

1 Executive Summary

1.1 Why are we doing it?

Section 60 of the Countryside and Rights of Way Act 2002 requires all local highway authorities in England and Wales to prepare and publish a Rights of Way Improvement Plan (RoWIP) covering all of their area by November 2007. The Plan should include a Statement of Action that the local highway authority proposes to take to manage its Rights of Ways (RoW) and improve the network in the future to meet the government's aims of better provision for users. The Plan should be reviewed and amended at subsequent intervals of not more than ten years.

1.2 What does it cover?

Authorities are required to assess the extent to which the RoW network meets the present and likely future needs of the public; provides opportunities for exercise and other forms of recreation; and is accessible to mobility impaired or visually impaired persons. Where deficiencies in the network exist, improvements have to be identified and prioritised. The Improvement Plan is intended to be the prime means by which local highway authorities will identify the changes that need to be made. There are a number of paths used by walkers, cyclists and horse riders in the Borough that are not RoW. Although these are referred to in this Improvement Plan, this document aims to respond to the Statutory Guidance to Local Authorities on Rights of Way Improvement Plans published by DEFRA in November 2002 and focuses on RoW as defined in law.

1.3 How have we done it?

The process of developing this RoWIP has been informed by a number of factors including, officer discussion, focus group sessions, questionnaire distribution and a meeting with stakeholders.

1.4 What did we find?

The Bromley RoWIP sets the context of public RoW improvement and management by drawing together information about the needs of different user groups and the existing level of resource provision. It then evaluates how adequate the provision is and identifies and prioritises key actions to address any shortcomings.

1.5 What happens next?

Authorities are required to publish their draft RoWIP and place a notice of how the Improvement Plan can be inspected or obtained in two or more newspapers circulating in the area. A copy of the RoWIP should be made available for inspection free of charge, with copies provided to the public at a reasonable charge. In addition, it is recommended that it is made available on the Council's website.

A minimum of twelve weeks should be made available for representations which should be sought from the relevant authorities, agencies and local organisations (as appropriate) as well as the public. The draft plan and notices inviting representations should clearly state where comments should be sent to and the deadline for their receipt.

All representations should be acknowledged and amendments to the Plan agreed. The Plan should then be published and all those that contributed should be informed. This should be achieved by November 2007.

While Bromley Council has a statutory duty under the Countryside and Rights of Way Act 2000 to publish a RoWIP, they do not have to implement it. Accordingly, no funds have yet been allocated to Highway Authorities for this purpose. However, improvements in the Borough will be funded using existing allocations and the Council will endeavour to source additional funding.

2 Introduction

2.1 Introduction

Local Rights of Way (RoW), including footpaths, bridleways and byways are a major recreational resource. As well as providing access to the countryside away from roads used by motor vehicles, they can also provide a convenient means of travelling for short journeys in urban areas and are important in the daily lives of many people who use them for fresh air, exercise and to access local facilities.

Improved management of RoW and better information regarding the network can make a significant difference to people who currently use or would like to use the network. Providing new short links between currently fragmented sections of RoW can substantially widen the network across the local area thereby making it accessible to a greater proportion of the local population. In all areas, local highway authorities need to understand the use and demand for RoW so that they are able to meet the needs and expectations of people with all levels of interest and ability. This supports the government's objective of better provision for walkers, cyclists, equestrians and those with mobility problems.

Definition of Rights of Way

A public Right of Way is a route which the public has a legal right to pass. The type of way is dependent upon the nature of the right:

- **Public footpaths** are for use by pedestrians only and are way-marked with a yellow arrow;
- **Public Bridleways** can be used by pedestrians, cyclists and horse riders. These are way-marked with a blue arrow.
- **Restricted Byways** can be used by pedestrians, cyclists, horse riders and horse drawn carriages. In Bromley, these are way-marked with a green finger board stating 'Byway'.
- **Byways Open to All Traffic (BOATs)** can be used by vehicles and all other kinds of user. In Bromley, these are way-marked with a green finger board stating 'Byway'.
- **Permissive paths** are open to the public and but do not have the same rights as RoW.

2.2 Legislative Background

In 2002, DEFRA published statutory guidance for local authorities on RoWIPs outlining the overall purpose of the Improvement Plans and the issues that they aim to address. Each local highway authority is now required to publish a RoWIP covering all of their area by November 2007.

The Plan involves an assessment of the extent to which local RoW meet the present and likely future needs of the public; the opportunities provided by local RoW for exercise and recreational activities; and the accessibility of the network to those with visual impairments and physical disabilities. A Statement of Action is also required in the Plan outlining the local authorities' intentions for managing and improving the RoW. Arrangements for monitoring progress should also be in place with plans reviewed at subsequent intervals of not more than ten years.

