

**Rights of Way
Improvement Plan
for Tameside
2007 - 2016**

Rights of Way Improvement Plan for Tameside

2007 – 2016

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Introduction

Background

Local rights of way are important. They form a network of routes that includes footpaths, cycle tracks, bridleways, byways and restricted byways that together are a valuable asset for the people who live and work in Tameside and for those who visit our borough. They offer opportunities for **exercise and relaxation**, they provide convenient links for short **journeys to the shops, school or work**, they afford **access to the countryside and other open spaces** and they help to **support local businesses and to promote tourism** in our area.

As **local highway authority**, Tameside Council has a duty to maintain the network of public rights of way in the borough. A safe and well-maintained public rights of way network helps us to achieve many of the objectives set out in our **Community Strategy**¹ by contributing to a prosperous society and a healthy population living in a safe environment within an attractive borough. The Council already does a significant amount of work, through its various departments and in partnership with others, to **maintain, improve and protect** the network of public rights of way in the borough. We are committed to continuing this work and to looking for new ways of **developing and promoting** the network.

In 2000 the **Countryside and Rights of Way Act, (CROW)** became law. The act made new provisions for public access to the countryside, often referred to as the '**right to roam**'. The act also introduced various powers and duties relating to nature conservation, protection of wildlife and the management of the public rights of way network.

One of the duties imposed by the CROW Act² requires each local highway authority to produce a **Rights of Way Improvement Plan, (RoWIP)** that sets out how the Council intends to manage and develop the rights of way network in its area in the years ahead. This current document presents the **Rights of Way Improvement Plan for Tameside** for the period from 2007 to 2016.

¹ Tameside Community Strategy 2003 – 2013: Tameside Strategic Partnership 2000

² Section 60, Countryside and Rights of Way Act 2000

What does the Plan cover?

The Rights of Way Improvement Plan talks about 'local rights of way', but what is a local right of way?

There are various kinds of paths and routes that are rights of way. They are usually defined in terms of the nature of the right of way that exists along them. So, for example, a Footpath is a route that can only be used by pedestrians.

Local rights of way have been defined by the Government as:

- **Footpaths** that can only be used by pedestrians⁶
- **Bridleways** that can be used by pedestrians, horse-riders and cyclists
- **Restricted Byways** that can be used by pedestrians, horse-riders and vehicles that are not motor vehicles⁷
- **Byways Open to All Traffic** that can be used by vehicle users, pedestrians, cyclists and horse-riders, although the main use must be on foot or horseback
- **Off-road Cycleways** referred to both as cycleways and cycle tracks.

For the purposes of the RoWIP, local rights of way do not include roadside footways or pavements.

The Plan therefore covers all public rights of way in Tameside that are recorded on the definitive map and statement.

We are also required to take into account all routes and means of access that have public rights over them but are not recorded. The RoWIP therefore covers routes through open access land and permissive or concessionary paths that are not public rights of way but are used by the public with the permission of the landowner, including those through parks or along canal towpaths.

⁶ The Highways Act 1980 widens the definition to include wheelchair users

⁷ Following the coming into force of section 47 of the Countryside and Rights of Way Act 2000 on 2nd May 2006 restricted byways replace Roads Used as Public Paths, RUPPs, that are no longer to be shown on the definitive map and statement

What happens now?

This draft Rights of Way Improvement Plan for Tameside is published at the end of October 2007.

For a **twelve-week period from October to January 2008** we invite comments on the **Draft Plan**. The consultation period will end on **Friday, 18th January 2008**.

To find out how you can make your views known, please turn to Section 7 of this Plan.

When we have received all the comments we will consider what people have said and then formally publish the final plan.

We want more people to take advantage of the benefits that the borough's countryside and open spaces have to offer. The improvement and development of the rights of way network is a key factor in ensuring that, as far as possible, everyone who wants to can access these areas safely and easily.

As we have already seen, many of the paths in the network also provide a means of getting to and from work, school and other local facilities, including public transport services, without having to use a car. Again, we want more people to take advantage of these paths, which means that they need to be as accessible as possible to all sectors of the community.

