

Rights of Way
IMPROVEMENT PLAN





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Public rights of way are part of our heritage. They need to be protected and improved for two main reasons:

- first, so that they meet the present and likely future needs of this city; and
- second, to encourage more walking and cycling.

We have consulted the people of Birmingham to get their views. To help us draw up our priorities for making walking and cycling safer and easier – particularly for local journeys – we have also assessed the condition of our rights of way, looked at how much they are used, and considered requests for changes.

The Draft plan was consulted on during December 2006 and February 2007 and we have made some changes to reflect the comments that were made. It sets out proposals to improve the network to create better accessibility and improved maintenance. The plan will also help to improve access to local facilities and provide an opportunity for planning longer journeys using public rights of way.

These measures will make it easier and more attractive for people of all abilities to cycle or walk for leisure and for travel to work, school's, shops and other local facilities.

By creating opportunities for walking and cycling to become part of our everyday lives, we will be helping to reduce local congestion, cutting air pollution and improve health and fitness.

Improving the extensive rights-of-way network and links to other areas where people can walk and cycle will benefit all communities. We can also look at opportunities in new developments to improve and extend those links.

This plan sets out a possible ten-year programme of improvements subject to availability of resources. We will review the proposals periodically to ensure they continue to meet the needs of a modern city like ours.

Councillor Len Gregory

Cabinet Member for Transportation and Street Services





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Glossary of Terms

BCC	Birmingham City Council
BME	Black Minority Ethnic
BVPI	Best Value Performance Indicator
DEFRA	Department for Environment Food and Rural Affairs
DMS	Definitive Map and Statement
IMD	Indices of Multiple Deprivation
LAF	Local Access Forum
NHS	National Health Service
RoWIP	Rights of Way Improvement Plan
SoS	Secretary of State (Secretary of State or SoS refers to the SoS for the Environment, Food and Rural Affairs)

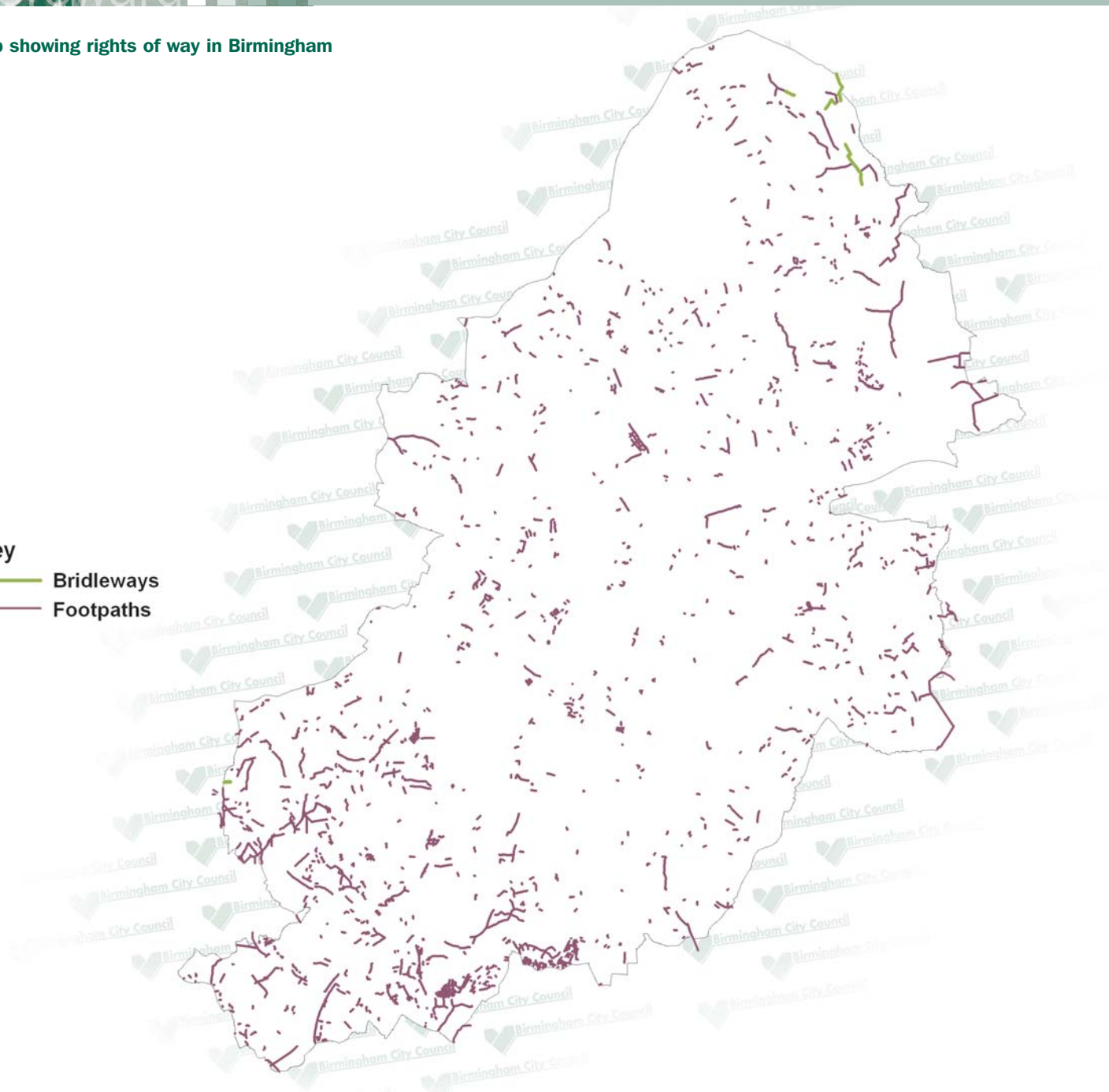
1. Introduction



1. Introduction

Map showing rights of way in Birmingham

- Key**
-  Bridleways
 -  Footpaths



Identifying areas of the city
A clear acetate overlay showing the constituencies is at the back of this document

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1.1. The importance of the rights-of-way network

Local rights of way are a significant part of our heritage and provide opportunities for recreation as well as access to all kinds of destinations. They provide a convenient means of travelling, particularly for short journeys and are an important way for many people to get fresh air, exercise, walk the dog, improve fitness, walk to school, walk to local bus, train and metro stops and to get to the local shops.

The national rights of way survey by the Countryside Agency in 2000 showed that no local council had achieved the target for all rights of way to be properly maintained. It said there was a need for councils to be able to identify and sustain adequate investment to improve local rights of way.

It is considered that improving management and creating new relevant routes would make a significant difference to people who use or would like to use footpaths, bridleways and byways.

To do this, local councils need to understand how people use rights of way, so that they can meet the range of needs and expectations of people with varying abilities.

Rights of Way Improvement Plans (RoWIPs) were therefore seen as the means to provide this. This Plan meets the Government's aims of better

provision for walkers, cyclists, horse riders and people with visual and mobility problems, in accordance with sections 60-62 of the Countryside and Rights of Way Act 2000.



1.2. Setting the scene in Birmingham

Birmingham is a dynamic city which is constantly changing to meet the needs and aspirations of the people who visit, live or work in it. Birmingham is the second-largest city in the United Kingdom – 2004 mid-year estimates showed the population was just under 1 million (992,400). The city covers 267.8 square kilometres, and has a population density over nine times higher than the average for England.

1. Introduction

In 2004, the ward and constituency boundaries were amended ahead of a general election for administrative purposes. As a result, the number of administrative areas fell from 11 to 10.

Birmingham has a rich ethnic diversity, with about 30% of the population (2001 census) coming from non-white ethnic groups. The distribution of black and minority ethnic (BME) populations across Birmingham is inconsistent, with some areas having a very large BME population, and others having a very small BME population.

This pattern makes it relatively easy to target areas with high BME populations, but targeting these populations in the lower-density areas is often difficult. In similar consultation exercises, the BME populations' views have been under-represented, so as part of a second-phase consultation, this document will be taken to Birmingham's Black and Ethnic Minority Workers Forum for their consideration.

The average age of Birmingham's population is lower than that of England as a whole. The 2001 census found that around 15% of the population were 65 or over and about 20% reported that they had a long-term limiting illness.

Although nearly 40% of households in Birmingham do not own a car or van, Birmingham's road network is one of the most heavily congested in the country, with many, if not all of the main routes into

the city centre operating at or near capacity. An incident during peak hour has the potential to seriously disrupt traffic on several surrounding roads, as commuters take alternative routes to complete their journeys. The 2001 census indicated that 31% of the working-age population (age 16-74) made their journey to work by car, as a driver or passenger.



About 12% of journeys to work were made using public transport (bus, train, metro), with bus being the favourite, making up about 11% of journeys.

In comparison, 5% of the working population walked to work, and only 0.75% cycled (2001 census). Since the 2001 census, investment in public transport, walking and cycling has increased.

About half the working population in Birmingham travel less than 5km to work, or work at home (2001 census). The Department for Transport recommends that journeys of less than 2km are practical on foot and journeys of up to 5km are practical by bicycle. This indicates that there is considerable scope for reducing the number of journeys to work by car in favour of more sustainable modes.

As Birmingham is the economic centre of the West Midlands, attracting commuters from all over the region, efforts to reduce congestion need to be targeted, regionally and locally.

Birmingham is well known as an urban area with a rich industrial and manufacturing heritage, but it is also one of the greenest cities in Europe.

It has:

- 470 parks, recreation grounds and open spaces covering 3,200 hectares, (8,000 acres)
- five premier parks (three of which have held the Green Flag award for consecutive years)
- the largest urban park in Europe (Sutton Park)
- 140 listed nature conservation sites
- several reservoirs where recreational activities occur
- the River Cole and River Rea
- 114 miles of navigable canal
- 15 miles of improved canal in the city centre.

2. Context and Scope of Rights of Way Improvement Plans



2. Context and Scope of Rights of Way Improvement Plans

2.1. The duty to publish a Rights of Way Improvement Plan

Birmingham City Council (BCC) is required to publish a Rights of Way Improvement Plan (RoWIP) covering the whole city. In drawing up this plan, BCC must assess the extent to which local rights of way meet the present and likely future needs of the public in terms of:



- opportunities for exercise and other open-air recreation;
- accessibility of routes for the blind or partially sighted and people with mobility problems; and

- any other matters the Secretary of State may decide are necessary.

This plan includes a statement of proposed actions for the city and every local constituency, about managing local rights of way and for securing an improved network based on the assessments that have been made.

The plan will be reviewed within ten years of this publication, when further assessments will be made to ensure that the proposed actions are still relevant to Birmingham or to find out if amendments are needed.

2.2. Relationship to other plans

Birmingham City Council has a number of other plans and strategies to deliver its targets on healthy living, leisure, recreation, sport, tourism and transport as well as its community strategies. There are also a number of redevelopments across the city, creating opportunities for improvements, as well as proposals for local-centre improvements, some of which promote redevelopment and refurbishment of areas.

The RoWIP can help deliver these plans and strategies by providing local access for people of all abilities, and by creating and promoting opportunities for walking and cycling.

The desired outcome will be increased activity, improved health and, if incorporated into our daily routine, reduced local congestion and improved air quality.

The RoWIP should in turn influence any revisions of these plans and strategies to encourage a co-ordinated and integrated approach to delivering relevant targets.

2.3. Other duties and responsibilities

The RoWIP will help to ensure continuous improvement, taking into account economy, efficiency and effectiveness of any future plans. In creating the RoWIP, we have consulted the public, as they will benefit from an improved rights of way network.

This document will be used to help the Council decide whether or not to confirm and publish unopposed orders to create, extinguish or divert public rights of way. (Opposed orders are required to be referred to the Secretary of State for determination).

2.4. Monitoring

BCC will monitor the progress of implementing the actions of this plan. The Secretary of State may publish more regulations, requiring BCC to publish reports on how well it is doing, in preparing the RoWIP and in implementing this plan.

3. Policy Framework



3. Policy Framework

3.1. Introduction

The Department for Environment Food and Rural Affairs (DEFRA) statutory guidance in 2002 on producing RoWIPs states that they should be set in the context of existing plans, policies and strategies that BCC as the Highway Authority has developed. The RoWIP will give guidance and will reflect the policies and aspirations of BCC for improving access to health, school and other local facilities.

We have extensively reviewed current national, regional and local policies, plans and strategies to find out where we can draw ideas and strengths from, and how Birmingham's RoWIP can contribute to and benefit from these other plans. These findings are identified in the tables that follow and identify plans and strategies considered as part of the RoWIP:



Table 1: Details of national, regional and city policies

Policy Level	Policy	Date and Source
National	Making the Connections	Social Exclusion Unit (SEU 2002)
	A New Commitment to Neighbourhood Renewal	Office of Deputy Prime Minister, 2001
	Planning Policy Guidance 2: Green Belts	Office of Deputy Prime Minister, 2001
	Planning Policy Guidance 13: Transport	Office of Deputy Prime Minister, 2001
	Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation	Office of Deputy Prime Minister, 2002
Regional	West Midlands Regional Spatial Strategy	Government Office West Midlands, 2004
	Delivering Advantage: West Midlands Economic Strategy and Action Plan 2004 – 2010	Advantage West Midlands, 2004
City	Local Transport Plan	Centro/BCC, 2006
	Birmingham Plan – Unitary Development Plan (UDP)	BCC, 2005
	Centro's 20-year Strategy	Centro, 2003
	Taking Birmingham Forward – Community Strategy for Birmingham 2005 – 2010	BCC, 2005
	The Council Plan	BCC, 2006
	Birmingham Walking Strategy	BCC, 2003
	Birmingham Cycling Strategy	BCC, 1998
	The Future of Birmingham's Park and Open Spaces	BCC, 2006
	Birmingham and the Black Country's Biodiversity Action Plan	BCC, 2000
	Places for Living	BCC, 2001
Places for All	BCC, 2001	
Access for People with Disabilities	BCC, 2006 (supplementary planning guidance)	



Table 2: National policies

Policy	Overview / Key points	Relevance to RoWIP
Making the Connections	<ul style="list-style-type: none"> • Encourage journeys by sustainable modes of transport. • Look at all links in the journey chain. • Reduce social exclusion. 	<ul style="list-style-type: none"> • Identify priority routes for maintenance, new links etc to ensure access for all. • Reduce the impact of road traffic – congestion, accidents and cutting off communities, by improving and promoting public rights of way. • Reduce the fear of crime and antisocial behaviour. • Improve the quality of footpaths and implement better procedures for gating misused paths, to reduce fear of crime and associated problems. • Improve the quality of life and health. • Increase opportunities to access the countryside by providing new links. • Set in place maintenance and cleaning procedures to improve public rights of way. • Identify paths leading to existing facilities and make a schedule for improvement, maintenance and cleaning. • Promote walking and cycling routes. • Identify new links to existing paths. • Provide safe walking and cycle routes for all types of user and for all mobility abilities. • Support urban renewal by creating a clean and safe environment.
A New Commitment to Neighbourhood Renewal	<ul style="list-style-type: none"> • Improving or reducing the impact of: crime, education, employment, health, housing, and the local environment in deprived areas. 	
Planning Policy Guidance 2: Green Belts	<ul style="list-style-type: none"> • Provide opportunities for the urban population to access the open countryside. • Protect existing access for recreation. 	
Planning Policy Guidance 13: Transport	<ul style="list-style-type: none"> • Reduce the need to travel by car by locating new development close to existing facilities. • Encourage sustainable development and sustainable travel. 	
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation	<ul style="list-style-type: none"> • Protecting open space, sports and recreational facilities, for existing and future needs. • ‘...protect and enhance...’ and ‘...seek opportunities to provide better facilities for walkers, cyclists and horse-riders...’ • Improve the value of existing facilities. • Improve usage by better management or capital investment. 	

Table 3: Regional policies

Policy	Overview	Relevance to RoWIP
West Midlands Regional Spatial Strategy	<ul style="list-style-type: none"> • Policy to provide greater opportunities for walking and cycling eg safe, secure, direct, convenient and attractive networks connecting local facilities. • Promotes sustainable development and travel. 	<ul style="list-style-type: none"> • Identify maintenance and cleaning priorities for public rights of way. • Identify where we can make new links to connect existing public rights of way to enhance the network. • Identify key paths leading to public transport stops and stations.
Delivering Advantage	<ul style="list-style-type: none"> • Promote walking, cycling and public transport. • Improve accessibility and mobility in urban areas. 	

3. Policy Framework

Table 4: Local Policies

Policy	Overview	Relevance to RoWIP
Local Transport Plan	<ul style="list-style-type: none"> • Accessibility planning: ensure that local facilities are accessible using sustainable modes of transport. • Provide more opportunities for walking and cycling. • Improve access to public transport stops and stations. 	<ul style="list-style-type: none"> • Identify maintenance and cleaning priorities for public rights of way. • Identify where we can make new links to connect existing public rights of way to enhance the network. • Identify key paths leading to public transport stops and stations.
Birmingham Plan (Unitary Development Plan)	<p>Transport</p> <ul style="list-style-type: none"> • Identify where we should give priorities to the needs of pedestrians and cyclists. • Ensure people without cars are not disadvantaged when finding work. • Improve access to public transport and local facilities. • Improve local opportunities for recreational walking, cycling and horse-riding. • Improve accessibility and safety for vulnerable road users. • Improve maintenance. • Create direct routes. • Link and integrate the network with other existing routes. 	<p>Transport</p> <ul style="list-style-type: none"> • Identify and improve public rights of way leading to local facilities and public transport stops and stations. • Analyse surfaced public rights of way and find funding for improving inadequate paths. • Identify public rights of way that would benefit from new links to other paths and investigate ways of getting funding. • Investigate street-cleaning and ways to include public rights of way in cleaning schedules.
	<p>Environment</p> <ul style="list-style-type: none"> • New developments should minimise reliance on the car and encourage walking, cycling and public transport. • Use the canal network more fully. • Develop an integrated linked network of open space to complement existing networks. 	<p>Environment</p> <ul style="list-style-type: none"> • Work with planning to ensure that walking and cycling are given a high priority in development and regeneration initiatives. • Improve access to open space by enhancing existing links and identifying opportunities for new links
Centro's 20-year Strategy	<ul style="list-style-type: none"> • Provide high-quality public transport services and facilities. • Improve integration of different modes of transport. 	<ul style="list-style-type: none"> • Identify paths linking to public transport stops and stations and improve their quality, maintenance and cleaning.
Taking Birmingham Forward – Community Strategy	<ul style="list-style-type: none"> • Reducing inequalities between different communities and parts of the city. • Policy C2 – Getting about the city: reduce congestion, make streets safer and a more pleasant environment to be in. • Policy G1 – Greening the City: improve access to and enjoyment of green and open spaces. • Policy G2 – Improving streets and public space: improve the design, maintenance and cleaning of streets and public spaces. 	<ul style="list-style-type: none"> • Reduce the number of short trips made by car, by improving access along rights of way to local facilities. • Identify priorities for improving inadequate paths to improve the network. • Investigate the possibilities of improving access to parks and open spaces. • Investigate street-cleaning and find funding to include cleaning public rights of way.
The Council Plan	<ul style="list-style-type: none"> • Priority 5: make the city cleaner, greener and safer. • Priority 7: reduce congestion by promoting sustainable travel. • Priority 8: provide better quality and choice for people with learning and physical disabilities. 	<ul style="list-style-type: none"> • Investigate street-cleaning and find funding to include cleaning public rights of way. • Work with the police to implement procedures for dealing with rights of way where crime and antisocial behaviour is a problem. • Reduce the number of short car trips by improving access along rights of way to local facilities. • Get funds to improve inadequate paths to improve accessibility.

3. Policy Framework



Policy	Overview	Relevance to RoWIP
Local Area Agreements	<ul style="list-style-type: none"> • Improve the quality of life for Birmingham’s citizens. • Develop opportunities that can help improve health. 	<ul style="list-style-type: none"> • Promote walking and cycling as a recreational activity that can improve health and quality of life.
Birmingham Walking Strategy	<ul style="list-style-type: none"> • Reduce the number of short journeys made by car. • Help meet health-improvement targets. • Promote walking for leisure and getting from A to B. 	<ul style="list-style-type: none"> • Work with planners to ensure that walking and cycling have high prominence in new developments and regeneration schemes. • Work with education, health and leisure to promote walking and cycling for recreation and getting from A to B.
Birmingham Cycling Strategy	<ul style="list-style-type: none"> • Develop a city-wide cycle network. • Identify and tackle dangerous locations for cyclists. • Take cyclists’ needs into account in all road maintenance and construction. • Encourage cycling for all journeys, especially those under five miles. • Provide more cycle parking facilities. 	<ul style="list-style-type: none"> • Integrate the existing rights of way network into the wider cycling network. • Work with planners to ensure that walking and cycling have high prominence in new developments and regeneration schemes. • Promote walking and cycling routes through initiatives like Company Travelwise.
The Future of Birmingham’s parks and Open Space Strategy	<ul style="list-style-type: none"> • Provide areas of safe, attractive and useable open space accessible to all. • Prioritise linking of all parks and open spaces into the strategic cycle and footpath network. • Ensure design and management promote cultural requirements and diversity. • Use parks for projects that contribute toward health promotion. 	<ul style="list-style-type: none"> • Integrate the existing rights of way network with parks, open spaces, river and canal routes. • Find funds to improve inadequate paths to improve accessibility for all and create a better environment. • Promote walking and cycling for health. • Increase the number of black and minority ethnic groups using public rights of way for recreational walking and cycling.
Birmingham and Black Country Biodiversity Action Plan	<ul style="list-style-type: none"> • Ensure safe public access to parks, playing fields and open spaces. 	<ul style="list-style-type: none"> • Integrate the existing rights of way network with parks, open spaces, river and canal routes.
Places for Living	<ul style="list-style-type: none"> • Safe attractive environment which people choose as a place to live in. • Sustainable development to encourage walking, cycling, use of public transport and allow easy access for everyone. • ‘Walkable neighbourhoods’ – easy to move around, places linked with short direct public routes with easy access to local facilities, reducing the need to travel by car. 	<ul style="list-style-type: none"> • Integrate the existing rights of way network with local facilities, parks, open spaces, river and canal routes. • Encourage walking and cycling by improving maintenance of routes, creating new links between paths and promoting rights of way across the city. • Take steps to reduce congestion and improve health by making walking and cycling easier, and in more attractive environments.
Places for All	<ul style="list-style-type: none"> • As above. • Provide signs and information that are easy to read and understand. 	<ul style="list-style-type: none"> • As above. • Investigate the signs and markings on public rights of way to ensure that they comply with the Disability Discrimination Act.
Access for People with Disabilities	<ul style="list-style-type: none"> • Provide safe, comfortable and healthy environments. • Provide information in an accessible format. • Ensure consistent lighting. 	<ul style="list-style-type: none"> • Identify funds for improving maintenance, cleaning, lighting and siting of paths to benefit users of all abilities.

3. Policy Framework

Table 5: Community strategy themes relevant to the RoWIP

Community Strategy	Relevance to RoWIP
Edgbaston Constituency Community Plan 2006–2010	Healthier communities and older people: <ul style="list-style-type: none"> • Promote healthier lifestyles. Safer and stronger communities: <ul style="list-style-type: none"> • Create cleaner, safer, greener open spaces.
Erdington Constituency Community Plan 2005–2006	A diverse and inclusive district: <ul style="list-style-type: none"> • About 20% of working-age people in Erdington have a disability, one of the highest rates in the city. A healthy district: <ul style="list-style-type: none"> • H6 Increase the number of people in the district taking regular exercise. A sustainable district: <ul style="list-style-type: none"> • S1 Co-ordinate street cleaning to take place immediately after rubbish collection.
Hall Green Constituency Draft Community Plan 2004–2006	Making Hall Green safer: <ul style="list-style-type: none"> • 2.2 Increase the level of cleanliness on pavements and in the streets. • 2.4 Protect green open spaces. Providing excellent services for children and young people: <ul style="list-style-type: none"> • 3.3 Improve the safety of children travelling to and from school. Improving the health of residents: <ul style="list-style-type: none"> • 4.2 Promote exercise, sport and physical activities. A district planning for the future: <ul style="list-style-type: none"> • 6.5 Improve the facilities in the constituency, including upgrading the facilities at Cock Moors Woods Leisure Park and developing a new pedestrian link at Bryndale Avenue. • 6.6 Promote the conservation and culture of the constituency, including establishing the Shire Country Park and exploring options to increase the leisure opportunities of the canals.
Hodge Hill Constituency Community Plan 2005–2006 Strategy	Promoting community safety and addressing antisocial behaviour: <ul style="list-style-type: none"> • Address road safety issues and traffic management needs. Improving the physical environment and well-managed housing: <ul style="list-style-type: none"> • Enhance the quality of the environment for residents in Hodge Hill. • Develop clean and safe neighbourhoods.
Ladywood Interim Community Plan 2004 (Draft Version)	Vision – ‘Our vision is for Ladywood to be a constituency that is safe and clean, a place where people feel proud to live, work and visit’. Priorities include: <ul style="list-style-type: none"> • Safer communities – Working with communities and our partners to reduce crime and create safer neighbourhoods. • Better environment – Working to ensure a cleaner environment and better use of open spaces. • Healthy communities – Working with our partners to improve the health of our communities.
‘Improving Northfield’ Constituency Community Plan 2005–2006	Housing and the environment: <ul style="list-style-type: none"> • Objective C – Develop clean and safe neighbourhoods. A healthy constituency: <ul style="list-style-type: none"> • HDS04 – Improve links between health services and sports facilities to maximise participation in physical exercise.

3. Policy Framework



Community Strategy	Relevance to RoWIP
<p>Perry Barr Constituency Community Plan 2005–2006</p>	<p>The vision for the constituency is to have ‘clean, tidy and thriving neighbourhoods where crime is low and people feel safe’.</p> <p>A key proposal from the Birmingham plan is:</p> <ul style="list-style-type: none"> • The North Birmingham cycle route (part of the proposed National Cycle Network regional route), the Harrier Run and the Tame Valley canal route will pass through the area. In parts of the constituency there is potential to capitalise on the network of canals, rivers and linked pieces of open space. Local improvements to this network could greatly improve its attractiveness for leisure users, nature conservation and also as a wildlife habitat. These possibilities especially apply to Perry Park, Perry Hall playing fields and links westwards.
<p>Selly Oak Constituency Community Plan 2005–2006</p>	<p>1e – Tackle the fear of crime:</p> <ul style="list-style-type: none"> • Help reduce the fear of crime by continuing to implement the street-lighting improvement programme. <p>4e – Promote healthy communities:</p> <ul style="list-style-type: none"> • Raise awareness and promote the benefits of adopting healthier lifestyles. • Develop initiatives designed to support the most excluded and vulnerable members of the community.
<p>Sutton Coldfield Constituency Community Plan 2006–2010</p>	<p>Healthier communities and older people:</p> <ul style="list-style-type: none"> • Reduce obesity in all sectors of the community by improving rights of way to encourage people of all abilities to walk more. <p>Sustaining Sutton Coldfield:</p> <ul style="list-style-type: none"> • Improving the way the green belt and countryside is managed in Sutton Coldfield. • Protecting and maintaining Sutton Coldfield’s countryside by supporting open-space improvements and initiatives. • Maximising opportunities for the community to access and enjoy our green areas. <p>Connecting Sutton Coldfield:</p> <ul style="list-style-type: none"> • Improve pedestrian routes in Sutton Coldfield by making a positive contribution to the RoWIP process. • Improve and create more cycling routes throughout Sutton Coldfield. • Strengthen connections between residential areas and key destinations, especially by modes other than the car. • Work with partners to bring forward a first phase of ‘Safer routes to school’ schemes. • Review and improve where possible, signs and information for all modes of transport between key destinations, car parks and for through traffic.
<p>Yardley Constituency Community Plan 2005–2006</p>	<p>Cleaner, greener and safer neighbourhoods:</p> <ul style="list-style-type: none"> • Keep streets clean through cleaning, education and enforcement. • Ensure local roads and pavements are immaculate. • Develop green and open spaces as ones that people want to use, can access easily and which they help to plan and manage. • Protect and create wildlife habitats. <p>Health:</p> <ul style="list-style-type: none"> • Provide education and support to adopt healthy lifestyles and take other preventative measures. <p>Community cohesion:</p> <ul style="list-style-type: none"> • Develop an inclusive Constituency Strategic Partnership.

3. Policy Framework

Table 6: Key themes from the Local Area Action Plans

Local Area Action Plan	Relevance to RoWIP
Aston Local Action Plan (1998)	It recognises the potential for a walkway and cycleway along the River Tame to link Witton to areas of public open space in Perry Barr. It will find opportunities to improve the environment and access to the river, particularly through redevelopment on adjacent sites.
Dudley Road Local Action Plan (2001)	Focuses on the need for a safe environment for pedestrians in the shopping centre and promoting a safer environment for cyclists.
Erdington Local Action Plan (2001)	A key proposal is to improve facilities for pedestrians and cyclists, particularly pedestrian routes between the shopping centre and railway station and improving the environment for cyclists.
Fox and Goose Local Action Plan (2004)	The plan recognises the importance of improving cycling facilities for pedestrians. The emphasis is on safer crossings along the busy roads around the shopping centre.
Kings Heath Local Action Plan (2006)	To improve access for public transport, pedestrians, cyclists and car users. Policy T5 – to consider whether pedestrian facilities, pedestrian crossings, footpaths, and disability access are appropriate. Policy T6 – Promoting walking and cycling by increasing cycling facilities through and around the centre. Develop improved cycle access with interest groups and review the option for providing a safer route parallel to the High Street. Policy T10 – To continue to promote the ‘safer routes to school’ initiative by working with schools on school travel plans.
Longbridge Local Action Plan (2006)	This is still at the scoping stage, but there are proposals to improve footways and cycleways.
Maypole Local Action Plan (1997)	Attempts will be made to improve facilities for cyclists and provide a safer environment. Measures such as introducing combined footway and cycleways, appropriate crossing facilities, secure cycle parking, signing and cycle routes. Implementing appropriate hard and soft landscaping schemes to provide a pedestrian-friendly environment.
Northfield Local Action Plan (2000)	Pedestrians and cyclists will be able to move around safely and easily and have direct access to the centre. The centre will be enhanced for all users. The relief road will provide better access for pedestrians and cyclists and links to residential areas.
Selly Oak Local Action Plan (2001)	Improved access for pedestrians and cyclists, in particular a number of proposed routes (including along the castle) and improved canal walkways. These will need to be integrated into the wider pedestrian and cycling network.
Soho Road Local Action Plan (1999)	Heavy traffic flow and congestion make the local environment unattractive for pedestrians and cyclists so the plan will make improvements to encourage better pedestrian flow in the centre.
Walmley Local Action Plan (2002)	A series of measures are proposed to improve safety for pedestrians and cyclists and minimise conflict with vehicles.

4. Assessing the Needs and Current Initiatives



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4. Assessing the Needs and Current Initiatives

4.1. Introduction

Why are rights of way important to city dwellers and is this plan relevant to our needs? People who think public rights of way only exist in the countryside may well ask this question and so believe they are not important in meeting the needs of a city community. In fact, in Birmingham there are at least 2,500 known public rights of way which, when combined with public parks, open space, canals and other accessible areas, make up a huge local resource, providing opportunities for walking, cycling and enjoyment of the outdoors.

In preparing this plan the Council has identified the needs and circumstances of Birmingham residents and visitors who have a wide range of expectations, interests and levels of ability.

To do this, it has been necessary to look at access and identify areas and opportunities where improvements can be made. Examples of the areas considered include the Ley Hill Estate in Bartley Green, Hawkesley in Kings Norton as well as access to areas in neighbouring authorities i.e. Sandwell, Worcestershire, Warwickshire, Dudley, Staffordshire, Walsall and Solihull. Some aspects considered were:

- Improvements that can be made to encourage walking and cycling for local journeys to schools, shops, public transport and leisure facilities.
- Restrictions of access to routes caused by railways, motorways and other main roads in order to identify where improvements can be made between communities and facilities either side of these routes, as well as improving safety at these places.
- Identifying areas where paths could be consolidated to provide better-quality routes offering more opportunities for access, yet preserving the tranquillity and improved enjoyment of residential areas. Also identifying a number of areas where new routes are needed to create improved links to local facilities, or longer walks to increase opportunities for recreation and exercise.
- To ensure that there is a continuity of links in the network, and that opportunities for developing new, high-quality routes are included in new developments where possible.

Just as there are various types of rights of way in the city, there is also great variety in the abilities of people using them, their complex needs and their reasons for use. There is no one solution to improving the rights of way network in Birmingham. However, the solutions that we intend to implement as part of this plan aim to improve access for

everyone, regardless of their level of mobility.

The following section will discuss the characteristics and needs of the user groups of the public rights of way network, listed in the order presented in the DEFRA guidance.

4.2. Walkers

Walking is one of the most popular leisure activities in Great Britain. The Great Britain Day Visits Survey, a survey about visiting places in the UK for leisure, reported that in 2002/03 4.5 billion leisure day visits to places of interest in the UK were made, with 16% of these visits specifically dedicated to walking, hill walking and rambling.

Walkers generally fall into two categories: those who walk for practical reasons such as to work or to the shops; and those who walk for pleasure, recreation or health. People who walk for recreation can be sub-grouped as dog walkers, casual walkers and ramblers.

The Day Visits Survey groups the types of walking activities as:

- short walks and strolls (including dog walking) of less than two miles;

4. Assessing the Needs and Current Initiatives



- long walks, hikes, or rambles of over two miles; and
- hill walks (excluding mountaineering and climbing).

There are many reasons why walking is such a popular recreation:

- It does not require expensive or specialist equipment.
- Routes are widely available.
- Walking is an excellent form of exercise, which people of all levels of fitness and ability can do, with many health benefits.
- Walking does not discriminate in terms of income, race, class or education. However, research does show (Kay 2002, cited on the Ramblers' Association website) that recreational walking is still largely a pastime of the more wealthy white, middle and upper classes and that only a relatively small proportion of the lower classes and ethnic minorities walk for pleasure.

In a large urban environment like Birmingham, there are many opportunities for practical and recreational walking trips, for example walking to:

- work
- exercise the dog
- local amenities like shops and doctors' surgeries
- school, college, university
- public transport stops or stations
- recreational facilities.

Of all the journeys made in Birmingham, 17% are less than 2km, which is easily walkable for most people (2001 Census, Distance Travelled to Work: Table UV35). However, a third of these journeys are currently made by car, so there is potential to reduce the number of short car trips by encouraging people to walk.

The following is a list of current or recent Council initiatives to improve walking conditions in the city. These are in addition to the work that will be done as part of the RoWIP.

- Pedestrianising parts of the city centre.
- Closing the subways to reduce antisocial behaviour.
- Installing CCTV cameras.
- Improving the maintenance of street lighting.
- Inner-city road safety programme.
- Pedestrian crossings.
- Walking and cycling map.
- Walk 2000 route in every constituency.
- Safer routes to school and school travel plans.

4.3. Cyclists

When preparing our RoWIP, the needs of cyclists were considered especially because of their vulnerability where they come into contact with traffic. Although on-road cycle routes and crossings are not part of the public rights of

way network, they can often help connect areas of park land and off-road cycle routes (for example the Rea Valley route).

The 2006 West Midlands Local Transport Plan states that cycling in the region is a 'thinly spread activity' which is becoming less popular. It is difficult to accurately measure the amount of cycling that takes place daily, but the 2001 census found that only 0.75% of journeys to work in Birmingham were made by bicycle.

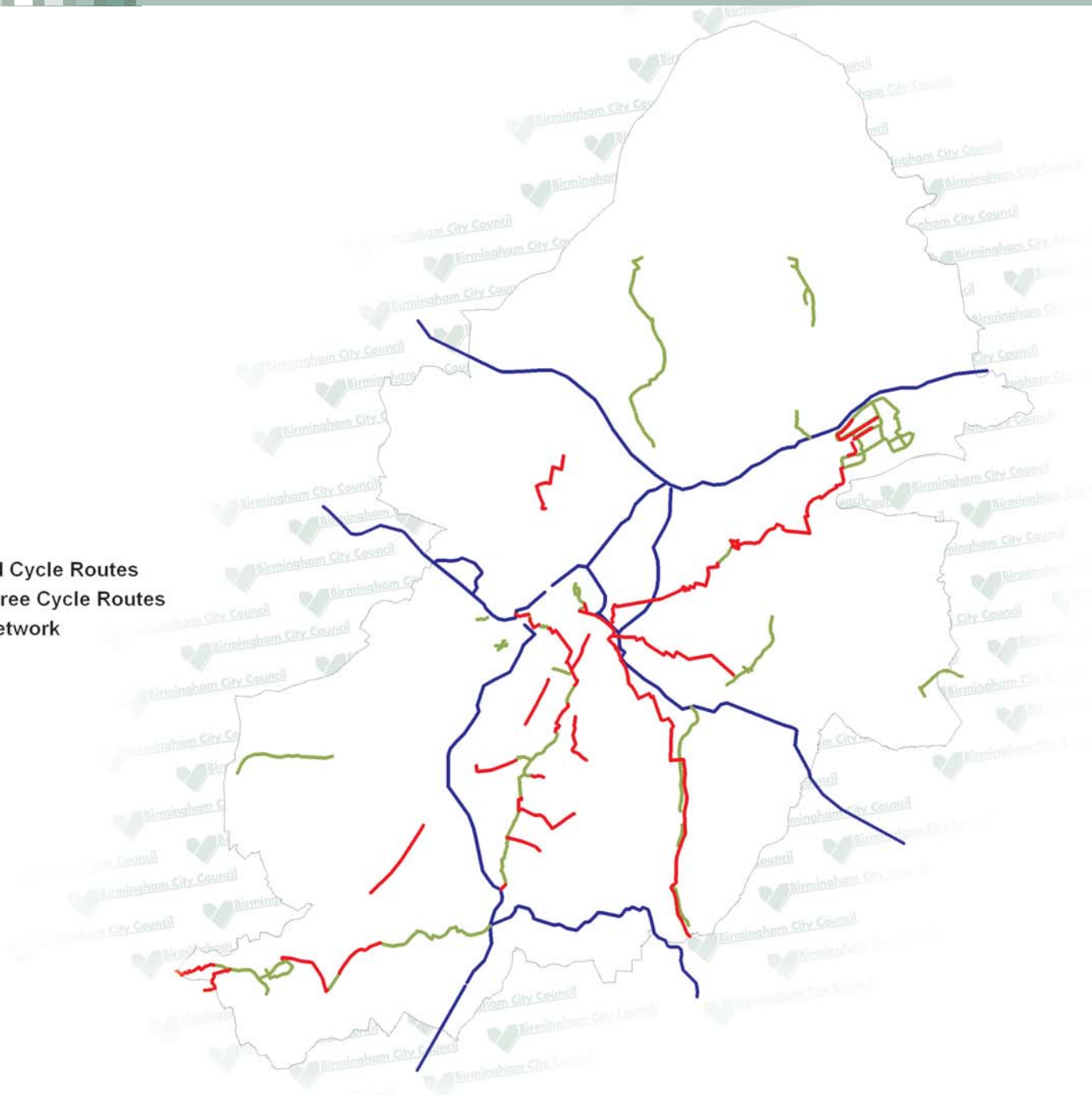
Birmingham City Council's cycling policy is to:

- develop a city-wide cycle route network
- identify and tackle dangerous locations for cyclists
- take cyclists' needs into account in all road maintenance and construction
- encourage cycling for all journeys, but especially under five miles
- provide more cycle parking facilities.