RoWIP's are connected to other local authority responsibilities and may well be relevant to economic, social and well-being aspects of community strategies. Policies regarding healthy living, leisure, recreation, sport, tourism, transport and community should be linked accordingly to provide a context within which the RoWIP can be developed.

2.3 Bromley's RoW Network

The varied land use characteristics make it appropriate to consider the network under two categories. The northeast is heavily urbanised, with few open areas between settlements. By contrast the southern and eastern parts of the Borough are far more rural in nature and Farnborough and Biggin Hill represent the only settlements of significant size. As a result, a northeast-southwest axis seems a natural dividing line between the two categories.

The key characteristics of the urban network are that it is fragmented and predominantly comprised of small sections of footpath, though a few isolated byways also exist. The majority of the paths pass through built up areas with a few longer sections of footpath connecting nearby settlements.

By comparison, semi-rural network has a much higher degree of connectivity and provides a number of opportunities for circular walks. Footpaths, bridleways and byways can all be found here and each link is substantially longer than those found in more urban areas. As well as being an important recreational resource in itself, the RoW network is also an important resource for larger walking networks, such as the London Loop, the Capital Ring and the Green Chain.

There are a number of paths used by walkers, cyclists and horse riders in the Borough that are not RoW. A number of these are *permissive paths*, which are defined routes over private lands which are made available to the public by permission of the landowner. The routes are not permanent and maintenance is the responsibility of the landowner. These paths could be closed at any time, although many of the permissive routes in Bromley pass over council-owned land and therefore remain open and available to the public all year round. Although these are referred to in this Improvement Plan, this document focuses on RoW as defined in law and aims to respond to the Statutory Guidance to Local Authorities on Rights of Way Improvement Plans published by DEFRA in November 2002.

3 Policy Context

3.1 Introduction

One of the key considerations in developing a RoWIP is to ensure that it reflects the key themes and complements the aims and objectives of existing plans and strategies significant to the area. Therefore, transport strategies for the whole of London as well as more localised health, recreation and biodiversity policies relating to the Borough's residents have been reviewed.

Setting the policy context and giving consideration to other relevant policy documents gives the RoWIP the best chance of delivery by lending weight to funding bids and identifying potential opportunities for partnership working.

The following policies and plans have been considered in the development of this Improvement Plan:

- DEFRA Rights of Way Improvement Plans – Statutory Guidance
- The Countryside Agency Rights of Way Good Practice Guidance
- 'By all reasonable means: Inclusive access to the outdoors for disabled people' (Countryside Agency)
- Disability Discrimination Act (DDA) 2005
- London Borough of Bromley Unitary Development Plan
- Planning Policy Guidance Note 17 (PPG17)
- The Major's Transport Strategy for London
- 'Making London a walkable city' – The Walking Plan for London
- Walking and Cycling: An Action Plan
- Bromley Community Strategy
- Active Lifestyles Scheme
- Bromley Biodiversity Action Plan
- Bromley Parks and Open Spaces Strategy

3.2 Government RoWIP Guidance

3.2.1 DEFRA Rights of Way Improvement Plans – Statutory Guidance

In 2002, DEFRA published statutory guidance for local authorities on RoWIPs outlining the overall purpose of the Improvement Plans and the issues that they aim to address. Each local highway authority is now required to publish a RoWIP covering all of their area by November 2007.

The Plan involves an assessment of the extent to which local RoW meet the present and likely future needs of the public; the opportunities provided by local RoW for exercise and recreational activities; and the accessibility of the network to those with visual impairments and physical disabilities. A Statement of Action is also required in the Plan outlining the local authorities' intentions for managing and improving the RoW. Arrangements for monitoring progress should also be in place with plans reviewed at subsequent intervals of not more than ten years.

RoWIP's are connected to other local authority responsibilities and may well be relevant to economic, social and well-being aspects of community strategies. Policies regarding healthy living, leisure, recreation, sport, tourism, transport and community should be linked accordingly to provide a context within which the RoWIP can be developed.

This guidance provides the basis for this Statement of Action which will feed in Bromley's RoWIP.

3.2.2 *The Countryside Agency Rights of Way Good Practice Guidance*

In 1999 a Rights of Way Good Practice Guide was produced by the Countryside Agency in partnership with the County Surveyors Society (CSS), Institute of Public Rights of Way Officers (IPROW), and Local Government Association (LGA). The guide contains guidance for local authorities in the preparation of RoWIPs based on the experiences of eleven highway authorities in England that participated in a national demonstration programme to gain experience in implementing the new statutory requirements whilst providing a series of exemplar plans. The guide offers practical advice and examples of good practice, as well as links to exemplar plans. It provides a useful source in developing a RoWIP for Bromley as guidance can be sought from Improvement Plans for areas of a similar nature.