Maximising these opportunities for people to travel around the borough in order to get to and from school or work; to access jobs, shops or other services; or for health or recreational reasons represents a significant challenge for the future management and improvement of the rights of way network. Not only is the population of the borough growing, (it is expected to have risen by 4.5% by 2028), there is a predicted growth in the proportion of older people that make up the total population. The number of households in the area is expected to increase from 91,000 in 2003 to 107,000 by 2026⁹. There is a significant black and ethnic minority population living in Tameside, representing 6.28% in 2003. Amongst people of working age in Tameside, 22.2% are economically inactive¹⁰, most likely due to ill health, whilst 4.6% of the economically active population are unemployed. At the time of the 2001 Census 20.9% of the population of Tameside were suffering a limiting long-term illness. The importance of the rights of way network to the mobility of the people of Tameside is also reflected in the fact that 32.6% of households did not own a car in 2001.

These figures demonstrate that we have to consider the needs of an ageing, less mobile population, the needs of a community in which almost a third of people have no access to a car and that we must improve access to the rights of way network for a diverse population with a variety of needs and aspirations.

We must also take account of the needs of visitors to our borough. Visitor numbers are increasing; people are attracted to Tameside not only by the variety of the countryside areas it has to offer but also by the many locally interesting heritage sites.

Tameside generally benefits from good road and public transport links, particularly to the rest of Greater Manchester. The M60 Manchester Outer Ring Road orbital motorway passes through the west of the borough, whilst the M67 motorway links the communities in the south of the borough to the M60 at Denton. The Pennines continue to represent a significant barrier to achieving good transport links to Sheffield and the rest of Yorkshire, and the

⁹ Population data extracted from the Monitoring of the Community Strategy report for Tameside, 2006/07.

¹⁰ May 2005 estimate from the Annual Population Survey

Rights of Way Improvement Plan for Tameside

The best known is the **Trans Pennine Trail**, a 560km, 350-mile long coast-to-coast route from Merseyside to Humberside. A shared use trail for walkers, cyclists and, for part of its length, horse riders, the Tameside section runs from Broadbottom to the Apethorn Godley rail path, then through the Tame Valley to Reddish Vale. An alternative route takes walkers across Werneth Low.

The **Pennine Bridleway** is a relatively new, National Trail from the Peak District to Cumbria. The first section of this multi-user route for cyclists, walkers and horse riders opened in 2002. It runs roughly parallel to the Pennine Way long-distance footpath, but generally follows a route along lower-lying land to the west. Whilst much of the trail is still under development, the section in Tameside from Ogden Brook to Greenfield is open.

There are also a number of locally promoted routes that are within or pass through the borough. These include the **Tameside Trail**, (a 65km, 40-mile circular walk that generally follows the Borough boundary passing through varied and attractive countryside, linking together the various river valleys, country parks and other areas of interest), the **Tame Valley Way**, (running the full 40km, 25-mile length of the valley from the Pennines to the centre of Stockport), the **Medlock Valley Way**, (that links the urban areas of central Manchester via Daisy Nook Country Park and Park Bridge to the hills above the source of the Medlock), and the **Etherow Goyt Valley Way**, (a 20km, 12-mile long route that extends from Vernon Park in Stockport to Longdendale and the Longdendale Trail).

Using the information held on the Council's computer-based geographical information system, the following table gives a summary of the current network of the public rights of way in Tameside.

Type of Route	Available To	No. of Routes	Length (Km)	% of Tameside's Network (by length)
Public Footpath	Pedestrians (inc. wheelchair users)	807	235	90
Public Bridleway	Pedestrians (inc wheelchair users), Hores Riders and Cyclists	37	15	6
Restricted Byways	Pedestrians (inc wheelchair users), Horse Riders, Cyclists and Horse Drawn Vehicles	20	11	4
TOTAL		864	261	

Public Rights of Way in Tameside

The Council also operates a **Countryside Service** the overall objective of which is to manage and promote the countryside in the borough in a way that meets the needs of the community and safeguards and enhances the landscape and nature conservation value of the countryside. The service seeks to increase awareness, understanding and enjoyment of the countryside; to improve the opportunities for everyone to have responsible access to the countryside; and to safeguard and enhance the landscape and nature conservation value of the countryside. Within this wide brief, the Countryside Service clearly has a major role to play in extending and improving access to the countryside for everyone and, therefore, in the development and improvement of the rights of way network.

The service has a major involvement in the continued improvement of links between the borough's urban areas and the countryside; in improving access to the countryside for people with disabilities; in implementing signposting and waymarking of routes and in otherwise promoting their use.

The Public Rights of Way Officer and the Countryside Service will continue to work closely together to carry out the duties and functions outlined above. Colleagues, including other relevant officers such as the Council's Cycling Officer, meet together on a regular basis to discuss rights of way matters.