In Birmingham there are about 46km of off-road cycle routes (Table 6, p29). These routes enable cyclists to ride in a safe environment, away from road traffic and pollution, and where possible experience an attractive natural environment (See Figure 2, p22).

Figure 2: Map of cycle routes across Birmingham

- Key
- On Road Cycle Routes
 - Traffic Free Cycle Routes
 - Canal Network



Identifying areas of the city
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The requirements of cyclists differ greatly and depend on why they cycle and what they want to achieve from the activity. The types of cyclist can be divided into the following categories, as reported by York City Council's RoWIP (Palmer 2003):

- Family groups: require security, for example that they are not going to get lost or encounter difficulties with the landscape.
- Casual or occasional cyclists: similar needs to family groups.
- Ramblers on two wheels: more map-aware, more likely to venture onto the local rights of way network and better able to cope with varied terrain.
- Active lifestyle cyclists.
- Serious enthusiasts: require longer routes over terrain suited to their interest.

In Birmingham there are many routes that are geared to the needs of the family and casual cyclists, such as the routes around the larger country parks. Routes such as the Cole Valley and the Rea Valley, which follow the courses of the two rivers, provide longer-distance challenges over more varied terrain and are more suited to the casual and rambling riders. National cycle network route 5 and regional cycle route 55 cross the city, linking into the national and regional cycling networks and so provide longer-distance challenges for the more experienced rider.

An 'Active Travel Group Partnership' (BCC, the four Primary Care Trusts in the city, the British Heart Foundation, Walk the Way to Health, Walk 2000 and Centro) aims to promote cycling and other forms of active travel as part of people's daily routine. The free walking and cycling map that BCC has produced with the National Health Service (NHS) illustrates some of the main cycle routes across the city.



Improving cycling conditions on the rights-of-way network will help to achieve the targets set in the Local Transport Plan under the headings of the four shared priorities: reducing congestion, improving road safety, increasing accessibility and improving air quality as well as quality of life.

4.4. Horse riders

Horse riders are a small percentage of the total users of the rights of way network in Birmingham. In Birmingham there are only 2.6km of bridleways that horse riders can ride on safely without conflict with vehicles (see Figure 1). Most of the bridleways (94%) are in Sutton Coldfield.

The other sections of bridleway are in Woodgate Valley Country Park in the South West of Birmingham. This includes permissive routes which horse riders are allowed to use.

Research that Sheffield Hallam University (2004) carried out for Hampshire County Council's RoWIP found that horse riders prefer to use safe off-road routes. These findings suggest that there is a significant level of suppressed demand for the activity. Furthermore, their research concluded that many people who do not own a horse nevertheless ride. These findings also are supported by statistics from the British Horse Society, which state that around 2.4 million people ride 1 million horses each year.

4. Assessing the Needs and Current Initiatives

Horse riders are a vulnerable user group, not only because they often have to share road space with traffic, but also because of the nature of the activity. Research compiled by York City Council for their Bridleways Survey found that over half of the respondents who were horse riders said they had been involved in an accident with a vehicle, or experienced a near miss, with 82% stating that they had to ride along or across busy roads during their ride.

There are no policies in the West Midlands Local Transport Plan dealing specifically with horse riders.

4.5. Carriage drivers

Nationally, carriage drivers are a very small group of road users. Research by the Countryside Agency in their 2000 condition survey discovered that carriage drivers have similar needs to those of other vulnerable road users – they need routes that are not obstructed by surface vegetation or low-growing trees and branches, are well drained and not rutted, flooded or boggy, and not so narrow as to be impossible to pass along.

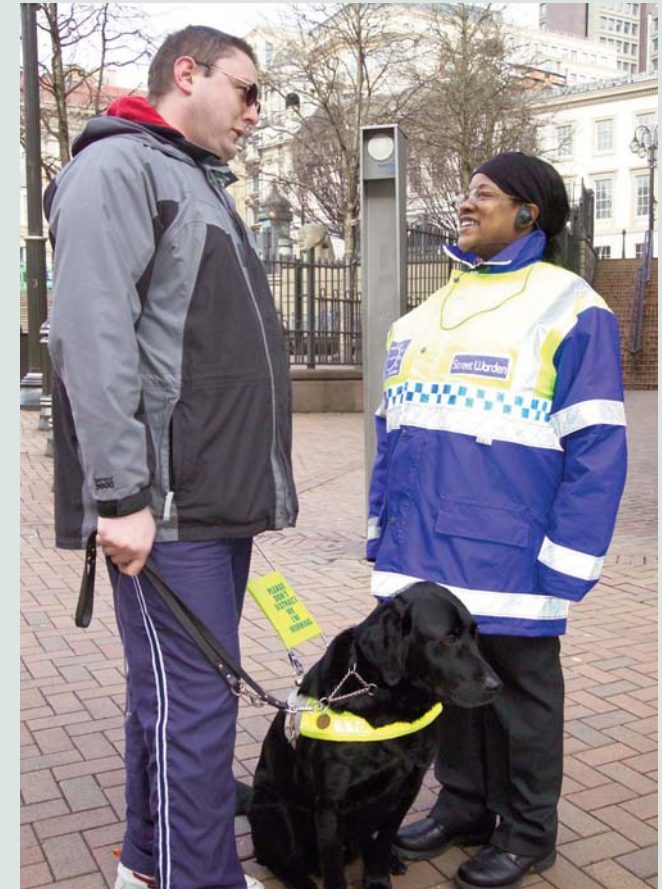
Carriage drivers are permitted to use roads used as public paths, byways open to all traffic, and, in some special cases, bridleways. In Birmingham there are no restricted byways or byways open to all traffic and very few bridleways, so opportunities to drive a carriage are very limited.

4.6. Mechanically propelled vehicles and motor vehicles

The mechanically-propelled vehicle is a broader concept than motor vehicle – all motor vehicles are mechanically propelled vehicles, but some mechanically propelled vehicles are not ‘intended or adapted for use on the roads’. Mechanically propelled vehicles can include child-sized motorcycles, quads and all motorised vehicles as defined in the Road Traffic Act 1988 (DEFRA ‘Regulating the use of motorised vehicles on public rights of way and off road’, 2005).

These vehicles are only allowed to use ‘byways open to all traffic’, and, in some special cases, roads used as public paths. There are however no byways open to all traffic in Birmingham, which restricts users of motorised vehicles for off-road activities to privately owned land. The amount of public land available to dedicate to off-road vehicles is limited in Birmingham as land for development and land for recreation is at a premium.

Even though there are no byways open to all traffic in Birmingham that motorised vehicles are permitted to use, riding on rights of way illegally does happen, mainly by motorcycles, although how much this happens has not yet been analysed.



4.7. Mobility impaired and visually impaired
One of the main aims of the RoWIP for Birmingham is to ensure that the network of routes is accessible and available for all to enjoy, regardless of ability. To do this, we need to consider carefully a wide range of users' needs.

4. Assessing the Needs and Current Initiatives



In Great Britain there are about 10 million people who are covered by the legislation in the 2005 Disability Discrimination Act. The term 'disability' does not just refer to people who are 'disabled'. It also refers to people who may have reduced mobility for a short period of time, for example people with young children, people carrying heavy shopping or luggage, people who are temporarily injured, and the elderly. Similarly, the term 'disabled' also refers to people who have a physical or mental disability. It is estimated that 12 to 13 percent of the population have some degree of disability (Department for Transport, Inclusive Mobility).

The main aim of the RoWIP is to help reduce the number of barriers to people using the rights of way network by bringing it up to an acceptable level for the mobility and visually impaired. Initiatives to achieve this will include replacing stiles with accessible gates (where possible), improving the maintenance of path surfaces, and providing adequate lighting and information. These initiatives will benefit all network users: widening paths for wheelchair users will also benefit walkers and cyclists by allowing more room to pass and reducing conflict; ensuring signs are clear and easy to understand for people with visual impairments will also benefit children and people with learning difficulties. Sometimes paths will not be suitable for those with mobility or visually impairment, even after schemes to improve access, for example the landscape may



prevent us making the necessary changes without major alterations to the environment.

Table 7 (p26) shows the needs of mobility-impaired users and lists some of the BCC initiatives to improve accessibility.

The Draft Rowip has been presented to the Access

Committee for Birmingham and the comments and suggestions sought. These can be found in Appendix D. Their main concern was to ensure that the City Council ensured that new developments were designed to enable people with disabilities ease of movement.

4. Assessing the Needs and Current Initiatives

Table 7: Needs of the mobility and visually impaired and Council measures to improve access

Needs of wheelchair users	Needs of people with walking difficulties	Initiatives to improve the environment for the mobility impaired	Needs of the visually impaired	Initiatives to improve the environment for the visually impaired
Signs at eye level	Level, even surface on paths	Blue Badge parking	Space to pass other path users	Wayfinder talking signs system – 60 units across the city centre
Gates that are easy to open and close and catches that are easy to operate	Steps with handrails and even treads and risers	Highways services for disabled people	Clear edges to paths	
Adequate space in car parks to transfer from car to chair	Seats that are easy to rise from	50% discount on dropped kerbs	Even and clearly marked steps	
Accessible toilet facilities	Minimum gaps in the path surface	Ring-and-ride services	Warning of hazards at head height	
Handrails at appropriate heights	Minimum gradients on paths	Shop-mobility services	Even path surfaces	
Firm, level and non-slip surfaces	Stiles that are easy to pass through and gates that are easy to operate and are not heavy	Centro disability services	User-friendly catches on gates	
Space to pass other users and turn around	Resting places at regular intervals	Disabled persons railcard		
Minimum gradients with a level space next to ramps or gates		More accessible public transport		

4. Assessing the Needs and Current Initiatives

4.8. Black and minority ethnic groups

The research consultancy Ethnos, recently examined the reasons why black and minority ethnic (BME) as well as other groups, were under-represented in the walking-for-recreation statistics. BME groups make up 10% of the population in the UK, but only 2% of BME groups use the countryside for recreation. In light of these findings, the Government set targets to try to raise the figure from 2% to 10%. Increasing the number of BME groups using outdoor recreation is particularly important in view of the fact that statistics show that people of South Asian origin living in Great Britain have a 50% higher chance of dying prematurely from coronary heart disease (British Heart Foundation, 2003)

There are several reasons why fewer people from BME groups walk for recreation. In many BME groups it is simply not a cultural thing to walk for pleasure or recreation. It was found that people from BME communities did not see the pleasure in walking and saw walking quite simply as a less efficient mode of transport than the car. For some BME communities, walking in country parks and the countryside was seen as a step backwards, because in their native countries they had walked in the rural areas where they had lived out of necessity, and they welcomed the change to what

they saw were more civilized modes of transport. Some BME languages do not even have an expression for 'recreational walking'.

Other reasons why BME people may not walk for recreation:

- it is not in their culture
- family commitments
- financial limitations
- lack of knowledge
- may be willing, but do not know how to go about getting there
- a willingness to travel to local parks, but far less likely to use country parks and the countryside.

There are several nationwide schemes that have been set up to tackle the under-representation of BME groups in outdoor recreation. Walk 2000 routes have been established in every ward in Birmingham to encourage people to walk in their local parks. These led walks have been immensely successful in introducing people to walking in their local area.

The aim of the RoWIP is to consider outreach programmes that will investigate the ways BME groups use the outdoors, to help break down barriers, and to highlight the benefits that research has drawn out. Specific needs will need to be identified at an early stage, in order to find the

most appropriate ways to cater for a wide range of users and cultures.



Image supplied Courtesy of West Midlands Police

5. Assessment of the Network

Five



5. Assessment of the Network



5.1. Introduction

The following surveys have helped us understand the quality and extent of the rights of way network that the Council is responsible for:

- Pedestrian and cyclist usage surveys on a sample of routes in each ward.
- Condition surveys on all surfaced paths in the city.
- A full assessment of paths listed on the Definitive Map and Statement as part of a statutory duty for best value.
- Consultation with the public in questionnaires on the walking and cycling network in the constituency.

We have also scrutinised information from existing sources to understand the unique challenges that Birmingham faces in establishing a commitment to improving its rights of way network.

Table 8 shows the lengths of various routes that attract walkers, cyclists and horse riders. There is 191km of surfaced footpath and an equal balance of on-and off-road cycle tracks. However, provision of safe (traffic-free) routes for horse riders, motorised vehicles or carriage drivers is very low, with only 2.6km of bridleway and no roads used as restricted byways public paths or byways open to all traffic.

Table 8

Type of way	Length of network (metres)
Surfaced footpath	191,153*
Bridleway	2,635*
Restricted byway	0
Byway open to all traffic	0
On-road cycle tracks	45,987
Off-road cycle tracks	45,823
Canal network	64,245
TOTAL	349,843

**Figures taken from BCC condition survey*

5.2. Usage surveys

Between April and October 2005 12-hour pedestrian and cyclist counts were carried out on 149 footpaths. For each ward, about four paths were selected, and where possible one path under each of the following headings was chosen:

- Amenity/utility (25%): paths leading through or to a utility, for example a parade of local shops or a doctor’s surgery.
- Recreational (27%): for example, paths leading to or through a park, open space or leisure centre.
- School (21%): paths leading to a school or other educational facility.
- Residential (27%): paths leading to or through residential areas.

5. Assessment of the Network

The aim of selecting paths based on their main use was to gain an understanding of the types of user.

We analysed data for the pedestrian and cyclist counts against the new 2004 ward and constituency boundaries, to reflect present administrative responsibilities. However, we selected the paths using pre-2004 boundaries, which accounts for some anomalies.

Unlike traditional pedestrian and cycle counts, the usage surveys collected extra demographic information on the walkers and cyclists. The data collected consisted of:

- gender of adults
- whether part of black or minority ethnic community
- child unaccompanied / child accompanied
- children in school uniform
- adult cyclist / child cyclist
- people with prams / pushchairs
- manual wheelchairs / powered wheelchairs
- people with dogs.

Table 9 and Figure 3 highlight the wards with the highest daily levels of pedestrian/cycle flows (coloured red, orange and yellow on the map opposite)

Table 9: Wards with daily pedestrian/cycle two-way flows of over 1,200 (combined figure for all paths surveyed per ward)

• Aston	• Erdington
• Hodge Hill	• Kingstanding
• Ladywood	• Longbridge
• Lozells and East Handsworth	• Oscott
• Perry Barr	• Selly Oak
• Sheldon	• Sparkbrook
• Springfield	• Sutton Vesey
• Washwood Heath	• Weoley



Figure 3: Thematic map showing the daily total pedestrian/cycle flow based on total per ward



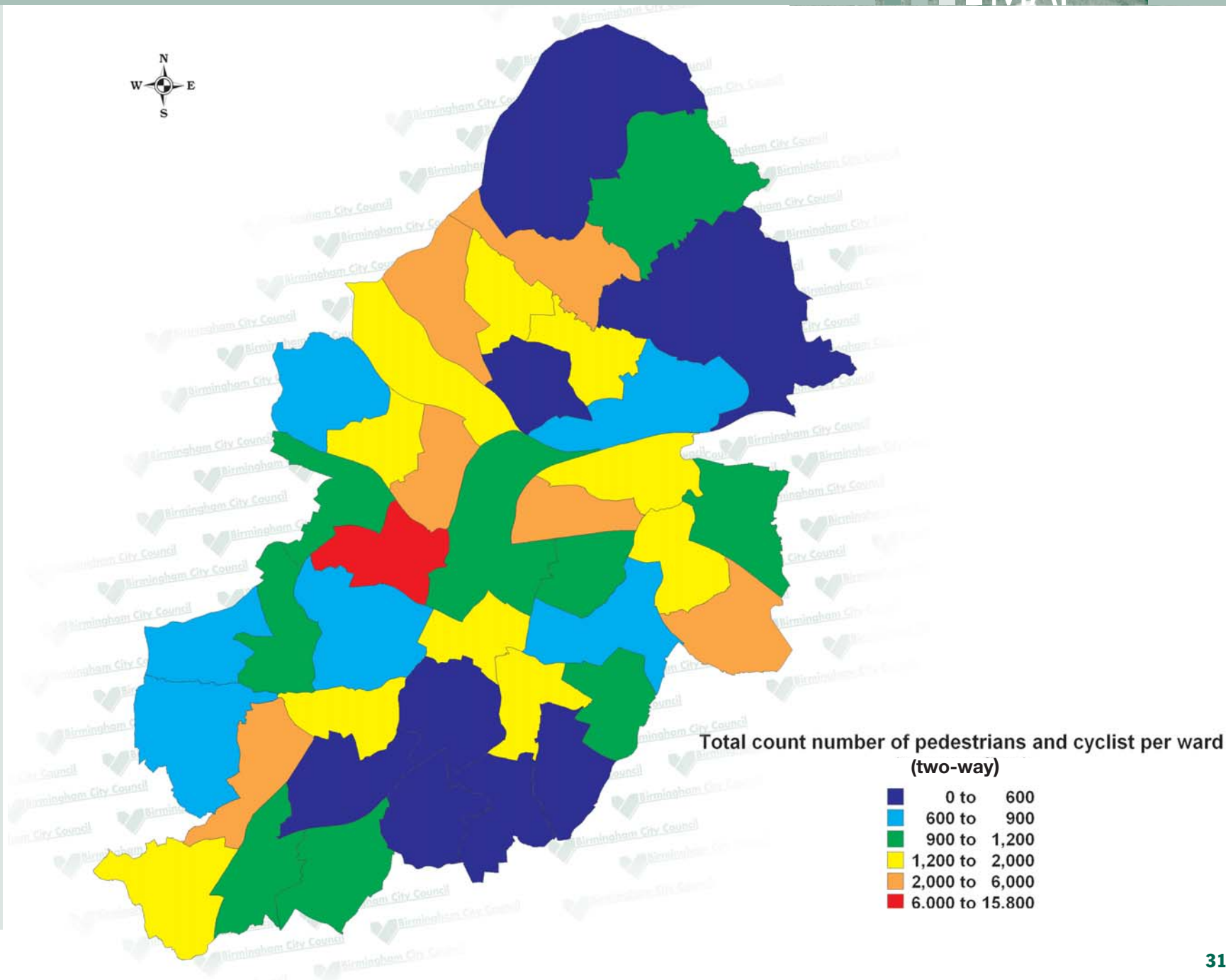
Identifying areas of the city

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(Source: BCC Use Surveys 2005)



5. Assessment of the Network

These are the main results:

- Overall use of footpaths was highest in Ladywood ward, which is understandable as the survey incorporated the city-centre path at the Minories (11,000 pedestrians).
- The lowest counts were recorded at Sutton Trinity, Brandwood and Sutton Four Oaks. The two paths surveyed in Sutton Coldfield were recreational paths and the path in Brandwood was classed as a residential path.
- Nine of the wards with high-use counts were found to have lower car ownership than the average for Birmingham.
- Six of the wards featured in Table 7 had ethnic populations higher than the city average.
- Less walking or cycling occurs in the more well-off wards like Sutton Four Oaks, Bournville, Moseley and Kings Heath, where car ownership is higher. These results contradict the national trend of walking being the pastime of wealthy white groups. This indicates that people in the more well-off areas of Birmingham are travelling outside the city to walk, or are not walking or cycling to the extent that the national picture suggests.

Figure 4 shows the paths where the user surveys were carried out, plotted against the total two-way flow for that path. The most heavily used paths (over 1,100 flow per day) are distributed in a horizontal band across the centre of the city, which

accurately reflects the high use of paths in the city centre and the high population density in the surrounding areas.

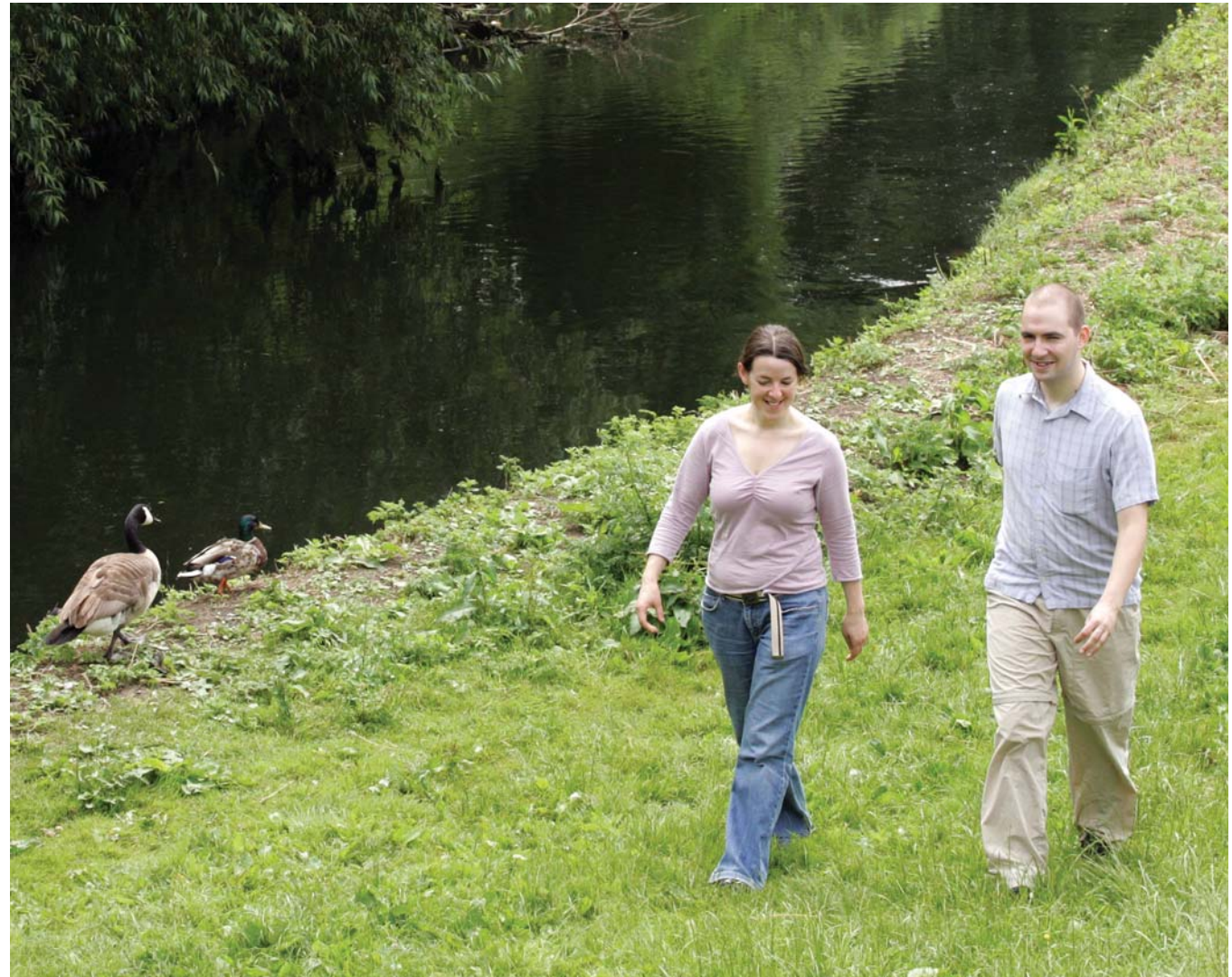


Figure 4: Map showing total two-way flow along foot paths



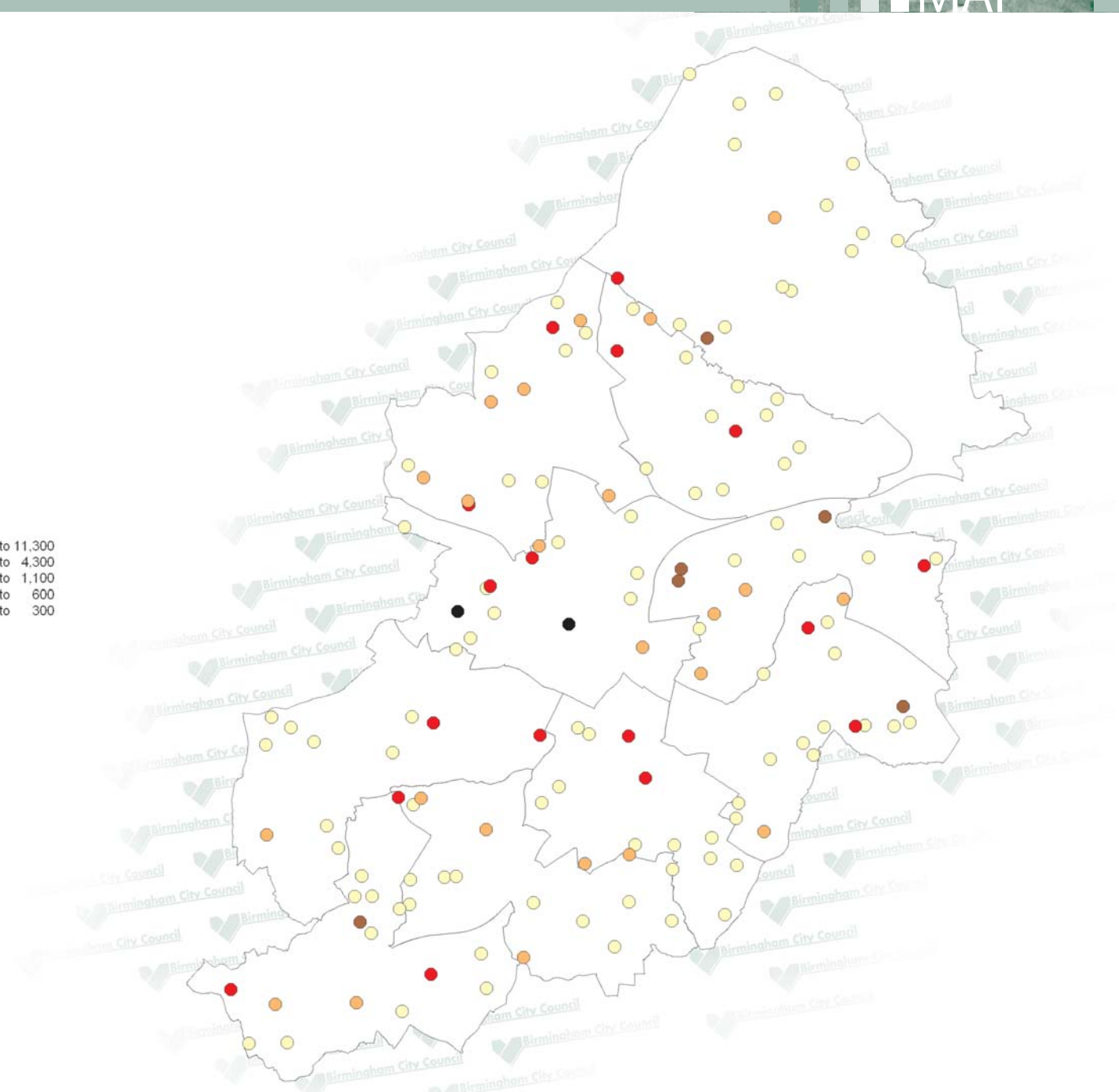
Map identifies the location of Pedestrian/User counts, which have been colour coded to identify levels of use to enable a spatial analysis of locations and usage

Identifying areas of the city

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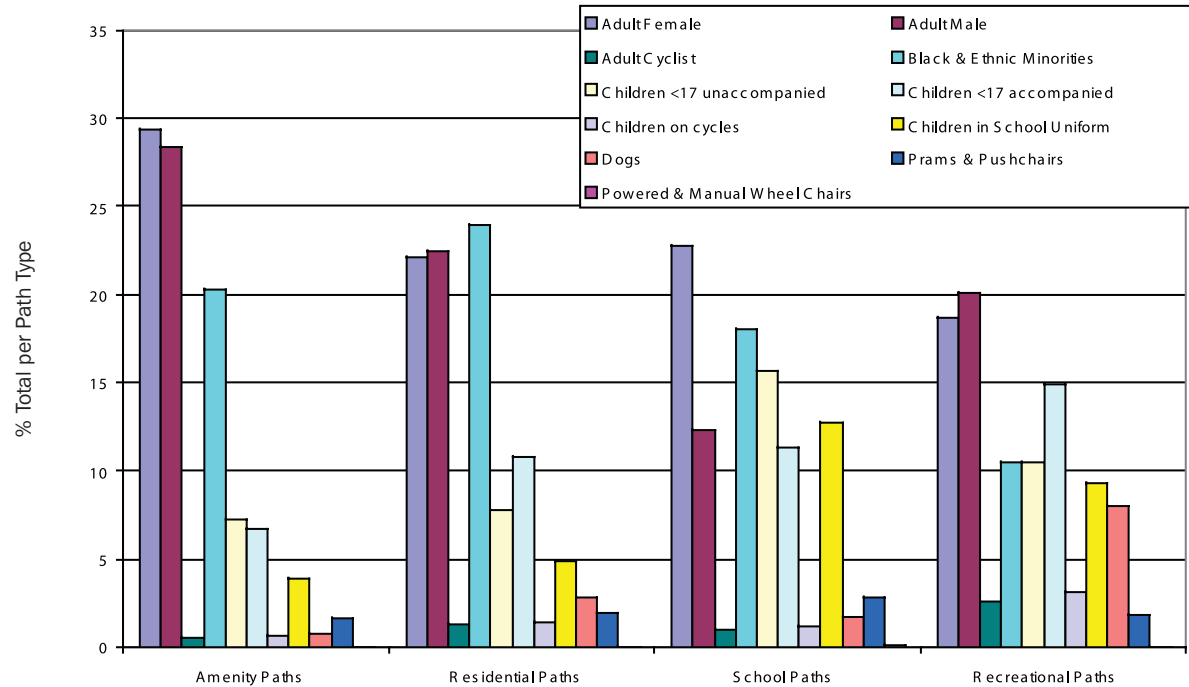


5. Assessment of the Network

Figure 5 shows user characteristics against the type of footpath (amenity, residential, school or recreational). The results indicate that:

- Amenity paths had the highest overall usage, whereas residential had the least.
- There was little difference in the gender of user on amenity and residential paths. However, slightly more men used recreational paths and a significantly larger proportion of women used school paths.
- Cycling for both adults and children was most common on recreational paths and least popular on amenity paths. More child than adult cyclists were recorded on school paths.
- The highest levels of BME-group users were recorded on residential paths. Usage of recreational paths was the lowest for BME groups.
- The highest incidence of unaccompanied children under 17 was on school paths, but the incidence of this was low on amenity and residential paths.
- The results for accompanied children under 17 show that the most frequently used types of path were recreational, school and residential, and amenity the least well used.

Figure 5: User characteristics of paths surveyed for the condition surveys



- Most dog walkers were recorded on recreational paths, and the lowest number of dogs walkers was recorded on amenity paths.
- Occurrences of prams and pushchairs were consistent across the types of path, although there were slightly more on school paths.

The total of powered and manual wheelchair users was very low (less than 0.5% of total users for each path).

From these general results we can deduce the following about the user profile:

- Women are largely responsible for taking and collecting children from school.
- Men show a greater tendency to use recreational paths, which could be related to taking exercise and having fewer safety concerns than women.
- The number of cyclists recorded using amenity paths is low, which suggests that people may be using cars for short journeys to local amenities.



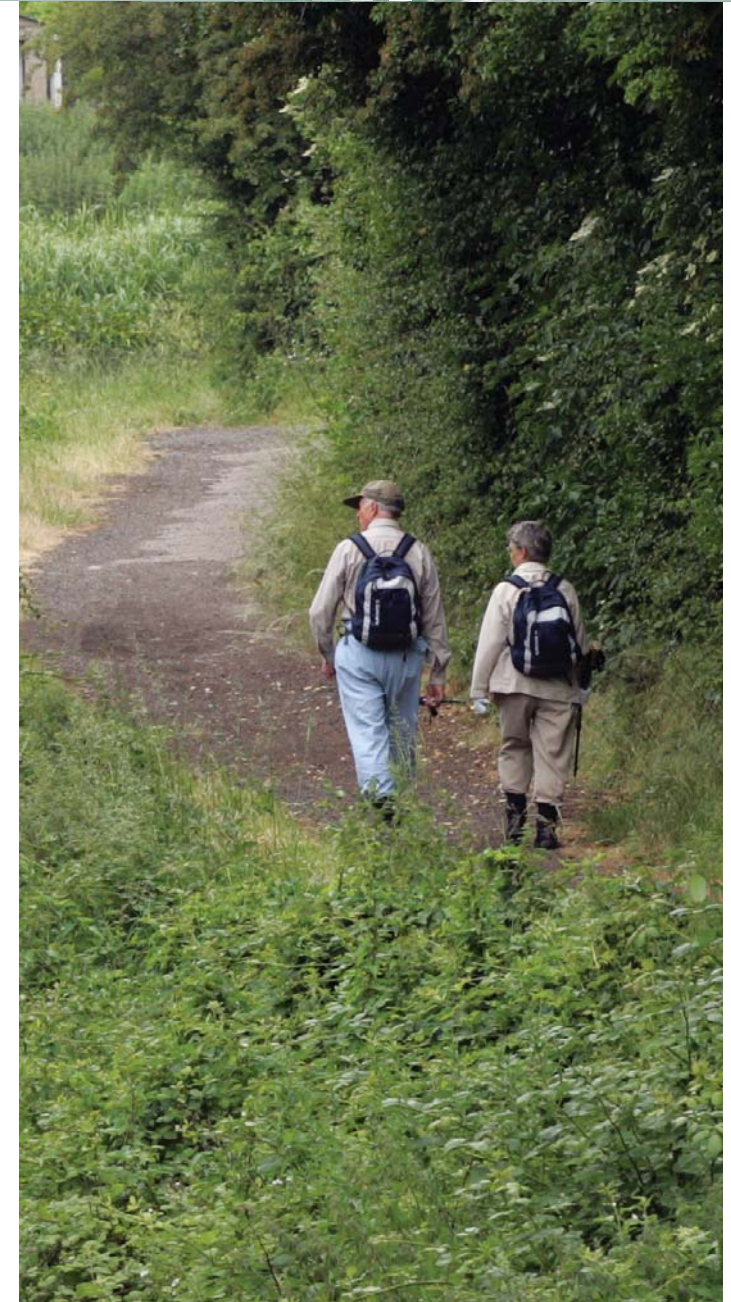
- Notably fewer BME groups use recreational paths. This could be related to a number of issues like culture, awareness and availability – it also has health implications. BME groups may be concerned about personal safety on recreational paths, unlike on residential paths, which they use more, possibly because they are more familiar with these paths.
- Unaccompanied children and children in school uniform were recorded more often on school paths. In comparison, accompanied children (and children cycling) used recreational paths more, which possibly reflects parental safety concerns.
- The preferred environment for walking dogs is paths leading to recreation areas, where there is plenty of open space for exercise and no traffic.
- Although pram and pushchair users are only a small proportion of footpath users, they are consistent across the footpath types, which suggests that the footpaths we sampled were easily accessible and suitable for prams and pushchairs.
- People in wheelchairs used all the types of path infrequently. This could indicate that the quality of the paths is poor and that they are unsuitable for mobility impaired users.

Wheelchair users used school and recreational paths more frequently, suggesting these routes could be easier to use for the mobility impaired.

5.3. Condition surveys

In 2000 the Countryside Agency commissioned a nationwide rights of way condition survey. Birmingham was included in the survey for the West Midlands and Warwickshire, so although the results do not directly reflect the condition of the rights of way network in Birmingham, it does provide us with a nationwide target to aim for.

Natural England (formerly the Countryside Agency) chose rights of way from randomly selected grid squares in the survey area. The rights of way selected for the survey are proportional to the length of way within the area. Natural England surveys analyse several variables, shown in Table 10.