3.2.3 *Guidance for providing for disabled people*

The Countryside Agency has produced a guide *"By all reasonable means: Inclusive access to the outdoors for disabled people"* to help countryside and open space managers and landowners to improve accessibility to their routes and sites. While there is often conflict between providing access for the mentally and physically disabled and preserving the special qualities of a place, the aim of the guide is provide a realistic, practical and effective approach to creating greater access in more places.

The guide's framework for action is based on the principle of 'Least Restrictive Access' (LRA), allowing for on-going improvements according to practicability and the availability of funds. While there is currently no defined statutory guidance for reasonable practice in the outdoors with regard to the DDA 2005, there are some standards for managers and landowners to consider when planning access improvements, including guidance on the surfacing, width and gradient of paths, and the provision of passing places, rest areas and platforms.

In terms of the RoWIP, consideration needs to be given to how the RoW network can be upgraded to provide access for the mobility impaired. For this to be achieved it is essential to identify barriers and what improvements would bring about maximum benefit for disabled users. For a route to be fully accessible it needs to have a defined start point and end point to ensure that any improvements result in a complete and usable route. As such it is recommended that the most popular routes are prioritised for action. However, maintenance of routes, facilities and information should be based on the principle of LRA to ensure that all paths are improved over time. In addition to overcoming the physical barriers, other common barriers to visiting the outdoors need to be addressed. This includes providing accessible information regarding convenient and accessible transport to the site, the provision of toilets / café's / shops / visitors centres, seating / sheltering opportunities and the range of activities on offer.

A key aspect of any RoWIP is to improve access for those with mobility problems and other disabilities. As stated in DEFRA guidance:

"It is important that local highway authorities have a clear understanding of the extent and type of demand in their areas by blind or partially sighted persons and others with mobility problems for rights of way, both to underpin their rights of way improvement plans and to inform the day-to-day maintenance of the path network."

It is important that the Bromley RoWIP addresses this issue and efforts made to upgrade key routes to the standard set out above.

3.2.4 Disability Discrimination Act (DDA) 2005

The DDA defines disability as 'a physical or mental impairment which has a substantial and long term adverse effect on [a person's] ability to carry out normal day-to-day activities'. This includes the following:

- Wheelchair users and ambulant disabled people;
- People with poor manual co-ordination or strength;
- People with sensory impairments, including impaired sight and hearing; and
- People who lack memory, concentration or understanding.

Whilst the DDA does not explicitly set out statutory guidance for providing access in the outdoors, Section 19 of Part III specifies that service providers cannot explicitly discriminate against those with a disability by making it unduly difficult for them to access a service.

The Act specifies that it is the duty of the service providers to take all reasonable steps to remove, alter or provide a reasonable means of avoiding a feature which currently prevents a disabled person to access a service.

In addition to providing for people with a defined disability, it is important that the RoWIP considers others with mobility impairments such as those with pushchairs and young children. In addition to making routes accessible for all, this will involve improving publicity so that parents and those with mobility impairments are aware of the length of routes, how accessible they are and where facilities, such as toilets and rest points, are located.

3.3 Regional Policies

3.3.1 London Borough of Bromley Unitary Development Plan

Bromley's Unitary Development Plan (UDP) was adopted in March 1994 and sets out the council's policies for land use and development over the following decade. Following new government guidance and a change in local circumstances, a process to review the UDP has since been introduced. The plan is currently in Second Deposit Draft following public consultation between September and October 2002.

The UDP has been reviewed and relevant policies which could impact on the RoWIP have been identified as:

1. Transport

As for other Council's, one of Bromley's key transport objectives is to reduce reliance on the private car and it is recognised that improvements for cyclists, pedestrians and other road users can play an important part in encouraging this modal switch.

2. Sustainable Communities: The Built Environment

In addition to reducing reliance on the car, the Council aims to reduce the length and number of journeys by integrating land use and transport planning decisions. Road safety and accessibility via public transport or green modes (walking and cycling) could be substantially improved through the transport planning process by promoting development in areas well served by non-car modes.

Furthermore, significant environmental benefits could accrue from restricting non-essential journeys to and through urban locations, in particular town centres and residential areas. However, good access, quality street furniture and minimal street clutter are important in presenting green modes as a viable alternative and promoting safety for vulnerable road users.

3. Recreation, Leisure and Tourism

It is the Council's aim *'to maintain, promote and enhance public access for enjoyment of the Borough's open land'*. A wide range of leisure and recreation facilities are provided for Bromley residents and visitors, and an abundance of open spaces and countryside are also available for rural pastimes.

The Council recognises that a well maintained, promoted and signposted network of footpaths, bridleways and byways is important to enable people to access open spaces and the countryside and to pursue different forms of recreation. Permissive routes in urban and rural settings hold recreational value and provide significant access opportunities for walkers, cyclists and equestrians alike.