We appreciate that many existing and potential rights of way, not only the national trails but many regional and local routes, cross the borough boundary into the areas of other local authorities. It is important that we work closely with our neighbouring authorities and other organisations if we are to ensure that the network is managed and develops in an effective way.

We recognise that **working in partnership** with colleagues from within the Council, with other local authorities, outside bodies, landowners and volunteers offers the best chance of ensuring that this RoWIP is successfully delivered in the years ahead.

One of the main examples of this commitment to partnership working is the **Greater Manchester Pennine Fringe Local Access Forum, (GMPFLAF)**.

As described in Section 1, the GMPFLAF was set up in December 2001 by the Greater Manchester districts of Bolton, Bury, Oldham, Rochdale and Tameside. Comprising representatives of user groups, landowners, local authority elected members and other organisations with an interest in rights of way issues, the Forum provides guidance and advice to the Council on access issues.

Also previously referred to, the Tameside Rights of Way Forum provides an opportunity for Council officers to meet regularly with representatives of the user groups to discuss matters that relate specifically to the path network within the borough.

greater prosperity and with an unparalleled quality of built and natural environment. It is founded on 8 themes: to promote a dynamic economy; enhance the regional centre; promote culture, sport and tourism; improve connectivity; raise levels of education and skills; create sustainable communities; reduce crime and improve health and healthcare services.

Central to LTP2 is the **Greater Manchester Integrated Transport Strategy**, which sets out a 15-year vision for the conurbation's transport system such that it will be able to satisfy the demands of a growing economy. LTP2 is seen as the first stage of the delivery of this strategy, addressing the identified key problems of Tackling Congestion, Delivering Accessibility, Safer Roads, Better Air Quality and Other Quality of Life Issues.

It is immediately apparent how Tameside's RoWIP can contribute to the success of the LTP2 strategy. By improving and enhancing the rights of way network and encouraging its greater use not only for recreation but for a range of purposes including trips to school, to the workplace, to shops and community facilities and to access the public transport system, the RoWIP can lead to an increase in the number of journeys that are carried out other than by private car, thereby helping to tackle congestion on the roads, (with consequent improvements in air quality), improving access to services for all sectors of the community, and improving the health and quality of life of the population.

Integration of the RoWIP into the Local Transport Plan process will provide further opportunities to maximise the contribution that the rights of way network makes to the achievement of transport and wider quality of life objectives.

The Greater Manchester authorities have worked together to develop a common set of key policy principles for the development of individual RoWIPs. These are described in detail in Section 4 of this Plan. They are intended to ensure that RoWIPs prepared across Greater Manchester are consistent with one another and with the overall transport objectives set out in LTP2. This should also facilitate the integration of the RoWIP into the Local Transport Plan process in the coming years.

Draft Regional Spatial Strategy

LTP2 is consistent with the emerging Regional Transport Strategy contained within the draft Regional Spatial Strategy for the North West¹⁶, (RSS), with its particular emphasis on, amongst other things, better management of the highway network and developing networks for walking and cycling.

¹⁶ Submitted Draft Regional Spatial Strategy for the North West of England January 2006: North West Regional Assembly

development and regeneration projects. This 'Green Infrastructure' approach calls for networks of green spaces to be managed in an integrated way to produce wider socio-economic and health benefits, (such as increased opportunities for physical activity), whilst also contributing to the achievement of regional biodiversity targets.

Tameside Metropolitan Borough Unitary Development Plan (UDP)

The Council's land-use planning policies are contained in the Unitary Development Plan, (UDP), which was adopted in November 2004.

A major overhaul of the land-use planning system is currently underway. As a result of the Planning and Compulsory Purchase Act 2004 the UDP will eventually disappear, to be replaced by the **Local Development Framework**, a family of related spatial planning documents that will include a Core Strategy, (which sets out a vision and strategic objectives for the borough, a spatial strategy, core policies and a monitoring and implementation framework); Development Control Policies, (against which all planning applications for development and use of land or buildings will be assessed); Site-Specific Land Allocations, (which sets out where land is allocated for a specific use); and Supplementary Planning Documents, (which provide greater detail on specific planning topics and policies). Until such time as it is superseded the currently adopted UDP will remain in force.

The UDP contains a number of policies that are relevant to the RoWIP. These are briefly outlined below.