5. Assessment of the Network

Table 10

Variable	West Midlands and Warwickshire	England
% of routes that are signposted	76%	67%
% of network that is easy to follow	77%	62%
% of network that is possible to follow	22%	34%
% of network that is impossible to follow	1%	4%
% of usable crossings	99%	95%
Obstructions per 10km	2.4	5.2
Problems per 10km for walkers (furniture and obstructions)	2.2	4.7
Problems per 10km for other users (furniture and obstructions)	3.2	7.7
% of paths thought satisfactory/usable by walkers	97%	89%
% of paths thought satisfactory/usable by other users	89%	82%

(Source: Rights of Way Condition Survey 2000, Countryside Agency)

The Council has carried out a 100 percent condition survey of all paths with a paved surface in Birmingham, to assess the quality of the network and establish priorities for improvement and investment. The paths were assessed using the method in the Highways Maintenance Manual, to ensure consistency with other highway-condition assessments.

The condition surveys consisted of two assessments, 'visual' and 'walked'. The entire length of the path was assessed at 20-metre

intervals. Footpaths were scored on the results of the 'visual' and 'walked' assessments, and then allocated a level of attainment.

The results from the condition surveys have been input into a geographical information system and mapped to show the distribution of surfaced paths and their overall condition (see Table 11). We assessed 2,251 routes as part of the condition surveys.

Table 11 shows the percentage of surfaced paths per constituency.

Constituency	Percentage of surfaced path network
Edgbaston	17.2%
Erdington	8.8%
Hall Green	4%
Hodge Hill	6.9%
Ladywood	10.7%
Northfield	20.4%
Perry Barr	5.7%
Selly Oak	12.9%
Sutton Coldfield	8.7%
Yardley	4.8%

There is a dense network of paths in the south west, primarily Edgbaston, Northfield and Selly Oak constituencies. In contrast, the constituencies in the north do not have the same density.

5. Assessment of the Network



Map Showing Locations of paths

and colour coded to identify their condition.

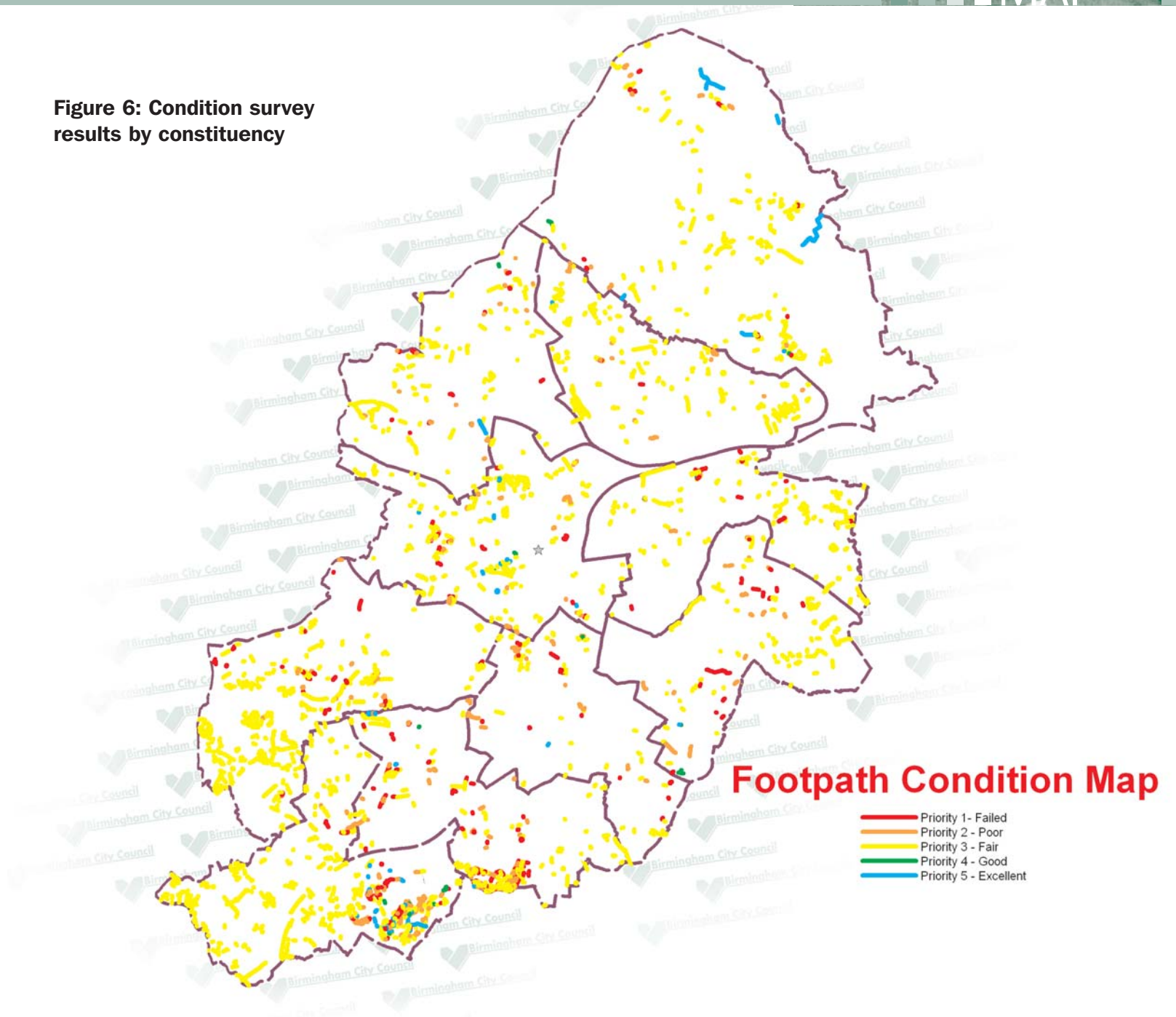
Identifying areas of the city

A clear acetate overlay showing the constituencies is at the back of this document

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Figure 6: Condition survey results by constituency



5. Assessment of the Network

Table 12: Condition of footpaths per constituency

Constituency	Failed (%)	Poor (%)	Fair (%)	Good (%)	Excellent (%)
Birmingham	8.5	12.9	75.0	0.9	2.7
Edgbaston	6.2	7.5	86.3	0.0	0.0
Erdington	1.5	8.1	89.8	0.0	0.5
Hall Green	18.0	20.2	58.4	1.0	2.0
Hodge Hill	7.1	5.2	85.2	0.6	1.9
Ladywood	5.8	9.5	79.7	0.8	4.1
Northfield	6.5	15.2	70.4	1.7	6.1
Perry Barr	8.6	15.6	73.4	0.8	1.6
Selly Oak	20.0	27.9	49.3	0.3	2.4
Sutton Coldfield	5.1	4.6	85.6	1.0	3.6
Yardley	13.8	14.7	67.0	3.7	0.9

Table 12 shows the condition of paths survey for Birmingham and each constituency. The overall results shown in Figure 7 and Table 12 show that three quarters of the surfaced paths in Birmingham are in a fair condition, with Erdington having the highest percentage of fair paths and Selly Oak the lowest.

The worst-performing constituencies (those with failed or poor scores over the city total of 21.4%) were Northfield, Perry Barr, Yardley, Hall Green and Selly Oak.

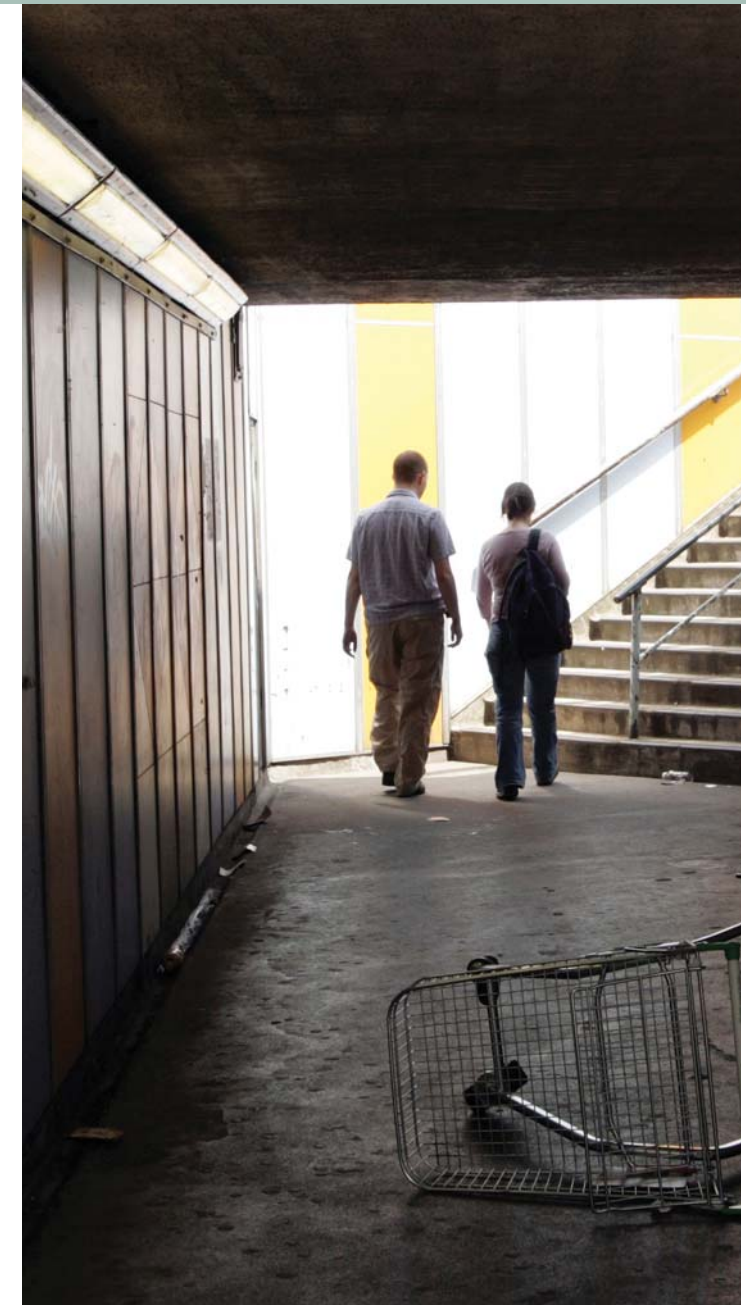
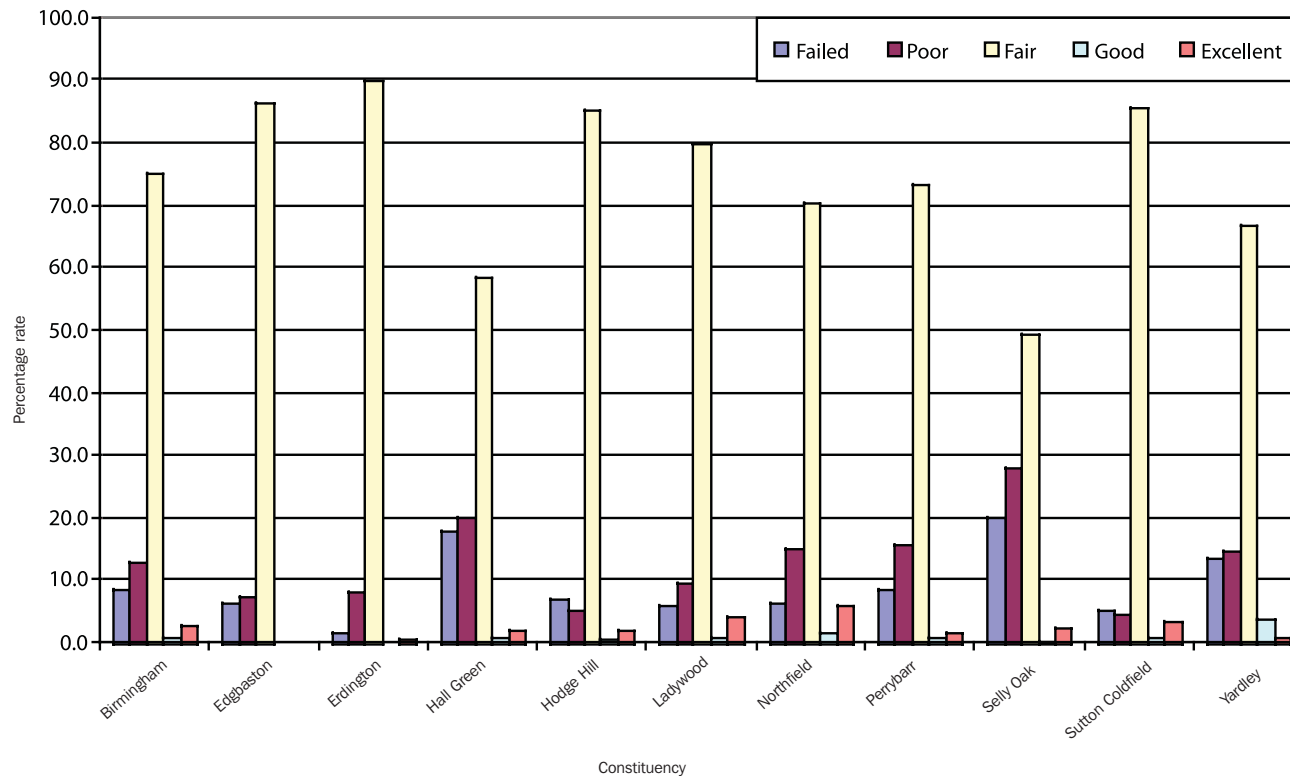




Figure 7: Graph highlighting the variety in condition levels per constituency



The constituencies with over 3.6% of paths classified as good or excellent were Sutton Coldfield, Yardley, Ladywood, and Northfield. Northfield and Yardley appear in the worst and best-performing categories, showing that across the constituencies there is considerable variation in path quality.

A cause for concern was that very few paths (if any) were classed as good or excellent in Edgbaston and Erdington.

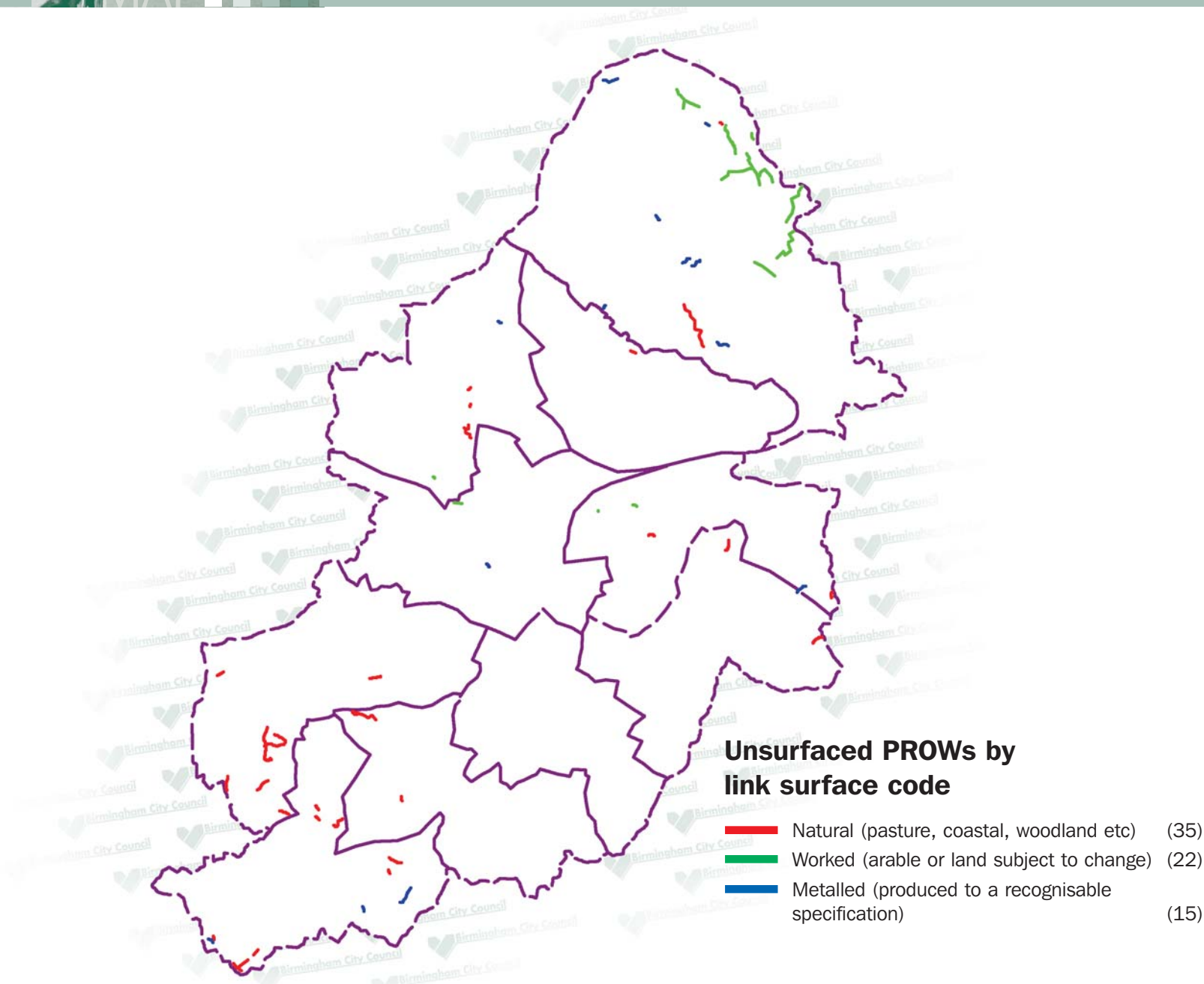
5.4. Non-surfaced paths

The non-surfaced footpaths as shown in figure 8 are paths that have a natural surface or are made with

materials that are not recognised by the condition survey. As a result they were not scheduled to be included in the same inspection regime as the surfaced footpaths. The non-surfaced paths are shown in three categories, natural, worked and metalled. A 'natural surface' path may be through a grassy field, forest track or pasture land i.e. any land that has not been worked. The term 'worked' refers to land that is regularly changed, such as agricultural land, so where a field is regularly ploughed, the surface of the path can change from compacted soil to cultivated land. 'Metalled', the third category in figure 8 refers to paths that are surfaced. Although these paths are surfaced, it is not with a material recognised by the condition surveys. This could include gravel tracks, rock-slabs, shale etc but is not specified.

The highest concentration of naturally surfaced paths are in the Bartley Green Ward, however their distribution is generally sparsely distributed in the south-west. The footpaths in Bartley Green include those in Woodgate Valley Country Park and Senneleys Park. Whereas the majority of 'worked' footpaths are in the north of Birmingham in Sutton Coldfield area where there is more agricultural land. There are far fewer Metalled paths and they appear in no particular pattern.

Figure 8: None Surfaced Paths



Map Showing Locations of none surfaced paths

Colour coded to identify type.

Identifying areas of the city

A clear acetate overlay showing the constituencies is at the back of this document

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5. Assessment of the Network



5.5. Best value

As part of the Audit Commission Act 1998 and the Local Government Act 1999, all local authorities in England and Wales have a legal duty to measure their level of performance in certain areas, against national key performance indicators. Best Value Performance Indicators (BVPI) are used to measure actual performance against other local authorities and are a useful tool for identifying areas for improvement, and setting priorities.

BVPI 178 relates to the percentage of total length of rights of way that are easy to use, and is the only indicator that formally assesses the quality of the rights of way network. The indicator looks at the number of rights of way (listed on the Definitive Map and Statement for Birmingham) that:

- are sign-posted where they leave the road in accordance with the Countryside Act 1968
- are free from unlawful obstructions (such as overhanging vegetation)
- have a surface and lawful barriers that are in a good state of repair and to a standard necessary to enable the public to use the way without undue inconvenience.

(Source: BVPIs for 2004/05 – Supplementary guidance and feedback document)

The method of assessment mentioned above was used to measure performance from 2003/04 – 2004/05. For the 2005/06 BVPI, the Council also used this method to include the rest of the rights of way network not recorded on the Definitive Map and Statement. This provides a more accurate representation of Birmingham as an urban area.

Table 11 illustrates the scores which Birmingham has achieved for BVPI 178

Table 13: Annual BVPI 178 scores

Year	BVPI score
2003/04	5.3%
2004/05	6.8%
2005/06*	56.4%
2006/07*	56.9%

**Including non definitive footpaths*

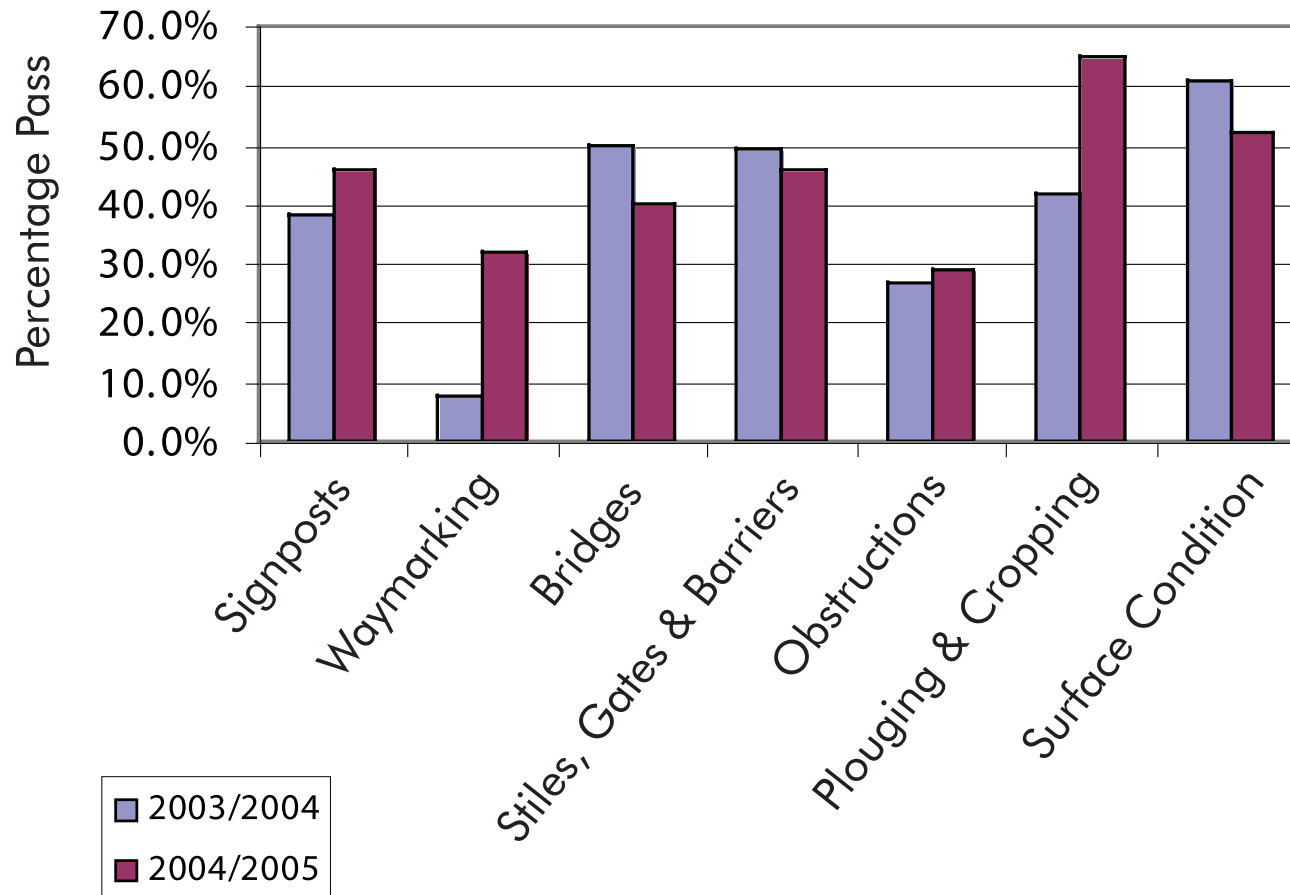
Between the 2004/05 and 2005/06 surveys, Birmingham City Council improved the quality and distribution of signs on rights of way recorded on the Definitive Map and Statement. The investment in signage has had a positive effect on the BVPI score for May 2006 onwards.

The individual scores which make up the performance indicator are a useful indication of the success of initiatives, and the areas where more action is needed.



5. Assessment of the Network

Figure 9: Differences results for BVPI 178 between 2003/04 and 2004/05



(Source: BVPI 178, 2003/04 and 2004/05)

Figure 9 shows that between 2003/04 and 2004/05, scores have improved in four of the categories:

- signposting
- way-marking
- obstructions
- ploughing and cropping (2003/04–2004/06).

Despite improvements to the paths in the Definitive Map and Statement for rural areas, the percentage scores show that considerable improvements are needed in all areas, as there is still a long way to go to improve the standard of rights of way shown on the Definitive Map and Statement.

6. Consultation





6. Consultation

6.1. Birmingham Local Access Forum

A Local Access Forum (LAF) for Birmingham was established in 2004, as required by the 2000 Countryside and Rights of Way Act. The Local Access Forum advises the Council on how it can improve public access to land in the authority's control for open-air recreation and enjoyment.

The Council consulted the members of the forum before preparing the RoWIP, and again once the draft plan had been published, taking account of their advice.

The LAF contributed to the content of the public consultation and provided valuable ideas to make this more effective, including using focus groups.

A special meeting of the forum took place in December 2005 to establish its priorities for improving public rights of way, and the following information was made available:

- maps of rights of way
- plans identifying local facilities such as schools, local shopping centres, public transport, cycle routes, canals and canal access points
- plans for each constituency showing the results of the condition survey of the surfaced network
- a plan showing the natural surfaced paths
- results of user surveys.

From this information, the forum members identified their key priorities based on: condition surveys, expected level of use, site for new routes, and improvements to existing linkages, including site-specific improvements and broader policy development (Appendix A).

The forum has identified their priorities for policy proposals based around the key themes of:

- maintenance
- health
- better links to other City Council plans and policies
- signs and publicity

- use of central reservations for cycling
- Constituency plans
- barriers to walking and gating orders
- ethnicity
- monitoring
- strategic routes
- pedestrian crossings
- horses.

The comments received from the draft RoWIP were discussed at a meeting of the LAF on the 12th June. Some members of the Forum were also invited to attend a specific workshop in May 2007 to analyse the comments made in relation to the public consultation of the draft RoWIP and contributed to the amendments made to this published document. The amendments have been circulated to the LAF and discussed at their meeting of the 5th September 2007 to ensure that all of their concerns within the draft have been addressed.

More details of the Birmingham Local Access Forum's proposals are in Appendix A.



6.2. Public consultation

As part of the Council's commitment to its citizens, and in accordance with the DEFRA guidance on RoWIP, we have consulted the public and stakeholders extensively about walking opportunities in the city.



6.2.1. Walking and rights of way consultation

The main purpose of the walking and rights of way consultation was to get a greater understanding of the public's attitudes to walking. To achieve this we designed a questionnaire to look at:

- reasons why people do or do not walk
- their expectations of the walking network
- their overall awareness
- general comments on the quality of certain paths
- demographic information to tell us who does and who does not participate in walking activities.

Smaller focus groups were also used to try and find out more about specific issues in more local areas. 10,000 questionnaires were distributed, and the consultation period ran from July to September 2005. To ensure consistency with the Council's e-targets, a web-based questionnaire was made available from a link on the Council's website.

The questionnaires were sent to all 40 libraries (3,000 in total), leisure centres, neighbourhood offices, local councillors, at the time of consultation other council directorates, and to 169 stakeholders (see Appendix B for a complete list). Around 2,130 questionnaires were handed out on the street in specific areas that had been selected to provide a cross-section of demographic characteristics.

Special effort was made to ensure that questionnaires were distributed to areas showing high levels of unemployment, low incomes and high BME populations, as these are typically groups that questionnaire surveys often under-represent.

To encourage a high response rate, we publicised the surveys on 80 billboards around the city and issued press releases in the free 'Forward' publication and in the local press before distribution. We also offered 100 free pedometers to people as an incentive to complete the questionnaire.

Main findings

- The most popular reasons for walking were to go to the shops or to take part in leisure activities. Walking to get to work and school were the least popular reasons.
- The main reasons for not walking were that it was not appropriate for the journey, time pressures, weather and distance. Importantly, these are not areas that the Council can control, apart from ensuring there are direct routes to local facilities or places of interest. Respondents were less concerned about general safety, road safety, road conditions and health.
- Most respondents were prepared to spend up to 20 minutes walking to shops, schools, work and the park. However, they were only prepared to walk for up to 10 minutes to access public transport (bus stops, metro or train stations), indicating that people are more reluctant to walk longer distances when the walking makes up part of a longer journey.

6. Consultation

- Over 80% of respondents agreed or strongly agreed that pedestrian crossings, links to public transport and pavement surfacing needed to be improved. 73% agreed or strongly agreed that street lighting needed improving. Fewer respondents felt that links to local facilities (58%), and new and improved pedestrian routes (48%) were needed.
- The most popular daily activities undertaken in the last 6 months were recreational walking (31%), cycling (12%), jogging or training (8%), dog walking (10%) and horse riding (1%).
- Footways (pavements) were the most popular place for these activities (23%), followed closely by footpaths (19%), parks or fields (19%), canal towpaths (15%), bridleways or cycleways (12%) and country lanes (12%). A very small proportion of the network is made up of bridleways or country lanes, so these figures are understandably low.
- The questionnaire then asked respondents why they took part in the activities. The most popular answers related to relaxing, keeping fit and healthy and general enjoyment. Nature, heritage and days out were less important reasons, with exercising pets and horses being the least popular reason.
- The large parks (Sutton Park and Cannon Hill Park) attract the most respondents. Even though the questionnaire was widely distributed and well

publicised, the results may be a little biased because of where the respondents live.

- 49% of those surveyed were not aware of any public rights of way in Birmingham, and 42% did not use the public rights of way network. This shows that we need to put more emphasis on publicising and educating people about rights of way



way through initiatives like the walking and cycling map, Walk 2000, guided walks and signposting, to help raise general awareness.

- The questionnaire asked respondents to rate the condition of Birmingham's rights of way. The table below compares and contrasts the public's perception of the rights of way network against the BCC condition surveys of surfaced paths.

- The results show that the public has a more positive perception of paths in Birmingham than the condition surveys show, with more respondents putting paths in the top two categories. The percentages for 'poor' paths are quite similar, but there is a greater difference between paths classed as 'very poor' and 'failed'.
- There was an even distribution of questionnaires completed by men and women.
- There was a disproportionate number of questionnaires completed by white people. Even though we made efforts to target the BME groups in the city, only 10% of responses came from this group, the largest group of which (7%) were from Asian/Asian British people.
- A quarter of respondents indicated that they have no access to a car, with a further 12% stating that they only have access on certain occasions. These figures show that car-ownership is higher than the overall figures for Birmingham, as quoted in the 2001 census (38% have no car or van, 42% have one car or van).
- Around 1% of respondents stated that they were disabled or suffered from an impairment. Although the 2001 census does not ask people directly whether they are disabled, 20% state they have a long-term limiting illness, which is the closest approximation we have. The concerns disabled users expressed related to access and surfaces.



The main areas for improvement which emerged from the questionnaire were;

- poor quality of pavements
- poor lighting
- inadequate signing of paths
- safety concerns and antisocial behaviour
- poor levels of path cleanliness
- general path maintenance
- provision of and improvement to pedestrian crossings.

Table 14: Questionnaire responses compared to actual condition survey results

Questionnaire results		Condition survey results	
Rating	%	Rating	%
Excellent	4	Excellent	3
Good	22	Good	1
Average	42	Fair	75
Poor	15	Poor	13
Very Poor	4	Failed	9
Don't Know	13		

For a detailed breakdown of the consultation results, please see Appendix C.

Abandoned car on a public right of way

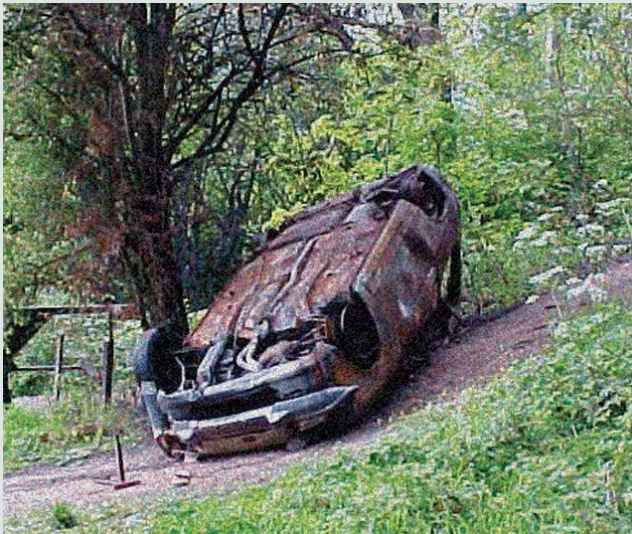
6.2.2. Focus groups

The walking and rights of way questionnaire was also taken to three neighbourhood forums to give us more detailed information on local rights of way in specific areas. The neighbourhood forums were in:

- Sutton Coldfield (Falcon Lodge)
- Perry Barr (Booths Farm)
- Sheldon (Chestnuts).

The overriding themes which emerged from the focus groups were:

- Poor condition and maintenance of rights of way.
- Safety concerns on popular local routes.
- Obstructions to public rights of way and confusion over gating policy.
- Not enough signs and markings of rights of way.
- Fear of crime and antisocial behaviour by youths, preventing use of paths.
- Too few safe cycle routes.
- General awareness of rights of way is low in some areas.
- Misuse of rights of way by motorbike users.



6. Consultation

Below are samples of the comments and experiences of rights of way users, gained from visiting the neighbourhood forums.

“It would be fantastic to be able to walk and/or cycle safely from our home in Penns Lake Road to Walmley Village to go to the Doctors, the pub, the shops, the library, the school etc. i.e. a proper village where people walk and meet...” (female, white 36-49)

“My husband is registered blind. Poor lighting and uneven pavements make it impossible for him to walk in the evening with me except for summer months” (female white 36-49)

Further details of the results of the focus groups can be seen in Appendix D.



6.3 – Draft ROWP public consultation

During December 2006 and February 2007, the draft RoWIP was published for consultation. This was to ensure that we had considered all of the points which had been raised in the previous consultation and also to ensure that we were meeting the needs of the local community. As before the document was circulated in local libraries, leisure centres and neighbourhood offices, to local councillors at the time of consultation and other Council directorates. They were also distributed to the 169 Stakeholders referred to in appendix B.

The Draft RoWIP was presented to Constituency meetings on the dates shown in table 15.

Comments from constituency committees are identified in appendix E.

Appendix F contains the feedback and comments that were received from members of the public and interested groups.

The draft was welcomed by the constituencies and the connections between Constituency Community Plans were highlighted. Some comments were made on specific schemes and these are summarised in appendix E. Where specific schemes were considered appropriate and worthy of further investigation these have been moved from the appendices to the Constituency proposed actions in section 9.

Table 15 dates RoWIP presented to Constituency Committees

Constituency Committee	Date	Constituency Committee	Date
Sutton Coldfield	12/12/06	Yardley	25/1/07
Northfield	16/1/07	Ladywood	25/1/07
Edgbaston	18/01/07	Selly Oak	30/1/07
Erdington	22/1/07	Hodge Hill	15/2/07
Hall Green	24/1/07		

7. Public Rights-of-Way Network





7. Public Rights-of-Way Network

7.1. Boundary issues

Birmingham shares its borders with nine other local authorities:

- Worcestershire County Council
- Dudley
- Staffordshire County Council
- Warwickshire County Council
- Sandwell
- Solihull
- Walsall.

The DEFRA guidance states that there is a duty for consultation between 'each highway authority whose area adjoins their area'. To ensure a joined-up network of rights of way developed and maintained to a consistently high standard and accessible for all members of the public, our neighbouring authorities have been asked to identify footpaths where cross-border links could be improved. So far we have received responses from Sandwell and Dudley. No other adjoining authorities have submitted requests.

• Improving links into Sandwell Valley Country Park (Sandwell)

From Silvercroft Avenue/Oxhill Road and Park Lane, there are proposals to improve access into Sandwell Valley Country Park through Handsworth Cemetery. The proposals include providing a safe crossing on Park Lane, converting existing routes to enable cycle access, generally improving the condition of the path surfaces, and linking into the Sustrans National Cycle routes that run through the Country Park.

• Improving links into Sandwell (Sandwell/Sandwell LAF)

A request has been received from Sandwell and Sandwell LAF, that BCC improve paths in Birmingham that link with their path from Farm Road to Hagley Road.

• Improving links into Woodgate Valley Country Park (Dudley)

The proposals are for improving links underneath the M5, linking the footpath network from Woodgate Valley Country Park into the countryside on the opposite side of the motorway in Dudley. The proposals will improve access into Dudley and provide better route signs.

• Ley Hill Estate

A major regeneration scheme has been identified for the Ley Hill Estate in Northfield. Part of the Draft Access Study aims to introduce new rights of way to provide access from the housing estate into the surrounding countryside in Dudley and Worcestershire. The area suffers from high levels of deprivation, so we hope that by providing more routes into the countryside, local residents will be able to benefit by, for example, improving health and quality of life.

There are other opportunities to improve cross-border access between Solihull and Sheldon with the creation of the 'Midlands Way'. However, no firm proposals have come forward from Solihull at the time of going to print.

Each of the seven West Midlands local authorities will produce their own RoWIP which will be integrated into the 2011 Local Transport Plan. Public rights of way officers in each authority have been liaising with officers at West Midlands Core Support Team who are responsible for producing the Local Transport Plan, and with each other to produce a co-ordinated approach to developing RoWIPs in the West Midlands.

7. Public Rights-of-Way Network



7.2. Legally defined (Definitive Map and Statement)

At present the Definitive Map and Statement for Birmingham only exists for Sutton Coldfield. The DMS was inherited in 1974, after the local government reorganisation which saw Sutton Coldfield change local governance from Warwickshire to West Midlands County Council. When the West Midlands County Council was abolished in 1986, BCC took responsibility for Sutton Coldfield. Since then, several changes have been made to the network (shown in the DMS) as a result of closures and diversion orders. Figure 10 Identifies the boundary of the DMS.

