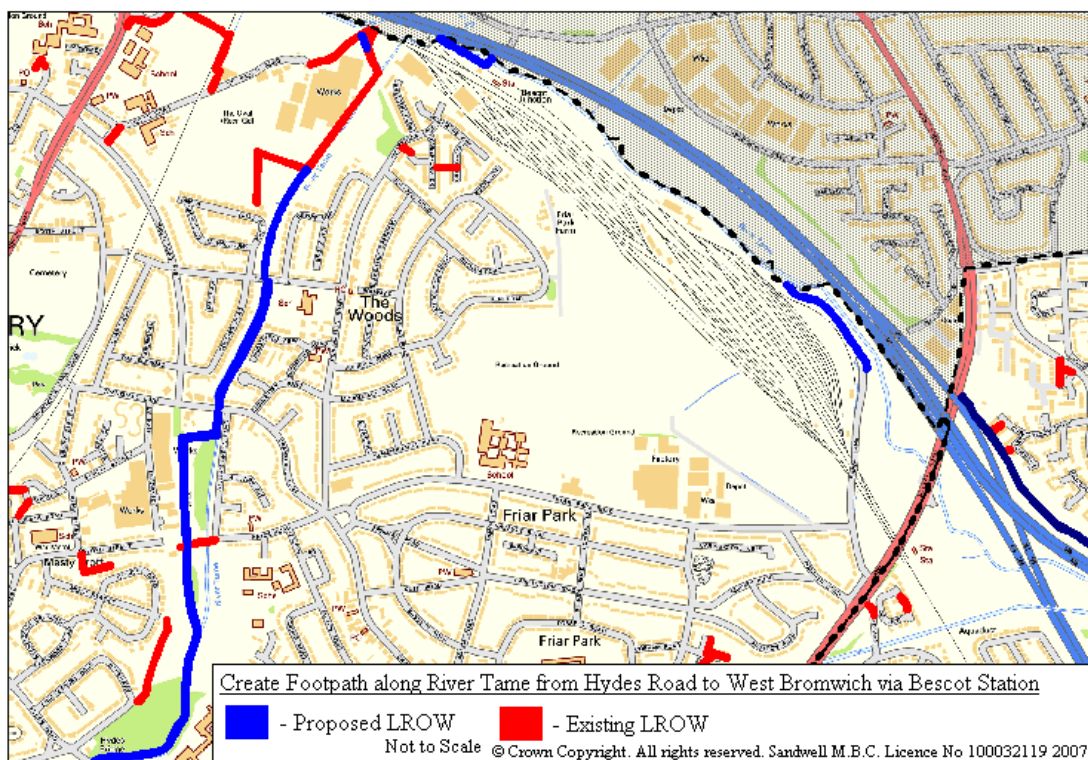
Cost of order(s)/agreement(s) to convert Footpath to Cycle Track
Completion Date 2016

Create Long connections of LROW

The following proposal will help to create long distance routes and is also shown on the overall ROWIP Map attached to this document.

Proposal	Recommended Action	Key Organisations
To create long distance connections as LROW to improve access and links to and within the network.	Create LROW at the locations shown on the ROWIP Map	Work with highway engineers and landowners to establish site-specific details.

WED 7 - Create Footpath along River Tame from Hydes Road to West Bromwich via Bescot Station



The creation of this long distance walk would link up substantial parts of Wednesbury to West Bromwich and Walsall. It will also link into a proposal in the West Bromwich SOA. The success of part of this Action Point requires the commitment of Walsall to provide those links in their area. The areas in Sandwell would provide substantial parts of the route. Existing LROW near Tame Avenue will need to be accommodated or managed as part of this network. The parts of the proposal not currently LROW will need to be created as Footpaths to provide concurrent links. This proposal will be implemented in sections as and when funding becomes available. This route is partly owned by the Council.

When implemented the route will:

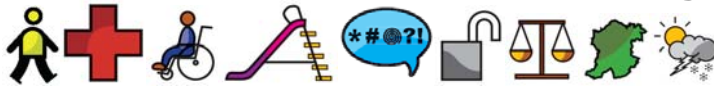
- Link residential, industrial, education sites, community open space and Green Belt.

- Assist in access to Bescot Stadium.
- Pass an industrial proposal and a strategic regeneration site
- Follow and overcome an established channel of movement alongside River Tame.
- Use existing bridge over the rail line.
- Lead to Bescot Station and a key bus route on the Walsall Road.

Generalised Costs – Signposts x 12 = £500. Shale/Natural Surface =£172,000. Cost of order/agreement to create Footpaths.

Completion Date: April 2016

14. Monitoring



The ROWIP looks forward 10 years and includes a substantial programme of improvements and new routes which develop the Rights of Way network and improve access across the Borough. The ROWIP Guidance also requires that the ROWIP be reviewed before the end of the 10 years so that a new one can be produced.

In order to give feedback as to how well the process is going monitoring will be undertaken, overseen by the Local Access Forum who will receive regular reports. This will include looking at the dates identified in the proposals and comparing them with the actual dates that any works are implemented. Other monitoring may include site visits and consultation with other Council service areas. The consultation with other Council service areas will allow programmes to be co-ordinated and opportunities for joint schemes, i.e. if improvements to a park are being proposed at a certain time it may be wise to look at how the ROWIP could help access to the park through the proposals.

The exact nature of the improvements may also be examined in a similar way. Monitoring of these improvements may indicate best practice examples from certain schemes and allow positive features from those projects to be implemented elsewhere in the Borough.

There may also be schemes implemented outside of the ROWIP, for example a ROWIP proposal may become obsolete if a similar route was constructed and Adopted nearby. At the end of financial year a summary report will be produced identifying any problems and reprogramming which may be required so that future resources can be allocated accordingly.

In addition a sample annual survey of 5% of the Definitive Rights of Way Network in Sandwell will continue to be undertaken and reported to the Local Access Forum. The criteria for this will be based on that of the former BVPI 178 to enable comparison to be made and progress assessed.

Monitoring this plan will allow ROWIP's in the future to feature timescales that are proven.

Appendix A – CROW Act 2000 Briefing Regarding PROW

Legislation

Wildlife and Countryside Act 1981
The Countryside and Rights of Way Act 2000
Circular 04/2001 Countryside and Rights of Way Act 2000
The Wildlife and Countryside (Definitive Maps and Statements)
Regulations 2003
The Public Paths Orders Regulations 2003

Summary

The Wildlife and Countryside Act 1981 imposes a duty on a surveying authority to keep a Definite Map and Statement which was required on every County Council under The National Parks and Access to the Countryside Act 1949. The CROW Act 2000 overrides the duty of surveying authorities to reclassify RUPP's on an individual basis under the Wildlife and Countryside Act 1981. They will become "restricted highways" which means that mechanically propelled vehicles will be barred from using them.

One of the purposes of the legislation of the CROW Act is that it imposes a duty on Highway Authorities to prepare a ROWIP within 5 years from commencement of Section 60 (by November 2007).

There are also provisions inserted in the Highway Act 1980 for a person who alleges that a PROW is obstructed may serve on the highway authority Notice requesting them to secure the removal of the obstructions.

Part 1 of the CROW Act relates to rights of access "access land".

Section 94 provides that a Highway Authority shall establish a LAF. There is a provision in subsection (8) that the Secretary of State may direct if he/she is satisfied no LAF is required this section will not apply. Joint LAF may be set by subsequent regulations.

Section 41 of the CROW Act 2000 overrides the duty of surveying authorities to reclassify RUPP's on an individual basis under the

Section 54 of the Wildlife and Countryside Act 1981. All remaining RUPP's will become "Restricted Byways".

Appendix B – Records of PROW in Sandwell

COUNCIL	SURVEYING AUTHORITY	SURVEY STAGE REACHED	RELEVANT DATE OF SURVEY
1) West Bromwich County Borough	West Bromwich County Borough	Draft	1 st January 1954
2) Smethwick County Borough	Smethwick County Borough	Definitive	1 st April 1994
3) Oldbury Municipal Borough	Worcester County Council	Definitive	1 st January 1953 1 st Revision - 1 st January 1958 2 nd Revision - 1 st January 1963 3 rd Revision - 1 st January 1968
4) Wednesbury Municipal Borough	Staffordshire County Council	Definitive	6 th March 1954
5) Tipton Municipal Borough	Staffordshire County Council	Definitive	6 th March 1954
6) Rowley Regis Municipal Borough	Staffordshire County Council	Definitive	6 th March 1954
7) Coseley Urban District	Staffordshire County Council	Definitive	6 th March 1954
8) Aldridge Urban District	Staffordshire County Council	Definitive	29 th May 1954
9) Bilston Municipal Borough	Staffordshire County Council	Definitive	6 th March 1954
10) Brierley Hill Urban District	Staffordshire County Council	Definitive	6 th March 1954
11) Halesowen Urban District	Worcester County Council	Definitive	1 st June 1953

Appendix C – Other Important Policies taken into account in preparing the ROWIP.

Planning Policy Statement 1, PPS1: Delivering Sustainable Development

- Good planning is a positive and proactive process, operating in the public interest through a system of plan preparation and control over the development and use of land.
- Sustainable development is the core principle underpinning planning.

Local planning authorities should ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change – through policies which reduce energy use, reduce emissions (for example, by encouraging patterns of development which reduce the need to travel by private car, or reduce the impact of moving freight). Also in preparing development plans planning authorities should seek to reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development.

PPS1 also states that at the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations.

The Government set out four aims for sustainable development in its 1999 strategy. These are:

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- the prudent use of natural resources; and,
- the maintenance of high and stable levels of economic growth and employment.

Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
- contributing to sustainable economic development;
- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
- ensuring high quality development through good and inclusive design, and the efficient use of resources; and,
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

Planning should actively manage patterns of urban growth to make the fullest use of public transport and focus development in existing centres and near to major public transport interchanges.

Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning. Planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.

Planning Policy Guidance Three, PPG3.

This states that local planning authorities should:

- place the needs of people before ease of traffic movement in designing the layout of residential developments;
- seek to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity, and by planning for mixed use, and develop policies which
- focus on the quality of the places and living environments being created and give priority to the needs of pedestrians rather than the movement and parking of vehicles;

- avoid inflexible planning standards and reduce road widths, traffic speeds and promote safer environments for pedestrians.

The PPG comments that all too frequently inadequate thought has been given to safe, direct and convenient walking and cycling routes and insufficient attention has been paid to the relationship of spaces within and around the home. If people are to be persuaded to leave their cars at home routes for walking and cycling demand particular attention. Pedestrians and cyclists need routes which are positive, safe, direct, accessible and free from barriers.

However Planning Policy Statement 3, PPS3 – Housing, has been out for consultation and will replace PPG3. The final document is not expected to change in too much detail from the draft version.

PPS3 still recognises the importance of good design and states that local planning authorities should develop a shared vision with their local communities of the type of residential environments they wish to see and develop plans and policies aimed at:

- (a) creating places, streets and spaces which meet the needs of people, which are attractive, have their own distinctive identity, and positively improve local character; and
- (b) promote designs and layouts that are inclusive, safe, take account of public health, crime and anti social behaviour, ensure adequate natural surveillance and make space for water where there is flood risk.