Sustainable development is the single most important principle of the UDP, in line with national and regional policy. Within this overall objective the Plan contains policies that seek to make Tameside a more attractive place in which to live, work and spend leisure time. This means protecting and enhancing the natural environment; improving the appearance and management of the urban fringe; increasing opportunities for sport, recreation and leisure; and ensuring an accessible, safe and healthy environment. The RoWIP supports all of these objectives.

Policy 1.2: Maintaining an Integrated Transportation Strategy. The Council will maintain, manage and where necessary improve the transport infrastructure of the borough as part of a balanced transportation strategy in accordance with the objectives of the Greater Manchester LTP. The policy seeks a transport system that is increasingly sustainable and less environmentally damaging. The Council is committed to considering the interests of all types of road users when deciding priorities for transport investment. The RoWIP supports this policy, promoting sustainable travel choices.

Policy T8: Walking. The policy states that ‘a network of key routes and rights of way will be developed and improved, incorporating trails, paths and footways in both urban and countryside areas...in order to facilitate walking as a means of travel and for leisure.’ The Council aims to secure safe and convenient pedestrian routes that connect residential areas, town centres, schools, employment, health and leisure developments and public transport facilities. The policy supports working with neighbouring authorities to achieve cross-boundary links. Public Rights of Way are protected under this policy where they would be potentially affected by new development, although local diversions will be considered where these would offer improvements in convenience or safety for users. Developers must take account of the needs of pedestrians in their proposals. The RoWIP is consistent with this policy, supporting the principle of a network of key routes for pedestrians that are used not only for recreation but for a full range of purposes.

Tameside Community Strategy

Not only must the RoWIP be consistent with national, regional and local planning and transportation policies as described above but it is also important that it is consistent with and supports the Council’s wider policy objectives. Principal amongst these is the Tameside Community Strategy.

The Tameside Community Strategy is produced by the Tameside Strategic Partnership, a collection of more than 70 organisations, including the Council and the Police, that are committed to working together to improve the borough. The Tameside Strategic Partnership offers the following vision for the borough:

“We want Tameside to be a good place to live, work and play for everyone now and in the future. We want it to be a place where people of all ages and backgrounds feel at home and able to get involved in the life of the community, where they can contribute to a prosperous local economy, feel safe and healthy, and take active responsibility for the environment in which they live.”

In 2002 the people of Tameside were asked what their priorities were for the borough. Based on their views 6 key themes were identified:

- Supportive Communities
- A Safe Environment
- A Prosperous Society
- A Learning Community
- A Healthy Population
- An Attractive Borough

geographical and topographical features and a range of important local heritage sites, all of which offer a wealth of learning opportunities for young and old alike. The Council already does a lot of work with schools and provides advice and information for visitors that helps them to learn about and understand the natural and built environment within the borough. By improving access to the countryside and to local heritage sites the RoWIP will contribute to the continued development of the educational value of the borough's countryside areas, open spaces and built heritage.

A Healthy Population. The aim of the Community Strategy is to make Tameside a healthier place for everyone. The RoWIP supports this objective, containing a number of proposals that seek to promote the health benefits of walking and cycling and the use of the rights of way network generally.

An Attractive Borough. The Community Strategy aims to make Tameside an attractive and environmentally-friendly place in which to live or work, or to visit. The RoWIP advocates the greater use of the rights of way network and contains a number of proposed actions designed to encourage more people to use the network. By its very nature the rights of way network represents environmentally-friendly infrastructure; it exists principally to help people to get about on foot, by bicycle and on horseback, all of which are sustainable means of travel. More and better paths will encourage people to use their cars less often. Improvements to the network will help to make the borough a more attractive place.

Countryside Strategy

The RoWIP is closely related to the Countryside Strategy¹⁷.

Produced by the Council's Countryside Service it represents a five-year strategy for the management and promotion of the borough's countryside areas and has the following aims:

- to increase awareness, understanding and enjoyment of the borough's countryside
- to improve the opportunities for everyone to have responsible access to the countryside and
- to safeguard and enhance the landscape and nature conservation value of the countryside.

The Strategy contains a number of objectives and covers a range of work activities that are of relevance to the RoWIP. Principal amongst these are the improvement of responsible access to the countryside for all and the management, on the ground, of the rights of way network and concessionary routes in the countryside. The RoWIP is consistent with the aims and objectives of the Countryside Strategy.