The rest of Birmingham does not have a DMS, although there is a record of approximately 2,500 public rights of way in the list of streets maintained under the 1980 Highways Act. These routes have been digitised and placed on a geographic information system, which means you can view them in a list or as a map.

Consideration has also been given to other records supporting the list of streets, including stopping-up orders, diversion orders and dedication agreements.

The Register of Definitive Map Modification Orders also reveals six routes that are being claimed as public rights of way. These are:

- The Harborne Walkway
- Nevin Grove to Rocky Lane (Perry Barr)
- Ipswich Crescent to Beeches Road (Perry Barr)
- Moseley Hall Hospital, Alcester Road to Amesbury Road
- Pershore Road to Warwards Lane.
- Wolfson Drive Birmingham University.

You can view applications for definitive map modifications on the BCC website (<http://www.birmingham.gov.uk>).

BCC has also received two requests for diverting paths in Bull's Lane and also at Minworth Sewage Disposal Works.

7.3. Specific requests for improvements to the network

Following public consultation, several requests have been received for specific routes. Before that, most requests were for closing public rights of way because of problems with antisocial behaviour and crime.

We have drafted a process for dealing with these requests – see appendix Ha+b. There are also several ongoing changes to public rights of way in relation to development and planning permissions.

7. Public Rights-of-Way Network

Figure 10: Extent of the current boundary of the Definitive Map



This map shows the extent of the area covered by the definitive map and statement for this area.

This map was inherited by BCC following boundary changes. The map was originally produced by Warwickshire Country Council.

Identifying areas of the city

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7. Public Rights-of-Way Network



7.4. Working with other local authority departments, neighbouring authorities and others

As part of the first stage consultation exercise and the second stage on the draft RoWIP other Birmingham City Council directorates have been contacted to provide feedback on how the RoWIP can add value to their own programmes and objectives.

A parks strategy was approved by Cabinet in November 2006 and is now published as a supplementary planning document as part of Birmingham's Local Development Framework. Making links with these strategies can benefit both, in terms of providing access to local parks and opportunities for walking routes for the Walk 2000 programme, as well as exercise on prescription schemes (exercise programmes prescribed by Doctors to address health problems).

Constituency directors have also been consulted to identify any specific requirements they may have in their Constituency Community Plans for improving access and opportunities for recreation. Local Ward Councillors were also consulted as part of the public questionnaire consultation and presentations were made to Constituency Committees during December 2006 and February 2007, so that they could identify any issues

relating to public rights of way, walking or cycling that they had discussed with their constituents and comment on proposals identified in the draft.

7.5. Lost ways

Birmingham City Council's rights of way team have no lost ways projects.

7.6. Access land

Birmingham falls into DEFRA region 7. There is no access land in Birmingham due to its urban land use.

7.7. Publicity

The Highways Information Team in the Transportation Development Group at BCC holds the current public rights of way records and the public can access them as long as they make a specific request before they visit.

Copies of the Definitive Map and Statement are available at Sutton Coldfield Library, the Central Library and at the Highways Information Team's offices. Most of the public rights of way in Birmingham are not shown on ordnance survey maps.

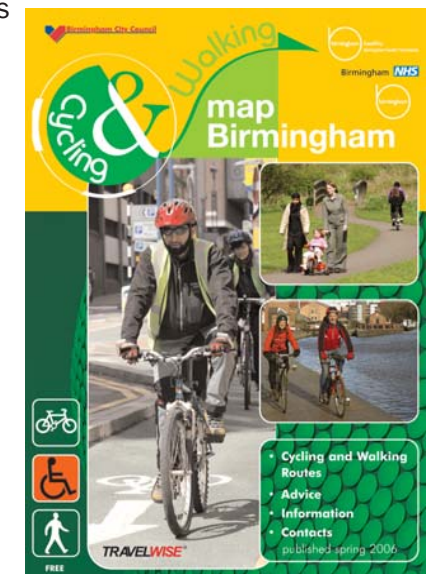
7.7.1. Walking and cycling map

Birmingham City Council produced a Birmingham walking and cycling map in Spring

2006 with Birmingham NHS. The third edition was published in Spring 2007 which included a number of minor amendments and following public comments and feedback. The walking and cycling map is not a definitive map of public rights of way across the city, as the map only shows a selection of the public rights of way network.

The map shows well-connected walking and cycling routes throughout the city, highlights links to the surrounding local authority areas, and provides the less experienced user with useful start-up advice and information about the various routes. The map also gives extra information on the location of bike shops and access points onto the canal network. The routes and information on the map include:

- national cycle network 5 (proposed route 53)
- regional cycle network 55 (proposed route 62)



7. Public Rights-of-Way Network

- on-road cycling
 - advisory routes
 - signed routes
 - cycle lanes on roads
 - bus lanes (cyclists can use bus lanes)
 - toucan crossings/pedestrian crossings
 - steep hills and one-way streets
- off-road cycle and walking routes, indicating user suitability
 - surfaced routes
 - unsurfaced routes
 - canal towpaths
- other Information
 - canal access ramps and steps
 - Birmingham greenway
 - Walk 2000 locations
 - cycle parking
 - bike shops
- city centre map additions
 - where cycling is allowed in pedestrian areas
 - pedestrian-only areas (cyclists dismount).

7.7.2. Walk 2000

The Walk 2000 initiative promotes walking for health in Birmingham by providing guided walks in every ward (pre-2004 boundary changes) round a 2km route of parkland or open space. The Walk 2000 scheme has three main aims:

- To waymark two kilometres of walking routes in parks and open spaces.
- To provide walking groups led by qualified walk leaders.
- To train people to become walk leaders on a nationally accredited course.



The two kilometre walking routes are being waymarked in parks and open spaces in Birmingham. The routes are marked with wooden sign posts and green footprints on the ground. There are 40 waymarked Walk 2000 routes in Birmingham, which are evenly distributed across the city (see Figure 16). One walking route was selected for each ward, but the sites were chosen before the 2004 ward boundary changes. Because of the boundary changes, some wards are now without a Walk 2000 route, but we are looking for suitable alternatives.

Some of the benefits of a guided walk programme are:

- Less-confident walkers are able to walk in the security of a group.
- It gives the opportunity to socialise with other members of the local community, which for some could be the only social contact that they have.
- Walkers will develop the confidence to try out new routes for themselves when they become more familiar with the walks.
- Walkers can set up their own walking groups with friends and family.
- Walkers benefit from taking regular exercise.

7. Public Rights-of-Way Network



Identifying areas of the city

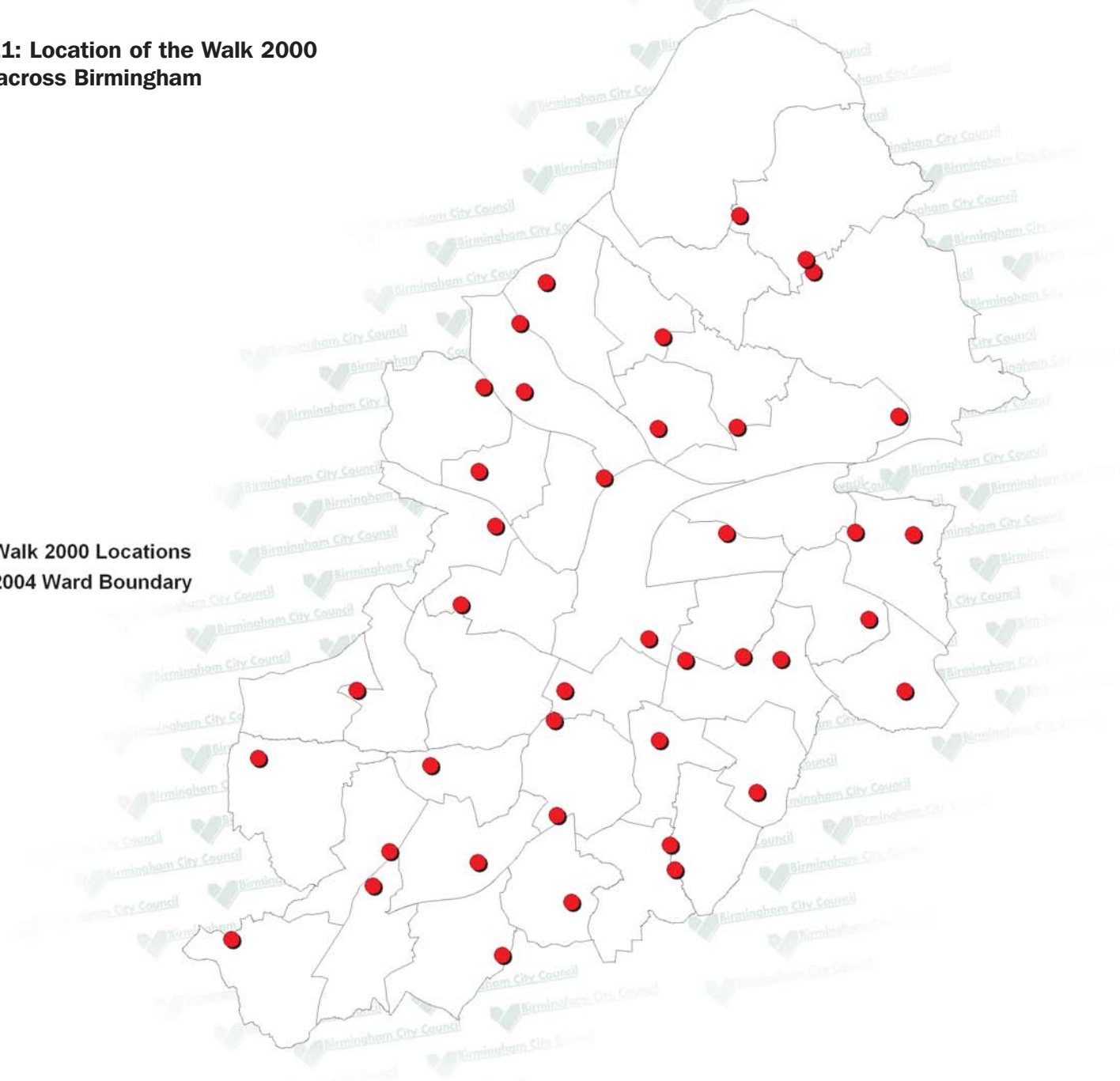
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Figure 11: Location of the Walk 2000 Routes across Birmingham

Key
● Walk 2000 Locations
□ 2004 Ward Boundary



8. Statement of Proposed Actions – City-Wide Proposals



8. Statement of Proposed Actions – City-Wide Proposals



Statement of Proposed Actions – City-wide Proposals (subject to funding being identified)

Main theme	Action	Costs per year £'000 (resources to be identified)					Target and date
		07/08	08/09	09/10	10/11	11/12	
Maintenance and street cleaning	Improve highway inspections and ensure fast and effective responses.	Review within existing resources					2007/10
	Complete a programme for improving all the failed and poor paths shown in the condition survey.	420	200	200	200	200	2011 (depends on outcome of the Highways' proposed PFI)
	Identify suitable sites for lighting.	5					2007/08
	Implement a programme for replacing signs and waymarking on public rights of way to ensure compliance with the Disability Discrimination Act.						2008/09
	Develop a strategy to clean more paths	5					2007/10
Obstructions	Study and report to establish a policy for quickly removing obstructions at access points.		1				2008/09
	Review stiles and gates to ensure that, where practical, paths are accessible for wheelchair users and the visually impaired.		2				2008/09
	Negotiate with private landowners about repairing or replacing stiles and gates and, where possible, removing them.		4	3	3		Annual
Reducing crime and antisocial behaviour	Develop a process to work with other departments and partners to develop a method for dealing with crime and antisocial behaviour on public rights of way, and requests for gating and permanently closing them.	2					2007
	Publicise practices for removing graffiti and repairing acts of vandalism on public rights of way, and identify reporting procedures.	1					2007/08

8. Statement of Proposed Actions – City-Wide Proposals

(continued...)

Main theme	Action	Costs per year £'000 (resources to be identified)					Target and date
		07/08	08/09	09/10	10/11	11/12	
Promotion	Complete the Definitive Map and Statement in accordance with statutory responsibilities under the Wildlife and Countryside Act 1981 and the Countryside and Rights of Way Act 2000 in order to prevent the loss of public rights of way at the cut date of 1/1/2026.	100	100	100	100	100	2026
	Distribute the walking and cycling map to more locations across the city.	Completed					2007/08
	Publicise a series of walking and cycling routes in and around the city centre and local centres to encourage walking and cycling as a way of getting around.		15				2008/09
	Produce maps showing public rights of way for each constituency.	5	5				2007/08
Planning policy	Review planning guidance on access; improve the way rights of way are provided and designed to find any possible gaps, and propose extra guidance if necessary.		4				2008/09
Improving links	Identify opportunities for creating better access with improvements to public footpaths in relation to developing improved walking routes or introducing cycle access where appropriate.		10	5	2	2	2008/09
	Study the opportunities for improving rights of way on 'Safer Routes Projects'.		1.5	1.5			2008/10
	Examine existing rights of way and opportunities for new routes near to local centres to identify further improvements for each constituency.		1.5	1.5			2008/10
	Identify suitable sites for improving access for the visually impaired and disabled users and look at developing a leisure route in a suitable location.		2.5	2.5			2008/10
	Identify opportunities for creating better links from the public right of way network to local parks from neighbouring residential areas.		2.5	2.5			2008/10

9. Statement of Actions – Constituency Proposals



9. Statement of Actions – Constituency Proposals

Constituency	Plan used
Edgbaston	Edgbaston Constituency Community Plan 2006–2010
Erdington	Erdington Constituency Community Plan 2005–2006 (Draft)
Hall Green	Hall Green Constituency Draft Community Plan 2004–2006
Hodge Hill	Hodge Hill Constituency Community Plan 2005–2006
Ladywood	Ladywood Interim Constituency Community Plan September 2004 (Draft)
Northfield	Improving Northfield Constituency Community Plan 2005–2006
Perry Barr	Perry Barr Constituency Community Plan 2005–2006 (5th Draft)
Selly Oak	Selly Oak Constituency Community Plan 2005–2006
Sparkbrook*	Sparkbrook Constituency Community Plan 2005–2006
Sutton Coldfield	Sutton Coldfield Constituency Community Plan 2006–2010
Yardley	Yardley Constituency Community Plan 2005–2006

** District plans were produced before the 2004 administrative boundary changes and many constituencies have not yet amended their published documents. For completeness we have included a review of the objectives for Sparkbrook and how the RoWIP could help achieve them.*

- 2001 census information is taken from BCC's website, using the constituency boundaries of 23 May 2006; ward boundaries are of 10 June 2004.



Edgbaston

Local facts

- Edgbaston constituency is made up of four wards: Bartley Green, Edgbaston, Harborne and Quinton, with a population of 90,376 (2001 census).
- 19% of the constituency is non-white, which is lower than the Birmingham average of 30%.
- Edgbaston is one of the wealthiest constituencies, although there are areas which have high levels of poverty, poor health, social exclusion and low educational attainment.
- 38% of the population have no access to a car or van, very similar to the Birmingham average.
- 34.63% of households have one or more people with a limiting, long-term illness, indicating that health levels are marginally better than the city average, but slightly worse than for England as a whole.
- The educational attainment is reasonably good as only 29% achieved no qualifications, compared to the city average of 37%.
- Edgbaston has the lowest number of 0-17 year-olds of all the constituencies, but it has the highest percentage of 18-64 year-olds (63.98%).

Edgbaston's main parks

Bartley Green

Woodgate Valley Park
 Senneleys Park
 Ley Hill Recreation Ground
 Bangham Pitt Farm Public Open Space
 Jervoise Road Recreation Ground

Edgbaston

Harborne

Grove Park
 Queens Park

Quinton

Woodgate Valley Country Country
 Highfield Farm Recreation Ground
 Warley Woods

Local shopping centres

The main shopping areas are Five Ways shopping centre and Harborne High Street.

There are three key themes in Edgbaston's Constituency Plan which have strong links to the RoWIP: children and young people, healthier communities, and safer and stronger communities. The objectives of relevance to the RoWIP are: to create better access to facilities, promote healthier lifestyles and reduce antisocial behaviour in the constituency.

9. Statement of Actions – Constituency Proposals

Constituency Priorities

Cross-cutting theme	RoWIP policy	Outcomes
Children and young people	<ul style="list-style-type: none"> • Work with our partners in leisure services, health and education to promote walking and cycling actives for children as part of a more healthy, active lifestyle. • Work with Safer Routes To Schools programme to identify paths that could be improved to encourage more children and parents to walk to school. 	<ul style="list-style-type: none"> • Improved child health and a reduction in childhood obesity • Instill a more sustainable set of values • Decongestion • Environment
Healthier communities and older people	<ul style="list-style-type: none"> • Work with leisure services, health and education to promote walking and cycling actives for all as part of a healthier active lifestyle. • Identify and promote routes more widely through constituency maps and prescription walks. 	<ul style="list-style-type: none"> • Improved health levels, quality of life and economic benefits
Safer and Stronger Communities	<ul style="list-style-type: none"> • Work with the police and local community to identify paths where antisocial behaviour is proven to occur. • Help the constituency with gating policy. • Help the constituency to improve visibility and natural surveillance on footpaths where there are high levels of crime and antisocial behaviour. 	<ul style="list-style-type: none"> • A pleasant and safe environment will encourage more journeys on foot or by cycle. • Beneficial for vulnerable groups eg women, ethnic minorities • Reduced public nuisance

Requests for improvements

Location	Ward	Constituency	Description	Comments	Timescales
Harborne Walkway	Harborne Edgbaston Soho Ladywood	Edgbaston/ Ladywood	Improved surface for cyclists, walkers and runners	Definitive Map Modification Orders received to formally register public right-of-way as a footpath and evidence of cycling on it	2007/08
School playing field to Harborne Walkway	Edgbaston Ladywood	Edgbaston/ Ladywood	Improved access to school	Barford J&I School extension to play ground, Improved access to school. School travel plan completed & safer routes to school programme In place	Orders In place, work due to start 2007/08
Bournbrook Walkway	Edgbaston/Selly Oak	Edgbaston/ Selly Oak	Full bitmac construction along whole length, secure entrances, improve ecology, local history and access	Has £300K S.106 funding	
Ley Hill Farm Road	Bartley Green	Edgbaston	Divert public right of way and create new routes on adjacent land to align with new routes in proposed Public Open Space	To provide improved linkages dependant on outcome of planning decisions and diversion orders on private land	2010

9. Statement of Actions – Constituency Proposals



Erdington

Local facts

- The wards in Erdington constituency are Erdington, Tyburn, Kingstanding and Stockland Green, with a population of 90,654 (2001 census).
- The ethnic composition of the constituency is mainly white (85%), and the percentage of BME groups is half that of the city average.
- 42% have no access to a car or van, slightly higher than the Birmingham average.
- 41.97% have no qualifications, which is also higher than the city average.
- 40.2% of households have one or more people with a limiting long-term illness, which is the second highest percentage of all 10 constituencies.
- Erdington's average age ranges are not significantly high or low – there are 25.9% of 0–17 year-olds, 58.42% of 18-64 year-olds and 15.67% who are 65+.

Erdington's main parks

Erdington

Short Heath Park
Rookery Park

Kingstanding

Perry Common
Recreation Ground
Finchley Park Road
Twickenham Road Park

Stockland Green

Brookvale Park
Bleak Hill
Witton Lakes

Tyburn

Pype Hayes Park
Farnborough Road
Public Open Space
Castle Vale Conservation Area
Centre Park
Project Wagtail

Local shopping centres

Erdington has various shopping areas: the main shops are along the High Street, from Six Ways Island to the village green at the top end of the High Street. There are other shopping areas in Kingstanding and Ravenhurst, with a selection of shops at The Fort shopping centre.

In Erdington's Constituency Community Plan the following objectives are consistent with the aims of the RoWIP: create sustainable neighbourhoods and local centres; co-ordinate approaches to manage antisocial behaviour; make improvements to street cleaning; reduce the number of accidents; and increase the number of people taking regular exercise.

9. Statement of Actions – Constituency Proposals

Constituency Priorities

Cross-cutting theme	RoWIP policy	Outcomes
Housing	<ul style="list-style-type: none"> Work with Planning officers to ensure that walking and cycling routes in developments are given a high priority. 	<ul style="list-style-type: none"> More walking and cycling routes in developments to encourage a shift from the car to more sustainable methods of transport.
Economy and employment	<ul style="list-style-type: none"> As above 	<ul style="list-style-type: none"> As above
Crime and community safety	<ul style="list-style-type: none"> Work with the police and local community to identify paths where antisocial behaviour is proven to occur. 	<ul style="list-style-type: none"> Reduce fear of crime A pleasant and safe environment will encourage more journeys on foot or by cycle. Beneficial for vulnerable groups eg women, ethnic minorities Reduced public nuisance
Improving health	<ul style="list-style-type: none"> Work with the constituency to promote safer routes to school. Promote walking by distributing constituency maps of walking routes. 	<ul style="list-style-type: none"> Improved health, quality of life and economic benefits
Improving the environment	<ul style="list-style-type: none"> Work with the constituency to review street cleaning to include public rights of way and identify funding for improvements. 	<ul style="list-style-type: none"> Creating a welcoming environment and a better street scene to encourage outdoor pursuits, and foster a greater sense of local pride.

Requests for improvements

Location	Ward	Constituency	Description	Comments	Timescales
Routes in Pype Hayes Park	Tyburn	Erdington	Designate as a right of way for cycling and walking, widening and resurface of some existing paths as well as the creation of a new 2m tarmac path zigzagging along bank of Plants Brook.	The City is currently undertaking a masterplan exercise for Pype Hayes Park and will review cycle access as part of this consultation with the City's walking and cycling officers and as part of the proposals for the North Birmingham Cycle Route and the Lottery and Connect 2 bids.	



Hall Green

Local facts

- The wards in the Hall Green constituency are Hall Green, Moseley and Kings Heath, Springfield, and Sparkbrook, with a population of 108,908 (2001 census).
- The non-white population is 53%, which is significantly higher than the city average.
- 36.85% have no qualifications, which is only slightly below Birmingham’s average.
- 37.95% have no access to a car or van, which is on a par with the constituency average, but compared to the average for England (27%) indicates low car-ownership.
- 38.93% of households have one or more people with a limiting long-term illness, which indicates that health in this constituency is reasonable, just above the average.
- The constituency has a high proportion of 0–17 year-olds, yet very low levels of elderly people; the number of 18–64 year-olds is also low in comparison with all other constituencies in Birmingham.

Hall Green’s main parks

Moseley and Kings Heath

Cannon Hill Park

Kings Heath Park

Highbury Park

Hall Green

Sarehole Mill
Recreation Ground and
River Cole Shire Country Park

Newley Goodman

Great Hill Meadows

Trittiford Park

Springfield

Sparkhill Park

Swanshurst Park

Greet Recreation Ground

Sparkbrook

Calthorpe Park

Pickwick Park

Balsall Heath Park

Farm Park

Local shopping centres

There are shopping centres in Moseley High Street and Kings Heath High Street, at the Maypole on the Alcester Road South, and along the Stratford Road – Sparkhill, the Hall Green Parade, Springfield and at Robin Hood Island. There are seven cross-cutting themes that inform Hall Green’s Constituency Community Plan and the objectives of greatest relevance to the RoWIP are to: reduce fear of crime and antisocial behaviour; improve cleanliness and protect open spaces; improve the safety of children travelling to and from school; promote exercise for all; improve the availability of information; encourage under-represented groups to participate; improve access to local facilities, centres and public transport; and promote conservation and culture.

9. Statement of Actions – Constituency Proposals

Constituency Priorities

Cross-cutting theme	RoWIP policy	Outcomes
Making Hall Green safer	<ul style="list-style-type: none"> • Work with the police and local community to identify paths where antisocial behaviour occurs. • Give the constituency guidance on gating policy. • Work with the planning department to ensure that walking and cycling routes are prominent in urban design. • Review street lighting on public rights of way. 	<ul style="list-style-type: none"> • Reduced antisocial behaviour and fear of crime • Increased prominence and use of walking and cycling routes
Making Hall Green cleaner and greener	<ul style="list-style-type: none"> • Review policy on furniture (benches, street lamps etc) on public rights of way. • Review street cleaning for the constituency. • Provide guidance on public rights-of-way routes through the new Country Park to ensure they are inclusive. 	<ul style="list-style-type: none"> • More routes accessible for the mobility and visually impaired • More opportunities for walking and cycling in the constituency
Providing excellent services for children and young people	<ul style="list-style-type: none"> • Work in partnership with Safer Routes To School to identify paths for improvement. 	<ul style="list-style-type: none"> • Encourage walking to school, reduce unnecessary car trips and promote healthy lifestyles • Environment, economy
Improving health of residents	<ul style="list-style-type: none"> • Ensure Walk 2000 routes are maintained. • Promote other walk and cycle routes by distributing constituency maps of public rights of way. 	<ul style="list-style-type: none"> • The public are well informed about walking and cycling opportunities • Walk 2000 paths easier to use.
Building stronger and sustainable communities	<ul style="list-style-type: none"> • Ensure that walking and cycling routes and issues are regularly mentioned in the constituency newsletter. 	<ul style="list-style-type: none"> • The public are well informed about walking and cycling opportunities
Planning for the future (economy)	<ul style="list-style-type: none"> • Assess paths leading to public transport stops and local facilities that need improvement, using condition survey analysis, to decide whether to include them in the maintenance programme. • Work with Planning officers to ensure that walking and cycling routes in developments get a high priority. 	<ul style="list-style-type: none"> • Safer routes to work, public transport stops and stations • Cut down on unnecessary car trips for short journeys • Healthier, more active lifestyles through good design • Environment • Decongestion • Economy
Improving housing	<ul style="list-style-type: none"> • Work with Planning officers to ensure that walking and cycling routes in developments get a high priority. 	<ul style="list-style-type: none"> • Healthier and more active lifestyles through good design principles

9. Statement of Actions – Constituency Proposals



Requests for improvements

Location	Ward	Constituency	Description	Comments	Timescales
Stonorwood Ave to Southam Road	Hall Green	Hall Green	Widening on the public right-of-way where it enters Stonorwood Avenue	Lighting around diversion route excellent but remainder of path is poorly lit where it starts at Southam Road. Residents in Southam Road are however concerned that improved lighting will disturb the enjoyment of their property and is not required during school hours. This is also affected by current development proposals at end of Stonorwood Avenue.	
River Cole	Hall Green	Hall Green	Improved access	Top of Ward's Park Strategy List. Liaise with Area Parks Managers and Consult Parks Strategy to identify opportunities for improving links	2009/10
Chinn Brook	Hall Green	Hall Green	Improved access	Top of Ward's Park Strategy List. Liaise with Area Parks Managers and Consult Parks Strategy to identify opportunities for improving links	2009/10



9. Statement of Actions – Constituency Proposals

Hodge Hill

Local facts

- The wards in Hodge Hill constituency are Hodge Hill, Shard End, Washwood Heath and Bordesley Green, with a population of 107,826 (2001 census).
- The non-white population is 49,165 (46%), which is relatively high when compared to other constituencies.
- 49.38% have no qualifications, the highest percentage of all the constituencies.
- 44.06% have no access to a car or van, indicating that car ownership is low in this area.
- 43.90% of households have one or more people with a limiting long-term illness, the highest percentage of all the constituencies, suggesting health is poor in this constituency.
- Hodge Hill has the highest percentage of 0–17 year-olds (32.33%), and it also has the lowest percentage of 18–64 year-olds (54.26%) compared to all the other constituencies.

Hodge Hill's main parks

Bordesley Green

Hey Barn
Recreation Ground
Batchelors Farm Park
River Cole and Kingfisher
Country Park
Henry Barber Recreation
Ground
Newbridge Farm Recreation Ground

Hodge Hill

Stechford Hall Park
Bromford Bridge North
Public Open Space
St Margarets Recreation
Ground

Shard End

Tile Cross Park and
Recreation Ground
Norman Chamberlain
Playing Fields
River Cole Kingfisher
Country Park

Washwood Heath

Ward End Park
Adderley Park

Local shopping centres

The main shopping areas are at Shard End and the Fox and Goose.

The main objectives of Hodge Hill's Constituency Community Plan that are linked to the RoWIP are to: reduce fear of crime and address antisocial behaviour; improve the quality of life of local residents by initiatives like enhancing the environment; reduce the number of deaths from heart disease; improve physical access to employment.



9. Statement of Actions – Constituency Proposals



Constituency Priorities

Cross-cutting theme	RoWIP policy	Outcomes
Promoting community safety and addressing antisocial behaviour	<ul style="list-style-type: none"> • Work with the police and local community to identify paths where antisocial behaviour occurs. • Provide guidance to the constituency on gating policy. • Publicise reporting procedures. 	<ul style="list-style-type: none"> • Residents benefit through reduced crime levels on public rights of way
Improving the physical environment, and well-managed housing	<ul style="list-style-type: none"> • Work with planners to increase the prominence of walking and cycling routes in developments. • Review street cleaning and street lighting of public rights of way and get funding for improvements. 	<ul style="list-style-type: none"> • Healthier and more active lifestyles through good design • A more attractive environment that people want to use regularly
Addressing health inequalities	<ul style="list-style-type: none"> • Work with the health authority to promote prescription walks in the constituency. • Specifically target BME groups in the constituency. • Distribute constituency walking maps. 	<ul style="list-style-type: none"> • Improved quality of life and health by giving the public more information about walking and cycling opportunities • Economy
Regeneration and employment	<ul style="list-style-type: none"> • Assess paths leading to public transport stops and local facilities that need improvement, using condition survey analysis, to decide whether to include them in the maintenance programme. 	<ul style="list-style-type: none"> • Safer routes, which are regularly maintained, may encourage a shift away from cars to public transport • Decongestion

Requests for improvements

Location	Ward	Constituency	Description	Comments	Timescales
Chester Road to old Chester Road	Hodge Hill	Hodge Hill	West side of Chester Road where it meets the M6 J5 roundabout to the stub end of the old Chester Road by Castle Bromwich Hall.	The M6 creates a significant barrier to pedestrians and cyclists, with only two crossing points – one here and the other at Bromford Lane. Used by Jaguar employees.	
Budbrook Grove to Kitsland Avenue	Shard End	Hodge Hill	Making of a gating order to close the path in order to reduce problems with antisocial behaviour	Look longer term at permanent closure	2007
Mackadown Lane to Bannerley Road	Shard End	Hodge Hill	Unsurfaced and overgrown track to be resurfaced	Path crosses West Coast mainline and provides access to Industrail Estate as well as local schools.	2008/09

9. Statement of Actions – Constituency Proposals

Ladywood

Local facts

- The wards in Ladywood constituency are Aston, Ladywood, Nechells and Soho, with a population of 94,538 (2001 census).
- The constituency is mainly BME – over half (64%) of the population are from non-white ethnic groups.
- 43.18% have no qualifications, higher than the city average.
- 58.12% have no access to a car or van, the highest level of all the constituencies.
- 39.28% of households have one or more people with a limiting long-term illness, just above the average, suggesting that health levels are quite good.
- Ladywood has relatively high numbers of 0–17 year-olds and 18–64 year-olds, but the percentage of elderly residents is low (10.12%).

Ladywood's main parks

Aston

Aston Park
St George's Park
Burbury St Park
Phillips Street Park

Ladywood

City Centre Gardens
Moonlit Park (Attwood Green)
Sunrise Park (Attwood Green)
St Thomas Close Burial
Ground

Nechells

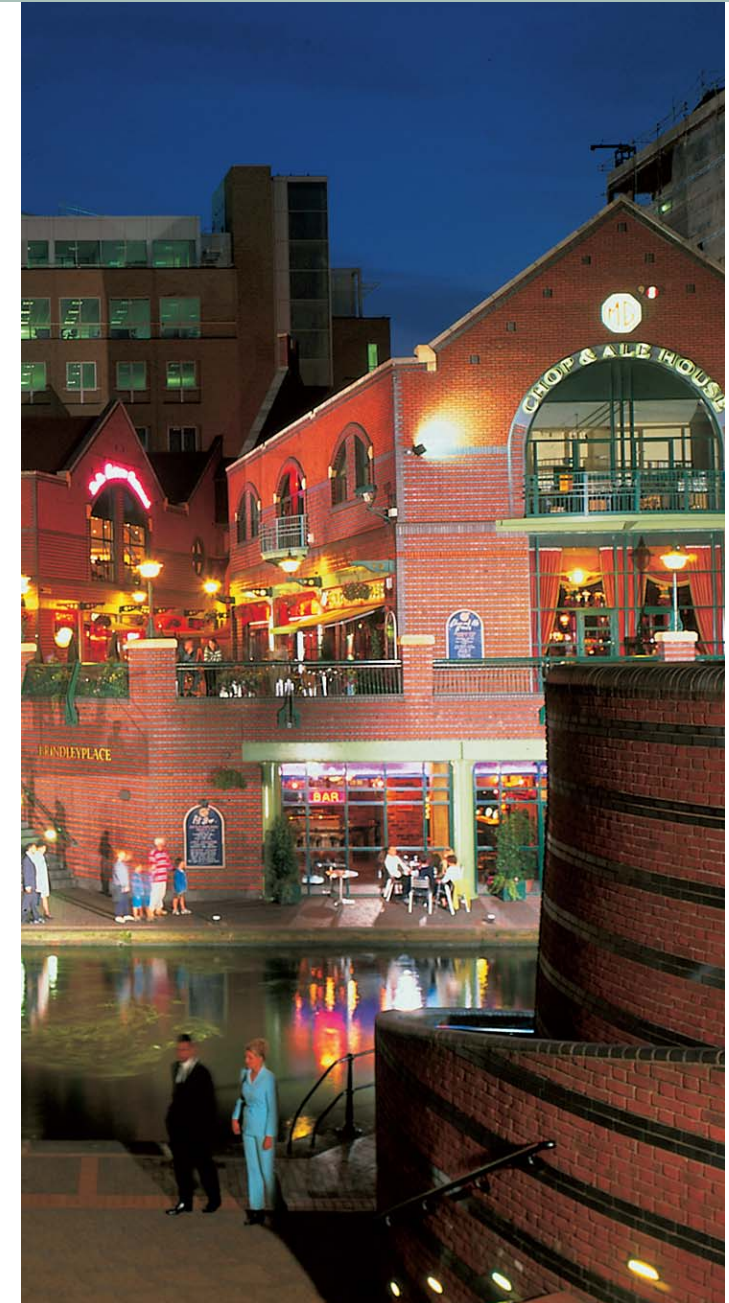
Salford Park
Garrison Lane Park
Highgate Park
Kingston Hill
Recreation Ground

Soho

Matthew Boulton Park
All Saints Park
Booth Street
Recreation Ground

Local shopping centres

There are large shopping centres at Alum Rock Road, Saltley and Soho Road. There are smaller centres at Newtown, Lozells Road, Villa Road, Witton Road, Dudley Road and Rookery Road. The constituency also covers the city centre, which has a wide range of shops.



9. Statement of Actions – Constituency Proposals



Constituency Priorities

Cross-cutting theme	RoWIP policy	Outcomes
Safer communities	<ul style="list-style-type: none"> • Work with the police and local community to identify paths where antisocial behaviour occurs. • Give the constituency guidance on gating policy. • Publicise reporting procedures. 	<ul style="list-style-type: none"> • Residents can use more paths more of the time because of reduced crime levels.
Better environment	<ul style="list-style-type: none"> • Work with the planning department to ensure that walking and cycling have a high prominence in new development schemes. • Work with safer routes projects to improve routes to public transport stops, schools, work places etc. 	<ul style="list-style-type: none"> • Create an environment in which people are not afraid to walk and cycle, and chose to do so instead of using the car.
Flourishing neighbourhoods in Ladywood	<ul style="list-style-type: none"> • Work with the action plan developers to ensure that walking and cycling routes are given high prominence. 	<ul style="list-style-type: none"> • Greater awareness of local walking and cycling routes

Requests for improvements

Location	Ward	Constituency	Description	Comments	Timescales
Mount Street Park to canal	Nechells	Ladywood	100m footpath to link to the canal	Identify land ownership and opportunities for the creation of a new route to link to canal	2008/10
Harborne Walkway	Harborne Edgbaston Soho Ladywood	Edgbaston/ Ladywood	Improved surface for cyclists, walkers and runners	Definitive Map Modification Orders received to formally register public right-of-way as a footpath and evidence of cycling on it.	2007/08
School playing field to Harborne Walkway	Edgbaston Ladywood	Edgbaston/ Ladywood	Improved access to school	Barford J&I School extension to play ground, Improved access to school. School travel plan completed & safer routes to school programme In place.	Orders In place, work due to start 2007/08

Northfield

Local facts

- The wards in the Northfield constituency are Kings Norton, Northfield, Longbridge and Weoley, with a population of 97,858 (2001 census).
- The total non-white population is just 7%, which is significantly lower than the 30% city average, indicating that this is a predominately white area.
- 37.91% have no qualifications, which is very close to the average for Birmingham.
- 37.56% have no access to a car or van, which is again very close to the average.
- 38.16% of households have one or more people with a limiting long-term illness, which is also similar to the average for Birmingham.
- In terms of the age structure, the results for each category are relatively consistent with the average, although the proportion of elderly people (15.72%) is notably higher.

Northfield's main parks

Kings Norton

Kings Norton Park
Lickey Hills Country Park
and municipal golf course
Hollymoor Park &
Greenway

Longbridge

Cofton Park

Northfield

Victoria Common
West Heath
Recreation Ground

Weoley

Manor Farm Park
Allens Cross
Recreation Ground
Shenley Fields
Recreation Ground

Local shopping centres

The main shopping area is Northfield town centre but there are also local shopping areas in Kings Norton, Weoley Castle and Longbridge.