Planning Policy Guidance 4 PPG4, Industrial and commercial development and small firms

It advocates the encouragement of new development in locations, which reduce the need to travel, especially by car, which are accessible by public transport and can be served by more energy efficient modes of transport. It also recognises the need to encourage employment developments in locations that are highly accessible by walking, cycling and direct public transport routes from areas of high unemployment, and will link to work on access to jobs.

Planning Policy Statement 6, PPS6, Planning for Town Centres.

Provides guidance on retailing and the role of town centres and encourages investment to protect the vitality and viability of them in relation to retail and leisure schemes.

PPS6 emphasizes the importance of a coherent town centre parking strategy in maintaining urban vitality. Also PPS6 notes that where growth cannot be accommodated in identified existing centres additional retail provision or other town centre uses should be carefully integrated with the existing centre both in terms of design and to allow easy access on foot.

Planning Policy Guidance 13, PPG13, Transport

This requires that new development helps to create places that connect with each other sustainably. The aim of the PPG is to provide the right conditions to encourage walking, cycling and the use of public transport and to put people before traffic. Places that work well are designed to be used safely and securely by all in the community. Local authorities in partnership with the police should promote designs and layouts which are safe (both in terms of road safety and personal security) and take account of crime prevention and community safety considerations. Authorities should use their planning and transport powers to give greater priority to walking, as set out in the Government's national guidance *Encouraging Walking: Advice for Local Authorities* (March 2000).

A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking, and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion. In preparing their development plans, local authorities should give particular emphasis to accessibility in identifying the preferred areas and sites where such land uses should be located, to ensure they will offer realistic, safe and easy access by a range of transport modes, and not exclusively by car.

Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car. The *Guidance on Full Local Transport Plans* requires authorities to prepare local walking strategies.

The Government wants to promote public transport that is accessible to disabled people and a pedestrian environment that enables them to make use of it. However, for some disabled people there is no substitute for the private car. Local authorities, developers and transport providers should work together to seek to meet the accessibility needs of disabled people in all developments by:

- giving attention to the needs of disabled people in the design, layout, physical conditions and inter-relationship of uses; and
- ensuring developments, including transport infrastructure, are accessible to and usable by disabled people as motorists, public transport users and pedestrians - through decisions on location, design and layout.

Cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport. The Transport White Paper reaffirmed the important contribution cycling can make in an integrated transport system, and endorsed the targets and aspirations in the National Cycling Strategy. Local authorities are required to produce a local cycling strategy as part of their Local Transport Plan. They should encourage more use of PROW for local journeys and help to promote links in rights of way networks; and carefully consider the shared use of space with pedestrians when alternative options are impractical. Unsegregated shared use should be avoided where possible, particularly in well-used urban areas.

In conjunction with work on the Local Transport Plan, review existing provision for cyclists, in order to identify networks and routes, including those to transport interchanges, along which the needs and safety of cyclists will be given priority, and set out the specific measures which will be taken to support this objective. Generally these routes will use existing highways, but may also include the use of redundant railway lines or space alongside canals and rivers. Linear parks in urban areas may often provide opportunities for cycling routes. As with pedestrian routes, cycle routes should not be isolated from other activity so as to promote personal safety.

Planning Policy Guidance 17, PPG17, Planning for Open Space, Sport and Recreation

It states that authorities should:

- avoid any erosion of recreational function and maintain or enhance the character of open spaces;

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

It also states that in looking to improve existing open space and facilities, Local Authorities should promote the compatibility of the uses made of open spaces and sport and recreational facilities with adjoining land uses; encourage better accessibility of existing open spaces and sports and recreational facilities, taking account of the mobility needs in the local population; and promote better use of open spaces and sports and recreational facilities, by the use of good design to reduce crime.

The Health of the Nation White Paper (1992) links physical exercise to the objective of reducing coronary heart disease (CHD), targeting *"To reduce death rates for both CHD and stroke in people under 65 by at least 40% by the year 2000"* and identifies that *"Appropriate physical activity can also help reduce risk of CHD and stroke."*

To achieve the objectives of the National Cycling Strategy requires more sustainable patterns of development, as well as the promotion of less polluting transport modes. Cycling fits well within the context of the UK Sustainable Development Strategy. Cycling can contribute to a wide range of sustainability benefits. To achieve them the National Cycling Strategy will seek to:

- encourage more people to cycle and so reduce pollution, enhance local environments and improve health;
- increase accessibility to amenities and services by bicycle;
- make cycling safer.

Along with walking and public transport it is an essential ingredient for an approach which seeks to encourage more energy-efficient, less resource-consuming means of transport.

Delivering Choosing Health, The Health White Paper recommends action on improving personal safety and encouraging well-

maintained streets and open spaces will encourage all ages to be more active. The Government wants to establish healthy behaviours at an early age and encourage enjoyable, health-enhancing activity that will be sustained throughout life. The needs of children and young people with disabilities must be recognised and prioritised given the low levels of participation compared with peer groups and wherever possible comparable opportunities provided.

By All Reasonable Means, A guide to inclusive access to the outdoors for disabled people also recognises that there is a need to assess the importance of paths and routes and to bring forward improvements through an audit which uses the least Restrictive Access approach, against the highest possible standards that are appropriate for the particular type of route. Identify those routes that have the highest demand or popularity. These should be a priority for action.

Facilities are an essential consideration for some people when planning a day out. When planning new or adapted facilities, like toilets, cafes or ticket sales, take into account existing or planned access improvements to sites. Situate facilities where they will be of most benefit and may increase the use of accessible routes. Often there are accessible toilets and refreshments available in nearby pubs, cafés or town centres and the task is simply to include this in the publicity and information about the site or route. Provision of refreshments should also be accessible.

Regional Spatial Strategy POLICY T1: Developing accessibility and mobility within the Region to support the Spatial Strategy. Access within and across the Region will be improved in a way that supports the RPG's Spatial Strategy, reduces the need for travel, expands travel choice, tackles congestion, improves safety and protects the environment.

POLICY T2: Reducing the need to travel. Local authorities, developers and other agencies should work together to reduce the need to travel, especially by car, and to reduce the length of journeys through:

- encouraging those developments which generate significant travel demands to be located where their accessibility by public transport, walking and cycling is maximised, including close to rail and bus stations and Metro stops.

Walking and cycling are the most sustainable means of travel.

POLICY T3: Walking and Cycling. Development plans and local transport plans should provide greater opportunities for walking and cycling by:

- developing safe, secure, direct, convenient and attractive networks which connect town centres, local facilities, educational premises, public transport interchanges, residential and employment areas;
- giving pedestrians and cyclists priority in residential areas and town centres;
- providing links between smaller settlements and centres and development of greenways and quiet roads;
- developing the National Cycle Network;
- making the most effective use of canal towpaths;
- expanding 'cycle & ride' and cycle carriage on public transport; and
- ensuring that new developments and infrastructure proposals improve walking and cycling access.

Policy T3 of the Regional Strategy notes that access to quality greenspace can contribute greatly to the Region's urban renaissance, improving the quality of life in urban areas by providing opportunities for sport and recreation and supporting biodiversity. Maintaining, enhancing and, where appropriate, increasing the amount of greenspace is, therefore, an important factor in considering the most efficient use of land. In doing so, regard should be paid to English Nature's guideline of people in towns and cities having accessible greenspace within 300 metres of their homes.

POLICY T5: Public Transport. The development of an integrated public transport network where all people have access to high quality and affordable public transport services is important.

POLICY QE1: Local authorities and other agencies in their plans, policies and proposals should:

- protect and where possible enhance other irreplaceable assets and those of a limited or declining quantity, which are of fundamental importance to the Region's overall environmental quality, such as specific wildlife habitats,

historic landscape features and built heritage, river environments and groundwater aquifers.

POLICY QE2: Development plans and other strategies should:

- contain policies that promote environmental improvements as a means of regenerating areas of social, economic and environmental deprivation;
- aim to provide measures which reduce the impact of the environmental problems associated with transport growth and bring forward environmental improvements particularly along major transport routes.

POLICY QE4: Greenery, Urban and Public Spaces. Local authorities and other agencies should undertake assessments of local need and audits of provision, and develop appropriate strategies for greenspace to ensure that there is adequate provision of accessible, high quality urban greenspace with an emphasis on improved accessibility and community safety and Development Plan policies should create and enhance urban greenspace networks by:

- ensuring adequate protection is given to key features such as parks, footpaths and cycleways, river valleys, canals and open spaces;
- identifying the areas where new physical linkages between these areas need to be forged; and
- linking new urban greenspace to the wider countryside to encourage the spread of species.

POLICY QE5: Protection and enhancement of the Historic Environment. The historic transport network is of particular historic significance to the West Midlands.

POLICY QE9: The Water Environment. Development plan policies and plans of the Environment Agency and other agencies should be coordinated, where necessary across Local Authority and Regional boundaries, to maintain and enhance river and inland waterway corridors as key strategic resources, particularly helping to secure the wider regional aims of regeneration, tourism and the conservation of the natural, built and historic environment.

The Regional Strategy identifies that critical to the success of the Spatial Strategy will be the future performance of the Region's economy. There is a clear and direct link between economic

performance and quality of life, particularly for disadvantaged groups and communities who may suffer from high rates of unemployment and poor access to employment opportunities. Improving factors such as housing, environmental quality, transport and access to leisure facilities, will also enhance the attractiveness of the Region to inward investment.

Substituting some car journeys, especially for short trips, by walking and cycling will contribute towards improving the general health of the population and help to reduce congestion, pollution, noise and severance of heavy traffic. But pedestrians and cyclists are vulnerable to accidents, and it is vital that action is taken to improve the environment for these modes.

In practice, increases in walking and cycling depend on action at a very local level and will not involve Regionally significant proposals, although cumulative action can have an influence on congestion and pollution at a Regional level. Local walking and cycling strategies will, therefore, need to be developed across the Region in partnership with local communities.

Urban forestry is promoted in policy QE8 and at a smaller scale, the opportunities for creating landscape frameworks reflecting local landscape character for example, by using local native species, should be encouraged.

Policy QE1 also states that throughout the MUAs, local authorities, Regional agencies and partnerships should work together to:

- restructure land use and transport networks to create employment growth, new residential environments, improved environmental quality, integrate transport and join up centres;
- raise the quality of urban design, architecture and public art and spaces (QE3,4);
- increase accessibility particularly for those currently disadvantaged in accessing jobs (T1).

Targeted action should be taken in areas of greatest need and areas of opportunity to create growth and new choices.

Partnership working should be prioritised towards:

- concentrated action within the urban regeneration zones, including business support, skills training, access improvements, land assembly and environmental

improvement (PA2, QE3,4); promoting social and economic benefits by investing in linked facilities for sustainable access, enjoyment and education, and in businesses that contribute to and capitalise on a high quality natural environment.

The Sandwell Plan has a number of other key objectives including: Improved access to opportunities created via economic regeneration activities. Sandwell will have a quality living environment which is safe and sustainable, providing variety and choice of homes, work, shopping, leisure and transport, the activities of which will co-exist positively and potential conflicts between them will be minimised. Sandwell Partners are committed to sustainable development

The Sandwell Plan recognises that perceptions of street cleanliness have fallen, despite improvements in the quality of cleanliness measured by inspectors.