¹⁷ A Countryside Strategy for Tameside 2002-2007: Tameside MBC

The Partnership launched its Business Action Plan for the Forest, covering the period from 2004 – 2013, in 2004. The Business Action Plan provides a shared vision for the Forest as an investment in the landscape, providing a green gateway to the region, rich in recreational opportunity, visual attraction and biodiversity. Part of the vision that is particularly relevant to this RoWIP is to “connect communities with the natural world on their doorstep.”

The Partnership has set a number of Key Targets and Objectives to be achieved over the period of the Business Action Plan. Amongst these, the Partnership aims to create an urban arboretum in each district linked by a Pennine Edge Forest Trail, and to provide 25km of new and improved recreational access and green commuting routes by 2013.

The principal objectives of the Business Action Plan complement those of the Tameside Community Strategy. The RoWIP, in setting out actions for the maintenance, improvement and enhancement of the rights of way network supports the objectives of the Pennine Forest Business Action Plan.

Other Policies and Strategies

Whilst not referred to specifically here, the RoWIP is considered to be consistent with and supportive of other Council policies and strategies such as those for economic development and tourism.

particular relevance are the LTP2 actions identified in support of the third theme; to promote culture, sport and tourism.

One of the key actions identified in LTP2 to meet the above objective is:

“Improvements in public transport access to river valleys, forest parks and open countryside close to the urban area and development of Rights of Way Improvement Plans.”

Section 4 of LTP2 discusses ‘Problems, Issues and Desired Outcomes’. In considering issues in the more rural areas of the conurbation, such as occur towards the easterly side of the borough, LTP2 says that “Rural and semi-rural routes are carrying increasing amounts of traffic as a result of commuting into urban areas and their use as short cuts to avoid congested major routes.” LTP2 concludes that **“Safe walking, cycling and horse riding routes are therefore required.”**

LTP2 proposes a five-year programme of actions designed to address the identified problems and issues and to meet the objectives of the Integrated Transport Strategy. Whilst the LTP2 document does not record every element of the proposed programme, there are nonetheless various references to the rights of way network.

As part of a number of key actions over the period of LTP2 designed to improve the quality of life, the following are relevant to the RoWIP:

- Promoting active travel modes (walking and cycling) as part of everyday life.
- Providing suitable infrastructure and a better environment for those who wish to travel actively - with a particular emphasis on improving road safety and pedestrian safety and security.
- Making our town centres more attractive places to visit
- **Preparing and implementing Rights of Way Improvement Plans**

With regard to tackling the problems identified in the conurbation’s more rural areas LTP2 says that consideration will be given ‘to providing safe walking, cycling and horse riding routes in rural communities, both on the highway network and the rights of way network in line with a key objective of the draft rights of way improvement plan’. There is a commitment to working with neighbouring authorities to ensure that routes complement similar networks in adjoining boroughs. LTP2 goes on to say that “The Rights of Way Improvement Plan will assist in identifying improvements in rural areas for leisure as well as utilitarian purposes for all users”. This includes examining the scope for ‘quiet lanes’.

The Tameside RoWIP will help to tackle the shared priorities of the Greater Manchester LTP:-

By:	Resulting in:
Encouraging the use of non-motorised transportation by identifying network improvements that will increase the usability of the network for different trips.	Management and reduction of congestion; Improvement of air quality; Improved road safety
Better integration of the RoW network with the road system offers opportunity for segregated use where appropriate	Reduced conflict between modes; Improved safety for all users including horse riders
Improvements to the infrastructure will increase levels of accessibility to the RoW network.	Promotes inclusion
Improvements to the network to increase the facilities that are accessible through it improving opportunities for people with limited transport options.	Enhanced quality of life

The Key Objectives of the RoWIP

To ensure consistency of approach to the preparation of their RoWIPs and with the objectives of the Local Transport Plan, the Greater Manchester Local Authorities have worked together to produce a common set of guiding principles that have helped to develop the programme of actions.

These key objectives were agreed in November 2004. There are eight key objectives which are:

- **Improve the accessibility, environment, attractiveness and safety of the regional centre, town and district centres and employment areas.**
- **Improve road and community safety**
- **Minimise environmental damage caused by transport, thereby improving the quality of life and health of the population**

5

Statement of Action

Introduction

As described in the introduction to this Plan, the Government guidance requires a number of steps to be completed as part of the process of preparing the RoWIP. We are required to assess the extent and condition of the network, to consult with and assess the needs of different classes of users and potential users and to prepare a Statement of Action that sets out what measures we propose to take for the management of local rights of way and for securing improvements to the network.