The main objectives of the Northfield Constituency Community Plan are to: reduce crime and antisocial behaviour; encourage residents to adopt healthier lifestyles; regenerate the constituency and improve its environment. The RoWIP can meet these objectives and achieving them will also contribute to meeting the four shared objectives of the Local Transport Plan (accessibility, congestion, environment, safety), as well as benefiting the local economy and promoting sustainability.



9. Statement of Actions – Constituency Proposals



Constituency Priorities

Cross-cutting theme	RoWIP policy	Outcomes
A safer district	<ul style="list-style-type: none"> • Work with the police and local community to identify paths where antisocial behaviour occurs. • Give the constituency guidance on gating policy. • Publicise reporting procedures. 	<ul style="list-style-type: none"> • Residents can use more paths more of the time because of reduced crime levels.
A healthy district	<ul style="list-style-type: none"> • Promote Walk 2000 and distribute constituency maps. 	<ul style="list-style-type: none"> • Improved quality of life and health by giving the public more information about walking and cycling opportunities
A thriving district	<ul style="list-style-type: none"> • Work with Planning officers to ensure that walking and cycling has a high prominence in new development schemes. 	<ul style="list-style-type: none"> • Healthier and more active lifestyles through good design • A more attractive environment that people want to use regularly, reducing dependence on the car
A well-housed and well-managed district	<ul style="list-style-type: none"> • As above • Through condition-survey analysis, identify key paths leading to local centres and ensure footpaths are of sufficiently high standard. 	<ul style="list-style-type: none"> • As above
A sustainable district	<ul style="list-style-type: none"> • Review street cleaning and get funding for improvements. 	<ul style="list-style-type: none"> • An attractive local environment, more conducive to walking and cycling.
A cultural district	<ul style="list-style-type: none"> • Work with Planning officers to ensure that walking and cycling has a high prominence in new development schemes. 	<ul style="list-style-type: none"> • Healthier and more active lifestyles through good design • A more attractive environment that people want to use regularly, reducing dependence on the car

Requests for improvements

Location	Ward	Constituency	Description	Comments	Timescales
Park Way to Bristol Road South/ Rubery Lane via Callow Brook		Northfield	Designate as road for cycling and walking	Parks service would support this route development as long as sensitive to nature conservation where it goes through green open space. Rubery Hill is a SINC	

9. Statement of Actions – Constituency Proposals

Perry Barr

Local facts

- The wards in Perry Barr constituency are Lozells and East Handsworth, Oscott, and Perry Barr, with a population of 100,476 (2001 census).
- The non-white population is 49%, which is higher than the Birmingham average of 30%.
- 38.07% have no qualifications, which is again near the city average.
- 36.93% have no access to a car or van, suggesting car ownership is quite high in the area.
- 37.11% of households have one or more people with a limiting long-term illness, which is just below the Birmingham average and suggests health is reasonable in this area.
- The structure of the population in terms of age is comparable with all Birmingham constituencies.

Perry Barr’s main parks

Handsworth

Sandwell
Recreation Ground
Cherry Orchard
Recreation Ground

Lozells and East Handsworth

Handsworth Park

George’s Park

Oscott

Aldridge Road
Recreation Ground

Perry Barr

Perry Park &
Alexander Stadium
Old Walsall Road
Public Open Space
Booths Farm
Recreation Ground

Local shopping centres

The main shopping area is the One Stop shopping centre in Perry Barr. Other shopping areas nearby are Soho Road, Hawkins Road and Kingstanding.



9. Statement of Actions – Constituency Proposals



Constituency Priorities

Cross-cutting theme	RoWIP policy	Outcomes
'Community Safety'	<ul style="list-style-type: none"> • Work with the police and local community to identify paths where antisocial behaviour occurs. • Give the Constituency guidance on gating policy. • Publicise reporting procedures. 	<ul style="list-style-type: none"> • Residents can use more paths more of the time because of reduced crime levels.
'A Clean and Tidy District'	<ul style="list-style-type: none"> • Review street cleaning and street lighting of public rights of way and get funding for improvements. 	<ul style="list-style-type: none"> • Creating a welcoming environment and a better street scene to encourage outdoor pursuits, and foster a greater sense of local pride.
Improving the health of the Constituency	<ul style="list-style-type: none"> • Promote Walk 2000 and distribute constituency maps. 	<ul style="list-style-type: none"> • Improved quality of life and health by giving the public more information about walking and cycling opportunities.
Improving housing	<ul style="list-style-type: none"> • Work with Planning officers to ensure that walking and cycling routes in developments get a high priority. 	<ul style="list-style-type: none"> • Healthier and more active lifestyles through good design principles.

Requests for improvements

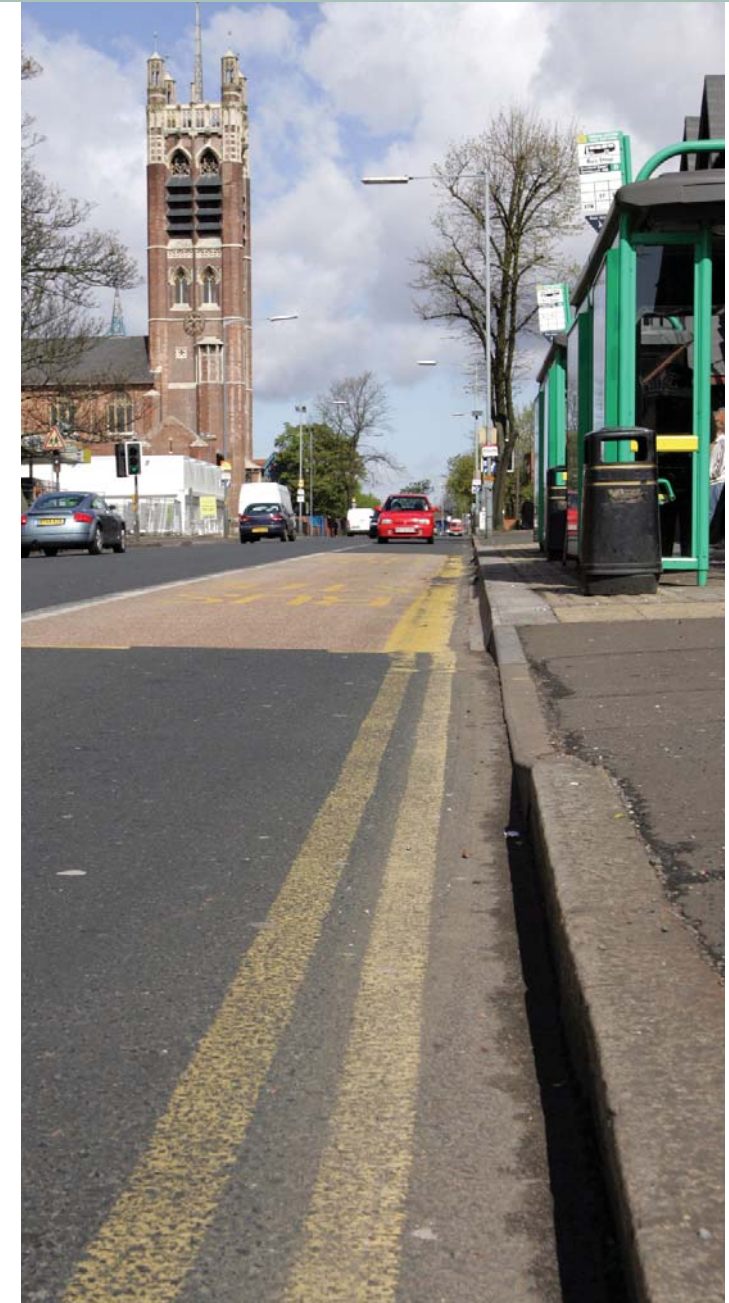
Location	Ward	Constituency	Description	Comments	Timescales
Silvercroft Avenue to Sandwell Valley Country Park	Nechells	Perry Barr	Request from Sandwell and local residents to improve access to Silvercroft Avenue across national cycle route and park.	From Oxhill Road and Silvercroft Avenue across open space to Park Lane.	Feasibility 08/09 Implementation 09/10
Aldridge Road	Perry Barr	Perry Barr	A bike strip along Aldridge Road between Wellhead Lane and the junction with Kingstanding Road. Complaints about speeding on Aldridge Road where 30mph limit in place.	Outside remit of ROWIP. Refer to Transportation Strategy for consideration as part of cycling strategy revisions.	To be determined within cycling strategy if taken forward.
Hilltop golf course to Silvercroft Avenue & Oxhill Road	Handsworth Wood	Perry Barr	Formalise and signpost path through Priory Woods from the bridge over M5 to Park Lane (and safely across Park Lane) to provide walk and cycle link to Silvercroft Avenue & Oxhill Road.	Request from Sandwell Council and Sandwell's LAF. Route entirely within Sandwell but would link to proposals above.	To be determined by Sandwell MBC.

Sparkbrook and Small Heath

Although this area no longer exists as a constituency, for completeness we have included a brief review of the objectives that their community plan promoted. Acocks Green ward is now part of Yardley, and Springfield and Sparkbrook wards are now part of Hall Green.

Proposals

Cross-cutting theme	Objectives
Keeping Sparkbrook clean and safe	<ul style="list-style-type: none"> Where appropriate, increase reporting of antisocial behaviour by effectively targeting antisocial activity in priority neighbourhoods.
Making Sparkbrook prosperous	<ul style="list-style-type: none"> To develop a regeneration strategy and master plan (and for Acocks Green) and identify priority neighbourhoods. To co-ordinate the constituency's activities with Enterprising Communities to achieve what we want from the programmes and to make sure we effectively regenerate as much as possible in the Sparkbrook and Springfield wards.
Children and young people aiming high	<ul style="list-style-type: none"> To explore ways for local schools to become a greater resource for the local community. To work with the Leisure Service to improve sport and play equipment in our parks and public open spaces.
Making Sparkbrook a healthy constituency	<ul style="list-style-type: none"> To provide 'quit smoking' support, personal lifestyle and diet coaching in council leisure and sports, and encourage the community, voluntary sector, and neighbourhood forum to provide lifestyle and diet coaching. To maintain at full take-up of the exercise-on-prescription scheme. To increase levels of physical activity and use of sports facilities among target groups. To promote exercise for all, improve women-only exercise opportunities and identify and address gaps in women-only health and leisure. Tackle childhood obesity, working with schools to reach the five hours of physical exercise per week target.



9. Statement of Actions – Constituency Proposals



Selly Oak

Local facts

- The wards in this constituency are Selly Oak, Bournville, Billesley and Brandwood, with a population of 97,296 (2001 census).
- The proportion of non-white population is 13% indicating that most of the population is white.
- 30.59% have obtained no qualifications, which is quite low.
- 35.08% have no access to a car or van, which again is very low and signifies car ownership is high in this area.
- 35.76% of households have one or more people with a limiting long-term illness, which is low compared to all constituencies and indicates that health is good.
- Selly Oak has a very high population of 18–64 year-olds (62.44%) as many of the students from the University of Birmingham live there. The proportion of people aged 0–17 is quite low at 22.08%. Levels of elderly population are just above average.
- There is a large difference between the relative wealth of the wards in the constituency, as Bournville has more people in higher managerial and professional occupations, whereas people living in Brandwood and Billesley are in the more technical and skilled manual occupations.

Selly Oak's main parks

Bournville

Cotteridge Park
Woodlands Park
Bournville Park
Hazelwell Recreation Ground

Billesley

Billesley Common
Chinn Brook Recreation Ground
Shire Country Park
Daisy Farm Park

Brandwood

Druids Heath
Village Green

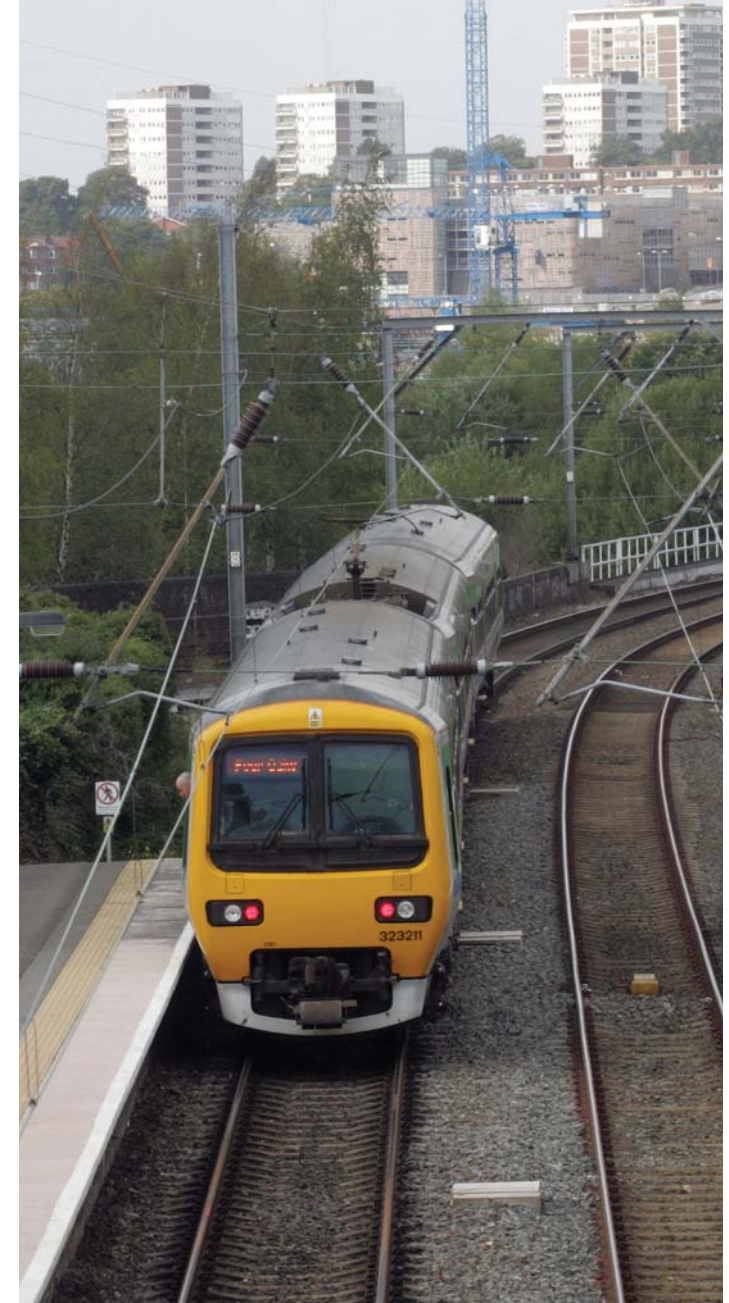
Selly Oak

Selly Oak Park
Muntz Park
Selly Park
Recreation Ground

Local shopping centres

The main shopping centres are Selly Oak and Cotteridge.

The objectives of the Selly Oak Constituency Plan that are relevant to the RoWIP are to: create safer neighbourhoods; improve the quality of the environment; promote healthier, more active lifestyles; and work to reduce inequalities.



9. Statement of Actions – Constituency Proposals

Constituency Priorities

Cross-cutting theme	RoWIP policy	Outcomes
Community safety	<ul style="list-style-type: none"> Work with the police and local community to identify paths where antisocial behaviour occurs. Give the constituency guidance on gating policy. Publicise reporting procedures. 	<ul style="list-style-type: none"> Residents can use more paths because of reduced crime.
Environmental issues	<ul style="list-style-type: none"> Review street cleaning and get funding for improvements. 	<ul style="list-style-type: none"> An attractive local environment, more conducive to walking and cycling
Regeneration	<ul style="list-style-type: none"> Work with Planning officers to ensure walking and cycling have a high prominence in new development schemes. 	<ul style="list-style-type: none"> Healthier and more active lifestyles through good design A more attractive environment that people want to use regularly, reducing dependence on the car
Health	<ul style="list-style-type: none"> Distribute constituency public rights of way map. Work with leisure services to promote walking and cycling routes. 	<ul style="list-style-type: none"> Improved quality of life and health by giving the public more information about walking and cycling opportunities.

Requests for improvements

Location	Ward	Constituency	Description	Comments	Timescales
Ardencote Road to Hollybank Road through Holly Bank Spinney	Billesley	Selly Oak	Muddy and in need of resurfacing	Path through public open space not a public right-of-way but provides local access to schools and other facilities – would improve accessibility to local services.	09/10
Ardencote Road, Marlcliff Grove, Cantlow Road and Wroxall Grove	Billesley	Selly Oak	Petition for improvements to footpath from local residents.	Consideration will be given to include it in future Birmingham City Council Capital programme.	2008/10
Bournbrook Walkway	Edgbaston/ Selly Oak	Edgbaston/ Selly Oak	Identify sympathetic surfacing to improve access, secure entrances, improve ecology, local history and access.		2008/10
Bridge over Stratford Upon Avon canal, Tunnel Lane	Brandwood	Selly Oak	Replacement to reinstate public right-of-way connections and to link to access to Rea Valley Heritage Trail and routes to Cannon Hill Park.	Liaise with British Waterways to get inclusion in their programme of works.	2008/9



Sutton Coldfield

Local facts

- The wards in Sutton Coldfield constituency are Sutton Four Oaks, Sutton New Hall, Sutton Trinity and Sutton Vesey, with a population of 89,152 (2001 census).
- The constituency is predominately white with only 6% from non-white ethnic groups, which is the lowest of all the constituencies.
- The Indices of Multiple Deprivation score in 2004 for Sutton Coldfield is 0%, indicating that this constituency is the wealthiest in Birmingham.
- 22.54% have no qualifications, the lowest of all constituencies.
- 17.55% have no access to a car or van, which is again the lowest in all constituencies, suggesting that this constituency has high levels of car ownership.
- 31.18% of households have one or more people with a limiting long-term illness, which is the lowest of all constituencies, suggesting that health is good.
- The demographic structure of the area shows a very low number of 0–17 year-olds and the highest number of elderly people.

Sutton Coldfield's main parks

Sutton Four Oaks

Vesey Park
Sutton Park

Sutton New Hall

New Hall Valley

Sutton Vesey

Sutton Park

Sutton Trinity

Rectory Park

Local shopping centres

Sutton Coldfield town centre is the main shopping area for the constituency.

There are several objectives that are consistent with the proposals put forward as part of the RoWIP. These include: reducing the fear of crime and tackling antisocial behaviour; improving the quality of the environment through better maintenance; increasing the availability of recreational activities; tackling obesity and heart disease; taking full advantage of the environment; improving connectivity; and regenerating the local commercial centres.

9. Statement of Actions – Constituency Proposals

Constituency Priorities

Cross-cutting theme	RoWIP policy	Outcomes
Safer and stronger communities	<ul style="list-style-type: none"> • Work with the police and local community to identify paths where antisocial behaviour occurs. • Give the constituency guidance on gating policy. • Publicise reporting procedures. • Review street cleaning and get funding for improvements 	<ul style="list-style-type: none"> • A safer and more pleasant environment in which residents can do outdoor activities without the fear of being a victim of preventable crime
Children and young people	<ul style="list-style-type: none"> • Identify rights of way that front onto roads and ensure that the correct barriers are in position. • Work with the police and local community to identify paths where antisocial behaviour occurs. • Work with leisure services, health and education to promote walking and cycling for children as part of a more healthy active lifestyle. • Promote the network by distributing the constituency public rights of way map. 	<ul style="list-style-type: none"> • More active lifestyles will reduce the risk of childhood obesity, and instill a healthy message. • Safer routes to school • Reduce social exclusion for minority groups
Healthier communities and older people	<ul style="list-style-type: none"> • Work with leisure services, health and education to promote walking and cycling for all as part of a healthier active lifestyle. • Work with outreach programmes in BME communities to work with BME residents and promote the Walk 2000 routes. • Distribute the constituency public rights-of-way map. 	<ul style="list-style-type: none"> • More active lifestyles will reduce the risk of obesity and other health complaints of a sedentary lifestyle
Economic development and enterprise	<ul style="list-style-type: none"> • Work with Planning officers to ensure that walking and cycling has a high prominence in new development schemes. • Work with the constituency to improve paths classed as failed or poor in the condition survey and identify funding opportunities. • Work with neighbouring authorities to ensure maximum links between paths. • Identify funding opportunities to improve signs and way-marking. 	<ul style="list-style-type: none"> • A more accessible network of paths open to more people • More active lifestyles by applying more sustainable design principles, reducing dependence on the car • A better connected network which will attract more visitors • Paths that are accessible to people with all levels of ability and experience

Requests for improvements

Location	Ward	Constituency	Description	Comments	Timescales
Sutton Coldfield Centre	Sutton Trinity	Sutton Coldfield	Improved links between Parade, Town Gate, the college, Wyndley Leisure Centre and Good Hope Hospital.	Consult Sutton Local Plan and identify any opportunities to improve facilities for pedestrians and cyclists.	
Henley Drive to Lichfield Road	Sutton Four Oaks	Sutton Coldfield	Improve access and deal with obstructions of overhanging vegetation.	Carry out inspection and enforcement where necessary	



Yardley

Local facts

- The wards in the Yardley constituency are Acocks Green, Sheldon, South Yardley, and Stechford and Yardley North with a population of 100,003 (2001 census).
- 18% of the population is non-white, which is slightly lower than the Birmingham average.
- The Indices of Multiple Deprivation score for 2004 is 32.83%, which is also just below the Birmingham average and suggests reasonable wealth.
- 41.21% have no qualifications, which is above the city average.
- 38.33% have no access to a car or van, just below average.
- 39.88% of households have one or more people with a limiting long-term illness, which is quite high and suggests that health is quite poor in this constituency.
- 26.33% are age 0–17, which is just above average, but there are 57.75% 18-64 year-olds and 15.92% are 65+, which is very low compared to other Birmingham constituencies.

Yardley's main parks

Acocks Green	Sheldon	South Yardley	Stechford and Yardley North
Fox Hollies Park	The Radleys Public Open Space	Small Heath Park	Kents Moat Recreation Ground
Curtis Gardens	Gilbertstone Recreation Ground	Oaklands Recreation Ground	Manor Rd Recreation Ground (Stechford)
Acocks Green Recreation Ground	Sheldon Country Park	Marlborough House Recreation Ground	Cascades

Local shopping centres

The main shopping areas are the Swan Centre, Acocks Green and Sheldon.

There are three cross-cutting themes in Yardley's Constituency Community Plan with objectives that the RoWIP could help achieve. These objectives can be summarised as: improving the environment; improving street cleaning and maintenance; reducing antisocial behaviour; provide education and support to adopt healthy lifestyles; encouraging events that involve the whole community; and developing green and open spaces as ones that people want to use and can access easily.

9. Statement of Actions – Constituency Proposals

Constituency Priorities

Cross-cutting theme	RoWIP policy	Outcomes
Cleaner, greener and safer neighbourhoods	<ul style="list-style-type: none"> Review street cleaning and identify funding for improvements. Work with the police and local community to identify paths where antisocial behaviour occurs. Identify the failed and poorly surfaced paths in the constituency, and bring them up to a standard that enables mobility and visually impaired people to use them. 	<ul style="list-style-type: none"> A more accessible network of paths open to more people A more attractive environment, more conducive to walking and cycling
Housing	<ul style="list-style-type: none"> Work with leisure services, health and education to promote walking and cycling for all as part of a healthier active lifestyle. Distribute constituency public rights of way map. Identify key rights of way which could be improved to enable walkers and cyclists to access health services more easily. 	<ul style="list-style-type: none"> Improve health and quality of life by promoting more active lifestyles. Reduce unnecessary short car journeys by ensuring that rights of way link with important local facilities
Community cohesion (bonding)	<ul style="list-style-type: none"> Promote group-led Walk 2000 routes. 	<ul style="list-style-type: none"> Improve community cohesion and help reduce social exclusion.

Requests for improvements

Location	Ward	Constituency	Description	Comments	Timescales
Along the bank of the River Cole from the Grand Union Canal to Bordesley Green East		Yardley	Improve path where necessary, signpost and designate for walking and cycling.	This route is not currently registered as a public right of way, however is provided as the River Cole Walkway linking to Project Kingfisher in North East Birmingham and Solihull. Improved access would benefit users in providing a longer route for recreation and access to Heartlands Hospital.	

Rights of Way
IMPROVEMENT PLAN
Appendices





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Appendices

Append



Appendix A. Local Access Forum priorities



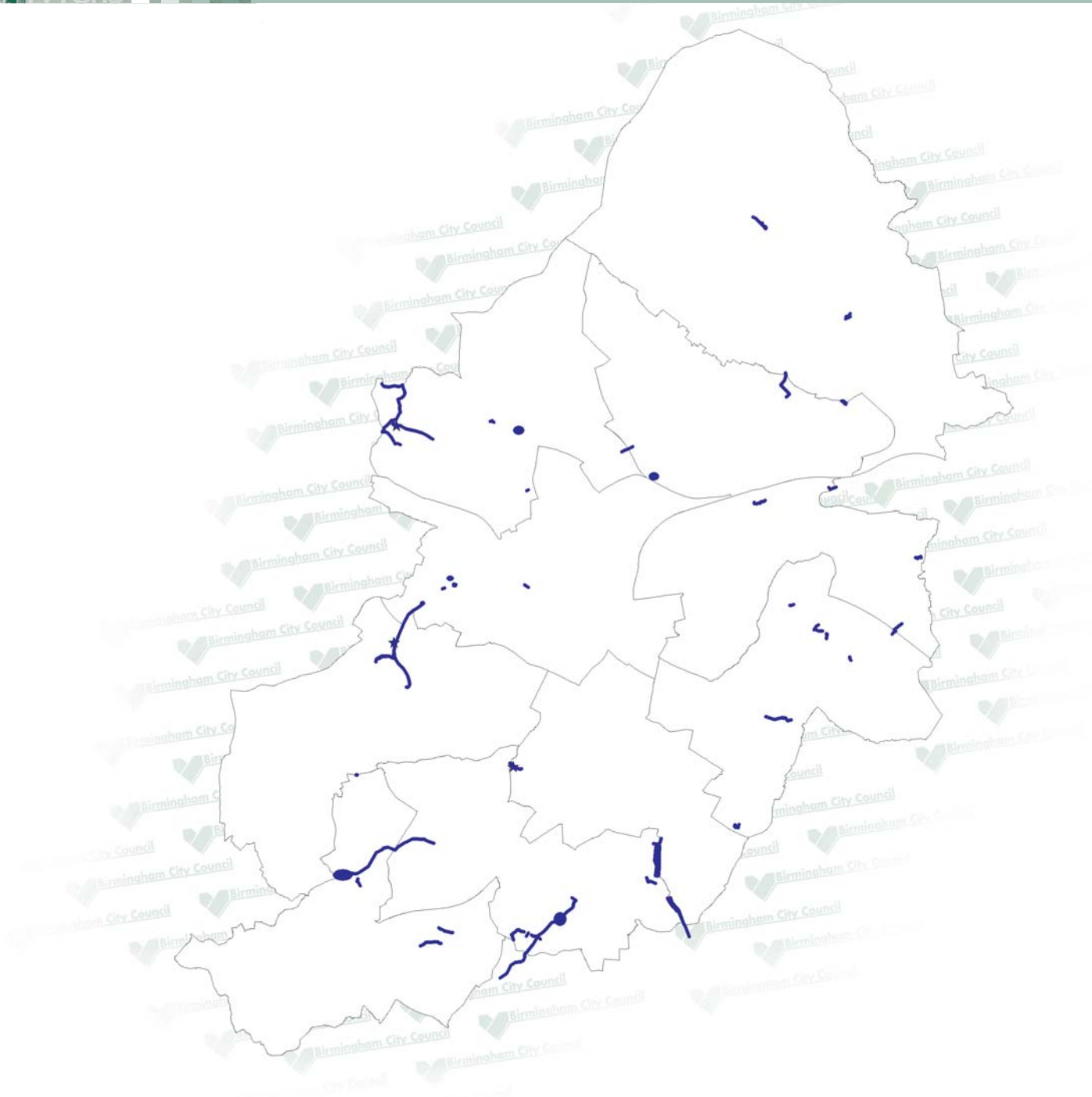
Proposals

Location	Proposals
Chinn Brook recreation ground	Create a formal link across Chinn Brook recreation ground
Newport Rd/Chester Rd	Improve pedestrian and cyclist access across Newport Rd/ Chester Rd
Fox Hollies Rd, Sutton Coldfield	Provide a safe link across roundabout for pedestrians and cyclists
High St/Rectory Rd, Sutton Coldfield	Provide a new link to access station, hospital, etc
North Park Rd – Deykin Ave	Improve access for cyclists
Shenley Lane/Merrits Hill	Improve access
Dudley Rd/Northbrook St	Improve access to the canal
Bottetourt Rd	New link required
Knightlow Rd (Chad Brook)	Provide a new link from Harborne walkway to Knightlow Rd
Salford Circus	Improve accessibility for pedestrians and cyclists crossing
Perry Hall playing fields	Improved access from Perry Hall playing field to One Stop shopping centre
Plantsbrook nature reserve	Route needed to link to Kingsbury Road
Silverlands Ave/Oxhill Rd/Park Lane	New cycle provision (conversions needed)
Alcester Rd South–Gay Hill Lane	Relocate paths on the River Cole/The Dingles link into the River Cole Living Landmarks project
The Dingles, River Cole	Relocate paths on the River Cole/The Dingles link into the River Cole Living Landmarks project



Location of Local Access Forum priorities

Map



Identifying areas of the city
A clear acetate overlay showing the constituencies is at the back of this document

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Appendix A. Local Access Forum priorities



Location of Local Access Forum priorities

Theme	Discussion	Proposal
Maintenance	<ul style="list-style-type: none"> • Financial issue of what is available • Prioritising and competing with general highway maintenance • Concerns that footpaths will take a low priority • Need to produce an estimate of failed/poor paths in order to see how much it will cost and put aside maintenance money for these • Allows the development of a plan for improvements • Cleaning footpaths 	<ul style="list-style-type: none"> • Put aside maintenance money and develop a programme of maintenance • Work with environmental services to improve street cleaning
Health	<ul style="list-style-type: none"> • Walking given a higher priority • NHS more proactive Exercise on Prescription, Walk 2000 • Combine usage information and condition surveys to help open up route to make walking convenient and pleasurable 	<ul style="list-style-type: none"> • Improve links with relevant agencies and promote walking as providing health benefits
Other departments	<ul style="list-style-type: none"> • Remind Parks, Sport and Events of routes in parks etc that can give links to local centres and routes referred to above • In particular, The Dingles, a well-used route 	<ul style="list-style-type: none"> • Liaise with Parks, Sport and Events about opportunities to improve routes in parks and open space that will improve connectivity
Signs and other publicity	<ul style="list-style-type: none"> • A way forward to make the network more accessible, for people to know where paths are etc • Local Plans for local centres – tie up with vibrant urban villages • Promotional signs to let people know where they can walk in their local area • Web access to information – have walking/cycling maps in sections so they can be downloaded • SAGA Radio – opportunities to use the media to talk about these issues 	<ul style="list-style-type: none"> • Finger posts • Ward/constituency plans to identify paths in local areas • Interpretation boards (with maps) to show where you can walk to, eg to bus stops/local centres • Develop a web browser to make information about routes available • Use press information to get the message out • Ward/constituency plans to identify paths in local areas • Interpretation boards (with maps) to show where you can walk to, eg to bus stops/local centres

Appendix A. Local Access Forum priorities

Theme	Discussion	Proposal
Cycle routes that cars can share but at low speed		
Constituency plans		<ul style="list-style-type: none"> Identify connections with district plan priorities and help to deliver these
Barriers to walking / gating orders	<ul style="list-style-type: none"> Across public rights-of-way network, people wanting to close them down because of threat of antisocial behaviour How is the forum going to handle these applications? LAF needs to devise its own policy 	<ul style="list-style-type: none"> Create a policy and guidance on procedures to close a public right-of-way and when this would not be acceptable
Ethnicity	<ul style="list-style-type: none"> Information mainly from the white population 	<ul style="list-style-type: none"> Work with other groups to identify priorities for ethnic and disability groups
Monitoring	<ul style="list-style-type: none"> Need to see improvements in usage to secure Local-Transport-Plan funding 	<ul style="list-style-type: none"> Set policy for future monitoring, particularly 'before' and 'after' schemes
Strategic routes	<ul style="list-style-type: none"> Identify routes and protect from closure 	
Pedestrian crossings		
Horses		

Appendix B. Libraries, councillors and stakeholders contacted



Libraries, Councillors and Stakeholders Contacted

All Ward Councillors at the time of the first consultation were sent a public questionnaire and during the second consultation a copy of the Draft RoWIP for comment. In addition that Draft RoWIP was presented to Ward Councillors at their Constituency meetings as listed in chapter 6 table 13 of the RoWIP.

Libraries		
Hall Green	Mere Green	Spring Hill
Handsworth	Northfield	Stirchley
Harborne	Perry Common	Sutton Coldfield
Hawthorn House	Quinton	Tower Hill
Kents Moat	Shard End	Walmley
Kings Heath	Sheldon	Ward End
Kings Norton	Small Heath	Weoley Castle
Kingstanding	South Yardley	West Heath
Ladywood	Sparkhill	Yardley Wood

Organisations	
Access Committee for Birmingham	Fieldfare Trust
All Wheel Drive Club	Friends of the Earth
Association of British Riding Schools	Green Lane Association
Auto Cycle Union	Green Lanes Environment Action Movement
Byways and Bridleways Trust	Government Office for the West Midlands
British Driving Society	Groundwork
British Horse Society	Highways Agency
British Motorcyclists Federation	Land Access and Recreational Association
British Trusts for Conservation Volunteers	Living Streets
British Trust for Ornithology	National Cycling Strategy Board
British Waterways	National Farmers Union
Central Council for Physical Recreation	National Playing Field Association
Civic Trust	National Strategy for Neighbourhood Renewal
Council for the Protection of Rural England	National Trust
Country Land and Business Association	Open Spaces Society
Countryside Agency	Ramblers Association
Crime and Disorder Reduction Partnership	Regen West Midlands
Cyclists Touring Club	RoSPA
Disabled Drivers Association	Royal Association for Disability and Rehabilitation
English Golf Union	Royal National Institute for the Blind
English Heritage	Royal Society for Nature Conservation
English Nature	Royal Society for the Preservation of Birds
English Regions Cycling Development Team	Severn Trent Water Ltd
Environment Agency	

Appendix C. Report on walking questionnaire

Report on walking questionnaire

A large part of the RoWIP has involved finding out what people actually want to see in terms of walking and cycling access. We decided that a questionnaire was the best way to find out people's attitudes to and opinions of the walking environment in Birmingham.

• Use of walking for different activities

Activity	Response
Leisure	506
Shops	434
Employment	171
School/college/university	79

The first observation was that respondents indicated that they walked for more than one reason. The most popular reason respondents gave for walking was for leisure, with over 500 responses. The second most popular reason for walking was to access shopping, with over 400 responses. The least popular reason for walking was to access a school, college or university, with only 79 responses. However, this is because only 1% of people surveyed were under 18.



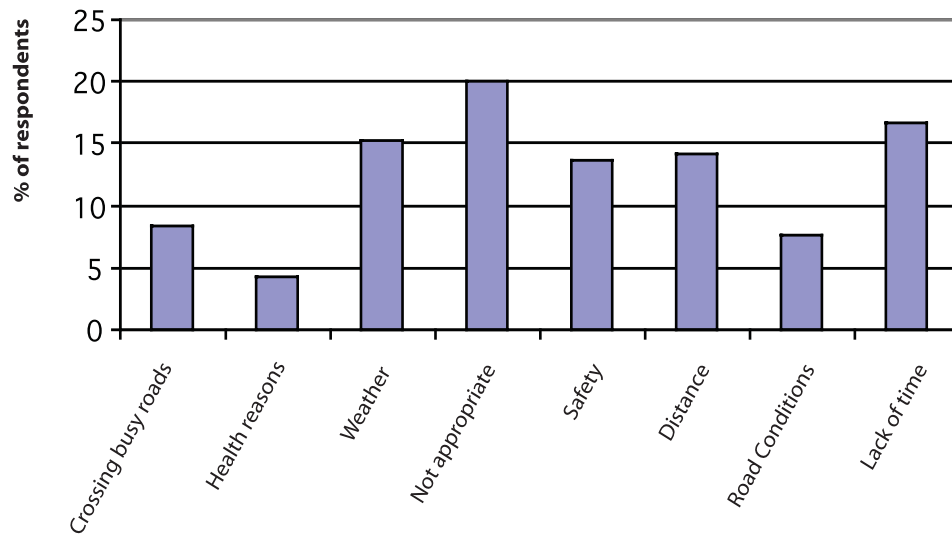


Figure 1: What deters people from walking?

Figure 1 shows that 20% of people said they didn't walk because they didn't believe it was appropriate for the journey. 17% indicated that lack of time was the reason for not walking, and 15% said they didn't walk because of the weather.

• **Time respondents were prepared to travel to access services**

The following graphs (figure 2 to figure 6) show the different amounts of time respondents said they were willing to spend walking to get to various local amenities. The difference between the results as the length of time increases shows the decline in willingness to walk as distance increases.