The following Quality of Life issues are recognised in the West Midlands Local Transport Plan:

- Quality of Public Spaces and Better Streetscapes
- Landscape and biodiversity
- Community Safety, Personal Security and Crime
- Healthy Communities
- Sustainable and Prosperous Communities
- Noise
- Climate Change, Greenhouse Gases and Air Quality.

West Midlands Multi-Modal Study, WMAMMS, identified the following problems: inadequate facilities for cycling and walking, congestion and safety problems arising from car dependency. It also recommended improvements to transport infrastructure including improved facilities for walking and cycling.

The strategy had three principle elements which are to:

- Make the best use of the existing transport network,
- Enhance the quality of public transport,
- Target investment in infrastructure to support regeneration.

These elements will be achieved with a greater focus on creating a more efficient road network by using new technology,

accommodating extra trips on better public transport and through walking and cycling.

People need information which enables them to choose the travel mode which has the least impact on congestion and the environment. This is potentially the best value for money way of managing demand. Relatively small changes in modal split in favour of public transport, walking and cycling can significantly improve the efficiency of the network.

The challenge faced is to ensure that congestion harms neither our competitiveness nor environmental quality. This means that public transport, walking and cycling must play a bigger role in providing for extra trips and in ensuring our transport networks operate as efficiently as possible.

Unitary Development Plan, UDP, Employment and Economy Policy E6 Access. New industrial developments will be required to optimise access to public transport, pedestrian and cycle routes in close proximity to the development, safe and convenient access to those routes should be incorporated into the layout of the development. Developments will also be required to demonstrate provision for access for disabled people.

UDP Urban Design Policy UD3 Security and Safety. This policy requires developments to be assessed in accordance with the Crime and Disorder Act 1998 and against the guidance contained in Government Circular 5/94.

The Community Safety Supplementary Planning Guidance also notes that a high quality environment, which is managed and maintained, will convey a sense of pride and ownership making the inhabitants feel safe, whereas a poor environment is often linked with low morale and ownership, with less pride taken in the environment around. Safety, good design, management and maintenance are the key attributes of successful places.

Shared use cycle/walkways should only be created where a segregated cycleway and footpath cannot be provided due to limited space and all alternatives have been considered and discounted. Where they are provided, footpaths should be wide enough to accommodate the comfortable passage between at least two people. Lighting is very important along footpaths,

especially those which will be less used and serve a limited number of people. Lighting may encourage more active use of areas in reducing the fear of crime, especially at night.

The maintenance of open spaces is important for their continued use. Any ancillary surfaces such as grass, paths or play areas should be regularly maintained to ensure that community safety is protected. Poorly maintained and uneven paving or overgrown shrubbery can hinder the safe and secure movement of people through an area. Overgrown areas may provide potential hiding places for criminals.

The Residential Design Supplementary Planning Guidance states that safety and security are vital elements of new housing design. Creating the perception of personal and community safety is a complicated issue, as negative impressions do not always relate directly to actual incidences of crime. Places should be designed to be comfortable and convenient to use. Thoughtful design quality enhances everyone's sense of well-being, makes places more useable, easy to understand and secure. A clear aim of this document is to consider safety and security as component of good design.

Successful places combine good design, good management and community involvement. They have a well-defined movement framework. They increase the potential for social interaction within an area thereby reducing opportunities for crime and the fear of crime for communities, the places they use and the property they own.

People's fear of crime has been partly linked with a legacy of poor design. The built environment has blind corners, confined spaces, dark passages, poor signposting and is often badly maintained. Careful design and layout reduces the opportunities for crime – it 'designs out' the potential for crime - and helps towards a crime-free environment. The document promotes the concept of 'Think criminal', which recognizes that crime and anti-social behaviour are more likely to occur if:

- pedestrian routes are poorly lit, indirect and away from traffic;
- streets, footpaths and alleyways provide access to the rear of buildings;
- there are several ways into and out of an area — providing potential escape routes for criminal activity;

- it is easy for people to become lost or disorientated;
- streets and spaces are unwelcoming or underused by capable guardians.

The Council's Select Committee's Report on Heritage (2005) identifies priorities for Sandwell's heritage to maximize impact on economic and social regeneration, and to build a sense of place and community pride including developing Heritage Trails. The Committee supports the conservation and development of Sandwell's heritage, including the built heritage of canals and historic buildings, parks and green spaces, cycling and walking routes, and public spaces. These are assets which encourage learning and health, and stimulate visitors and economic activity. The priorities are to:

- Identify priorities for maintaining and developing heritage, parks and green spaces for sport and physical activity
- Link with neighbouring boroughs and across the six towns to improve and promote canal corridors as potential facilities for physical activity.

Appendix D – Plans and Strategies Investigated During ROWIP Assessment

National

PPS1 Delivering Sustainable Communities
PPG2 Green Belt
PPG3 Housing
Better Places To Live: By Design A Companion Guide To PPG3
PPG4 Industrial, Commercial Development And Small Firms
PPS6 Planning For Town Centres
PPG9 Biodiversity And Geological Conservation
Planning For Town Centres: Guidance On Design And
Implementation Tools
PPG13 Transport
PPG17 Sport, Open Space And Recreation
By Design – Urban Design In The Planning System: Towards
Better Practice
Safer Places – The Planning System And Crime Prevention
How To Make Your Neighbourhood A Better Place To Live
Walking And Cycling: An Action Plan
Urban Design Compendium
Secured By Designs – New Homes
Department Of Health – Delivering Choosing Health - Making
Healthy Choices
Department Of Health – Physical Activity
Game Plan: A Strategy For Delivering Governments Sport And
Physical Activity Objectives
Walking And Cycling Planning Design
Planning & Access For Disabled People – A Good Practice Guide
Cycling: Government Strategy Spending And Support
National Cycling Strategy
Sense And Accessibility
Transport And Social Exclusion
By All Reasonable Means Inclusive Access To The Outdoors For
Disabled People
Sustainable Cities Or Town Cramming, Peter Hall, RSA Journal
4/4/1999

Regional

Draft LTP 2
RPG (West Midlands Spatial Strategy)

Black Country Study
WMLTP Bus Strategy 03-11
WMPTA 20 Public Transport Strategy
WMPTA Policy Document 2004
WM Regional Plan for Sport 04-08

Local

Sandwell Walking Strategy
Sandwell Plan (Community Strategy) 04-06
UDP
SPG - Residential Design
SPG - Community Safety
SPG - Cycling
Neighbourhood Strategy 01
Draft Cultural Strategy 05-08
Crime Reduction Strategy 05-08
Safer Routes to School – Home to School Transport Policy 02
Local Agenda 21 Strategy and Action Plan 01
Rowley Regis Town Plan
Smethwick Town Plan
West Bromwich Town Plan
Sandwell Cycling Strategy
Rowley Regis TT Strategic Framework and LAP
WBTT LAP's - Kenrick, Europa, Great Barr, Newton, Beeches Rd,
Charlemont, Hallam Hall End Lyndon, Hamstead, Hateley Heath &
Black Lake South, Stone Cross & Wigmore, Tantany & Yew Tree
Wed TT LAP's - Wood Green, Mesty Croft, Old Park and Woods
Estate
Canal Strategy
Management Plans for Sandwell Valley & Nature sites
Oldbury TT LAP's - Burnt Tree, Brandhall, Cakemore, Langley
Brades Village, Causeway Green, Warley, Bristnall, Temple Way,
Oldbury Town Centre, Lion Farm
Smethwick LAP's
Tipton Park Estate LAP's
Post 16 Transport Policy
PE and Sport Strategy 03
Sandwell's 'Choosing Health' action plan
Sandwell's Obesity Strategy
Sandwell's Physical Activity Strategy
Sandwell's Children and Young People's Plan 2006/09

The Partnership Strategy for Older People in Sandwell 2005 –
2010 - Draft
Green Space Audit – Draft: Borough Wide and Town Specific.
*(Note the Green Space Audit uses all Green Space above 0.2
hectares, whereas the UDP uses 0.4 hectares)*

Appendix E – Existing Network Information

Rowley Regis

Ref No	Description	Official signposts	Surveyors Comments	Environment	Raised in Consultation	Improvement Required	Cost of Works
FP1/RG/OLD	Bury Hill Park	No	Grass surface Lack of definition some motocross activity	Parkland and open space	Yes - as part of a link	Improve Definition Resolve Conflicts	Divert £5500 Natural Definition £50 Install Barriers
FP3/RG/OLD	Newbury Lane to Wadham Close	No	Mixed surface, part lack of definition, Bollards, street lighting overgrowth and litter	Residential	Yes - as part of a link	Resurfacing Improve Definition Overhanging Vegetation	Surface £500 Divert £5500 Cost of Leaflet
FP4/RG/OLD	Birmingham Road to Berry Hill	No	Does not exist on the ground some motocross activity	Open hill side	Yes - as part of a link	Improve Definition Resolve Conflicts	Divert £5500 Natural Definition £50 Waymarkers Install Barriers
FP7/RG/OLD	Newbury Lane to Ascot Close	No	Constructed but damaged and eroded surface, used as coach park	Residential	No	Surfacing	Surface £1800
RP1/RR	Bishops Walk	No	Constructed surface easy to follow, illegal sign	Residential	No	None	N/A
FP3/RR	Forge Lane to FP5/RR	No	Mixed surface, kissing gate overgrown in part possible horse use	Residential and open space	No	Improve Definition Improve Access Resolve Conflicts	Waymarkers Traffic Order £2000
RP4/RR	Forge Lane to FP5/RR	Yes	Mixed surface, street lights	Communal gardens	No	None	N/A
FP5/RR	Woodlands Avenue	Yes	Mixed surface well used, easy to follow	Open Space	No	None	N/A
FP6/RR	Connects FP5 to FP7	Part	Mixed surface, part overgrown	Residential/ Industrial	No	Overhanging Vegetation	Cost of Leaflet Diversion £5000
FP7/RR	Newpool Road	Yes	Mixed surface, lack of definition, over grown some horse & bike use	Open Space /Residential	No	Improve Definition Resolve Conflicts Overhanging Vegetation	Divert £5500 Install Barriers Cost of Leaflet