However, some areas are already under pressure through over use. Therefore, the Council have identified the need to encourage greater use of the greenbelt as a means to directing pressure away from fragile green areas. The Council seeks to achieve this through the promotion of circular walks and continued support for longer distance more strategic routes in the region, such as the Green Chain Walk, Capital Ring, London LOOP and Waterway Link, all of which pass through the Borough.

Demand for horse-riding is increasing in the Borough and the keeping of horses as a pastime is causing problems in the rural environment. The Council have identified the need to discourage riding on footpaths and in order to safeguard other uses of the countryside. The intensity of use of local bridleways and the effects on the landscape resulting from horse-riding activities therefore needs to be considered.

4. Green Belt and Open Space

The South East London Green Chain comprises a series of open spaces within the urban area. The concept of 'green chains' is recognised and incorporated into The London Plan (para 3.250 and Policy 3D10). As well as providing walking and cycling routes away from traffic, they also incorporate a network of wildlife corridors which are ecologically diverse.

3.3.2 Planning Policy Guidance

Planning Policy Guidance Note 17 (PPG17) is concerned with planning for open spaces, sport and recreation, all of which underpin peoples' quality of life. Well designed, effective, suitably implemented policies concerning the use of open space and recreational facilities are fundamental to delivering wider government objectives regarding urban renaissance; rural renewal; social inclusion and community cohesion; health and well being; and sustainable development.

As paragraph 32 of PPG17 states, *"Rights of Way are an important recreational facility, which local authorities should protect and enhance. Local authorities should seek opportunities to provide better facilities for walkers, cyclists and horse riders, for example, by adding links to the existing rights of way networks"*.

Planning obligations should seek to remedy deficiencies in the quality or quantity of open spaces and recreational facilities. To do this planning authorities need to assess the needs of the population and review the existing provision to ensure that developments satisfy local needs.

3.3.3 The Mayor's Transport Strategy for London

The Mayor's Transport Strategy for London sets the policy framework for transport in the capital. It includes policies and strategies for all means of transport as well as the management of the city's road system.

Walking has declined by 15% in London over the past 20 years while premature death associated with inactive lifestyles has risen. As part of the Strategy, the Mayor hopes to work with Transport for

London (TfL) and the London Boroughs to protect and enhance green spaces and improve quality and provision of pedestrian routes across the city.

In partnership with the London Boroughs, TfL is proposing to “develop north to south and east to west pedestrian routes across central London as an initial step towards a network of routes where pedestrians are given priority.” Six routes will be adopted and promoted as strategic green walking routes:

- London Outer Orbital Path
- Capital Ring
- Thames Path National Trail
- Jubilee Walkway
- South East Green Chain
- Lee Valley Walk

To complement this, the Boroughs have been encouraged to identify schemes that will contribute to the overall vision and benefit local people and the wider community.

Fewer than two per cent of trips currently made in London are by bicycle, despite half of all trips being less than two miles long. The London Cycle Network (LCN) is the current major initiative for improving conditions for cyclists as considerable variation in standards exists across the network. TfL with the assistance of the London Boroughs and cyclist groups propose to extend the number of high quality cycle routes across the city by providing more direct access.

The RoW network in Bromley has the potential to link into London-wide walking and cycling routes. As stated in DEFRA guidance, there is a need for close co-operation between local authority departments and neighbouring authorities so that opportunities to link networks to other routes adjacent to the Boroughs boundaries are realised.

3.3.4 ‘Making London a walkable city’ – The Walking Plan for London

The Walking Plan for London (2004) was developed to assist organisations in achieving the Mayor’s walking vision for London. The Plan proposes solutions to overcome the multitude of problems faced by all member of the community, by encouraging walking for shorter journeys and a combination of walking and public transport for longer distance trips. The overall vision is that London will become one of the most walking friendly cities in the world by 2015 through “the creation of a high quality urban environment that enriches Londoners’ experience and appreciation of walking as a valued and enjoyable activity”.

A walkable city is defined as a city where walking is selected as a preferred choice of travel. The 5 ‘C’s’ have been adopted to assess the degree to which a city is walkable:

- 1. Connected:** The extent to which the walking network is connected to key ‘attractors’.
- 2. Convivial:** The extent to which walking is an enjoyable activity in terms of interaction with other people, the natural and built environment, and other road users.
- 3. Conspicuous:** The extent to which walking routes and public spaces are safe and inviting.
- 4. Comfortable:** The extent to which walking is enjoyable as a result of high quality well-maintained footpaths, attractive landscaping and architecture, and improvements in road space allocation and the control of traffic.
- 5. Convenient:** The extent to which walking can compete with other modes as an efficient and attractive alternative.
- 6. Conflict avoidance:** The extent to which walkers can be separated from cyclists, horseriders and other traffic.