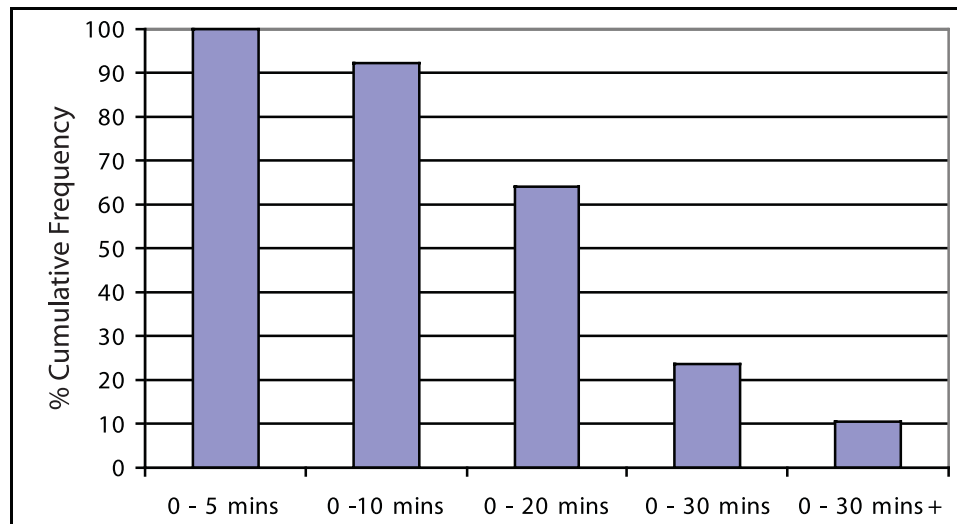


Figure 2: Time respondents are prepared to spend walking to the shops.

Figure 2 shows that 88% of respondents would spend up to 10 minutes walking to the shops and 59% would walk up to 20 minutes. Only 7% were prepared to spend over 30 minutes walking to the shops.

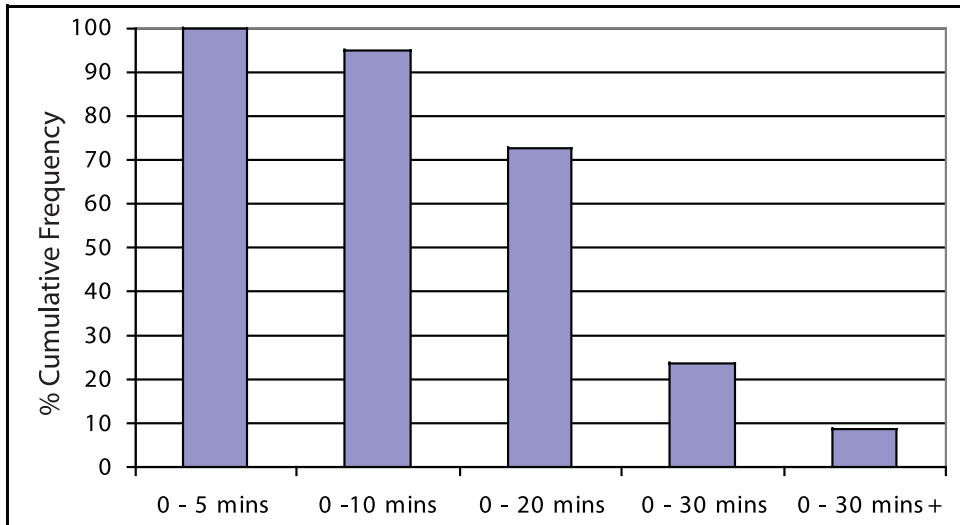


Figure 3: The time respondents were prepared to spend walking to schools.

Figure 3 shows that 95% of respondents were willing to walk up to 10 minutes to get to school and 73% were prepared to walk for up to 20 minutes. Only 24% were willing to walk up to 30 minutes and 9% over 30 minutes.

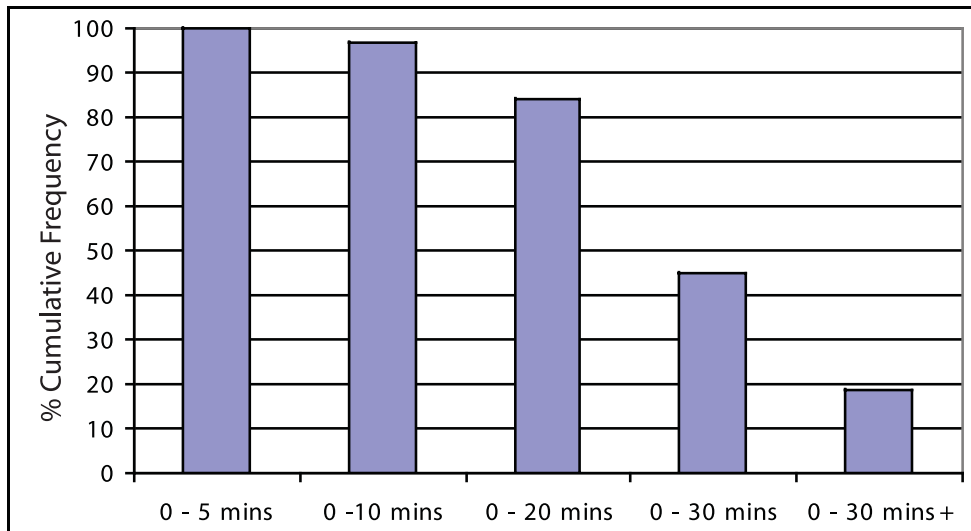


Figure 4: The time respondents stated they would be prepared to take walking to work.

84% of respondents said they would be prepared to walk for up to 20 minutes to get to work, whereas only 45% would spend up to 30 minutes walking to work.

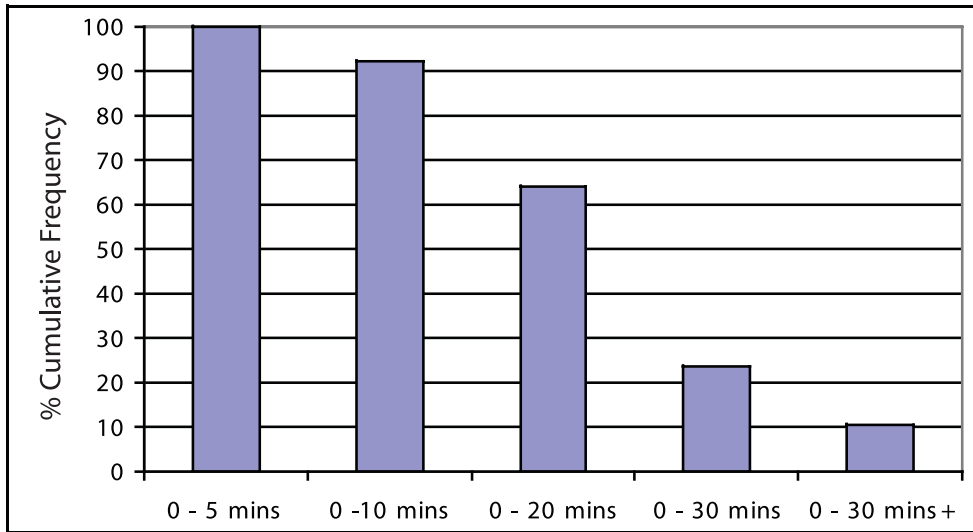


Figure 5: The time respondents were prepared to take to access a local park.

64% of respondents said they were not prepared to walk up to 20 minutes to get to local parks. Only 10% said they would be prepared to spend over 30 minutes walking to a local park. The graph shows that most people would walk to a park if it were less than 10 minutes' walk away.

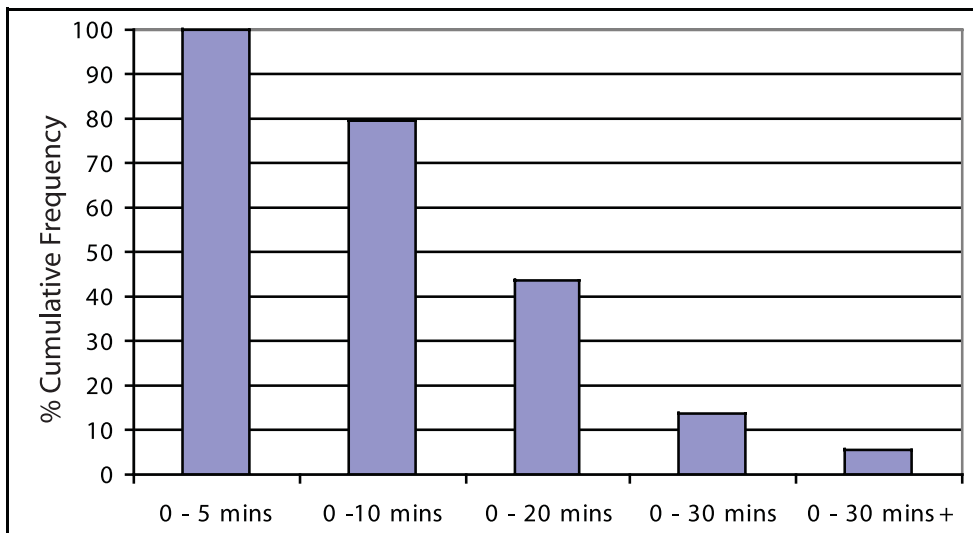


Figure 6: Time respondents said they would be prepared to spend walking to a bus stop or a train station.

Figure 6 shows that respondents are not willing to spend time walking to a bus stop or train station, illustrated by the significant difference between people prepared to walk for 0-5 minutes and those prepared to walk for 0-10 minutes. Only 14% would spend up to 30 minutes walking to a bus stop or train station.

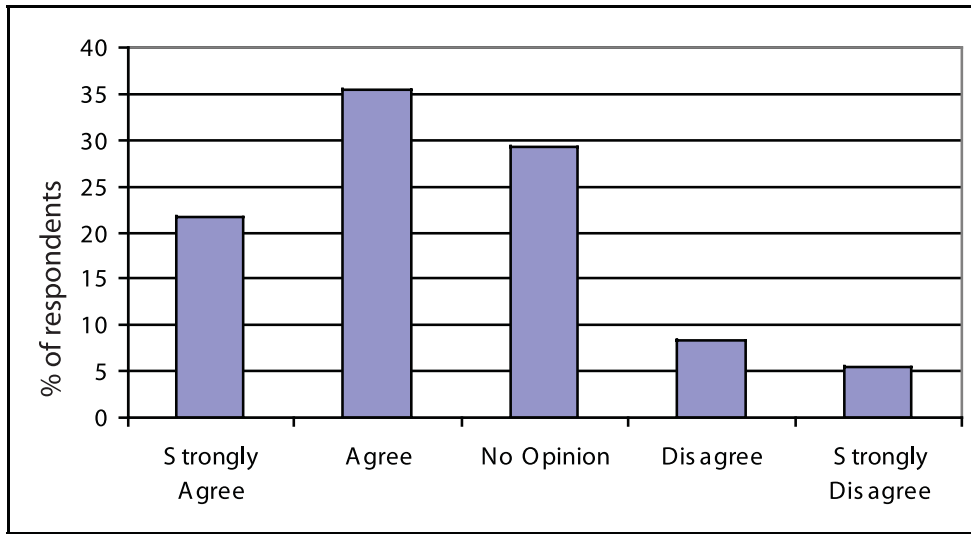


Figure 7: Are new and improved pedestrian routes needed?

Figure 7 shows that most respondents (57%) strongly agreed, or agreed with the statement 'new and improved pedestrian routes are needed'. Very few (14%) strongly disagreed, or disagreed with the statement.

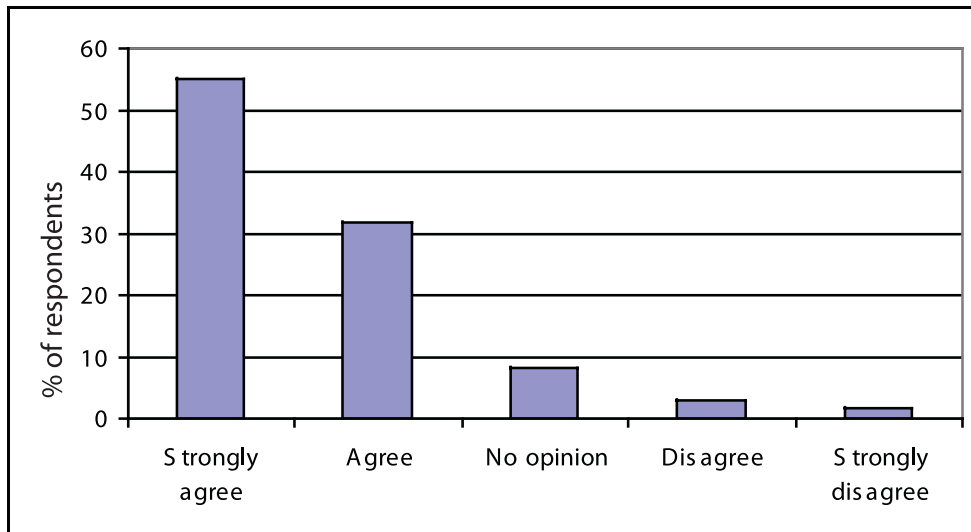
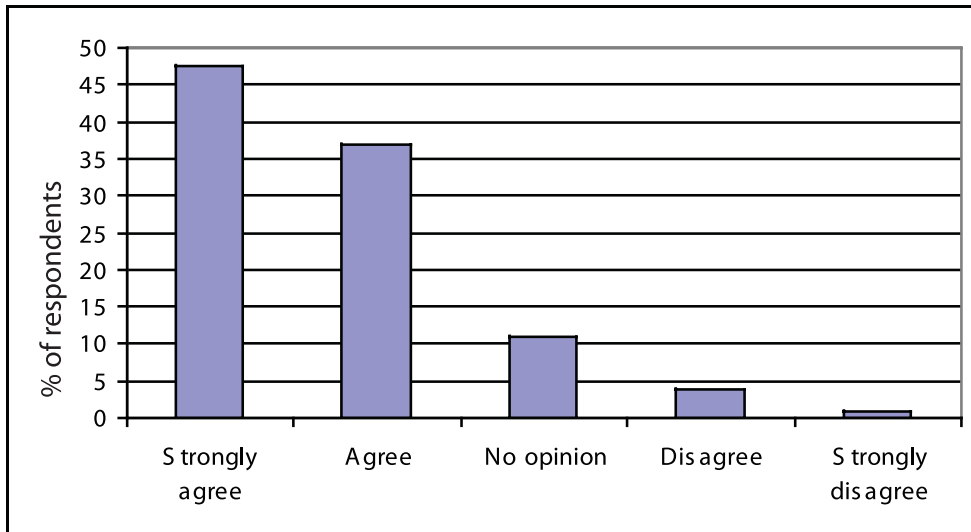


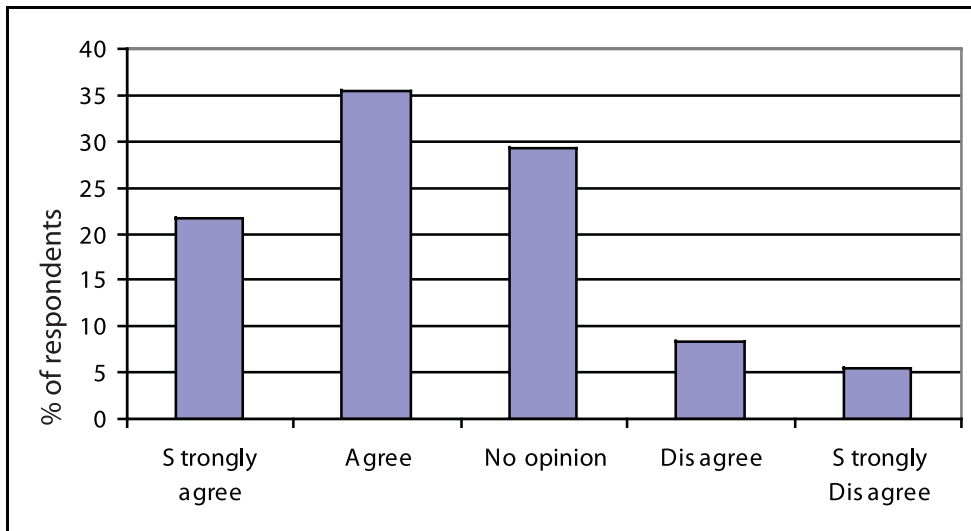
Figure 8: Are safer pedestrian crossings required?

Figure 8 shows that most people felt that safer pedestrian crossings are needed – 87% agreed or strongly agreed with the statement. Only 5% disagreed with or strongly disagreed with this statement.



◀ **Figure 9: Are new and improved pedestrian/cycle links needed to serve bus stops and rail stations?**

Figure 9 clearly shows that most respondents to the questionnaire believed that improved pedestrian and cycle links are needed to serve bus stops and rail stations. 84% strongly agreed or agreed with the statement. Only 1% strongly disagreed.



◀ **Figure 10: Are improved pedestrian/cycle links needed to serve local facilities?**

Figure 10 above shows that most of the respondents (57%) agree or strongly agree that improved pedestrian and cycle routes are needed to serve local facilities.

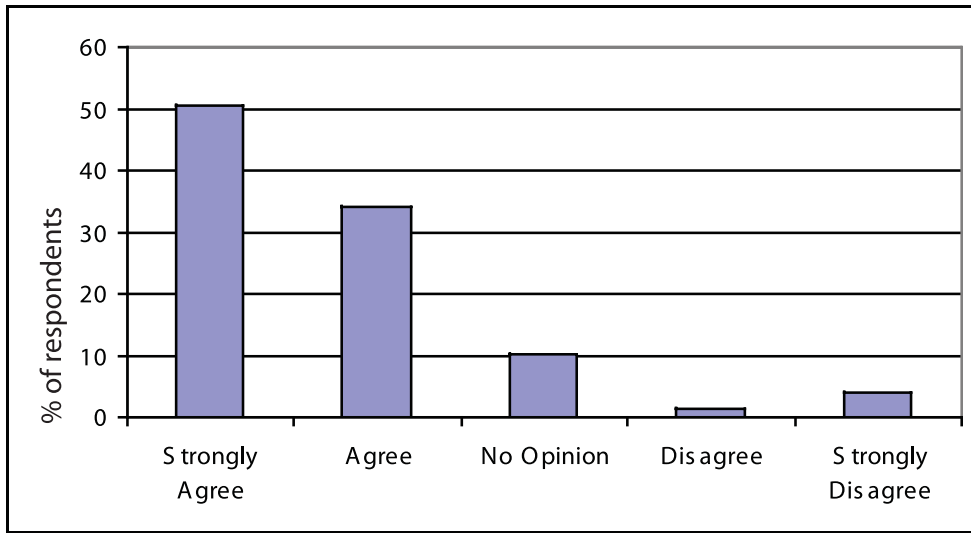


Figure 11: Is improved pavement surfacing required?

Most (84%) respondents strongly agreed, or agreed with the statement 'improved pavement surfacing is needed'.

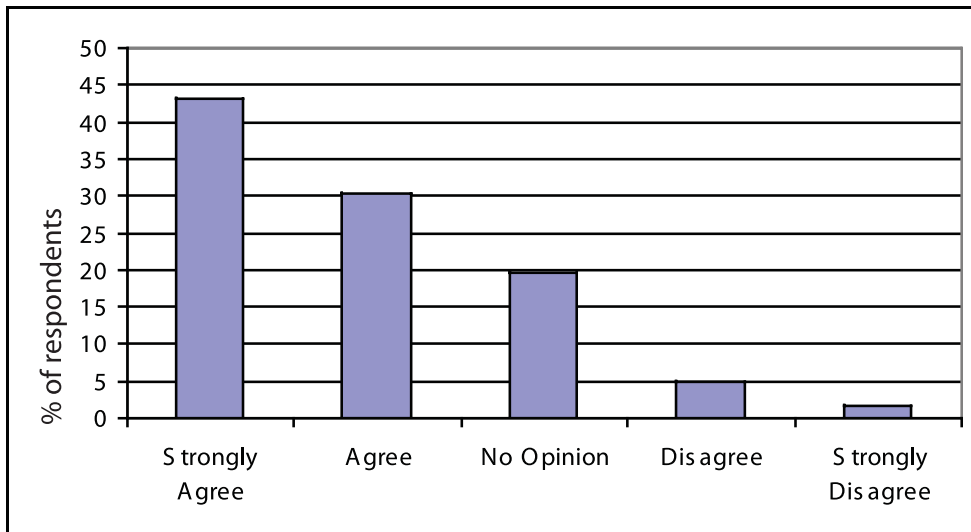


Figure 12: Is improved street lighting needed?

From figure 12 we can see that respondents to the survey believe that improved street lighting is needed. 74% of respondents strongly agreed or agreed with this statement.

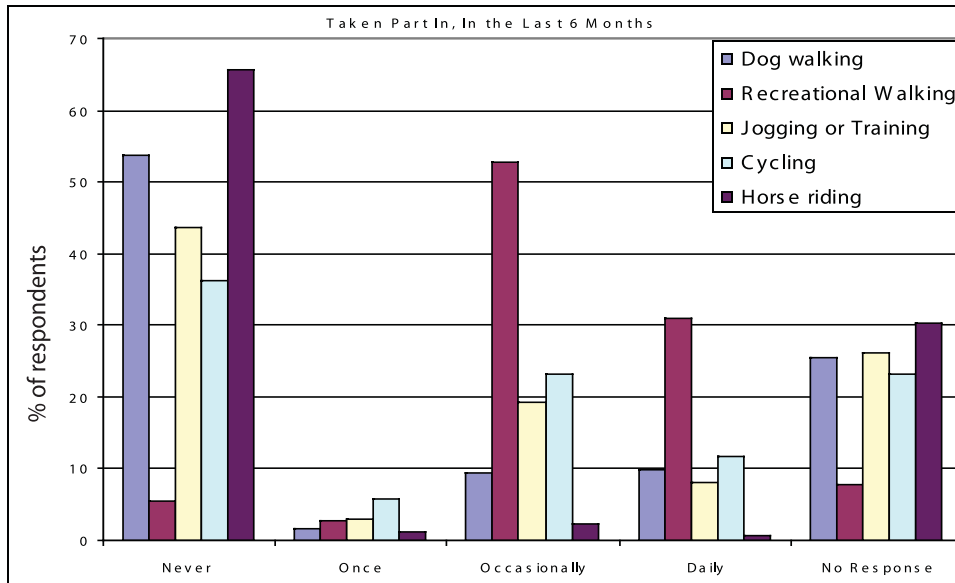


Figure 13: Activities undertaken and frequency of activity

Figure 13 shows that recreational walking is the most popular activity, with 53% of the respondents indicating that they did this occasionally and 31% stating that they did this daily. Other popular activities were cycling (12% daily) and dog walking (10% daily). The least popular activity was horse riding, with 4% indicating that they participate in this activity.

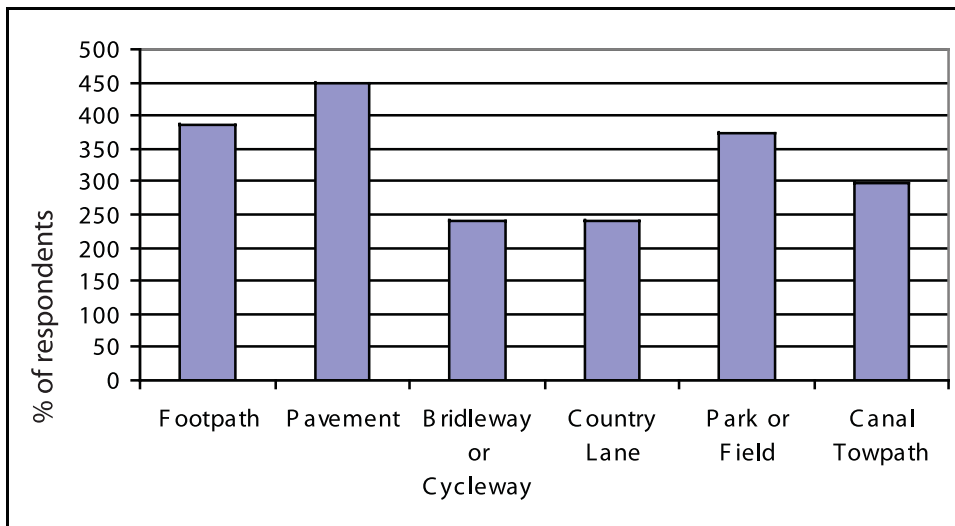


Figure 14: Where were these activities?

In this section respondents may have chosen one or more of these activities and therefore these figures are not shown as percentages. Figure 14 shows that the most popular place for doing the activities shown in figure 13 is along the pavement (449 respondents). Parks and fields were also popular places (375 respondents) and the least favourite locations to do these activities were bridleways or cycle ways (241 respondents), closely followed by country lanes (240).

Appendix C.

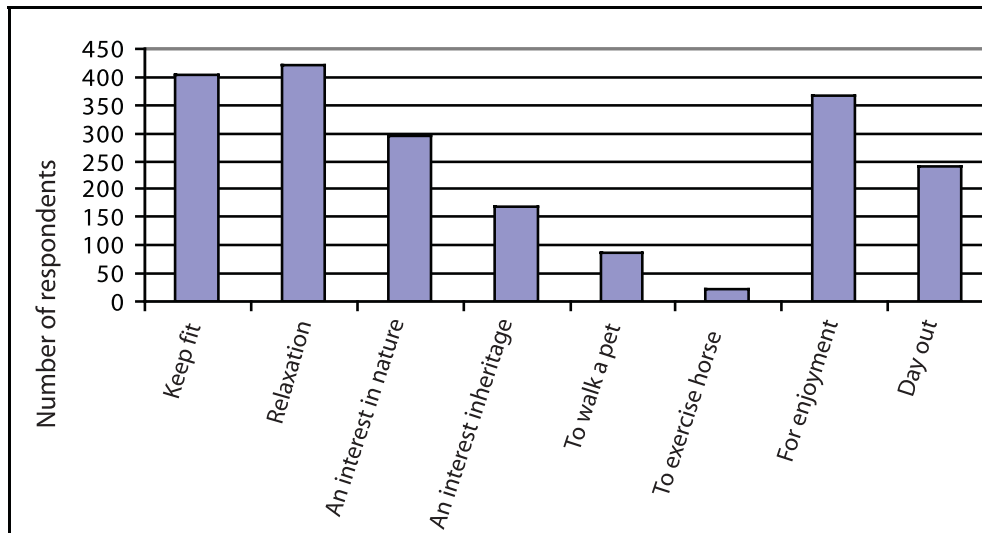


Figure 15: Reasons for undertaking the activities

In this section respondents may have chosen one or more of these activities and therefore these figures are not shown as percentages. Figure 15 shows respondents' reasons for doing these activities. Of the reasons given, the most popular was relaxation (422). This was closely followed by keeping fit (404) and enjoyment (369). Very few respondents to the questionnaire said they did the activity to walk a pet (85) or to exercise a horse (20).

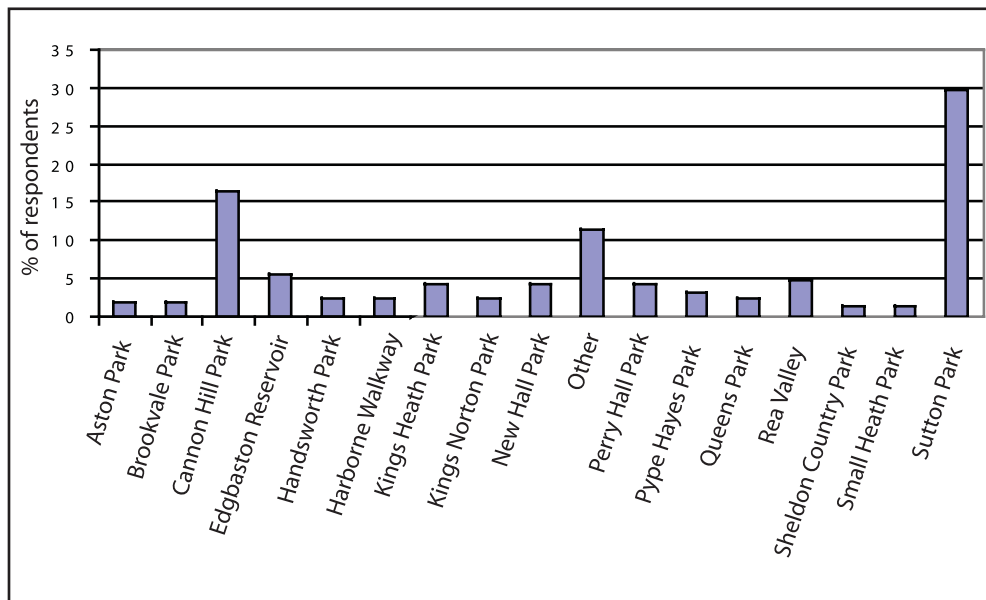


Figure 16: Locations used for activities

Figure 16 shows that the most popular place to do the activities shown in table 13 was Sutton Park – 30% of respondents used Sutton Park. Cannon Hill Park (17%), Edgbaston Reservoir (6%) and Rea Valley (5%) were also popular places.

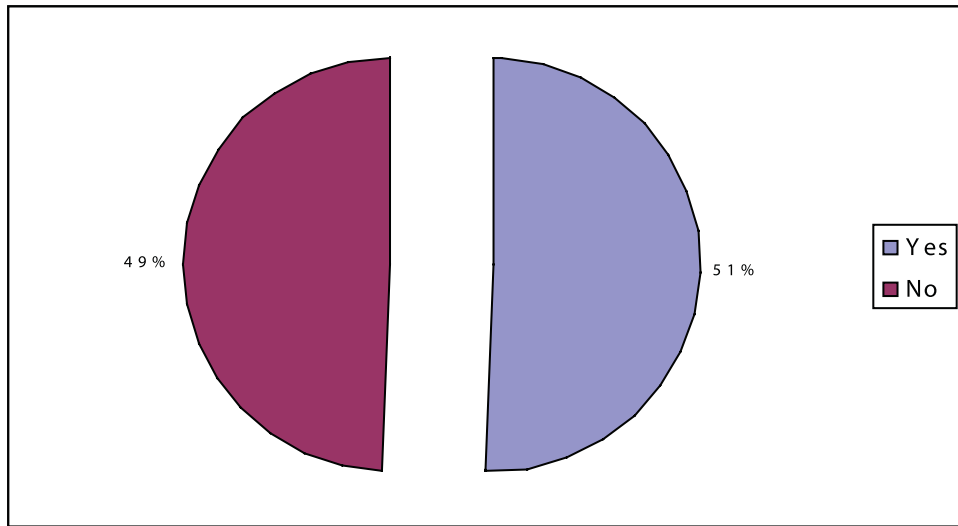


Figure 17: Awareness of rights of way in Birmingham

Figure 17 shows that there are a sizeable number of people who are unaware of the public rights-of-way routes that Birmingham has to offer. Just over half (51%) of respondents said they were aware of Birmingham’s rights of way.

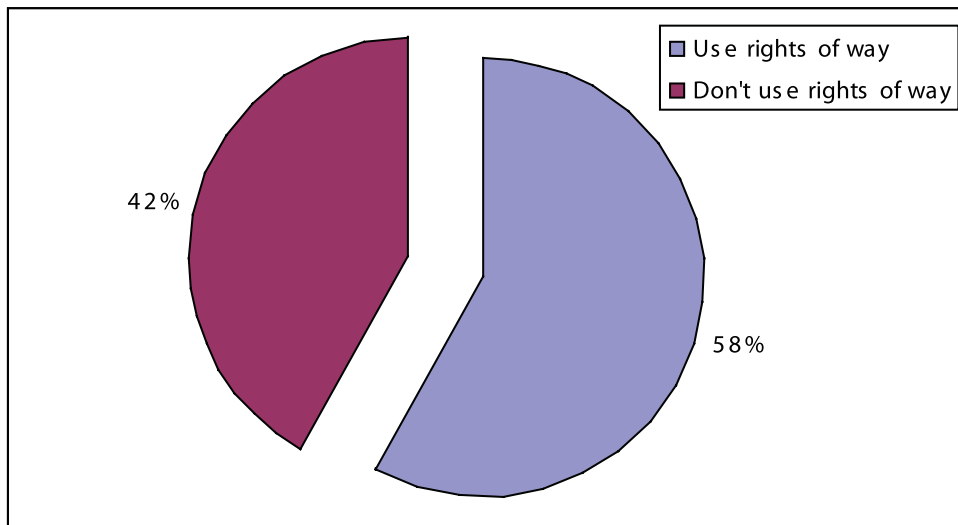


Figure 18: Use of rights of way in Birmingham

Figure 18 shows that of the respondents who know about Rights of Way (58%) said they use them.

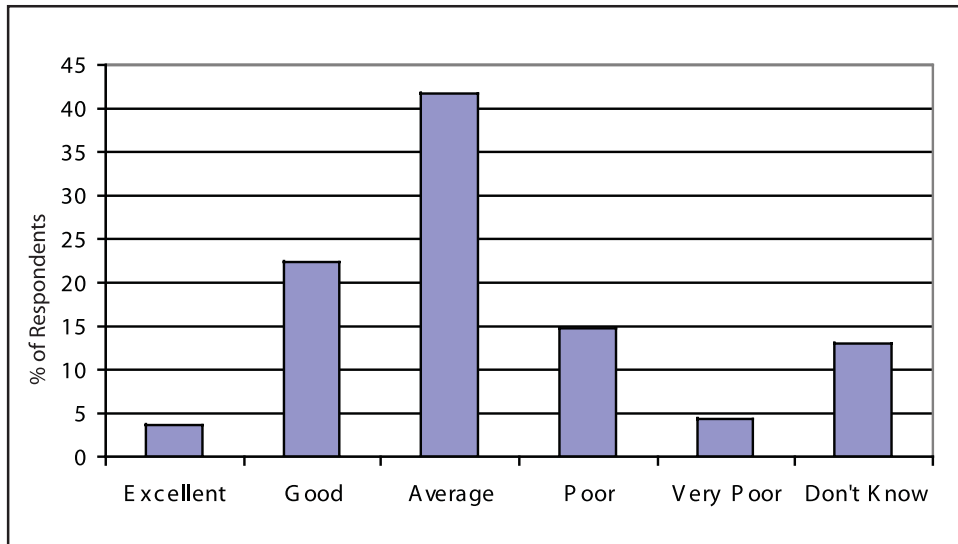


Figure 19: Condition of the rights of way

Figure 19 shows that most people (42%) felt that the overall condition of rights-of-way routes in Birmingham was average. Only 26% thought the overall condition was good or excellent. 19% thought the condition of Birmingham's rights of way was poor or very poor.

Demographic information

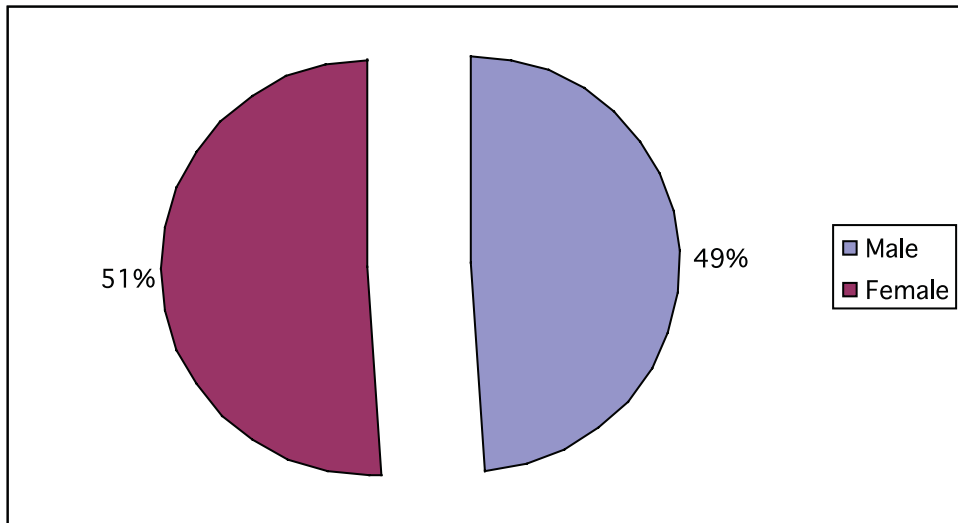


Figure 20: Gender

Figure 20 shows that there was an even split between male and female respondents to the questionnaire.

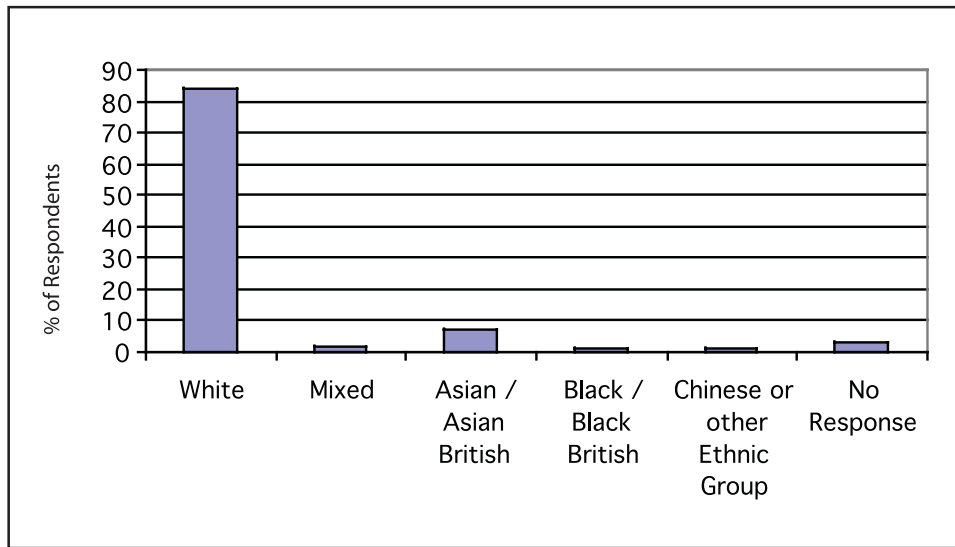


Figure 21: Ethnicity

Figure 21 shows that most of the respondents (84%) were white. 7% were Asian or Asian British. 3% did not respond to the question.