FP9/RR	Meadow Walk to Sutherland Road	No	Constructed surface easy to follow used by cyclists	Residential	No	Resolve Conflicts	Install Barriers
RP10/RR	Delingpole Walk	Yes	Constructed surface, bollards, lights	Residential	No	None	N/A
RP11/RR	Delingpole Walk to Sutherland Road	Yes	Part constructed as a road, mixed surface, lights	Residential	No	None	N/A
RP13/RR	Mossvale Close to Halesowen Road	No	Mixed surface some damage	Residential	No	None	N/A
RP14/RR	Mossvale Close to Halesowen Road	Yes	Mixed surface, some damage	Residential	No	None	N/A
RP15/RR	Grange Road to Station Road	No	Constructed surface some damage, used by vehicles	Open space	No	None	N/A
RP16/RR	Grange Road to Perry Park Road	Yes	Surface OK steps	Residential	No	None	N/A
RP17/RR	Highfield Crescent to Gorsty Hill Road	Yes	Constructed surface easy to follow	Residential	No	None	N/A
FP18/RR	Highfield Crescent to Highfield Road	No	Overgrown, used for vehicle access	Residential	No	Overhanging Vegetation	Cost of Leaflet
FP19/RR	Clyde Street to Lawrence Lane	No	Worn tarmac, some litter, overgrowth, graffiti	Residential	No	None	N/A
FP20/RR	Perry Park Road	No	Natural surface, overgrown	Residential	No	Overhanging Vegetation	Cost of Leaflet
FP21/RR	Wrights Lane	Part	Mixed surface, not easy to use, overgrown	Residential	No	Overhanging Vegetation	Cost of Leaflet
FP22/RR	Total Bridge to The Mount/Powke Lane	No	Mixed surface, Lack of definition, Bridge, Staggered barrier, Hand rail, Pool	Open space	No	Improve Definition Surfacing	Divert £5500 Surface £10,000
FP23/RR	Waterfall Lane to Owens Way	No	Mixed surface lack of definition, part in road	Residential	No	None	N/A
FP25/RR	Alwin Road to Duke Street	Part	Constructed surface, easy to follow	Residential	No	None	N/A
FP27/RR	Victory Avenue	Yes	Constructed surface, overgrown, very steep	Residential/Industrial	No	Overhanging Vegetation	Cost of Leaflet
FP28/RR	Admirals Way to Siviters Lane	No	Mixed surface, gated, some overgrowth, bollards	Residential	No	Overhanging Vegetation	Cost of Leaflet

RP29/RR	Powke Lane to Dudhill Road	No	Constructed surface, easy to follow, locked gate at one end	Industrial	No	Surfacing Improve Access	Surface £3200 Traffic Order £2000
FP30/RR	Highams close	Part	Mixed surface, overgrowth, steps, staggered barriers	Open space	No	Overhanging Vegetation	Cost of Leaflet
FP32/RR	Britannia Road to Sandford Avenue	Yes	Constructed surface, easy to follow	Residential	No	None	N/A
FP33/RR	Curral Road to Siveters Lane	No	Mixed surface, lack of definition in parts overgrowth, some use by cars & Bikes	Residential	No	Overhanging Vegetation	Cost of Leaflet
FP39/RR	Saxon Drive to Celts Close	No	Fence, bollard, illegal sign	Residential	No	None	N/A
FP41/RR	Celts Close to Norman Terrace	Yes	Constructed surface, easy to follow	Residential	No	None	N/A
FP42/RR	Norman Terrace to Wells Crescent	Yes	Constructed surface, easy to follow	Residential	No	None	N/A
FP43/RR	Throne Crescent	No	Constructed surface damaged, easy to follow, used as access to garages, overgrowth	Residential	No	Surfacing Overhanging Vegetation	Surface £5000 Cost of Leaflet
FP44/RR	Doulton Road to Walton Close	Yes	Mixed surface, overgrown, easy to follow	Residential	No	Overhanging Vegetation	Cost of Leaflet
FP45/RR	Walton Close to Springfield Close	Yes	Constructed surface, street lights, bollards	Residential	No	None	N/A
FP46/RR	Dudley Road	No	Slab surface some damaged & tarmac, temp deposits	Residential	No	Surfacing	Surface £15000
FP47/RR	Tippity Green to Dudley Road	No	Mixed surface, overgrown and impassable	Industrial/Residential	No	None	N/A
FP48/RR	Windmill End Canal	No	Natural surface, start overgrown the rest does not exist on the ground	Open space	Yes - as part of a link	Improve Definition Overhanging Vegetation	Waymarkers Divert £5000 Cost of Leaflet
FP51/RR	Dudley Road to Turners Hill	No	Surface natural difficult to follow overgrown at bottom end part lost in quarry	Golf course and open space	Yes - as part of a link	Improve Definition	Divert £5000
FP54/RR	Oakham road to Warrens Hall Farm	No	Mixed surface some erosion overgrowth steps some horse use	Open space	Yes - Request for	Resolve Conflicts Surfacing	Create Bridleway £2500

	Birch Crescent				a link		
FP83/RR	Poplar Avenue to New Birmingham Road	Yes	Mixed surface	Residential	No	None	N/A
CRF5/RG/OLD	Wolverhampton Road to Lion Farm Playing Field	No	Mixed surface, overgrown, gate	Residential	No	Improve Access Overhanging Vegetation	Traffic Order £1000 Cost of Leaflet
FP2/Hale	Station Road to Boundary Avenue	Yes	Mixed surface, difficult to follow on the ground, obstructed by a fence, overgrowth	Residential	Yes - Request for improvements	Improve Definition Overhanging Vegetation	Divert £5000 Waymarkers Cost of Leaflet
FP84/RR	Packwood Road to New Birmingham Road	No	Mixed Surface.	Residential	Yes	Install Mirrors for Security.	NA

Oldbury

Ref No	Description.	Official signposts	Surveyors Comments	Environment	Raised in Consultation	Improvement Proposals	Cost of Improvements
FP3/BRA/OLD	Brandhall golf course	No	Road, mixed surface, bridges, overgrowth, fence, lack of definition, golf course, gate	Golf course	No	Improve Definition Overhanging Vegetation Improve Access	Divert £5000 Cost of Leaflet Remove Gate £250
FP4/BRA/OLD	Brandhall golf course	No	Bollards, temp deposit, lack of definition, golf course, fence, road	Golf course	Yes - Request for Improvements	Improve Definition Overhanging Vegetation	Divert £5000 Cost of Leaflet
BR5/BRA/OLD	Brandhall golf course	No	Mixed surface, overgrowth	Golf course	No	Improve Definition Overhanging Vegetation	Divert £5000 Waymarkers Cost of Leaflet
FP5/BRA/OLD	Brandhall golf course	No	Fence, locked gate, horse use, mixed surface, lack of definition	Golf course	No	Improve Definition Overhanging Vegetation	Divert £5000 Remove Gate/Fence £500
BR6/BRA/OLD	Tame Road to Worcester Road	No	Fence, overgrowth, mixed surface, staggered barriers, bollards	Residential	No	Improve Definition Surfacing	Divert £5000 Surface £6300

FP9/BRA/OLD	Norfolk Road to Cumberland Road	No	Mixed surface, street lights, handrail	Residential	No	None	N/A
FP12/BRA/OLD	Wolverhampton Road to Castle Road East	Yes	Mixed surface, erosion, overgrowth, barbwire, signposted	Residential	No	Overhanging Vegetation	Cost of Leaflet
FP4/RG/OLD	Florence Road to Taylors Lane	No	Bad overgrowth	Residential, industrial, school	Yes	Surfacing Overhanging Vegetation	Surface £30000 Cost of Leaflet
CRF5/RG/OLD	Portway Road to Wolverhampton Road	No	North mixed surface, overgrowth, staggered barriers, bollards, gate, wall, fence	Residential, industrial	No	Surfacing Overhanging Vegetation Improve Access	Surface £9000 Cost of Leaflet Traffic Order £1000
FP5/RG/OLD	Wolverhampton Road to Arley Close	No	Lack of definition, mixed surface, road, dirt, deposits, overgrowth, playing fields	Playing fields	No	Improve Definition Surfacing Overhanging Vegetation	Divert £5000 Surface £32000 Cost of Leaflet
FP6/RG/OLD	Churchbridge to CRF5/RG/OLD	No	Constructed surface, steps	Residential, open space	No	None	N/A
FP10/RG/OLD	Oldpark Lane	No	Bridge, overgrowth, water, missing bridge, natural surface	Open space	No	None	N/A
FP73/RR	Wolverhampton Road to Ashtree Road	Yes	Constructed surface, erosion, signpost	Residential	No	None	N/A
FP85/RR	Wolverhampton Road to RP91/RR	No	Mixed surface, overgrowth, steep slope, fence at both ends	Open space	No	Overhanging Vegetation	Cost of Leaflet
FP88/RR	Wolverhampton Road to Princes Road	No	Constructed surface, bollards, good link to new road	Residential	No	None	N/A
FP89/RR	Wolverhampton Road to RP90/RR	No	Natural surface, overgrowth, steep slope, fence	Open space	No	Improve Access Improve Definition Overhanging Vegetation	Remove Fence £250 Waymarkers Cost of Leaflet

RP90/RR	Wolverhampton Road to Dudley Road West	No	Mixed surface, gate, fence, overgrowth, temp deposit	Open space	Yes - Request for Improvements	Improve Definition Overhanging Vegetation Improve Access	Divert £5000 Cost of Leaflet Traffic Order £2000
RP91/RR	Wolverhampton Road	No	Bollards, mixed surface, overgrowth	Open space	Yes - Request for Improvements	Surfacing Overhanging Vegetation Improve Access	Surface Shale Cost of Leaflet Traffic Order £2000
RP93/RR	Dudley Road East to Waterways Drive	No	Mixed surface, overgrowth, temp deposit, street lights litter	Residential	No	Surfacing Overhanging Vegetation	Surface £5000 Cost of Leaflet
FP95/RR	Temple Way to Sheepwash	No	Mixed surface, steep slope, desire line follows the stream	Open space	No	None	N/A
RP96/RR	Balfour Drive to Dudley Road East	No	Mixed surface	Residential	No	Surfacing	Surface £4200
RP96/RR	Tunnel under Birmingham Canal	No	Tunnel, constructed surface, erosion, staggered barrier	Open space	No	Surfacing Improve Access	Surface £3100 Traffic Order £000
RP97/RR	Tipton Road to John's Lane	No	Mixed surface, 2 locked gates large concrete blocks, staggered barrier, erosion, tunnel	Open space, industrial	Yes - as part of a link	Surfacing Improve Access	Surface £2200 Remove Gates £500
FP2/Hal	Boundary Avenue to Rowley Regis	Yes	Mixed surface difficult to follow on the ground obstructed by a fence	Residential	Yes - Request for Improvements	Surfacing Overhanging Vegetation	Cost of Leaflet

Smethwick

Ref No	Description	Official signposts	Surveyors Comments	Environment	Raised in Consultation	Improvement Proposals	Cost of Improvements
FP1/Sandwell	Wattis Road to Bearwood road	No	Constructed surface easy to use vehicle and pedestrian access	Residential	No	None	N/A
Footpath	Kenrick Way to Roebuck Lane	No	Constructed surface, street lights, ramp, handrail, tunnel, litter, staggered barriers	Residential/Industrial	No	None	N/A

Tipton

Ref No	Description	Official signposts	Surveyors Comments	Environment	Raised in Consultation	Improvement Proposals	Cost of Improvements
FP1/Tip	Birmingham New Road to Sedgley Road West	Yes	Signpost, some streetlights, bollards, overgrowth, erosion vehicle use, mixed surface	Residential	No	Overhanging Vegetation Surfacing	Cost of Leaflet Surface £10000
FP2/Tip	Brick Kiln Street	No	Bridge, mixed surface-poor in places, tunnel, graffiti, litter, stag barrier, small locked gate	Industrial/open land	Yes - Request for improvements	Surfacing	Surface £15000
FP63/Cos	Hobart Road	No	Stag bar, street light, mixed surface-poor in places	Residential	No	Surfacing	Surface £1500
RP96/RR	Tunnel under Birmingham Canal	No	Tunnel, poor constructed surface, erosion	Industrial / open land	No	Surfacing	Surface £10000
RP97/RR	John's Lane to Sheepwash	No	Road, gate (kissing gate to side) locked, gate open mixed surf, erosion, mud, water, tunnel	Residential / Industrial	Yes - as part of a link	Improve Access Surfacing	Surface £10000