A range of other Mayoral strategies support the promotion and development of walking within the Capital to widen acceptance of walking as a mode for short journeys. Local authorities will be central to delivering the Walking Plan through its integration with more local policies.

Walking has a significant contribution to make to a number of objectives.

- It is socially inclusive, as financial status does not determine opportunities;

- It has the least environmental impact of all modes;
- It has numerous health benefits from reducing obesity and the risk of cardiovascular disease, to improving independence and social well-being;
- It boosts the economy through enhancing city centre vitality making it a place where people want to live, work, visit and invest.

However, a number of barriers exist which need to be targeted. Six objectives have been identified that will need to be considered in the development of the Bromley RoWIP:

- **Improving coordination and inclusiveness in the Walking Plan development** through sub-regional and local strategic partnerships;
- **Promoting walking** by educating people on the advantages of walking;
- **Improving street conditions** through a series of area treatments and local improvements coordinated to develop strategic walking routes across the city;
- **Improving development proposals and interchanges** by issuing guidelines to ensure that pedestrians are fully considered in all new development proposals;
- **Improving safety and security** by improving street design to reduce traffic speeds, increase pedestrian priority and improve personal security;
- **Plan delivery and monitoring** through secured regional and local level funding to ensure that key actions can be delivered through the coordinated working of the London Boroughs and partners.

3.3.5 Walking and Cycling: An Action Plan

The DfL have set out an Action Plan for increasing the levels of walking and cycling as they make a positive contribution to many key public policy priorities. In particular, the government hopes to use the Plan as a means of public health intervention by increasing levels of physical activity and to reduce congestion.

The evidence suggests that a combined approach of environmental improvements, increased walking and cycling facilities, and carefully targeted information regarding health benefits, travel choices and recreational opportunities is most effective. Therefore, a number of aims have been identified, including:

- Creating places in which people want to walk and cycle;
- Providing high quality and safe facilities;
- Influencing travel behaviour through education, training and marketing;
- Building skills and capacity; and
- Monitoring success through better targets and indicators.

The land use and transport planning system plays a key part in improving the walking and cycling environment, by raising the standard of public access thereby making it easier for pedestrians and cyclists to get around. This objective is in support of Planning Policy Statement 6 (PPS6), which advises local authorities to give priority to pedestrians and cyclists in planning their town centres. It is also consistent with the reformed Planning and Compulsory Purchase Act 2004 and 'Section 106' agreements which are used to secure developer contributions to ameliorate the direct impacts of developments.

The Action Plan also integrates with RoWIPs by promoting walking in the countryside and ensuring the long term stability of the network. Improving existing routes is as important as creating new links and therefore the RoWIP will contribute to several planning requirements.

3.4 Local Government Policies

3.4.1 Bromley Community Strategy

The Bromley Local Strategic Partnership (LSP) is a collection of local organisations representing residents and the public, private and voluntary sectors of the Borough. Their key objective is to develop a long term comprehensive strategy to enhance the local environment thereby improving peoples' well being. The Community Strategy sets out the LSP's vision for the next 10-15 years which is to be delivered through the joined-up working of key partners in delivering programmes and services to raise standards in Bromley.

Underpinning the 'vision' is recognition that local services should be there to meet the needs of residents and should therefore serve the needs of the community. Top concerns for the Borough relate to safety and security, and maintaining the quality of the local communities' street scene. There is also an acceptance that peoples' health is determined by a number of factors and that the role of health agencies needs to adapt to actively enable people to take greater responsibility for their health.

As part of the strategy, the LSP have identified a number of key themes included in the 'vision' for Bromley. Those that are relevant to the RoWIP are detailed below.

1. The Environment

Bromley Council aspire to retain the characteristics that make the Borough an attractive place in which to live. Around half of the Borough's land is classified as greenbelt and therefore protection of this land through more sustainable practices is a priority.

A number of key issues have been identified which the Council seeks to address. Several of these issues are related to the movement of people and there is a focus on reducing the demand for unsustainable transport. As well as reducing the amount of waste produced, increasing recycling and improving the 'street scene', the Council also hopes to make better use of the highway and public transport network by reducing congestion and improved the provision and management of resources.

The Bromley RoWIP has the potential to address or at least contribute to some of the outcomes that the Council seeks to achieve. Encouraging more people to walk and cycle should have a knock-on impact on traffic related problems such as pollution, road accidents, traffic delays and parking provision by reducing car use. In addition, it should provide more opportunities to access to public transport as well as improving the natural and built environment.

2. Leisure and Culture

Leisure and recreation opportunities can play a key role in supporting healthy lifestyles and tackling the incidence of crime and anti-social behaviour thereby creating safer communities. Parks and open spaces in particular are important for social well-being and widening community involvement in more active lifestyles.