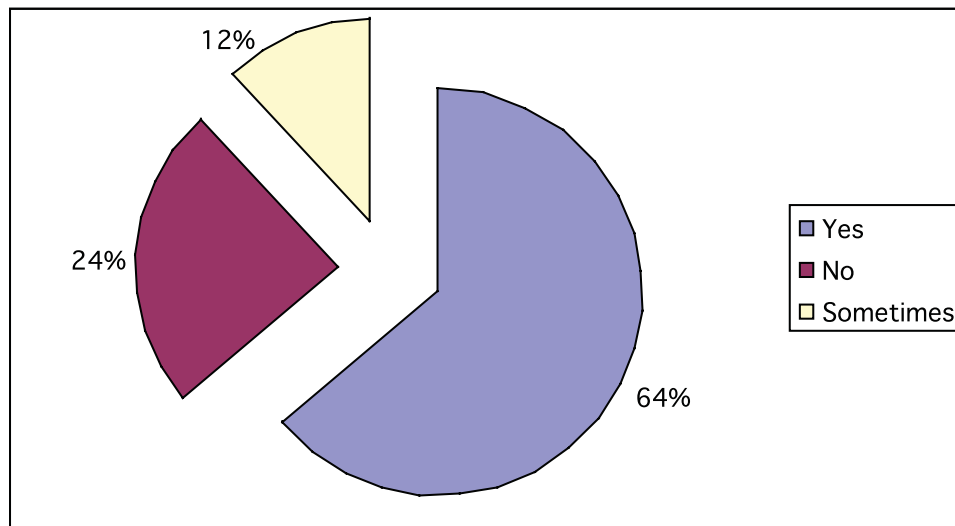


Figure 22: Access to a car

Figure 22 illustrates that most of the respondents (64%) had access to a car. Only 24% did not have access to a car.

Appendix D.

Appendix





• Disability

Throughout the consultation it was important to ensure that the questionnaire was fully inclusive. To this end, we needed to include people with disabilities and hear their views. Only 7 of the 659 participants said they were disabled or had an impairment of some kind. This is 1.06% of the total number of survey responses. Some of the main issues and concerns from disabled respondents were:

- poor access for wheelchairs
- poor surfaces for wheelchairs

As part of the consultation on the Draft ROWIP, a presentation was made to the Access Committee Planning Sub Group. As part of the discussion a range of issues impacting on use of Rights of Way by disabled people were raised, including the condition of surfaces and crossfalls, lighting, clear signage at each end of the route identifying accessibility, seating, gating, deployment of cattle grids or other barriers. Specific aspects were raised concerning access with canals and railway crossings. Other issues raised included the regular upkeep and maintenance, and solutions to problems such as abuse by riders of illegal/ or unlicensed motor cycles.

• General issues

The main issues of concern relate to the poor standard of pavements (17% of respondents) and poor lighting (12%).

A number of other comments and points were raised:

- poor levels of cleanliness (rubbish and graffiti)
- vegetation on a number of paths
- improved pedestrian crossing facilities needed.
- poor pavement surfacing
- cleanliness
- safety
- insufficient signs and markings on rights of way
- many people don't know where the rights of way are
- poor lighting
- routes need to be better advertised, signed and waymarked.

• Specific problems

The key issues raised that are specific to local areas are below.

- Icknield Road, Edgbaston – poor drainage/ flooding
- Crossing facilities

• Results from the neighbourhood forums

Three local neighbourhood forum meetings were attended to get the public's views about the specific problems in their area. The areas visited were:

- Sutton Coldfield
- Perry Barr
- Sheldon.

The aim of the consultations was to get local views about walking and cycling to access facilities. Several issues were raised in each ward and these have been split into two categories, general and specific, and are listed below.

Sutton Coldfield (Falcon Lodge Neighbourhood Forum)

General issues raised:

- Some of the rights of way were in poor condition due to:
 - poor street lighting
 - uneven pavements, requiring maintenance
 - no lighting along canals, giving rise to safety fears.
- Some of the routes get blocked by contractors' equipment on pavements.

• The more specific issues raised:

Safety concerns along some of the local walking and cycling routes, such as from Penns Lake Road to Walmley Village, which people use to go to the doctors', pub shops, library, school, etc.

Perry Barr (Booths Farm Neighbourhood Forum)

General issues raised:

- Some of the rights of way have been blocked and emergency vehicles such as fire engines can't pass through.
- The forum thought there was too much security in the area, considering it was not thought to be an unsafe area. There are too many CCTV cameras, too many gates blocking access to other roads and only people who have the key can access these gates. A more suitable alternative would be better policing, by a community warden for example.

• The more specific issues raised:

- It's unclear where all the rights of way are because of a lack of signs.
- There is a general feeling that people don't know where the rights of way are.

- There is confusion about who owns the gullies between the houses on Calshot Road. Are they public rights of way or are they privately owned?
- Previously (early 70s), there was a 'no bikes' sign on one of the gullies leading from Calshot Road to Hamble Road, indicating that it was a public right-of-way, but a gate has now been put across the gully.
- Booths Lane does not have a footpath in some places and there is inadequate or no street lighting in parts.
- People are parking their cars too far onto the pavements in the Scott Arms area which means that the public cannot walk along the footpaths.
- There were two rights of way on Calshot Road, one of which has now been blocked by a gate but was used for over 30 years by residents to access other roads such as Mildenhall Road and the local school.
- The blockage has meant longer journey times and increased use of the car.
- The second, still accessible, right-of-way (towards the Scott Arms) raises safety fears as it is seen as a 'hang-out' for youths and possible drug activities.
- Mildenhall Road is accessed by walking over grassed areas, but it is unsuitable for pushchairs and wheelchairs.

- There are 256 households along the road and the feeling is that one right-of-way is inadequate and another one is needed.
- There is the perception that BCC are reluctant to get involved and help as most of the houses are privately owned rather than Council owned.
- There is a big puddle on Trehurst Avenue, used to access Asda. The only way through it is to wear wellington boots.
- There are overgrown bushes at the entrance to the park, which makes it unsafe, especially at night. All other entrances have been cut off by gates.

Sheldon (Chestnuts Neighbourhood Forum)

General issues raised:

- There is littering on pavements and footpaths, including broken glass.
- The pavements are in a poor condition. This is an area-wide problem.
- There is a lack of safe cycling routes.
- The forum expressed concerns over the safety of walking routes and the fear of attack due to gangs of 'undesirables' gathering.
- Increased patrols by community safety wardens.



- **The more specific issues raised:**

- There is a fear of attack in the underpasses on the Coventry Road because of poor lighting.
- Many people said they were not aware of a number of the routes.
- The zebra crossing by The Radleys is poorly lit making it difficult for motorists to see if pedestrians are waiting to cross.
- The pedestrian crossing by the shops and college is often blocked with parked cars and is a distance away from the desired walking line for a lot of people. This means that pedestrians will not use the crossing to cross the road.
- People do not know where the rights of way are. People need more information about where they are.
- Groups of people are known to loiter on the two rights of way on Milstead Road and cause problems. Police are often called out to these areas.
- There is a problem with people riding motorbikes and mini motorbikes on the rights of way. This is a difficult issue as there is no clear way to prevent them using the rights of way without preventing wheelchair and pushchair users as well.

- Sheldon Country Park and the park area around the Birmingham International Airport border have been improved considerably and they are now attractive places to walk and cycle in. The only issue may be the secluded nature of area around the golf course

In addition to the public consultations at the Forums, we also gave the members and attendees questionnaires at the end of the forums. Chestnuts Neighbourhood Forum also kindly agreed to distribute questionnaires in their monthly newsletter to get more information from local residents.



Constituency Committee Minutes Relating to Consultation on Draft ROWIP

Constituency	Date	Comments
Edgbaston	18/01/07	<p>Doug Hyde, Head of Transportation Development, circulated at the meeting copies of the Executive Summary of the Draft Rights of Way Improvement Plan explaining copies of the full document would be sent to Members and the public could call him to obtain a copy. Councillors were given a map of their ward depicting public rights of way and were asked to inform the Department if they knew of any others. Mr Hyde summarised the survey work undertaken to assess the quality of paths and level of use to develop improvement proposals now out for public consultation. Mr Hyde responded to a number of questions, outlining procedures for establishing a Right of Way and securing their closure or gating. Councillor Reverend Richard Bashford spoke of the confusion between rights of way and access to properties and highlighted that in some instances their lack of use could be in the communal interest. Councillor Hollingworth expressed concern that the Executive Summary referred to use of the Harborne Walkway by cyclists Mr Hyde confirmed that improvements were to be made to the Harborne Walkway but cycle use would not be encouraged.</p> <p>RESOLVED: That the information presented to the Committee be noted.</p>
Erdington	22/01/07	<p>The Memorandum from the Head of Transportation Development was submitted, together with extracts from the Executive Summary and details of existing rights of way in the Erdington Constituency:</p> <p>The Committee received a presentation from Doug Hyde, Transportation Department covering the major topics of the report. Topics covered included:</p> <ul style="list-style-type: none"> • The timetable for approval of the Rights of Way Improvement Plan, expected to be referred to City Council in November 2007) • Rights of way closure process • Diversion procedure, including new developments • Inclusion of rights of way in highways maintenance schedule • Correcting errors and omissions in details of rights of way • Publicity/further opportunities for consultation responses. <p>Councillor Grundy asked what safeguards were in place to protect rights of way subject to change of ownership. Doug Hyde responded that rights of way could be closed under planning legislation, although generally they would be diverted or an equally usable route substituted following public consultation as part of the application process. He undertook to supply details to members of the Committee of rights of way lost to development in the previous four years. Councillor Tassa said that rights of way were of real value to the community and it was sad when they were lost. However, in many cases, people were frightened to use them because they were often seen as poorly lit and on safe. She asked what the resources were available to improve the condition and safety of existing rights of way. Mr Hyde said that rights of way were now included in the highway maintenance schedule and were subject to maintenance checks at regular intervals, including lighting where this was already provided. Councillor Alden said that the rights of way were a vital part of the urban environment. It was important therefore that improvement work was in keeping with the area and did not actually make things worse. A member of the public asked what powers were available to the City Council to deal with issues such as overhanging trees on private land obscuring or obstructing lighting in rights of way. Mr Hyde said that such issues would be identified and dealt with as part of the maintenance checks carried out on defined rights of way. Enforcement action could be considered in cases where problems were caused by residential or business premises.</p> <p>Responding to further questions, Mr Hyde said that a route could become a right of way as of right after continuous use for 20 years, but in such circumstances the owner of the land could appeal, leading to a planning inquiry. He added that the current plans would be deposited in libraries and public buildings shortly.</p>



Constituency	Date	Comments
Erdington (continued...)	22/01/07	<p>He would be happy to investigate any particular errors or omissions raised by the public or members of the Committee.</p> <p>219 RESOLVED:</p> <p>a) That the report and presentation on the Draft Rights of Way Improvement Plan be received and noted;</p> <p>b) that the Committee's comments on the plan be noted;</p> <p>c) that Councillors and members of the public be invited to submit further comments and information on errors and omissions in the details relating to the Erdington Constituency;</p> <p>d) that details of rights of way lost to development in the past four years be supplied to all Members of the Committee.</p>
Selly Oak	30/01/07	<p>The report of Memorandum from the Head of Transportation Strategy was submitted: Anne Shaw, Transportation Strategy presented the report and highlighted that the City had 180 miles of Rights of Way, the majority of which were urban. With particular reference to Selly Oak Constituency, she referred to the plan: She highlighted work at Tunnel Lane that had been funded through Section 106 monies and other agencies, to include the Countryside Agency and Natural England. On a question from the Chairman she stated that a full programme of works in the Constituency should be identified by May 2007. Councillor Robert Wright referred to the Definitive Plan target date of 2026 and Anne Shaw stated that the only part of the Definitive Plan the City currently had was that inherited from Warwickshire, when Sutton Coldfield came into Birmingham. She stated that work had been programmed to produce a Definitive Plan for the rest of the City by 2020 and stated that this timescale was quite short when considered against the 2000 rights of way in the City, which each would require a statutory order and potentially could be challenged.</p> <p>78 RESOLVED:</p> <p>That the Committee note the contents of the report.</p>
Hodge Hill	15/02/07	<p>The Memorandum from the Head of Transportation development was submitted:</p> <p>Anne Shaw, Development Directorate, introduced the draft rights of way improvement plan. She advised that individual assessments of footpath usage and condition had been undertaken and concerns raised with regard to the lack of footpath maintenance. In that regard officers were working with street cleansing and street lighting colleagues to address the issues raised. She went on to comment on the development of proposals at Constituency level and the consultation timescales, adding that it was intended to re-draft the Rights Of Way Improvement Plan to include comments from the consultation process. She further advised that it was intended to collate responses to the consultation exercise during March/April 2007 and that additional consultation responses received during that period would be taken into account. Councillor Ian Ward welcomed the contents of the Memorandum and the draft improvement plan. He noted that it was intended that a number of current walkways within the Hodge Hill Constituency were to be designated rights of way for cycling and walking and pointed out that it was very difficult to close a problem right of way. He sought assurances that there would be no conflict between cyclists and trains in relation to the path between Mackadown Lane to Bannerly Road which crossed a railway line. Anne Shaw, Development Directorate, stressed that, with regard to the creation of new rights of way, it was necessary to follow a statutory process and that considerable consultation with interested parties took place in respect of the matter. Councillor Ian Ward requested that officers discuss proposals for suggested improvements to pathways/rights of way within the Constituency with local elected members. In response to comments from a member of the public Anne Shaw, Development Directorate, pointed out that officers already delivered cycle training to local schools and that she would undertake to ensure that such training would address the need to remind children not to cycle on pavements. A member of the public suggested that consideration be given to opening a footpath link between the Fort Shopping Centre and the Bromford Estate. It was agreed that the suggestion would be taken into account within the consultation process.</p> <p>RESOLVED:</p> <p>That the contents of the memorandum be noted.</p>

Appendix E.

Constituency	Date	Comments
Yardley	25/01/07	<p>The memorandum of the Head of Transportation Development together with an Executive summary for the Draft Rights of Way Improvement Plan was submitted:</p> <p>Anne Shaw, Highways Information, outlined the background to the development of plan, the responsibilities of the Council in relation to public rights of way and the purpose of the plan in identifying improvement proposals for the rights of way network. She drew attention to a plan displayed showing all rights of way within the Yardley Constituency and highlighted the aim to align any proposals with Community Plans. She made reference to the Executive summary and pointed out that there were no suggestions included in respect of the Yardley Constituency as to possible improvements. She sought comments and feedback on the plan as part of the consultation process. There was some discussion and the following issues were raised by members of the public:</p> <ul style="list-style-type: none"> a) There was a need for a tarmac path from Common Lane across Lyndon End House Recreation Ground over the bridge to the old playground and on to Horse Shoes Lane. b) There was a need for a tarmac path from the Barrows Lane end of the Lyndon End House Recreation Ground by the gas pumping station to the large bridge. The area was waterlogged and improved access would assist parents with pushchairs and pupils walking to St Thomas More's RC school. c) Shale paths at the side of the brook in Lyndon End House Recreation Ground were overgrown and in need of maintenance. d) It was recalled that there had been proposals for the development of a Millennium Wood walkway but this had not happened. e) An area of spinney off the Coventry Road/Barrows Lane had been an area of beauty but was now neglected. <p>As to whether the above paths were public rights of way, Anne Shaw advised that the majority of paths within parks were under parks management and specific locations would need to be checked with the map. Several Members made reference to the nuisance caused by some rights of way and an enquiry was made as to the current position on progressing closures. Anne Shaw acknowledged the difficulties in managing some rights of way and outlined the new legislation to allow permanent closure under certain circumstances, the process for making applications under that legislation to the Secretary of State and the work required to be undertaken with partners on introducing measures to address community safety issues and monitoring the impact of that action before such applications could be made. Further to comments from Councillor Neil Eustace about the need for public rights of way to be well lit and maintained and, if necessary, to be closed, Anne Shaw said that an assessment of usage of certain rights of way (i.e. those by schools) had shown that those close to shops were well used while residential paths had the lowest level of usage. Efforts continued on keeping paths clean as it was recognised that cleanliness was an important issue for the public.</p> <p>RESOLVED: That the memorandum on public consultation on the draft Rights of Way Improvement Plan together with the Executive summary be noted and the comments and suggestions made for improvement be referred to the Project Leader, Highways Information for consideration.</p>
Hall Green	24/01/07	<p>The following papers from the Assistant Director (Development Strategy) were submitted:</p> <ul style="list-style-type: none"> a) Memorandum from the Head of Transportation Development. b) Extracts from the Executive Summary. c) Statement of Actions – Proposals for the Hall Green Constituency. <p>Anne Shaw, Transportation Development, introduced the report, which referred to the draft plan drawn up following consultation in 2005. She drew attention to the executive summary and to the proposals for the Hall Green Constituency. She asked members to ensure that everything that they wanted was included. The timetable for completion of the Plan was November 2007 and it was intended to form the strategy for the following 10 years. The bid for funding for improvements would be made via the Local Transport Plan and other development opportunities. Further copies of the documents were available if required. In response to questions, Anne Shaw explained what constituted a Public Right of Way and undertook to follow up specific request for information after the meeting. For a walkway to be recognised</p>



Constituency	Date	Comments
Hall Green (continued...)	24/01/07	<p>as a Right of Way a statutory process had to be followed and use established with a final decision being made by the appropriate Committee. A member of the public said that shrubs by the footpath at the junction of Swanshurst Lane and Yardley Wood Road outside numbers 10, 12 and 14 were now overgrown and were used for anti-social activities. The Chairman undertook to follow that up as an individual complaint.</p> <p>RESOLVED: That the report be noted.</p>
Northfield	16/01/07	<p>The memorandum of the Assistant Director (Development Strategy) was submitted:</p> <p>Dough Hyde, Head of Transportation Development presented the draft Plan and an Executive Summary was made available. In response to concerns expressed by Members relating to people congregating in alleyways and anti-social behaviour, Mr Hyde explained that the process for dealing with applications for closures was long and arduous. The process for gating applications was quicker but required evidence that alternatives had been exhausted before gating would be approved. Councillor Keith Barton requested that Imperial measurements be given in the report and Mr Hyde pointed out that metric measurements were used as standard in such reports. Members were encouraged to pass any further comments to Mr Hyde and it was:</p> <p>RESOLVED: That the Draft Rights of Way Improvement Plan be referred to all Ward Committees in the Constituency for comment.</p>
Ladywood	25/01/07	<p>Consideration was given to the current position regarding the above. A copy of the Executive Summary accompanied the report.</p> <p>Mr Doug Hyde provided Members with a progress report on this matter. The Chairman, as a regular walker, welcomed the document but stressed that, with the pressure on the capacity of prisons, it would be better if more of the petty criminals undertook forms of community service. One of these forms of service could be to maintain and secure improvements to the rights of way network. He considered that Birmingham City Council should put this proposal forward. Reference was then made by a member of the public to a long and protracted case relating to Marrowfat Lane in the Soho Ward. A member of the public indicated that they were pleased to see that the City Council was looking to protect the rights of way. He stated that often it was the condition of the right of way which created the problem. He indicated that hopefully relevant financial allocations would be made available to ensure that maintenance could be enhanced and he also drew attention to the fact that there was a need to identify cycle tracks. Following further consideration of this item, it was:</p> <p>RESOLVED: a) That the draft Rights of Way Improvement Plan be welcomed; b) that consideration be given to community service including the maintenance and repair of public rights of way.</p>
Sutton Coldfield	12/12/06	<p>The memorandum from the Head of Transportation Development was submitted:</p> <p>Doug Hyde, Head of Transportation Development, advised that officers were consulting on the draft plan until February 2007 and wished to cascade the consultation to Ward Committees and Neighbourhood Forums. He tabled the following executive summary. Doug Hyde advised that Sutton Coldfield had a network of rights of way that had been charted when the town was part of Warwickshire and that officers were interested in improving existing rights of way. They hoped to obtain funding for those improvements through the Local Transport Plan and Section 106 Agreements and would be taking up issues regarding access for disabled people. Officers would be liaising also with Constituency Managers regarding issues relating to local Constituency plans. The Chairman advised that Members and officers in Sutton were drawing up a list of priorities for the use of funding from Section 106 Agreements and would need to incorporate any ideas regarding improvement of public.</p>

Appendix E.

Constituency	Date	Comments
<p>Sutton Coldfield (continued...)</p>	<p>12/12/06</p>	<p>rights of way in that list. A local resident expressed concern that local residents wanted to close some rights of way because they were being misused as a gathering place for young people exhibiting anti-social behaviour. Anne Shaw, Project Leader – Highways Information, advised that it was difficult to close rights of way and that information was given on that in the Appendices to the full consultation document. Highway Officers were working together with the Community Safety Co-ordinator, the Anti-Social Behaviour Unit and Police Officers on local cases and over 100 requests for rights of way to be closed had been received across the City. Another resident expressed concern that, on the other hand, problems had been experienced in keeping pathways open where land owners were obstructing them and Anne Shaw advised that officers recognised that problem and had included proposals in the consultation document. She confirmed also that, where trees or bushes were overgrowing a pathway, officers could enforce the cutting back of the overgrowth. Officers were assessing and surveying pathways to identify such problems and could take action also on any up-growth of grass or weeds. Doug Hyde advised that responsibility for the right of way being kept clear could fall on the adjacent land owner(s). He was asked by a local resident whether the budget for cleaning and lighting rights of way was held centrally by the City Council or would be devolved as additional funding to Constituencies. He advised that the cleaning of pathways was being included in the survey and would be assessed alongside road sweeping. The need for additional lighting on pathways would be assessed, but insufficient funding would be available to improve the lighting on all rights of way. Therefore, each case would need to be prioritised. A member of the Sutton Central Neighbourhood Forum advised that the Forum had been given a small grant to study the use of open spaces in its area and asked whether its members could meet with the Head of Transportation Development in order to obtain his assistance with that study. Doug Hyde advised that he would leave a copy of the full draft plan for the member of the Sutton Central Neighbourhood Forum and that he would be happy to discuss the Forum Study with its members.</p>
<p>Perry Barr</p>	<p>18/01/07</p>	<p>The memorandum from the Head of Transportation was submitted at the suggestion of Jan Kimber, Constituency Director it was:</p> <p>RESOLVED: That the Head of Transportation Development be requested to send copies of the consultation documents direct to Members, seeking comments.</p>



Summary of Public Consultation Responses to the Draft ROWIP

Responses to the Draft ROWIP from members of the public and other interested parties.	City Comments to Response
Request for a route between 21 Park Hill Road and Frensham Way to be recognised as a public right of way and for resurfacing.	Added to Constituency Proposals
Does not agree with the suggestion on pg 135 that footpath across Walmley Gold Course be improved by upgrading to bridleway 2m tarmac path signposted for walking and cycling. Path has historical significance (oldest ancient sunken road). Resurfacing with tarmac would destroy this artefact and it should be preserved for historical and education purposes. Also has ancient hedgerow.	Any improvements on this section of the path should be done in consultation with the City Archaeologist.
Oxhill Road and path to Hill Top and Sandwell Valley. Respondent can not overstress the lack of recreation resource in this area. BCC acknowledges that the available open space falls well below the minimum amount set by itself. Supports the improvement to the path at this location.	Added to Constituency Proposals
Support for improvements to path from Oxhill Road to Park Road, Requests that this is taken as a matter of urgency including relaying footpath and cycle lane, improving entrance access to Hill Top from Oxhill Road, Improving lighting and security to entrance to Hill Top from Oxhill Road, Improving signage and create a walk 2000 route. Supported by Community Strategy themes, green space management, spaces for nature project, UDP, and "lets get moving in Perry Barr 2007".	Added to Constituency Proposals
Support for improvements to footpath off Oxhill Road creating access to Sandwell Valley Country Park. Important for residents and in order to provide recreational resource to tackle obesity. School has no on site playing fields and they use Hill Top in Sandwell Valley Park. With safe and secure access pupils & Staff can walk to Hill Top for their sporting activities and help the school with the development of sport and health and fitness in the school.	Added to Constituency Proposals
Support for improving path from Oxhill Road to Hill Top recreation ground and Sandwell Valley Country Park. Current state of path not safe for use by his family. If tidied up, better lit and path relayed many people would have use of it. Would also provide access for youngsters to the recreation ground rather than hanging around the streets. Using a cycle route would also bring "untold benefits" to the health of all the residents who use it.	Added to Constituency Proposals
Harborne Walkway - This was developed specifically as a pedestrian urban walkway and nature trail. It was not a cycle route or bridleway. The Harborne Society strongly held view is that between Park Hill Road and Hagley Road the walkway should remain as a walkway. Opening up as a cycleway would be to the detriment of the adjacent West Midland Bird Sanctuary and Nature reserve (off Pereira Road). Opposed to the laying of tarmac and consider that it should be left in its natural state although it is recognised there needs to be improved and regular maintenance including stone chippings to deal with muddy stretches and cutting back of trees and overgrowth. Fly tipping and ASB could increase if route was surfaced.	The application to modify the DMS which has been received and the resulting investigation shows that there is use of this route by both walkers and cyclists the landowner (BCC) is unable to provide any evidence to show that there was no intention to dedicate a public right of way. Advice has been sought from DEFRA regarding the creation of restricted byways. The Transportation Capital Programme includes for improvements to this route and a report is being prepared for approval by Cabinet Member for Transportation and Street Services. These views have been taken into consideration in the development of this scheme.

Appendix F.

Responses to the Draft ROWIP from members of the public and other interested parties.	City Comments to Response
Gillhurst Road to Hagley Road – the proposal is supported but the poor state of fencing along the right of way and the Harborne walkway is an issue that should be addressed.	As above
Old Church Avenue – This is an extremely well used footpath and is on the direct walking route for many children attending St Peter's Church Of England Primary School (Old Church Road) and also St Mary's Roman Catholic Primary School in Vivian Road. It is the Harborne Society's view is that cycling is not compatible with the high pedestrian usage and that Old Church Avenue should remain "No Cycling".	Off suitable width for shared use, requires further consultation. Check school travel plan status and Safer Routes to School programmes.
Bournbrook Walkway – The brook itself is the boundary between Harborne and Selly Oak wards. The part of the planned walkway from Harborne lane towards California will be on the Harborne ward side of the boundary consequently the text in the final document should be amended to reflect that.	Noted and dealt with
Path between Oxhill Road to Hill Top recreation ground should be relayed and the entrance improved because it would allow St John Wall School to have access back to these playing fields. It would encourage students to walk and would provide a much needed public resource to the entire population in the surrounding area. It would improve the health and well being of residents by allowing them to access the outdoor facilities by foot and get them walking and cycling.	Included within Constituency Proposals
Amend the ROWIP to record the length of footpath between Stonorwood Avenue and Southam Road as 110m. Also school approach road is 100m. Total length should therefore be 210m. Request to improve lighting (sketch provided). Also problems with incorrect information on mapping systems with HGV's and school traffic trying to access school along the avenue.	Within constituency proposals (table giving dimensions has been removed from ROWIP).
Chad Valley Walkway – the only reference is in appendix A LAF priorities. It is shown on the walking and cycling map and should receive a higher priority.	Discussed with Parks, Sports and Events. Include as improvements from the Harborne Walkway to Gillhurst Road.
Routes being claimed as public rights of way – when can we expect decisions how will they be notified?	A number of applications have been progressed. The details are updated on the register of applications which is available on the Birmingham City Council Website.
Surfaced and non-surfaced paths – the difference is not defined. Need to insert information regarding non-surfaced paths as ROWIP incomplete without it.	This has now been added to chapter 5. See figure 8 and section 5.4.
Lost ways – BCC has no lost ways projects – what has been done to check if there are any? What historic information has been checked?	A national team is looking at this area. Unregistered routes will be picked up as part of the work to complete the DMS. We also hope to engage the use of volunteers who have an interest in this matter.



Responses to the Draft ROWIP from members of the public and other interested parties.	City Comments to Response
Viewing other maps and plans – digitised routes can be viewed as a list or a map but where?? P49 para 7.5. Do they include all of the 2,550 paths mentioned on p20?	Records are available at the Council Officers at 1 Lancaster Circus Queensway. Maps are on the City Council Website. They include all of the paths that we have maintained records on as part of the list of street as well as those few shown on the DMS for Sutton Coldfield.
Details of surveys – we aren't told consistently about sampling methods, size composition etc. Pg 29 para 5.1 how were residents of each constituency consulted? Suggests that neighbourhoods be included in the current round. Collation of results not always provided.	Consultation methods are indicated in the ROWIP. Some areas were targeted to try to ensure that under represented groups had an opportunity to respond. There was a great deal of publicity to bring it to the attention of the public to encourage responses.
Miscellaneous issues – bridleways – why not allow horses on all cycle routes i.e. designate them as bridleways? Mounted police might find a wider network useful in fighting crime. Road crossings – unsure of Legal Status but should they be considered as an integral part of the ROW. "Land in the Authorities Control" p43 para 6.1. Does this mean within the City boundary, owned by the Council or what?	Given the level of horse riding in the City, this would need to be decided on a route by route basis in consultation with horse riders and other interested parties. This statement means both as the City owns land outside its administrative boundary.
Links with neighbouring boroughs – p48, para 7.1. The Sandwell route from Farm Road to Hagley Rd isn't specified and is not shown on the OS map (EX219), but if it emerges anywhere near Quinton Church it would be possible to produce a route from Oldbury via Dudley footpaths to the Bromsgrove path network and Clent. This would require both the link mentioned from Woodgate Valley under the M5 to the Dudley path network and also restoring the link from Quinton Church to Woodgate Valley (closed presumably when the Quinton Expressway was built and now obstructed by impenetrable brambles.)	We have requested Sandwell to identify if this is still a priority within their ROWIP.
Editing is poor and makes using the contents section to find the topics very difficult – Appendices are not consistently labelled in the text. Appendix B is missing.	Editing and referencing errors have been dealt with.
Support for improvements to the footpath off Oxhill Road to Hill Top Recreation Ground. Would help reduce obesity and improve health and well being of residents by allowing them access to outdoor facilities by foot and get them walking & Cycling.	Included within Constituency Proposals
Would like to thank us for taking up the question of improving the access and lighting to Hill Top from Oxhill Road. This will be of great benefit to local residents if agreed.	Included within Constituency Proposals
Interested in the footpath and cycle lane from Oxhill Road to Hill Top with improvement for lighting. If the path is improved and relayed for the public to have access to the other parts of Sandwell Valley it would benefit the young and older members of our community. Has struggled through mud and fallen several times causing me to get bouts of angina pain. Has not been able to gain access for some time due to poor path condition. Has previously rung a number of departments to ask for help but to no avail. Also give better access to playing fields to divert youngsters from antisocial behaviour.	Included within Constituency Proposals

Appendix F.

Responses to the Draft ROWIP from members of the public and other interested parties.	City Comments to Response
<p>Having lived in the area since childhood concerned that many of the green spaces have become inaccessible. Would ask that serious consideration be given to the proposals from Oxhill Road to Sandwell Valley Country Park. If the road surface and the lighting at the entrance from Oxhill Road were improved and the footpaths relayed it would enable us to walk safely to one of the few remaining facilities on our doorstep giving pleasure and exercise once again. Children would also benefit giving them the place to explore and play. The children of St John Wall School are denied even the facility of walking to their playing fields.</p>	<p>Included within Constituency Proposals</p>
<p>Wishes to support the growth of safer cycling and walking in Birmingham. Considers that the forecast of £300k per year will address any significant change. Birmingham's record of providing new and maintaining cycling paths is abysmal. Not many miles of new path opened up in the last 10 years. The condition of dual use paths e.g., along Bristol Road and the disregard of providing protected crossings is a deterrent to safe cycling. Cycle use has declined; targets reduced and dates for delivery pushed well into the future. Ward by ward improvements documented would make a meagre improvement. It will be interesting to compare the outcomes. Many of the proposals indicate depends on money being found. What is needed is a firm commitment backed by adequate resources. Would like to include improved lighting on all cycle routes particularly off street, removal of cycling prohibited signage on all paths to be replaced with cycle with care. Removal of all barriers that inhibit the easy passage of cycle pushchairs wheel chairs. It has been proven that use by illegal use by vehicles is a myth.</p>	<p>The creation of new cycle routes and the other issues raised fall outside the scope of the ROWIP. Comments have been passed to the Sustainable Transport Planning Team who are currently looking at revisions to the Cycling Strategy.</p>
<p>As Chair of the Local Access Forum, proud to have an input into document. Pleased with the Forward. However the statement that implementation is "subject to available resources" underpins the plan. Whilst the council has a statutory duty to produce the plan it does not have to implement it. Will the City be prepared to provide the necessary funding? Errors on the contents page to be discussed. Encouraging aspect that the City recognises it needs to complete the DMS in order to conform to W&CA 1981 and CROW Act 2000. Costings seem high and would like to see a breakdown. This could be why the City is reluctant to embark on this work. Supports the plan and looks forward to its final publication.</p>	<p>The costing includes for a suitably qualified officer and legal costs of making over 100 DMS modification orders per year. We continue to actively seek funding for the DMS.</p>
<p>Impressed with the words of Cllr Gregory and hope that he will fight for the necessary funding to be available. It is also a duty to produce a DMS under the 1981 Wildlife and Countryside Act Pleased to see that this is one of the targets as the DMS is essential as a basis for the plan.</p>	<p>The statutory guidance on the production of the ROWIP recognises that both capital and revenue funding will be required to put improvements into practice and highway authorities are encouraged to be innovative in sourcing funds from a variety of funding bodies. We will endeavour to seek appropriate resource to achieve the objectives that have been set.</p>
<p>Supports the ROWIP in relation to improvements on path from Oxhill Road to Sandwell Valley. Has been a regular user of this path in the past but had to stop using it due to the unsafe condition. Pleased that the city is finally taking an interest and looking to improve it. Foot and cycle users would benefit if this path was brought back into a safe and acceptable state with benefits for both old and young with improved health from more exercise. Also will provide access from the local school to their playing fields. This should be considered as a priority.</p>	<p>Included in Constituency Proposals</p>



Responses to the Draft ROWIP from members of the public and other interested parties.	City Comments to Response
From Walmley Residents Association and Walmley Neighbourhood Forum held on 1/2/07. Pg 134 along bank of plants brook – in agreement with the suggested improvements although track within Newhall Valley Country Park already exists. Would like to see this extended across rectory park towards Good Hope Hospital, this will help to alleviate some of the parking problems.	Identified within the Cycling Strategy as part of the North Birmingham Route.
Pg 135 from Wylde Green Road to Penns Lane across Walmley golf course. Do not support this proposal as this is an ancient "holloway" on of a very few in Birmingham.	Any improvements to this section would be done in consultation with City Council Archaeologists and would be subject to further consultation.
Walking and cycling map spring 2006 – would like to see paths across Minworth Sewage Works included as well as those from Peddimore Lane. Also Plants Brook Nature reserve is incorrectly shown as Newhall Valley Country Park and that New Hall is two words.	Passed to Transportation Strategy who have produced this map.
River Tame – Chester Road to Water Orton Lane – In agreement with proposals.	Noted and supported by the Parks Service.
Knipersley Road to Bretby Road – upgrade to include cycling. Against this proposal as are other residents in the road. Problems in the past with cyclists (and motorbikes) on narrow gully.	Too narrow for shared use
Ebrook Road to Fledburgh Drive – in agreement to include cycling.	Noted
New Hall Drive – in agreement with the designation of a right of way for walking & cycling.	Noted
Allendale Road to Penns Lane (This should read Penns Lake Road) – in agreement with the walking aspect but not cycling because of safety concerns as it is a narrow enclosed gully and the distance involved hardly makes it worth while.	Too narrow for shared Use
Fox Hollies Road – in agreement with suggested improvements.	Noted
Signal Hayes Road – in agreement with suggested improvements.	Noted
Calder Drive to Eachelhurst Road (This should read Walmley Road) against cycling because of safety concerns and short distance.	Too narrow for shared use
Along bank of Plantsbrook – In agreement with suggested improvements but would point out the track through the Country Park already exists. Would like to see it extended across Rectory Park towards Good Hope Hospital which will alleviate some of the parking problems at the hospital.	Included within Cycling Strategy as part of north Birmingham cycle route.
Wylde Green Road to Penns Lane across Walmley Golf Course. Do not support this proposal as this is an ancient "holloway" one of a very few in Birmingham.	Any improvements would require further consultation with City Archaeologists.

Appendix F.