West Bromwich

Ref No	Description	Official signposts	Surveyors Comments	Environment	Raised in Consultation	Improvement Proposals	Cost of Improvements
Footpath	Roebuck Lane to Kenrick Way	No	Constructed Surface, lights, tunnel	Residential	No	None	N/A
Footpath	Rayhall Lane	No	Constructed Surface, overgrowth locked gate, wooden posts	Residential/ open space	No	Overhanging Vegetation Improve Access	Cost of Leaflet Remove Gates £500

Footpath	Rayhall Lane to Tame Valley canal	No	Erosion, overgrowth, car, natural surface, bollards	Open space	No	Improve Access Overhanging Vegetation Surfacing	Remove Car Cost of Leaflet Surface Shale						
CRF61/WB	Bridge at Salters Lane	No	Constructed Surface, Bridge	Open space	Yes - as part of a link and request for improvements	None	N/A						
CRF62/WB	Bridge over M5 King George playing fields	No	Constructed Surface, Bridge, horse and cycle use	Open space	Yes - as part of a link	None	N/A						
CRF63/WB (Footpath)	Sandwell Park Golf Course	No	Constructed surface, speed bump, Car park, car park gate	Golf club	Yes - as part of a link and request for improvements	Improve Access	Traffic Order £2000						
CRF64/WB (Footpath)	Off Salters Lane	No	Constructed surface, some erosion, waymarked as bridleway	Open space	No	None	N/A						
FP11/WB	Rayhall Lane to Tame Valley canal	No	Gravel surface, staggered barrier, kissing gate, possible horse and motocross use, fly tipping	Open space	Yes - as part of a link	Resolve Conflicts	Install Barriers						
FP44/ALD	Birmingham Road to Chapel Lane	No	Constructed surface, lights	Residential	No	None	N/A						
FP45/ALD	Birmingham Road to Coronation Road	No	Constructed surface, lights, bollards	Residential	No	None	N/A						

Wednesbury

Ref No	Description	Official signposts	Surveyors Comments	Environment	Raised in Consultation	Improvement Proposals	Cost of Improvements
FP42/Wed	Balls Hill	No	Natural surface, No definition	Residential	No	None	N/A
FP3/Tip	Doe Bank Road to Bagnall Street	No	Bollard, tree damage, erosion, Bridge, bollards, litter, mixed constructed surface, poor in places, signed as access to metro for Pedestrian and cyclists	Residential	Yes - Tackle vandalism and stop vehicle use	See Proposal to create Cycle Track between Bannister Road to Charlotte Road,	N/A

									Willingsworth	
FP43/Wed	Riverway to Moor Street	Yes	Deposit, overgrowth, natural surface	Residential	No	Overhanging Vegetation Improve Definition	Cost of Leaflet Waymarkers			
FP27/Wed	Oxford street to Price Road	No	Water, missing bridge, natural surface, no definition	Residential/ open space	No	See Proposal to Create Cycle Track between Oxford Street and Price Road, Wednesbury	N/A			
FP28/Wed	Oxford street to Moor Street	No	Street lights, mixed surface	Residential	No	None	N/A			
FP29/Wed	Saint Lukes Road to Red House Avenue	Yes	Constructed surface	Residential	No	None	N/A			
FP30/Wed	Red House Avenue to Pound Road	Yes	Limited no. of street lights, bridge, adjacent barbwire, constructed surface	Residential	Yes - Request for street lights	Lighting	Lights £3000			
FP31/Wed	Pound Road to Hydes Road	Yes	Streetslights, bollards. Overgrowth, constructed surface	Residential	No	Overhanging Vegetation	Cost of Leaflet			
FP32/Wed	Wood Green Road to Clarkson Road	Yes	Street lights, steps, overgrowth, constructed surface	Residential	No	Overhanging Vegetation	Cost of Leaflet			
FP33/Wed	Windmill Street to Vicar Street	Yes	Street lights, adjacent barbed wire, Constructed surface	Residential	No	None	N/A			
FP34/Wed	Windmill terrace to Hardy Road	No	Steps, handrail, constructed surface	Residential	No	None	N/A			
FP35/Wed	Windmill Street to Reservoir Passage	Yes	Street lights, road, constructed surface	Residential	No	None	N/A			
FP36/Wed	Squires Walk to Little Hill	Yes	Street lights, constructed surface	Residential	No	None	N/A			
FP18/Wed	Lime Road to Old Park Road	No	Road, constructed surface, street lights	Residential	No	None	N/A			
FP20/Wed	Handley Street to Goldcroft Road	Yes	Handrail, street lights, no cycling sign, constructed surface	Residential	No	None	N/A			

FP22/Wed	St Pauls Road to Woden Road East	Yes	Street lights, road-footway, constructed surface	Residential	No	None	N/A
FP25/Wed	Rear of houses in Tame Avenue to footpath FP24/Wed	No	Water, missing bridge, natural surface, no definition, overgrowth	Industrial	Yes - Request for improvements	Improve Definition Overhanging Vegetation	Natural Definition £50 Cost of Leaflet
FP24/Wed	St Pauls Road to Railway foot bridge	Yes	Street lights, overgrowth, mixed surface	Industrial	Yes - Request for improvements	None (Footpath is soon to be diverted)	N/A
FP23/Wed	Wood Green Road to St Pauls Road	No	Temp closed, site being redeveloped, dirt track, overgrowth, rubbish, footway	Industrial	No	None (Footpath is soon to be diverted)	N/A
FP21/Wed	Vimy Road to The Crescent	Yes	Streetslights, bollards, constructed surface	Residential	No	None	N/A
FP19/Wed	Hazel Avenue to Crew Road	Yes	Street lights, steps, no cycling signs, constructed surface	Residential	No	None	N/A
FP15/Wed	Beech Road to FP13/Wed	No	Steps, constructed surface	Residential/ open space	No	None	N/A
FP14/Wed	Old Park road to FP13/Wed	No	Natural surface, overgrowth, deposit	Open space	No	None	N/A
FP13/Wed	Franchise Street to Woden Road North	No	Bollards, fence, erosion, mixed surf, overgrowth, fly tipping	Residential/ open space	No	Improve Definition	Divert £5000
FP12/Wed	Franchise Street to Westbury Avenue	Yes	Street lights, other sign, constructed surface	Residential	No	None	N/A
FP37/Wed	Reservoir Passage to Walsall St	Yes	Street lights, bollards, steps, hand rail, overgrowth, Road - Footway, Constructed surface	Residential	No	Overhanging Vegetation	Cost of Leaflet

Appendix F – Key Destinations

Transport

Bus Stations/Terminus

Bus Routes (No's – 9, 11, 51, 74, 79, 87, 120, 126, 139, 311, 404, 451)

Train Stations

Metro Stops – Existing and Proposed

Local and National Cycle Network – Existing and Proposed

Motorway (as a barrier)

Walking Strategy Leisure Network

Open Space (as allocated by the UDP)

Green Belt

Strategic Open Space

Community Open Space

Community Open Space Proposals

SINC

SLINC

Local Nature Reserve

Wildlife Corridor

Canal network

River network

UDP Proposals

Business Zone

Retail Proposals

Education Proposals

Mixed Use Proposals

Community Proposals

Industrial Proposals

Residential Proposals

Leisure Proposals

Strategic Regeneration Sites

Specific Land Uses

Education Establishments – Nurseries, Primary and Secondary Schools, College

Hospitals and Primary Healthcare Facilities

Walks, e.g. Health
Libraries
Council Buildings open to public
Football Stadiums
Leisure Centres
District/Local/Town Centre/Main Town Centre (as allocated by the
UDP)
Job Centres
Neighbourhood Offices

Appendix G – Flow Counts on LROW Network

Reference	Location of Survey	Weather	Time Survey Carried Out	Use				Total
				Pedestrians	Cyclists	Horse Riders	Motor Vehicles	
FP21/RR	Wrights Ln, Cradley Heath	Overcast/Rain	PM – Term Time	21	0	0	0	21
FP6/RR	Forge Ln, Cradley Heath	Sunny	PM – Term Time	22	1	0	0	23
Adopted Footpath	Cromane Sq, Great Barr	Sunny	Midday – Term Time	8	1	0	0	9
FP12/BRA/OLD	Castle Road East, Oldbury	Sunny	AM – Term Time	5	0	0	0	5
FP55/RR	Midhill Dr, Rowley Regis	Sunny	Midday – Summer Holidays	6	0	0	0	6
FP44/ALD	Birmingham Rd, Great Barr	Sunny/Overcast	AM – Summer Holidays	17	0	0	0	17
FP54/RR	Rowley Hills, Rowley Regis	Sunny/Overcast	Midday – Summer Holidays	1	0	2	0	3
Footpath (Highway)	Sandwell Valley, West Bromwich	Sunny	Midday – Summer Holidays	62	8	0	5	75
FP37/WED	Reservoir Passage, Wednesbury	Sunny/ Rain	PM – Summer Holidays	22	0	0	0	22
FP24/WED	Off St Paul's Rd, Wednesbury	Sunny/ Rain	PM – Summer Holidays	4	0	0	0	4
Adopted Footpath	Canal St, Oldbury	Rain	AM – Summer Holidays	5	2	0	0	7
Adopted Footpath	Victoria Park Rd, Smethwick	Overcast	AM – Summer Holidays	7	0	0	0	7
FP1/TIP	Oxford Way, Tipton	Sunny	Midday – Summer Holidays	34	7	0	0	41
Adopted Footpath	Horseshoe Walk, Tipton	Sunny/Overcast	Midday – Summer Holidays	19	1	0	0	20
FP1/Sandwell	Wattis Rd, Smethwick	Overcast	AM – Summer Holidays	21	0	0	1	22
Footpath (Highway)	Brandhall Crt, Oldbury	Sunny	PM – Summer Holidays	14	0	0	0	14
FP4/RG/OLD	Rowley Hills, Rowley Regis	Sunny	AM – Summer Holidays	2	0	0	0	2
Adopted Footpath	Majestic Way, Rowley Regis	Sunny	AM – Summer Holidays	16	0	0	0	16
							Total	314

Methodology

Surveys were undertaken throughout August and September 2005 over periods of 1½ hours at either morning, midday and evening intervals on selected routes to give an account of the LROW network in comparison to different land uses, e.g. open space, residential, etc. Surveys were also conducted in and out of school term.

Appendix H – Sandwell’s Local Access Forum

The CROW Act 2000 introduced a requirement for all Councils outside London to set up a Local Access Forum (LAF). Sandwell has a LAF for its administrative area. It was established in August 2003 and meets every quarter. Each member of the LAF represents a particular interest which is representative of the characteristic of a User, e.g. Walking; Land Management, e.g. Developer Activity; or Other, e.g. Tourism/Heritage. It is administered by Sandwell’s Democratic and Legal Services and officers from the PROW Team regularly attend as observers and assist in servicing meetings. Further information, including meeting dates, meeting minutes and reports, can be found on the Councils website.