Bromley Mytime, a charitable leisure trust, operates in partnership to ensure residents and visitors to Bromley have cultural and leisure opportunities available to them. As well as supporting 15 facilities across the Borough, they also co-ordinate activities for various sectors of the community. The Bromley RoWIP should aim to support initiatives such as these and attempt to co-ordinate advertising campaigns to promote recreational activities in the outdoors.

3. Health

Partnership working between organisations to provide information and services and promote community involvement in recreational activities is important in tackling health issues and promoting healthier lifestyles for all members of the community. The council therefore hopes to work with other organisations to develop initiatives to promote healthy lifestyles and deliver services to encourage involvement in health schemes.

One of the key issues that the RoW network has the potential to influence is promoting healthier lifestyles. Rising obesity figures are regularly reported nationally yet RoW networks provide opportunities to access the countryside and open spaces as well as circular walking, cycling and horse-riding routes. Promoting greater awareness of the outdoor recreational activities available to people, and how they are able to access them, may encourage people to change their lifestyles to lead healthier lives.

3.4.2 Active Lifestyles Scheme

The 'Active Lifestyles' initiative has been set up in partnership with Bromley Primary Care Trust to encourage people with a defined medical condition to participate in regular physical activity. Four schemes offering specific exercise sessions currently operate.

Fresh Start is aimed at people with specific medical conditions and is intended to increase activity levels through 30 structured exercise sessions.

Lite 4 Life is a twelve week weight management programme combining dietary advice and an exercise regime enabling safe yet effective weight loss.

Walk 4 Life are weekly health walks led by members of the community for those who are unfit or do not regularly participate in any form of exercise.

HeartSmart is a series of exercise sessions specifically aimed at those who have established coronary heart disease or who have recently completed cardiac rehabilitation.

While individuals may not be aware of the opportunities provided by RoW, use of the network could be promoted amongst organisations that run initiatives such as these to raise awareness amongst the community.

3.4.3 Bromley Biodiversity Action Plan

Local biodiversity action plans are non-statutory but have come about following the Earth Summit in Rio de Janeiro in 1992. In 1998 a core partnership comprising the local council and various wildlife organisations was established to develop an Action Plan for Bromley. The Bromley Biodiversity Action Plan (BBAP) has since been reviewed and outlines a plan to conserve, protect and enhance wildlife in London's largest Borough which is home to a large share of the capital's open spaces. Many sites within the Borough have been designated as Sites of Importance for Nature Conservation (SINCs) and as well as conserving nature reserves, the plan also seeks to protect and enhance habitats to boost biodiversity.

A similar plan exists for London to promote a common agenda amongst public, private and voluntary organisations working to influence wildlife in the capital. The BBAP therefore supports Greater London's actions for biodiversity and contributes to work carried out by the London Biodiversity Partnership.

One of the key actions of the BBAP is to increase public involvement in biodiversity issues by raising awareness and encouraging greater participation. The RoW network will inevitably contribute to this by allowing the public to enter into and explore some of these key habitats.

3.4.4 Bromley Parks and Open Spaces Strategy

The Parks and Open Spaces Strategy arose following identification of a mismatch between the number of parks and open spaces requiring minor improvement works and the budgetary restrictions on maintaining all of the Boroughs parks. The strategy was intended to identify the areas in greatest need of maintenance work and to prioritise accordingly.

The strategy has been developed to ensure that a range of parks exist within each locality and that they meet the communities' needs. Furthermore, the strategy enables expenditure of the budget to be prioritised to make more effective financial interventions in the short term whilst ensuring that all open spaces can be sustained in the longer term.

Two sites are treated per annum and are selected on both their needs and merits. Parks with Friends Groups are prioritised, as are those suffering from anti-social behaviour. The public and users of the park are regularly consulted so that their ideas can be included within the strategy and to ensure that parks continue to meet the needs of current and potential users.

3.5 Policy Implications for the RoWIP

A number of policies exist at the national, regional and local level which need to be considered in relation to RoW and will provide support for the Improvement Plan. The following points summarise the key policy issues which will have a bearing on and will need to be addressed through the RoWIP.

- Networks should be well integrated to enable complete journeys to be made, including purposeful linear journeys to key attractors (e.g. from home to work / retail centre) or recreational circular journeys (e.g. walks or bike rides);
- The local network should be connected to other networks including those of neighbouring authorities and the wider London area;
- Paths and other routes should be well maintained, promoted and signposted to enable easy access to the countryside, parks and open spaces, as well as ecologically diverse wildlife corridors;
- A high quality urban environment should be created to make people want to walk, particularly in the more urban areas;
- Circular walks and cycling routes for recreational purposes should be promoted to support health policies including promoting healthier lifestyles to improve the populations health and as a means of assisting recovery from defined medical conditions;
- Walking and cycling should be promoted for local journeys or in conjunction with public transport as part of long distance journeys to reduce reliance on the private car; and
- National initiatives should be used as a basis for local events to promote access to walking and cycling routes.