Our Statement of Action set out below has been prepared following our assessment of the network and having consulted with users and potential users of the network. It is the most important part of the Plan.

Developing the Statement of Action




The actions that have been identified and are included in the tables below have resulted from both our own assessment of the network and from the consultation that has been carried out with current and potential users of the network.

Assessment

Our assessment of the extent and condition of the network is set out in Section 2 of this Plan. We used this information; looked at the definitive map and statement and carried out a desk top assessment of the deficiencies in the present network; consulted informally with colleagues; took account of known issues and problems recently raised by users of the network, other members of the public and outside organisations; and reviewed current work programmes and activities in order to identify a list of proposed actions. These proposed actions were then reviewed to ensure that each would help to achieve one or more of the Key Objectives.

Key to Staff Resources Symbols

The following symbols are used in the Tables to give a broad indication of what we currently consider are the staff resources required to fulfil individual actions. The Tables do not take account of the staff resources that might be required to deliver the overall action plan.

Symbol	Staff Resources
	Where it is considered that the action can be completed within existing staff resources, (2006/7 levels).
	Where it is considered that additional staff resources are required in order to achieve the action but that these additional resources are likely to be successfully sourced or made available as a result of re-prioritisation.
	Where it is considered that significant extra staff resources would be required to achieve the action.

Key to Financial Resources Symbols

The following symbols are used in the Tables to provide a broad indication of the anticipated levels of financial resources likely to be required to complete the action. Again, each action is considered individually, the symbols do not give an indication of the Council's ability to complete the whole Action Plan within currently available or anticipated budgets. Depending upon the nature of the action concerned, the figures quoted below give a broad indication of either the likely total cost of completing the action or the annual budget required.

Symbol	Financial Resources
£	Where it is estimated that the action can be completed within existing funding levels, (2006/7 levels), and will cost up to £5,000 or require an annual budget of up to £5,000.
££	Where it is estimated that the action will cost between £5,000 and £20,000 or require an annual budget of between £5,000 and £20,000.
£££	Where it is estimated that the action would cost more than £20,000 or require an annual budget of more than £20,000.

The Action Plan Tables

Table 5.1

Objective:

“To improve the accessibility, environment, attractiveness and safety of the regional centre, town and district centres and employment areas.”

Purpose of the Objective

The purpose of this objective is to create and improve pedestrian and cycle links between residential areas and the borough's town and district centres, employment areas and other local community and other facilities, thereby improving access by non-car modes to job opportunities; shopping and leisure facilities; community and other services; and other attractions, widening travel choice and promoting social inclusion.

The Local Transport Plan identifies accessibility as the key to the continued success of the Regional Centre and places considerable emphasis on ensuring that the transport system continues to operate efficiently and effectively, enabling people to access the Regional Centre without causing significantly increased congestion. The LTP strategy is therefore focused on improving public transport and, especially in relation to Tameside, extension of the Metrolink system is a key feature of this strategy. Metrolink will provide access for local people to employment opportunities within the borough, as well as providing access to the Regional Centre, and there is a role for the rights of way network to play in providing good access to public transport services in general and to Metrolink in particular.

What You Told Us

Summary of the Proposed Actions

We will:

- Carry out specific access studies of the borough's town and district centres to identify how easy it is at the moment to travel to these centres other than by car, what improvements could be made to existing routes and what new routes might be created in order to encourage more people to walk or cycle into these centres from surrounding residential areas
- Work, within available resources, towards implementing those improvements and seek opportunities to create the new routes that we think are required
- Carry out similar exercises focused on the borough's major employment areas, again looking for opportunities to encourage people to travel to work on foot or by cycle rather than by car

Summary of the Proposed Actions

We will:

- Identify paths that are most affected by anti-social and criminal behaviour and develop and implement works designed to deter these activities on the path network
- Carry out a programme of Safety Audits in respect of locations where paths cross roads and to develop a programme of works to implement appropriate Safety Audit recommendations
- Continue to support the work of the Safer Routes to School initiative and to provide input to School Travel Plans
- Continue to tackle irresponsible and illegal use of the network
- Review our procedures for processing 'Alley-gating' requests and produce guidance to applicants and criteria against which future proposals will be assessed
- Carry out improvements to the path network designed to resolve conflicts between different types of user

Detail of the Proposed Action Plan

The details of the proposed actions designed to achieve this objective are set out in Table 5.2 below.