Appendix I – Consultation Comments: Reasons Not Taken Forward

Rowley Regis

Description.	Reason Not Taken Forward	Environment
Woodall Street	Review when planning application is received	Residential
Bearmore Playing Fields	Protected by Council ownership	Open space
Wrights Lane to Dudley Canal	For information only, Wrights lane needs linking up	Industrial
Higgs Field Crescent	Alternative available	Residential

Oldbury

Description	Reason Not Taken Forward	Environment
Apsley Road to Worcester Road	Legal issues over the route and it passes through a school and allotments which are locked at night	Residential and open space
Brandhall Court	Already being addresses	Residential
Shidas Lane	Issues will be taken up through other actions, implementation of cycle network	Industrial

Smethwick

Description.	Reason Not Taken Forward	Environment
Londonderry Lane to Manor Road	Francis Road is a good alternative	Park

Tipton

Description.	Reason Not Taken Forward	Environment
Park Street to Birmingham Canal	Council decision to close	Residential
Watery Lane	Adopted street	Residential

West Bromwich

Description.	Reason Not Taken Forward	Environment
Waddington Avenue to Jayshaw Avenue	Shorter alternative	Residential
Hampstead Road to Greenfield Road	Little utility, good alternatives	Residential
Highfield Road to Greenfield Road	Little utility, good alternatives	Residential

The Expressway to Dartmouth Park	Already a highway	Bridge and parkland
Path on Dartmouth Park	Already protected	Parkland
Bridge across the expressway at Alfred Street	Already a highway	Residential
Ryders Green Canal junction	British Waterways responsibility	Industrial
Sandwell Park farm visitors centre	No safety or security issues seen	Parkland
Path from sailing club car park	Route does not join up with anything else	Parkland
Templemoor Drive	Access part of estate design closing some would increase the pressure on others	Residential
Gordon Avenue	Serves no purpose use Gordon Avenue as an alternative	Residential
Gordon Avenue to Ridding Lane	Serves no purpose use Gordon Avenue and Ridding lane connect at the same point	Residential
End of Griffith Road	Not a PROW	Residential

Wednesbury

Description.	Reason Not Taken Forward	Environment
Hawthorns to Black Lake	Already protected	Residential
Black country New Road	Route already being created through LTP Red Routes Programme	Industrial
St Pauls Road to Tame Avenue	Approved development on this site does not account for this route	Open Space

Appendix J – General Responses to Sandwell’s Pre-Plan ROWIP Consultation

Type of Comment	Response Received in Consultation
Metro and Bus	Rights of way from bus stops and Metro stops should be improved linking to shopping, retail and business centres.
Crime and Security	Controlling access is suggested where there is a proven track record of anti-social behaviour. This should be seen as a last resort policy and should only be carried out in locations where the usage is low. Routes would also be considered safer if they were straight and Rights of Way should be laid out in a way that naturally reduces crime. Where there are sharp bends mirrors could be used. Vegetation should be well kept to reduce hiding places. New Rights of way should have limited well-kept vegetation. Lighting is a key issue in preventing crime and improving security, dark places are perceived as dangerous. All public Rights of Way should be well lit in the hours of darkness. CCTV would also reduce the crime levels.
Crime and Security	Installing CCTV where paths are isolated is perhaps unnecessary, if the paths are isolated and uninviting then people will avoid using them at night regardless of CCTV.
Examples of what should be in Sandwell M.B.C.’s ROWIP	Routes that fill ‘holes’ in the map (caused by, for example, the Ministry of Defence, hostile landowners at the time the definitive map was drawn up); routes which fill gaps on the map, caused by roads, administrative boundaries, and which extend cul-de-sacs so they link in with a highway; routes providing access to attractive parts of the countryside; links that avoid the use of roads; routes from centres of populations; routes that provide safe crossings over canals, railways, rivers and roads; routes along disused railways; routes for local journeys; and removal of unnecessary barriers from routes.
Improvements to Rights of Way for disabled persons	Should include good surfaces (preferably tarmac), paths should be at least 2 metres wide, Good signing (suitable for the visually impaired), Hand Rails, Trees to be kept clear, Lighting, Resting Platforms on long distances, Benches, Gradients compatible to part M and Chicanes to be accessible to wheelchair users.
Hierarchy of rights of way	The development of the rights of way into a hierarchy would be welcomed. A survey of use and potential use should be considered to determine the comparative merits of each right of way and form the basis of sequencing improvements. A sensible policy

	of reducing access where there are ASB problems should be considered in conjunction with the police. Also, improvements to rights of way that would encourage their use and should impact on the health and transport agenda.
Conservation issues	There are potential threats to wildlife when rights of way are improved, there are also opportunities to undertake positive measures for wildlife and to help both access and link wildlife sites. It is important that wildlife and ecological surveys are carried out before any groundwork's are undertaken. Development to improve rights of way should ensure existing features such as trees; hedgerows and natural habitats are protected by best practice. There may be certain species of animals such as bats that should be protected under the EU article 10, Habitats Regulation 37. Enhancing habitats and providing access to them with new rights of way will enhance both wildlife in these areas as well as enhancing the Rights of Way.
PROW and adopted highways being recorded on two separate Council records	This is confusing as there are two designations that can apply for the same stretch of route. Can this be amended?
Lighting on Public Rights of Way	There are a number of effects that should be taken into consideration when lighting public footpaths and Rights of Way. These are both positive and negative. The positive is that the lights will reduce the fear of crime in the people using the path. The negative is that there will be extra light shining onto people's property, which could be considered a nuisance. There is also the problem of Youths using these areas as a congregation point that is lit therefore attracting ASB. There is also the cost of the units and operational costs to be taken into account (£2000 per unit) when looking at lighting schemes on footpaths.
Tenure and ROW's	The views from thematic discussions are that ROW's that serve public space are fine but those on mixed tenure and housing estates cause problems. Advice/guidance on these areas of concern would be of help.
Rights of Way that fell into land designated as contaminated land	There are no Rights of Way found at the time of assessment based on current information available.

Appendix K – Other General Responses to Sandwell’s Pre-Plan ROWIP Consultation

Response Received in Consultation
<p>RADAR keys for people to access areas which need to have restricted access due to the misuse of scooters and quad bikes. The RADAR keys would allow disabled people access while preventing ASB. It is currently used on the Canal Network to good effect.</p>
<p>Inappropriate sexual activity in certain areas is a nuisance and should be stopped. However it is important to note that a recent study by Harper Adams Agricultural college in Newport about this form of anti-social behaviour has shown that moving people away from sites where there is little or no ecological damage could move them to places where they might cause damage. This is something that should be weighed up when considering the measures to be taken. It should not just be for such hot spots, it should be for the entire area as these people are mobile and looking for sites.</p>
<p>There should be a mention of the restriction of access to sites where livestock is kept. This should only be used under guidance from DEFRA but there should be some basic idea of which paths need to be closed so that the decision can be made in the quickest possible time to prevent the outbreak of a livestock based infection such as Foot and Mouth or perhaps Bird Flu.</p>

Appendix L – Costs of Proposed Works

Generalised Costs

Resurfacing Costs

- Footpath 1.5m wide Tarmac- £107/metre
- Footpath 2m wide Tarmac - £128/metre
- Footpath 2.5m wide Tarmac - £115/metre
- Footpath 3m wide Tarmac- £131/metre
- Footpath 2m wide, stoned and edged - £80/metre

Please note that narrower widths cost more than wider routes due to the specialised machinery required to carry out the works.

Cost of installing lighting = £1500 per unit

Public Path Order (section 26, 118, 119) Costs = £2500. Note there may be further costs associated with compensation.

Section 25 (Creation by Agreement) =

Section 116 (Extinguishment/Diversion) = £8,500

Cost of producing a leaflet = £500 for 5000 leaflets

Cost per security mirror fixed on a pole = £400

Cost of removing a gate = £250

Cost per unopposed Traffic Order = £1000

Cost per PROW sign and post = £200 each

Cost per way marker sign = £5

Cost per way marker post = £50

Cost of bollards

Plastic = £150

Wooden = £100

Metal = £180

Cost of staggered barrier = £250

**Appendix M – Number of Proposals for LROW Per
Year**

All Towns (Excluding Draft Map Routes)

Year	Number of Proposals
2010	14
2011	7
2012	7
2013	5
2014	7
2015	4
2016	3
2017	3
Total =	50

Routes affected by Draft Map Provisions

Year	Number of Proposals
2011	1
2017	16
Total =	17

Appendix N - Consultees

Internal Consultees	
Highways Direct	Community Safety
Corporate Property	Education & Lifelong Learning
Parks & Green Spaces	Grounds Maintenance
Local Agenda 21	Planning & Transportation
Regeneration	Sandwell Leisure Trust
Town Teams	Environmental Health & Trading Standards
Sandwell Homes	Housing Strategy
Youth Cabinet	

Statutory Consultees	
Birmingham City Council	Wolverhampton City Council
Dudley MBC	Walsall MBC
Sandwell LAF	The Countryside Agency (now Natural England)

External Consultees – Organisations/Groups	
Access Alliance	Advantage West Midlands
Barratt Homes	Birmingham and Black Country Strategic Health Authority
Black Country Mental Health	British Waterways
Bloor Homes	Centro
Black Country Chamber of Commerce - Sandwell	Coventry City Council
CPRE	Cycling In Sandwell
Defra	English Nature (now Natural England)
Environment Agency	Environmental Law Foundation
Friends of the Earth	Government Office West Midlands
Groundwork Black Country	British Horse Society
Highways Agency	House Builders Federation
Accord Housing Association Ltd	Jephson Housing Association
Focus Housing Association	IPROW
Jill Dando Crime Institute	Joint Policy Unit
Kendrick Homes	Lovell Homes
Motorcycle Forum	Mucklow
Network Rail	Open Space Society
Persimmon Homes	West Midlands Police K1 and K2 Divisions
Police Legal Services	Primary Care Trusts
Ramblers Association	Redrow Homes
Regenco	Sandwell & West Birmingham Hospitals NHS Trust
Sandwell Valley Trails Group	Shropshire County Council
Birmingham LAF	Wolverhampton LAF
Dudley LAF	Walsall LAF

Coventry LAF	Solihull LAF
Solihull MBC	Sports England
Sandwell Valley Riding Centre	Stafford County Council
Statutory Undertakers (water, gas, etc)	Sustrans
Transport 2000	Walking Forum
Wimpey Homes	Worcester County Council
Warrens Hall Farm Riding School	Stone Cross & Friar Park residents Association
Great Bridge Community Forum	Cotterills Farm Housing Management
Tipton Muslim Community Centre	Great Bridge Traders Association
Tipton Community Association	Victoria Park Steering Group
Princes End Community Centre	Murray Hall Community Trust
Friends of Sheepwash	Al Islah Trust
Tipton Litter Watch	Bumble Hole Visitor Centre
Warley Woods Community Trust	Living Streets
West Bromwich Harriers	Tipton Harriers
Friends of Sot's Hole	Friends of Gorse Farm Wood
<u>Friends of Mousesweet Brook</u>	Wildlife Trust for Birmingham and the Black Country
Haden Hill House	Dartmouth Golf Club
Sandwell Park Golf Club LTD	St Lukes Church
Uplands Cemetery Lodge	Sandwell District General Hospital