In addition, there are other policy issues which will support the RoWIP:

- Land use and transport planning needs to be integrated to ensure that decisions are made which reduce the length and number of journeys people need to make, particularly by the private car;
- People should be educated about the countryside, wildlife and biodiversity to encourage participation in preserving natural areas; and
- School Travel Plans, Work Travel Plans and other travel awareness campaigns should be used to promote walking and cycling to feature in peoples' journey to work and students' journeys to local education centres.

4 Network Characteristics

4.1 Definitive Map and Statement

Since 1949, Parliament has required authorities to record all paths which are rights of way on a Definitive Map. Recording RoW on a Definitive Map is conclusive evidence of its existence as of that date and gives the path added legal protection to keep it open and usable. Once a public RoW exists, it remains until it is lawfully closed or diverted but this can only arise out of legal action by the local authority, a magistrates' court or a government department, or through an Act of Parliament.

The Definitive Map is accompanied by a Definitive Statement which describes each RoW in greater or lesser detail. The Statement may define the position, length or width of RoW which is conclusive evidence of its position, length or width at that relevant date. In addition, it may outline any limitation or condition attached to that RoW which is also conclusive.

Each Definitive Map and Statement has a 'relevant date' which provides evidence that public rights existed at that date. It is possible that a legal change has occurred since the relevant date which has not been recorded on the Map, but details of the change should be available for public inspection with the Definitive Map and Statement.

London Borough of Bromley's Definitive Map shows the legally defined RoW in the Borough as of the 1st June 1998. At this time the network comprised entirely of footpaths, bridleways and byways covering more than 120 miles / 190 kilometres in total.

4.2 Assessing the network

The varied land use characteristics make it appropriate to consider the network under two categories. The northwest is heavily urbanised, with few open areas between settlements. By contrast the southern and eastern parts of the Borough are far more rural in nature and Farnborough and Biggin Hill represent the only settlements of significant size. As a result, a northeast-southwest axis seems a natural dividing line between the two categories.

4.2.1 *Category 1 – The Urban RoW network*

The key characteristics of the urban network are that it is fragmented and predominantly comprised of small sections of footpath, though a few isolated byways also exist. The majority of the paths pass through built up areas with a few longer sections of footpath connecting nearby settlements.

4.2.2 *Category 2 – The Semi-Rural RoW network*

By comparison, semi-rural network has a much higher degree of connectivity and provides a number of opportunities for circular walks. Footpaths, bridleways and byways can all be found here and each link is substantially longer than those found in more urban areas. As well as being an important recreational resource in themselves, the RoW network is also an important resource for larger walking networks, such as the London Loop, the Capital Ring and the Green Chain.

4.3 Presence of the Network

There exists more than 190 kilometres of legally defined RoW in Bromley. The majority of these are footpaths (87.4%) totalling around 166 kilometres. The remainder of the network is split between

bridleways and byways, as outlined in **Table 5.1**. There are approximately 14 kilometres of bridleway and 10 kilometres of byway which represent a combined total of 12.6% of the total network.

Table 5.1: Classification of the RoW Network

Definitive Classification	Permitted Users	Length (kilometres)	Number of Paths	Approx. % of Network
Footpath	Pedestrians	166	328	87.4
Bridleway	Pedestrians, Equestrians, Cyclists	14	16	5.3
Byway*	Pedestrians, Equestrians, Cyclists, Some Vehicles	10	18	7.3
TOTAL		190	362	100

*Classification includes Restricted Byways and Byways Open to All Traffic (BOATs)

4.3.1 Distribution of the RoW network

Perhaps unsurprisingly, the majority of RoW are located in the more semi-rural wards, furthest from central London, to the east and south of the Borough. One third of the total network is located in the largest ward, Darwin, located to the southeast of the Borough while Crystal Palace in the northwest is the only ward without any RoW network.

The RoW routes are well connected in the semi-rural wards permitting circular walks both solely on the RoW network and in conjunction with other walking routes. By contrast, the network in the urbanised areas of the Borough is much more dispersed with individual paths being much shorter in length and less well connected to other routes.

Bridleways can be found in seven of the Boroughs wards (Bickley; Bromley Common and Keston; Chelsfield and Pratts Bottom; Chislehurst; Darwin; Hayes and Coney Hall; and Orpington) with the largest number and length provided in Darwin (6.8km of bridleway over 6 routes). Half of the wards have byways within them, though the majority are less than 1.5km in length. The exception to this is Darwin which has 3.4km of byway over three routes.