Responses to the Draft ROWIP from members of the public and other interested parties.	City Comments to Response
<p>Endorses the proposal from Oxhill Road to Hill Top. As a member of the community and a regular user of this footpath considers it would have several benefits to the local community. St John Wall School would have walking access to their playing fields. Has seen them using a mini bus as paths are too waterlogged. The unstable surface of the path is preventing elderly residents from being able to enjoy the area. Improvements would encourage members of the community to go out for rural walks.</p>	<p>Included within Constituency Proposals</p>
<p>One concern is the timing of the DMS which is a fundamental requirement if Cllr Gregory's opening remarks are to be followed. Because rights of way must be identified by 2026 or lost forever, it is important that every effort must be made to bring in an earlier DMS knowing that such plans invariably over run planned timescales. The cost of £100,000 pa from now until 2026 amounts to a sum of £2m or £10k per km. How can this be justified?</p>	<p>We continue to actively seek funding for the DMS.</p>
<p>Was pleased with many aspects including the proposed cycle routes in Handsworth Park and Sandwell Valley – well done.</p>	<p>Noted</p>
<p>Attitude to cyclist by other road users is disgusting and requires awareness raising. People need to be encouraged to want to cycle and no cycling signs are too negative. We need to de-clutter the road space and raise awareness. Need to educate young to cycle considerately to other cyclists and pedestrians.</p>	<p>Outside Scope of ROWIP. Comments referred to the Sustainability Transport Planning Team who are currently looking at revisions to the Cycling Strategy.</p>
<p>Pleased to see the good words and comments in the foreword regarding the importance of the path network, its recording and improvement. Notes the figure given regarding the production of the DMS and considers this an essential element to prevent loss of paths in 2026. Urges the Council not to reduce the allocated figure. Also welcomes the emphasis being given to planning officers to encourage them to use the path network through negotiation on planning applications.</p>	<p>We continue to seek funding for the production of the DMS.</p>
<p>Used to cycle with friends up the path at Oxhill Road to Hill Top Rec through Sandwell Valley and to the national cycle route. However due to the decline and state that the path and entrance has been allowed to fall into it is no longer safe to do so. The city has a responsibility for the paths and rights of way and as such to ensure that this path and entrance is brought back up to a standard and maintained. This would not be of benefit to me and my cycling friends but also to the whole community in that deprived part of Birmingham which suffers from a distinct lack of public open spaces and out door recreational facilities. Therefore I would strongly request that the City do something about this highlighted problem.</p>	<p>Included within Constituency Proposals</p>
<p>Concerns regarding parking on footways. What is being done to improve on road cycling, pedestrian facilities make it difficult for pedestrians.</p>	<p>Outside scope of ROWIP. Comments referred to the Sustainable Transport Planning Team who are currently looking at revisions to the Cycling Strategy.</p>
<p>Path at Arden Oak Road to Streamside Way (subway under A45) has been completed.</p>	<p>Noted</p>



Responses to the Draft ROWIP from members of the public and other interested parties.	City Comments to Response
<p>Requests that the proposal to resurface and improve the footpath from Oxhill Road to Hill Top be adopted and actioned. Recognised in various City Council documents such as the UDP that Handsworth suffer from a lower provision of open space and pitches than the city limit. By improving the signing and the lighting and relaying the path the City will not only be addressing a recognised problem but also meeting local needs. The Young and old people in the area will have access to recreational facilities that will improve their health something the local and national government says we should be encouraging and it could be an outlet for the youth who at the moment are led/distracted into antisocial behaviour and crime as they say there is nothing for them to do.</p>	<p>Included within Constituency proposals</p>
<p>Support for proposed improvements from Oxhill Road to Hill Top and Sandwell Valley. Various documents such as the UDP, Green Spaces for nature Project etc, that the City has given various undertakings to ensure that access comes up to a standard and that opportunities need to be taken to improve access to the valley especially for Handsworth residents. Working in health stress the benefits to public health if access to open space is provided for individuals. Improving the entry and access to the path would provide access for al people of all ages living in the area and the increased health benefits from walking and cycling are too numerous to mention. Would ask that this particular entry is given priority.</p>	<p>Included within Constituency proposals</p>
<p>Have used the excellent cycling and walking map for Birmingham for many good walks... whilst walking from Egghill Lane to Frogmill Road following the footpath signs walked towards Frankley Lodge Farm to Bartley reservoir. The track to the farm was very poor and the right of way was twice obstructed by five barred metal gates secured by barbed wire twists.</p>	<p>Investigate and deal with obstructions</p>
<p>Draft ROWIP was very Interesting. Hopes that these improvements are carried out. Litter along the walks undertaken by local club is a blight and the bridge on Billesley common vandalised. Bridge over Stratford Canal at Tunnel Lane replacement would open so many attractive routes both ways to Kings Norton, River Rea Walkway to Cannon Hill Park and could be made into a round circuit using Holders Lane and both Kings Heath Parks. With no bridge there is too much road.</p>	<p>Actions in ROWIP include improvements to cleansing & Graffiti as well as, maintenance to ROW. Actively working with British Waterways to reinstate Bridge.</p>
<p>Path 858 (Henley Drive to Lichfield Road) should be included in improvements as it is very overgrown & uneven.</p>	<p>Added to Constituency proposals</p>
<p>Pype Hayes road end confusion of signs, no cycling sign comes before end of no cycling lane no cycling sign. Section behind Edinburgh Court is wrongly signed. The section by Tyburn Square was never built although new estate just starting. Liaise with Social Services Rehabilitation Unit for people with sight loss. Map not up to date with changes of the roads as a result of the redevelopment of Pype Hayes.</p>	<p>Passed to City Cycling Officer, already under action with Highways/Constituency Engineers. Base mapping from OS has been updated.</p>
<p>The gate at the southern end of Oak Farm Road has restricted access to the adjacent Wyndham Gardens to pedestrians only. Wyndham Gardens is used by pupils walking to and from Kings Norton Boys School. If there were minor alterations to allow cyclists to pass through the gate and thus connect Row heath park surrounding residential roads Oak Farm Road via Wyndham Gardens to Northfield Road cycling would be encouraged and made safer in the locality. This would also provide a safer alternative to the busy Oak Farm Road with Selly oak Road and Franklin Road as visibility here is more often than not restricted by parked vehicles.</p>	<p>Wyndham Gardens is a private street with no public access of any kind. In order to improve access, the land owner would have to be in agreement. The existence of the gate would suggest that this is not the case.</p>
<p>A number of rounding and pagination errors in document.</p>	<p>These have been treated</p>

Appendix G. Response in relation to Parks and Open Space

It is recognised that the development of rights of way is not key to defence of access to land designated as public open space (POS). POS is already protected through other means. The parks service maintains better control of POS where public rights of way are not present especially on sensitive nature conservation sites. The defining difference is that public rights of way have to be open at all times. Improvements to public rights of way leading to parks and open spaces from surrounding areas however improve access for the enjoyment of these areas.

With reference to the development of cycle paths: in general the parks service would wish to encourage cycling through open space under our management. There are, however, some routes where there is local opposition to this and any proposals to introduce cycling will need to be consulted on further with local Councillors, friends of parks groups and local residents. There also needs to be consideration of the byelaws which cover many parks.

Site	Constituency	Suggestion	Comments
Moors Lane to Mill Lane via Senneley's Park	Edgbaston	Upgrade RoW status to include cycling	Development of cycle routes is supported in general.
Along bank of Bourn Brook from Harborne Lane to the River Rea	Edgbaston	Investigate scope for a path along the brook Designate as RoW cycling & walking	There are proposals for the acquisition of additional land in Battery Park which will provide a 'path' from Harborne Lane east to the highway development near the proposed Sainsburys. There is a need to ensure that this acquisition is protected as POS.
Bourn Brook from Watery Lane to Harborne Lane	Edgbaston	Designate as RoW cycling & walking Surface and sign post	There is a proposal for a scheme along Bourne Brook from Harborne Lane to Northfield Road funded by S106. The funding provides for a commuted sum for maintenance. Parks service would prefer to keep control of the path. Improved access is supported by the consultative committee as this increase in accessibility along the whole corridor would be of great benefit. There is some opposition remaining to the introduction of a cycle path here and so consultation would be required.
Brookvale Park (length of west side of pool)	Erdington	Designate as RoW cycling & walking	Records show a shared use path already in place.
From Chester Road entrance of Pype Hayes Park to Eachelhurst Road, opposite Woodlands Farm Road	Erdington	Designate as RoW cycling & walking Widen and re-surface existing path	The City is currently undertaking a masterplan exercise for Pype Hayes Park and will review cycle access as part of this in consultation with the City's walking and cycling officers and as part of the proposals for the North Birmingham Cycle Route and the Lottery and Connect 2 bids.



Site	Constituency	Suggestion	Comments
Hervey Grove to Chester Road entrance of Pye Hayes Park	Erdington	Designate as RoW cycling & walking	
From Chester Road entrance of Pye Hayes Park down to path along bank of Plant's Brook	Erdington	Create new 2m tarmac path, zigzagging down gradient. Designate RoW for cycling & walking & sign post	
"Project Wagtail" cycle paths around Castle Vale Estate	Erdington	Designate as RoW and sign post into wider cycle network	Records shows a comprehensive network of cycle and footway routes already established. Check
River Tame continuity	Erdington		Feasibility study undertaken by Groundwork Birmingham/Environment Agency several years ago. Believed to be a priority for the Environment Agency linking R. Tame with Trent.
Calthorpe Park	Hall Green		A masterplan is due to be consulted on in relation to a cycle path from Speedwell Road to River Rea route.
River Cole continuity	Hall Green		The City is seeking to acquire lengths of private land along the Cole to connect footpath routes where disjointed.
River Cole continuity	Hodge Hill		Priority for Kingfisher Country Park to establish shared use path along river corridor. Issues around road crossings and bridges. Path being upgraded where resources are available.
Foxton Road to Washwood Heath Road, through Ward End Park	Hodge Hill	Designate as RoW cycling & walking, re-surface and improve quality of cycle route sign posting	Records show that a cycle path exists. The park is locked at night which would prevent a public right of way from being provided.
Aston Park, path from end of Frederick Road to Witton Lane	Ladywood	Designate as RoW cycling & walking	Cyclists already use main paths informally. There is potential for this to be formalised as most paths are already wide enough to support joint use. Currently un-metalled desire line only between Frederick Road and main path and there are no plans to upgrade that link for cycle use. The designation of public rights of way within the park is not appropriate here.
Edgbaston Reservoir	Ladywood		The site is due to be declared a Local Nature Reserve. Parks Service would prefer to retain flexibility to manage access eg protection of nesting sites etc.

Appendix G.

Site	Constituency	Suggestion	Comments
Moseley Road to Salop Street, via Highgate Park	Ladywood	Designate as RoW cycling & walking	A current Lottery Bid has been put forward in order to secure funding for improvements to Highgate Park. The park is currently locked at night so the creation of public rights of way will need to be balanced against local community requirements. A need to light the path through the park has been identified. The parks service support formalised joint use of the path in question which is already wide enough.
Park Way to the Bristol Rd S-Rubery La path, via Callow Brook	Northfield	Designate as RoW cycling & walking	Would support route development so long as sensitive to nature conservation where through green open space. Rubery Hill is a SINC.
St Lawrence Road to Meeting House Lane, via Victoria Common	Northfield	Designate as RoW cycling & walking	Park is locked at night and therefore prevents the dedication of a public right of way. There is however support from the Parks Service for a cycle path through.
Heath Road to Bristol Road South, by Northfield Shopping Centre, via Victoria Common	Northfield	Designate as RoW cycling & walking	Park is locked at night and therefore prevents the dedication of a public right of way. There is however support from the Parks Service for a cycle path through.
Meeting House Lane to Heath Road, via Victoria Common	Northfield	Designate as RoW cycling & walking	Park is locked at night and therefore prevents the dedication of a public right of way. There is however support from the Parks Service for a cycle path through.
Moundsley Hall	Northfield	Designate as ROW and public open space	The majority of the site is outside the City boundaries. ROW requirement also outside City boundary in Bromsgrove – a short route in from Foxhope Close into open space would improve access. Refer to Bromsgrove RDC.
Paths in Handsworth Park linking Grove Lane, Phillip Victor Road, Thornhill Road, Hamstead Road & Wellesbourne Road	Perry Barr	Designate as RoW cycling & walking, sign post as parts of local cycle links	A public right of way is shown on current records through the park from Hamstead Road towards Hinstock Road. Further research of historical records is required to determine the route. The introduction of a network of cycle routes is supported on several routes which are already wide enough for shared use. The markings of the route would need to be sympathetic to the restored heritage landscape.



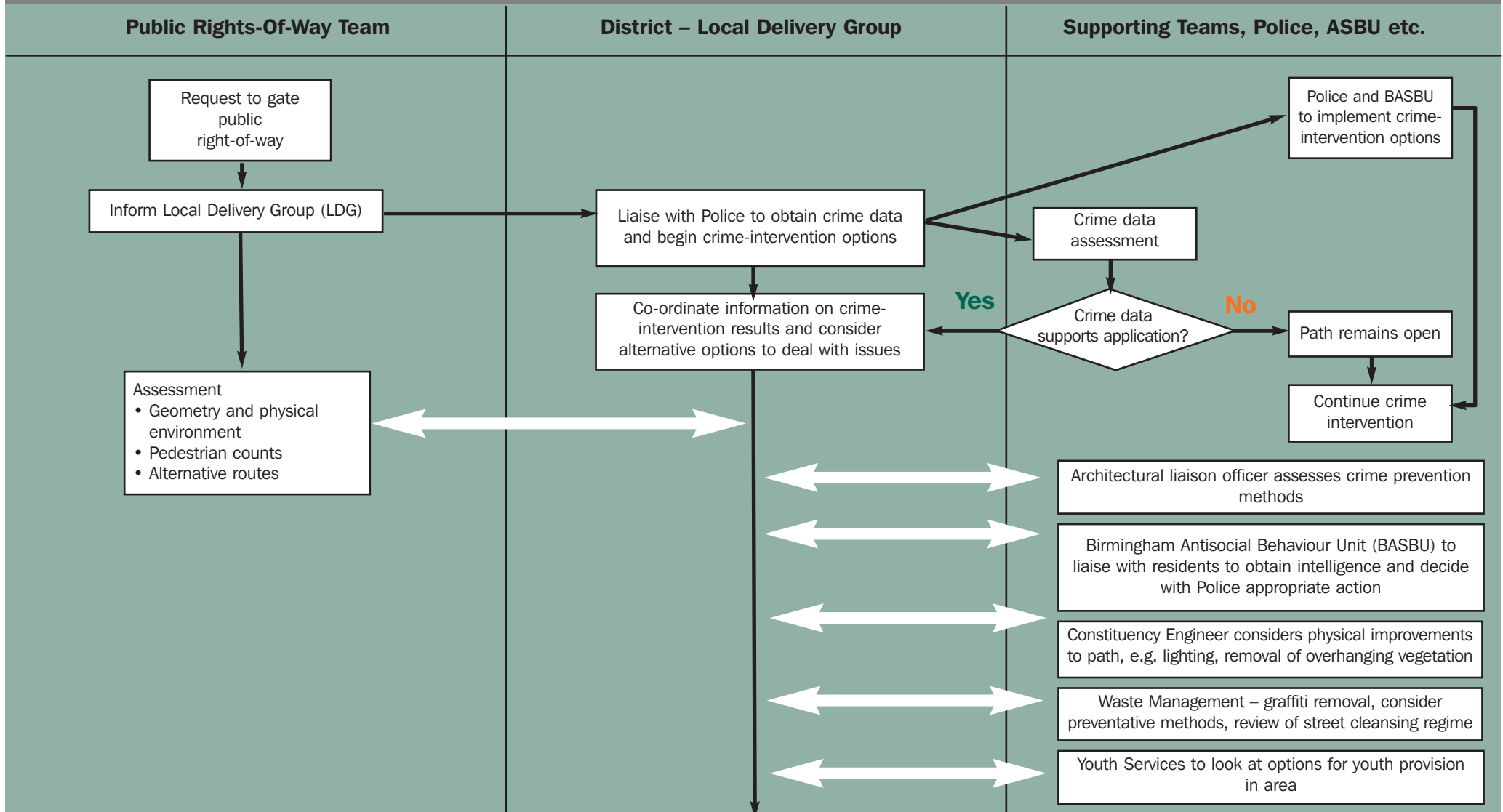
Site	Constituency	Suggestion	Comments
River Tame to Silvercroft Avenue, path running between Handsworth Golf course and Hill Top Golf course	Perry Barr	Designate as RoW cycling & walking. 2m tarmac path, sign post.	The Parks Service supports the proposals which are featured within the Perry Barr Constituency proposals in Section 9. With regards to widening the paths, this is mostly achievable without too much impact, however there is a need to ensure the mature trees and ancient hedgerows are protected as much as possible from any damage, and to avoid removals at any cost. The City Archaeologists also need to be included in the design process in order to conserve valuable features here.
Cherry Orchard Road to Perry Hall playing fields	Perry Barr	Upgrade RoW status to include cycling. Re-surface with tarmac, sign post & consider low level lighting	Would improve access to the playing fields. Requires negotiation with Railtrack who have responsibility for bridge. Need to check title documents and Acts of parliament which gave rise to the construction of the railway to determine status.
From Perry Avenue across Perry Hall playing fields and on towards Cherry Orchard Road, joining existing RoW	Perry Barr	Designate as RoW cycling & walking, sign post as cycle link from Erdington to West Bromwich	Support cycle path development but require to keep the control of the site by not creating a public right of way.
Berberry Close to Woodlands Park Road, via Woodlands Park	Selly Oak	Designate as RoW cycling & walking	A cycling route is proposed here and is supported by the Parks Service. Widening of the route would be required. It may also be beneficial to create a public right of way link to Berberry Close. This would require further consultation with local residents.
Franklin Road to Breedon Road & Park Avenue, via Cotteridge Park	Selly Oak	Designate as RoW cycling & walking	No advantage in creating a public right of way but the City would support the development of a cycle route within the park subject to consultation with the park friends group.
Canal Junction to Pershore Road South via King's Norton Playing Fields	Selly Oak	Upgrade RoW status to include cycling Consider widening to better accommodate cycles with pedestrians	Current records show joint use path already exists.
Corisande Road to Gibbins Road via Selly Oak Park	Selly Oak	Upgrade RoW status to include cycling	Support Cycle route development but trees need to be protected.

Appendix G.

Site	Constituency	Suggestion	Comments
Holders Lane to First & Second Avenue	Selly Oak	Upgrade RoW status to include cycling	Cycle route exists on ROW (cyclists have to dismount on footbridge near Second Avenue.)
All off-road sections of NCN5 that are not already RoW, including: Holders Lane Playing Fields Dad's Lane Rec Ground Cartland Road to Dacer Close Pershore Rd Sth to Popes Lane	Selly Oak	Designate as RoW cycling & walking	ROW status not necessary as access is protected on public open space
Chinn Brook	Selly Oak		The City (Parks Sports and Events) are looking to create shared route to link River Cole with Stratford-upon-Avon canal.
Plantsbrook Nature Reserve link to Kingsbury Road at the east end of site	Sutton Coldfield		Would greatly ease access for local school who would be able to use nature reserve as an educational resource. There are land issues here in relation to developing access over private estate roads or over the canal.
Parkdale Road to Tallington Road (via Sheldon Country Park)	Yardley	Upgrade RoW status to include cycling	Already ROW and cycle path at June 2007.



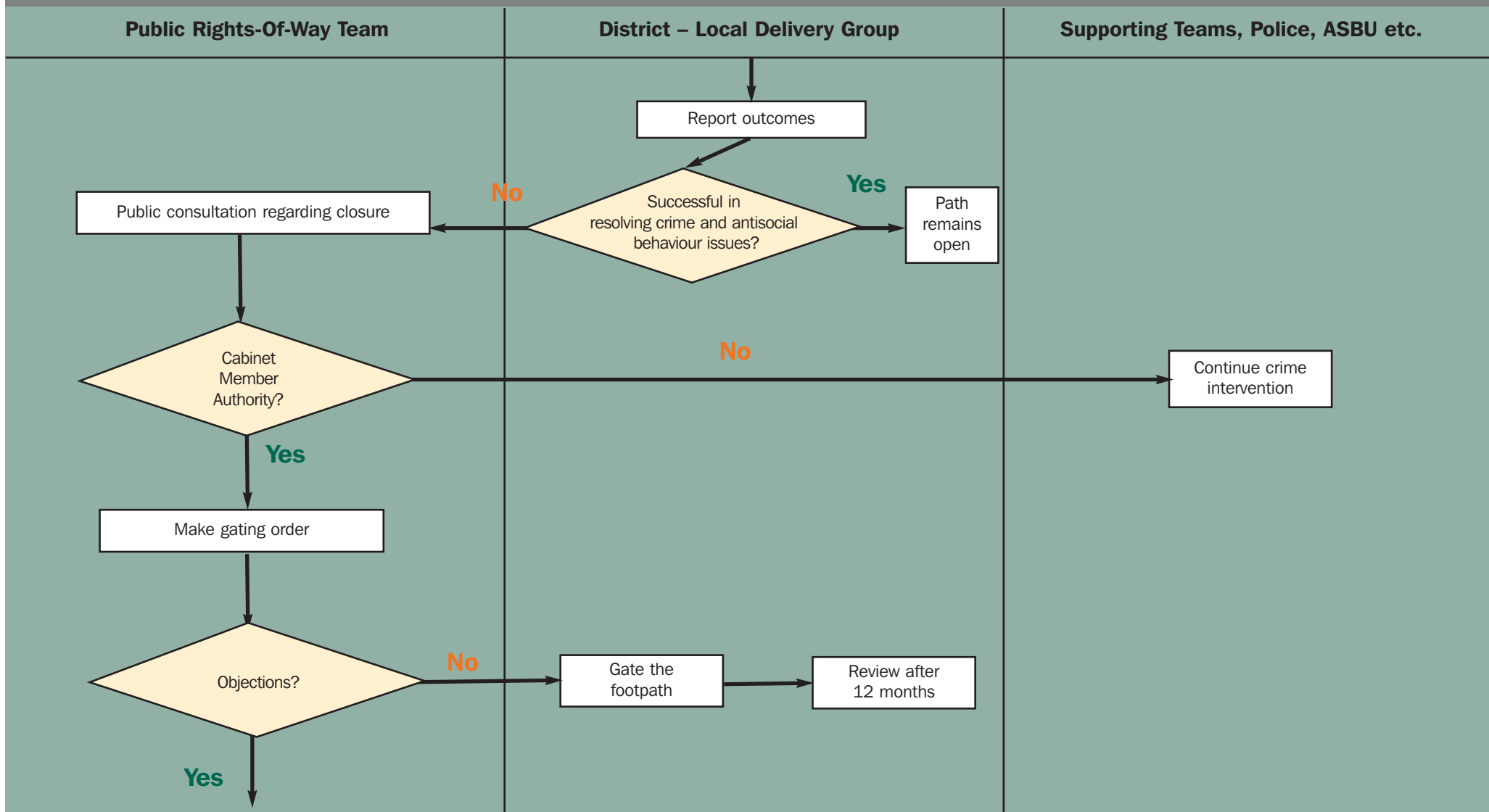
1 Deployment Flowchart – requests for gating public rights of way to reduce crime and antisocial behaviour



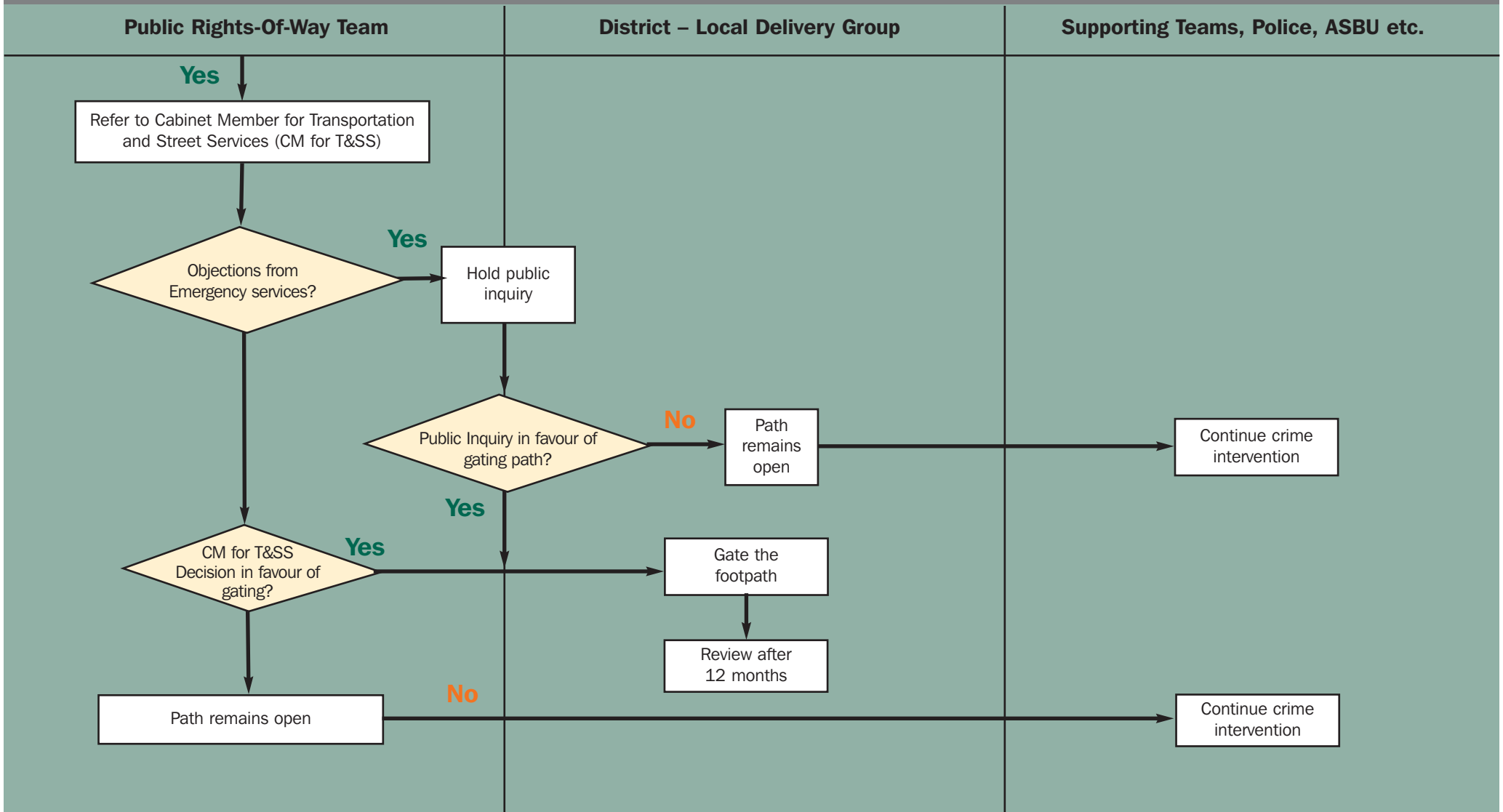


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Deployment Flowchart – requests for gating public rights of way to reduce crime and antisocial behaviour



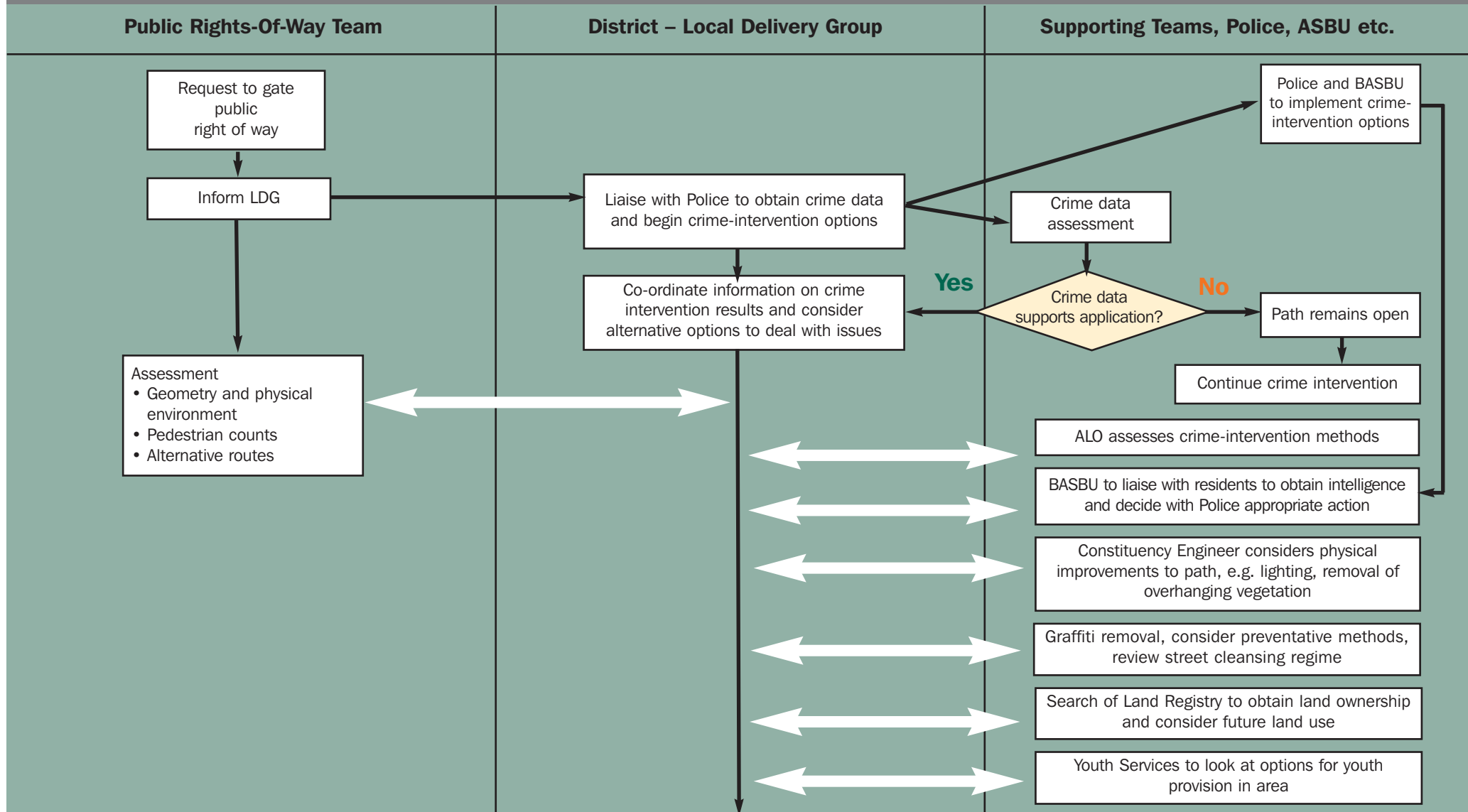
3 Deployment Flowchart – requests for gating public rights of way to reduce crime and antisocial behaviour



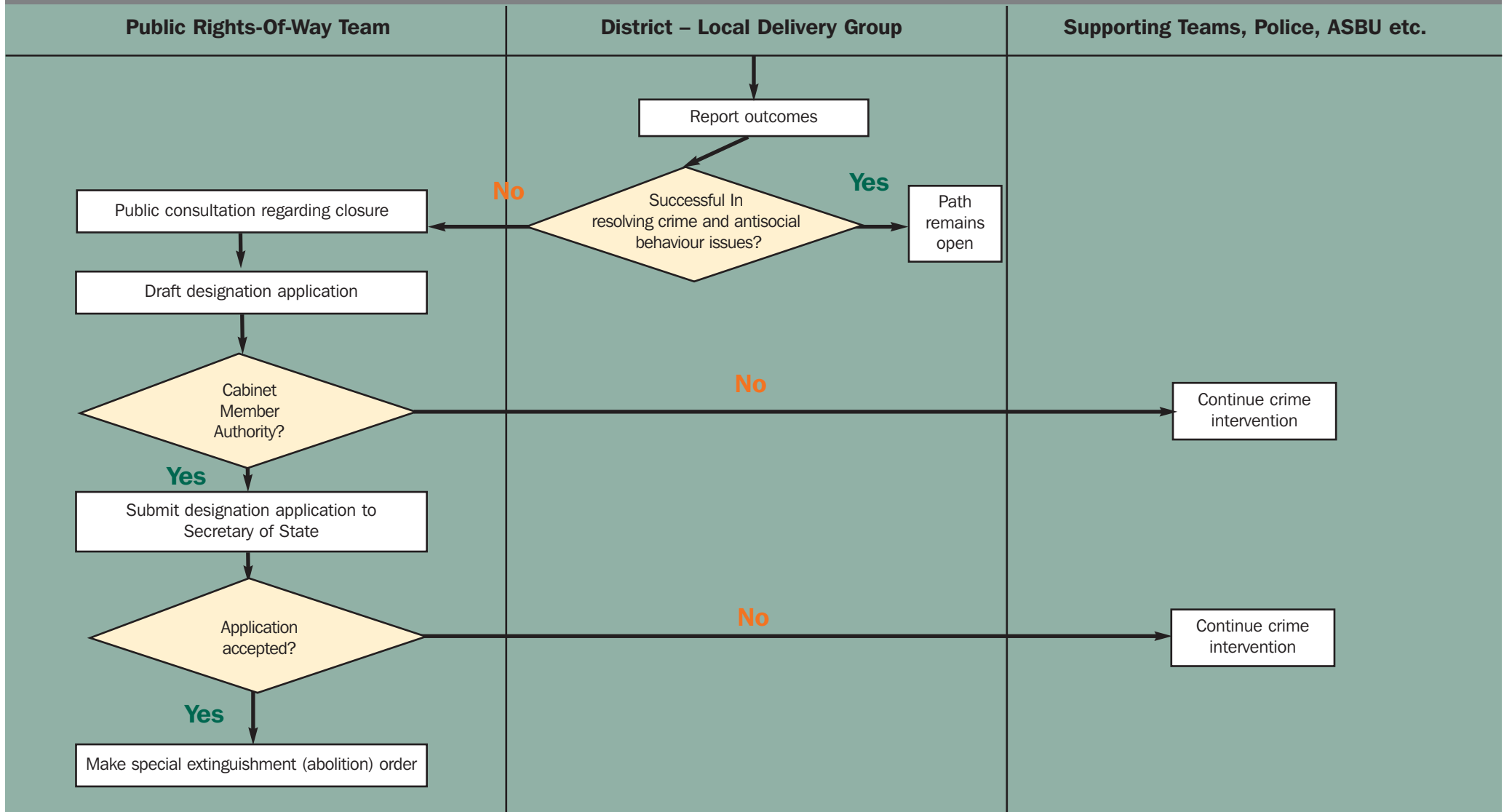


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Deployment Flowchart – requests for closing public rights of way for crime prevention



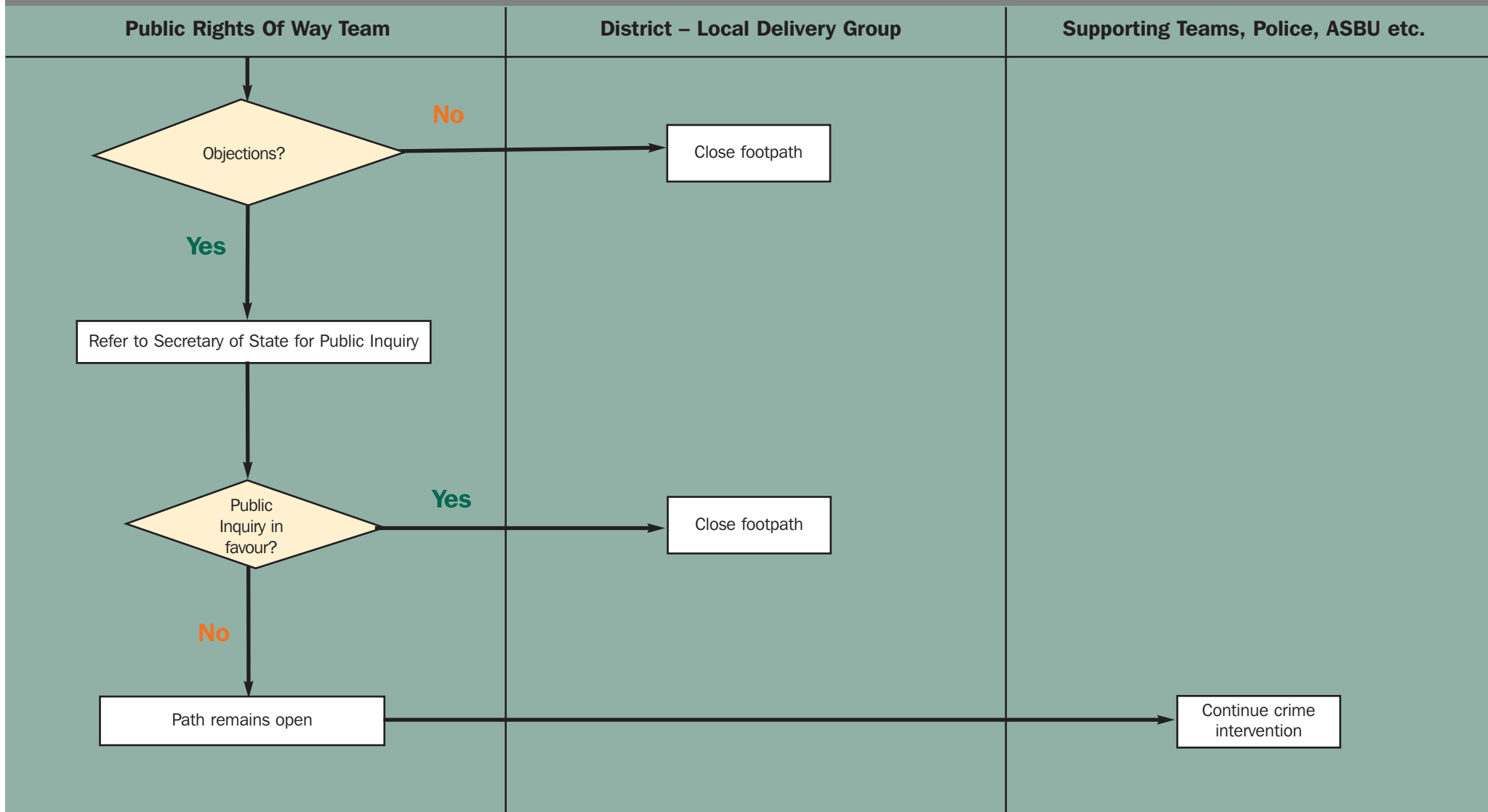
2 Deployment Flowchart – requests for closing public rights of way for crime prevention





3

Deployment Flowchart – requests for closure of public rights of way for reasons of crime prevention





Information



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please call us via Tynetalk on
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