APPENDIX O - Consultation Feedback

Draft ROWIP consultation feedback

Route/Proposal	Comments
General Comments	Improving access for pupils. Lighting along dark routes
General Comments	Improving links for wildlife as well as people.
General Comments	Use s106 agreements to fund ROW improvements. Encourage use of ROW's as material considerations.
General Comments	Concerns about amounts of improvements, maintenance, costs. Will some improvements have to wait until 2017+
General Comments	Provided information about school site disposal and schools to consult.
General Comments	Emphasis on Physical Activity and general suggestions.
General Comments	Walking Strategy not listed in appendix D. Specific routes mentioned for inclusion.
General Comments	Supports all of our proposals that cross boundaries.
General Comments	General comments about the Metro extensions and Access to heavy rail stations (S.G.B.)
General Comments	General comments covering a variety of issues including need for larger maps, exec summary.
General Comments	A vast range of issues for improvement in the ROWIP. See original letter.
General Comments	Wished locations to be shown on pictures. Also issues with motorcycle users.
General Comments	Asked about finding information about the history of the routes. Asked if there was a policy to gate/restrict ROW's? Asked about surfacing of routes. Commented about signs to help prevent ASB. Stated Vale Street to Newton Road as a route that is used by c
General Comments	Asked how the council would help vulnerable people cut back vegetation. Asked about mirrors.
General Comments	Asked about informing adjacent landowners about proposals. Asked if users were interviewed about why they used the route. He also asked if any work was undertaken to find out if the current network was logical.
General Comments	Asked how easy it was to close a ROW. Stated the route around Clay Lane had always been there and did not know it was not legally protected. Stated that there was a route blocked off by St Martins Schools and St Martins Church. He wished to know what could
General Comments	Stated that every ROW had a purpose and there shouldn't be a presumption they are not in use. Asked why the cycle track at Hampshire Road could not continue to Woden Road.
General Comments	Routes suggested for inclusion, general suggestions and also a request for information.
General Comments	Asked how the proposals would be costed. Asked about timeframes in West Bromwich.
General Comments	Asked about the dates for action, also stated he was pleased with the RR section of the ROWIP. Stated that ROW's should be open and free to use. Asked about Summerfield Park and stated that a further link to the canal would be desirable. Was disappointed
General Comments	Asked about preventing cycle access and measures that could be implemented.
General Comments	Too many to list. Lots of specific comments about routes.
General Comments	Wishes to have a meeting regarding cross boundary footpaths. More comments - see email.
FP3/RG/OLD Footpath	Wishes to have the route closed off as it is a nuisance to residents.
Hallam Street - Sots	Informed us that the route is under the ownership of NHS. Comments forwarded to Joe Kimberley
Oxhill Rd, Silvercroft	Wishes improved links on these sections
Shustoke Lane	Wishes improvements to be made on lane (surfaces). Yew Tree Map in ROWIP
Tipton	Wishes to include Princes End Walkway, Waddington to Jayshaw, Hamstead Road to Greenfield Road and Bridge over Tame Valley Canal
Uplands Cemetary	Objects due to laws preventing Rights of Way running through cemeteries.
Warley Woods Link	Objected because of the kind of classification the route would get.

Willingsworth LP	Recreate a section of route across the park.
RR 4	Supported proposals to improve access along route, stated it was not desirable to use at night.
RR1	Objected to improved access but thought the help with maintenance was good. Safety issues.
RR1	They support any action that reduces their maintenance. They object if they have to do more.
TIP 3	Fill in gap between ROW and highway. Create as cycle track.
TIP 7	Is pleased with the improvements, gave info on s106 money+mooring places of barges.
WB 13	Objected because of ASB. Councillors trying to block route under s20 (not correct)
WB 13	Wishes that the route is not created as a ROW due to ASB nuisance.
WB 13	Police have asked for the access to be closed due to ASB.
WB 13	Possibly still owned by farms. Wishes to object due to ASB.
WB 13	Wishes to object due to tree preservation orders and ASB.
WB 13	Objects on the grounds of ASB. Wishes us to consult for longer and also post letters to locals.
WB 13	Requested more info on Bustleholme Lane but raised issues with the route being created.
WB 13	Supports pedestrian proposals. Does not want motor vehicles using route. Suggested new route.
WB 13	Objects on the grounds of ASB.
WB 13 & WB 8	Supports any proposal to improve these routes.
WB 20 & WB 21	Thought route was already ROW. Large ASB problem. Neighbours also concerned.
WB 27	Supports protection of the route. Very well used.
WB 3	Stated that there may need to be alterations to the level of the path due to a new development.
WB 3	Needs resurfacing and problems with ASB. Wants the route closed if possible (CR ROWIP)
WB 3	Drainage Problems - no drains in Wilkes St.
WB 3	Wishes to see it improved and cleared.
WB 32	Needs resurface, access between Newton Gardens and Bostoke rd needs creating
WB 32	Supports proposals, wishes to work with us in the future. Barrier designed so horses can pass.
WB 33	Route overgrown, blocked. NCN route better and is up for lottery money. Hollywood alignment should be redrawn
WB 34	Road and footpath in lease of golf club. Tried to have fp closed before. Wish to be kept informed.
WB 34	Wishes to be kept informed of proposals.
WB 8	Are there going to be extra lights? Supports the proposals.
WB 8	Wishes to be kept informed of proposals.
WED 7	They object to the footpath crossing the railway at this point. Route is in Walsall.
WED 7	Supports the creations of routes alongside the Tame.
WED 7	Supports the route alongside the River Tame

Revised draft ROWIP consultation feedback

Route / Proposal	Comments	Accepted / Rejected
Entire ROWIP	Cannot read maps as they are very unclear	Accepted
Simon Close	Wanted this route included on the plan. Highlighted it was not shown on the maps	Rejected
New Prop	Mentions Birmingham has a proposal from Farm Rd to Hagley Rd	Accepted
Shustoke Lane	Wanted more clarification on the RUPP/RB procedure.	Accepted
RR 2	Objected to the current alignment of the route due to a scheme in progress.	Accepted
RR 2	Objection to route going through existing churchyard	Accepted
RR 3	No Objections but BW will retain its right to close off bridge/towing path to carry out maintenance & repair works	Accepted
RR 6	She has used the route for many years & would like to create PROW	Accepted
RR 6	Would like route closed due to Anti Social Behaviour. Sent in petition	Rejected
RR 6	Anti Social Behaviour with additional criminal activity taking place on route	Rejected
RR 6	Opposed to creating a PROW because of Anti Social Behaviour	Rejected
RR 6	Would like to create LROW as she uses it but thinks ASB is a problem	Accepted
RR 6	Would like route closed	Rejected
RR 6 & nearby routes	Petition to close footpaths in & around Harlech Close	Rejected

RR 9	Objection due to implications of increased usage/footfall	Rejected
RR 10	Objection due to the use of Cobb's Engine Bridge and the Netherton Tunnel	Rejected
RR 11	Improvement & maintenance must be maintained by Council	Rejected
OLD 1	Has no objections to the proposed route as long as he has vehicular access to rear of his property	?
OLD 2	Did not object to proposal, wanted discussion RE Cycle access	Accepted
OLD 2	BW would like to discuss the proposal in more detail	Rejected
OLD 4	Is concerned with ASB along the route	Accepted
OLD 4	Provided us with questionnaires from 20 residents along the route with 19 Objections	Accepted
OLD 4	Objects to the route due to ASB issues.	Accepted
SM 1	Would like to resolve the anti social behaviour along the route	Accepted
TIP 2	Objection unless SMBC fund maintenance for the track over the bridge	Rejected
TIP 4	Approves of the proposal	Accepted
TIP 4	Happy with proposal	Accepted
TIP 6	No Objections to creating LROW	Accepted
TIP 6	In favour of proposal and would like the route legally protected	Accepted
TIP 6	Opportunity for BW and SMBC to investigate the provision of historic interpretation boards/signage	Rejected
WB 1	Concerned about route crossing Tame Valley Canal	Rejected
WB 5	No objection but require council to provide details of maintenance plan	Rejected
WB 5	Would like to see the route resurfaced with new signs	Accepted
WB6	Bemoans the lack of routes in the ROWIP to Sandwell Valley via Dartmouth Golf Course and Sots Hole.	Rejected
WB 7	Objection as the proposal would use a BW owned bridge	Rejected
WB 8	Is in favour of the proposal especially for the improvement of the route	Accepted
WB 13	Believes carrying out work on the route will encourage ASB	Rejected
WB 13	Wanted Simon Close added to the scheme	Rejected
WB 13	Objected to a tarmac Surface. Was interested in Land Ownership	Rejected
WB 14	Objection as BW are concerned about potential maintenance issues	Rejected
WB 15	Objection unless the council funds a maintenance plan for the bridge & footpath over the Hill Farm Bridge	Rejected
WB 21/20	Opposed to creating a LROW because of Anti Social Behaviour but would like to see route cleaned	Rejected
WB 21/20	Would like to see the route surface improved and cleaned	Accepted
WB 22/23	Would like to see the route created into a LROW along existing alignment	Accepted
WB 22/23	Would like to see the route created into a LROW along existing alignment	Accepted
WB 22/23	In favour of proposal but strongly objects to lighting along the route	Accepted
WB 22/23	Would like to close route with big gates	Rejected
WB 22/23	Would like the creation of LROW because local children use it to get to school	Accepted
WB 22/23	Is in favour of the proposal but does not want to see lighting put along the route	Accepted
WB 24	No objection in principle	Accepted
WB 31	Objection to the proposal unless the council funds the improvements & maintenance of the canal area	Rejected
WED 2	No objection subject to Council providing BW with a satisfactory maintenance agreement	Accepted
WED 3	Would like alternative use of land	Accepted
WED 3	Expects that the bridge is improved & maintained, might consider transfer of bridge ownership	Rejected
WED 5	As part of the proposal would like the bridge upgraded to Sustrans' specification	Accepted
WED 6	In favour of proposal but would like route cleared up considerably	Accepted
WED 6	Feels creating a PROW is a good idea but feels a little unsafe using route	Accepted

APPENDIX P - Police Consultation feedback:

Neighbourhood Area 2 – Great Barr

There is only one Domehawk Camera in the area and problems range from possible access for burglars to antisocial behaviour and fly tipping.

Neighbourhood Area 3 – Hallam and Sandwell Valley

All routes are well lit in urban areas. There has been no report anti social behaviour along any of these routes.

Neighbourhood Area 8 – Hateley Heath, Black Lake and Tantany
Lighting and CCTV should be considered along most of these routes. Especially the Ridgeacre Canal Paths. The problems along these routes include antisocial behaviour. Although this is limited to the larger open areas.

Neighbourhood Area 9 – Charlemont and Stone Cross

Bustleholme Lane has been identified as an area for a Domehawk Camera to be used. The main concerns with anti social behaviour is in the open spaces however a lot of the other routes have not caused concerns about anti social behaviour.

Neighbourhood Area 12 – Park Estate and Tipton Town

Police Officers reported no issues with anti social behaviour along any routes in this area.

Neighbourhood Area 14 – Wednesbury Central and Wood Green
Small issues with Anti Social Behaviour and suggestions for Reservoir Passage new route is increased lighting.

Neighbourhood Area 15 – Mesty Croft and Golf Links

Suggestion for lighting along current PROW. Long distance route from the River Tame to Hydes Bridge is considered impractical.

Neighbourhood Area 17 – Millfields

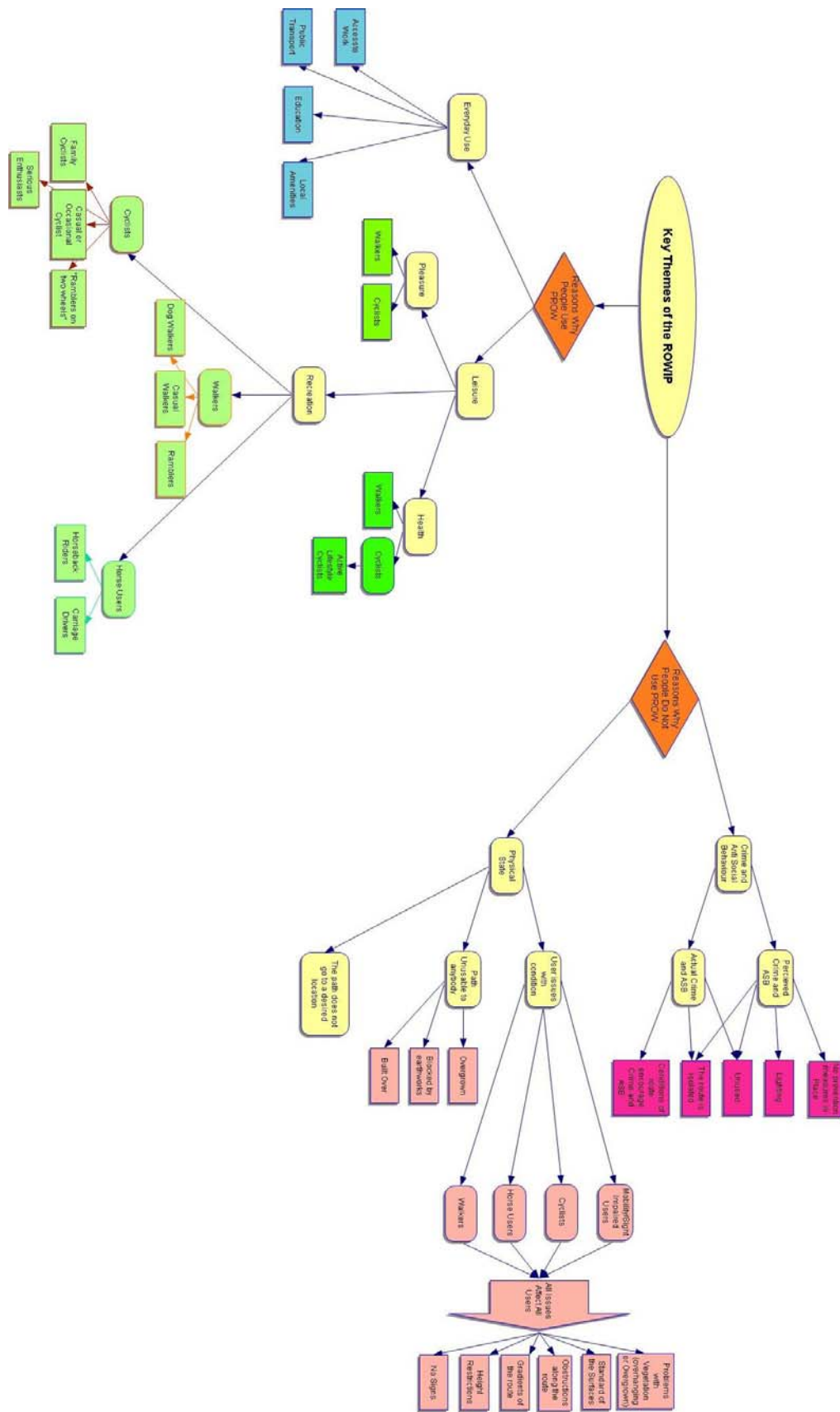
The Balls Hill bridge to Hampshire Road route needs resurfacing. A route on Francis Ward Close has issues with a brick wall.

Neighbourhood Area 18 – Harvills Hawthorn and Hill Top

Suggestion to remove route from Shaw Street to Golds Hill Canal Bridge. Suggestions for bins along routes with litter problems.

Neighbourhood Area 19 Wednesbury Parkway and Leabrook Hotspots for mini motors identified as potential new route from Bannister Road to Charlotte Road and Bagnall Street to Doe Bank Road. Feedback states that the Coppice to Chillington Road does not exist as a ROW. Charter Road to Willingsworth Linear Park has had requests for gating and extra fencing.

APPENDIX Q – Flow Chart of Key Themes



APPENDIX R - List of Schemes and Dates to be Implemented

<u>Number</u>	<u>Title</u>	<u>Completion Date</u>
OLD 2	Create Footpath up to the canal from John's Lane, Oldbury	April 2009
OLD 3	Create Public Footpath from Birmingham New Road to Twydale Avenue	April 2009
OLD 1	Create Footpath from Warley Croft to Wolverhampton Road, Warley	April 2009
WB 13	Create Footpath from Bustleholme Lane to Beacon View Road, Stone Cross	April 2010
WB 19	Create Footpath from Woodfort Road to James Road, Hamstead	April 2010
TIP 5	Create Footpath between Sheepwash Lane and Great Bridge Street, Great Bridge	April 2010
WB 20	Create Footpath to link adopted Footpath at Tregear Rise to Valley Road	April 2010
WB 28	Create Cycle Track from Rydding Lane to Beverley Road, Stone Cross	April 2010
WED 1	Create Footpath from Reservoir Passage to Church Hill, Wednesbury	April 2010
WED 2	Create a Cycle Track from Hampshire Road to the housing development on the former Sandwell College site on Woden Road South	April 2010
RR 3	Fill in missing link between FP21/RR and FP22/RR at Wrights Lane, Cradley Heath	April 2011
SM 1	Create Footpath between Hales Crescent and Thimblemill Road, Smethwick	April 2011
TIP 6	Create Cycle Track from Elliots Road to New Main Line Canal via Union Street, Tipton	April 2011
WB 1	Create Footpath from Pear Tree Drive to Chatsworth Avenue via Grove Vale and the Tame Valley Canal	April 2011
WB 3	Create Footpath from Sandwell Hospital to Church Vale/Dagger Lane	April 2011
WB 8	Create Footpath and restricted byway from Waddington Avenue to Newton Road, Scott Arms	April 2011
WB 21	Create Footpath from Valerie Grove to Valley Road, Hamstead	April 2011
WB 29	Create Bridleway from Pennyhill Lane to Newton Road, Charlemont	April 2011
RR 1	Create Restricted Byway from Bishops Walk to Hayseech, Cradley Heath	April 2012
RR 4	Create Footpath between Packwood Road and New Birmingham Road, Tividale (FP84/RR)	April 2012
RR 6	Create Footpath between Harlech Close and Dudley LROW	April 2012
RR 7	Create Footpath at Haden Hill Park to Link Leisure Centre to Hawne Lane, Cradley Heath	April 2012
RR 8	Create continuous LROW alongside Mousesweet Brook, including the Local Nature upto Windmill End	April 2012

<u>Number</u>	<u>Title</u>	<u>Completion Date</u>
WB 2	Create Footpath from Sandwell Hospital to Church Vale / Dagger Lane	April 2012
WB 5	Create Footpath at Gorse Farm Bridge (Appleton Avenue to Templemore Drive), Hamstead	April 2012
WB 7	Create Footpath from Birchfield Way to Rushall Canal, Yew Tree	April 2012
WED 3	Create a Footpath from Shaw Street to Toll End, Hill Top	April 2012
RR 5	Create Footpath to link FP/51/RR to the South of Dudley Golf Course	April 2013
RR 9	Create Footpath to link existing LROW from Bury Hill Park to Wadham Close	April 2013
TIP 1	Create Footpath to link Wednesbury Oak Road, Gospel Oak to LROW in Wolverhampton	April 2013
TIP 2	Create LROW to link into paths in Wolverhampton and Walsall	April 2013
TIP 3	Create LROW to link FP2/Tip and to link onto Barnfield Road, Tipton	April 2013
TIP 4	Create Footpath to fill missing link between Sandwell MBC LROW and Dudley MBC LROW	April 2013
WB 6	Create Footpath from Hamstead Road to Newton Road, Hamstead	April 2013
OLD 4	Create Footpath from Oak Green Way to Clay Lane, Langley	April 2014
WB 10	Create Restricted Byway from Priory Woods to Park Lane, Sandwell Valley	April 2014
WB11	Create Bridleway from Salters Lane to Park Lane, Sandwell Valley	April 2014
WB 12	Create Bridleway from FP61/WB to Sailing Centre off Park Lane, Sandwell Valley	April 2014
WB 14	Create Bridleway from Brackendale Drive to Wilderness Lane	April 2014
WB 16	Create Bridleway from Newton Road to Beacon Way, Sandwell Valley	April 2014
WB 17	Create Bridleways in Sandwell Valley	April 2014
WB 18	Create Bridleway from CRF64/WB (footpath) to FP61WB, Sandwell Valley	April 2014
WB 22	Create Footpath from Eastwood Road to Shenstone Road, Hamstead	April 2014
WB 23	Create Footpath from Shenstone Road to Allendale Grove, Hamstead	April 2014
WED 4	Create Cycle Track between Oxford Street and Price Road, Wednesbury	April 2014

<u>Number</u>	<u>Title</u>	<u>Completion Date</u>
OLD 5	Create Footpath from Birchfield Lane to Newbury Lane	April 2015
WB 4	Create Restricted Byway from Hill Lane to Wilderness Lane	April 2015
RR 2	Create Cycle Track from Upper High Street to Plant Street, Cradley Heath	April 2015
RR 10	Create continuous footpath from Windmill End to the New Birmingham Road	April 2015
TIP 7	Create Footpath from Sheepwash Lane to Johns Lane, Horseley Heath	April 2015
WB 15	Create LROW from Biddlestone Bridge to Yew Tree Estate to Wilderness Lane and provide a link to Rushall Canal	April 2015
WB 25	Create Footpath from Wrottesley Road to Longleat, Great Barr	April 2015
WB 26	Create Footpath from Whitecrest, Great Barr into Walsall	April 2015
WB 27	Create Footpath from Newton Close to Newton Road, Great Barr	April 2016
WB 30	Create Bridleway from Ray Hall Water Reclamation Works to Walsall Road via the Yew Tree Estate	April 2016
WED 7	Create Footpath along River Tame from Hydes Road to West Bromwich via Bescot Station	April 2016
WB 24	Create Footpaths from Spouthouse Lane to Ennerdale Road, Hamstead	April 2016
WED 6	Create Footpath from Friar Park to Kent Road	April 2016
RR 11	Create Footpaths to link existing LROW from Oakham Road to Old Main Lane Canal	April 2017
WB 9	Create Restricted Byway from Birmingham Road to CRF64/WB (footpath), Sandwell Park Golf Course	April 2017
WB 31	Create Cycle Track Church Lane and Leicester Place to the Ridgacre Canal	April 2017
WB 32	Create Bridleway around Forge Mill Lake and over to Tanhouse Avenue, Sandwell Valley	April 2017
WED 5	Create Cycle Track between Bannister Road to Charlotte Road, Willingsworth	April 2017