Of the 362 RoW in the London Borough of Bromley, just 55 footpaths, 4 bridleways and 3 byways are over one kilometre in length. Darwin has the largest number of footpaths over one kilometre in length and the longest individual route, a footpath totalling over 5km in total. Cray Valley East also has a large number of footpaths over a kilometre and the second longest footpath (4.7km). The longest footpaths generally form sections of connected routes providing opportunities for circular walks.

The shortest individual length of footpath is in West Wickham and is just 4m in length; however this is connected to a more extensive network by other footpaths. The second smallest is 5m and can be found in Cray Valley East. This forms an independent section of footpath through a housing estate and does not connect to the wider network. The majority of the shorter lengths of the RoW network exist in urban areas, with several of them providing accesses between urban highways and residential estates.

4.3.2 Lengths of RoW

Inevitably the urban RoW network is characterised by shorter route sections than those found in more semi-rural locations. Due to Bromley Borough's urban nature, a third of footpaths, bridleways and byways are less than 100m in length. By contrast, only around a quarter are more than 500m, half of which are over a kilometre.

Many of these RoW are likely to be 'cut-throughs' between residential streets. While they possibly provide a significant local facility for walkers/cyclists, they do not contribute to an integrated network which provides wider access opportunities for walkers, cyclists and equestrians.

4.3.3 Definitive Map Modification Orders

The Definitive Map for Bromley shows legally defined RoW as of 1st June 1998. However, rights may exist over some ways not shown on the Definitive Map or some routes on the Definitive Map may now have additional rights. Where the line or status of a way is alleged to be shown incorrectly, it is tested against procedures set out in the Wildlife and Countryside Act 1981. This allows for the council to amend the map and statement to ensure that it is a correct record of the public's rights.

The majority of Modification Orders to the Definitive Map are for route diversions. Over the 12 year period since 1994, only two new RoW have been created. In addition to modification orders, some routes were affected as a result of a boundary review on 1st April 1994. These are outlined in the Definitive Statement.

4.4 Density of the Network

The RoW network cannot be assessed by lengths per ward alone as this takes no account of the varying sizes of wards. For example, Darwin covers an area of some 29km², whereas wards like Clock House and Crystal Palace covers areas just over 2km².

Measuring the density of the network (the length of RoW per square kilometre of land) allows a direct comparison between each ward. The average network density for the whole Borough is 1.3km of RoW per square kilometre. The density varies between zero in Crystal Palace and 0.1km / km² in Copers Cope, up to 2.2km / km² in Darwin.

As illustrated by **Map 6.1**, the network is much denser in the southeast of the Borough in the more peripheral areas. The network in urban areas is much more segregated and the majority of individual RoW are of shorter lengths. However, Farnborough and Biggin Hill both have relatively comprehensive networks, though this is likely to be due to the semi-rural nature of surrounding areas.

Map 6.1 also shows the population density of each ward in the Borough to give an indication of the potential demand for RoW. Inevitably the highest population density exists in the most urbanised areas. The highest population densities can be observed around Farnborough and in the wards to the northwest of the Borough. The least dense areas exist to the south and east in the more semi-rural locations where the RoW network is densest. However, there are a number of smaller settlements located in these locations and the RoW network is likely to be important for people living in these localities.

4.5 Connectivity of the Network

The RoW network has a role to play in both utilitarian and recreational journeys and can provide important links between key attractors. The connectivity of the network to educational establishments, health centres, transport interchanges and other networks has been mapped and is discussed below.

4.5.1 Connectivity to other networks

London-wide walking networks such as the Green Chain, Capital Ring and London Loop pass through the Borough of Bromley. They have been mapped against local RoW footpaths and are shown on **Map 6.2**. These walking routes are predominantly concentrated in the northwest of the Borough where the local RoW network is sparser.

In addition, legally defined bridleways and byways have been mapped against London Cycle Routes and permissive routes and permit ride routes recognised by Bromley Bridleway Action Group (BBAG). This is shown on **Map 6.3**.

The evidence suggests that while the RoW network is poorly connected in itself, particularly in urban parts of the Borough, it is relatively well connected to other walking, cycling and horse-riding routes which run across the whole of London.

In addition, RoW are well connected to other routes and recreational areas, which are important in providing an extensive network of walking / cycling / horse-riding routes.

Permissive paths are defined routes over private lands which are made available to the public by permission of the landowner. The routes are not permanent and maintenance is the responsibility of the landowner, so the paths may be closed at any time. However, the majority of permissive routes in Bromley pass over council-owned land and therefore remain open and available to the public all year round.

Ancient highways originate from historic roads which are characteristically narrow and unsurfaced. Though cars are generally permitted on these routes, they are normally used by walkers, cyclists and equestrians and therefore provide important extensions to the RoW network.

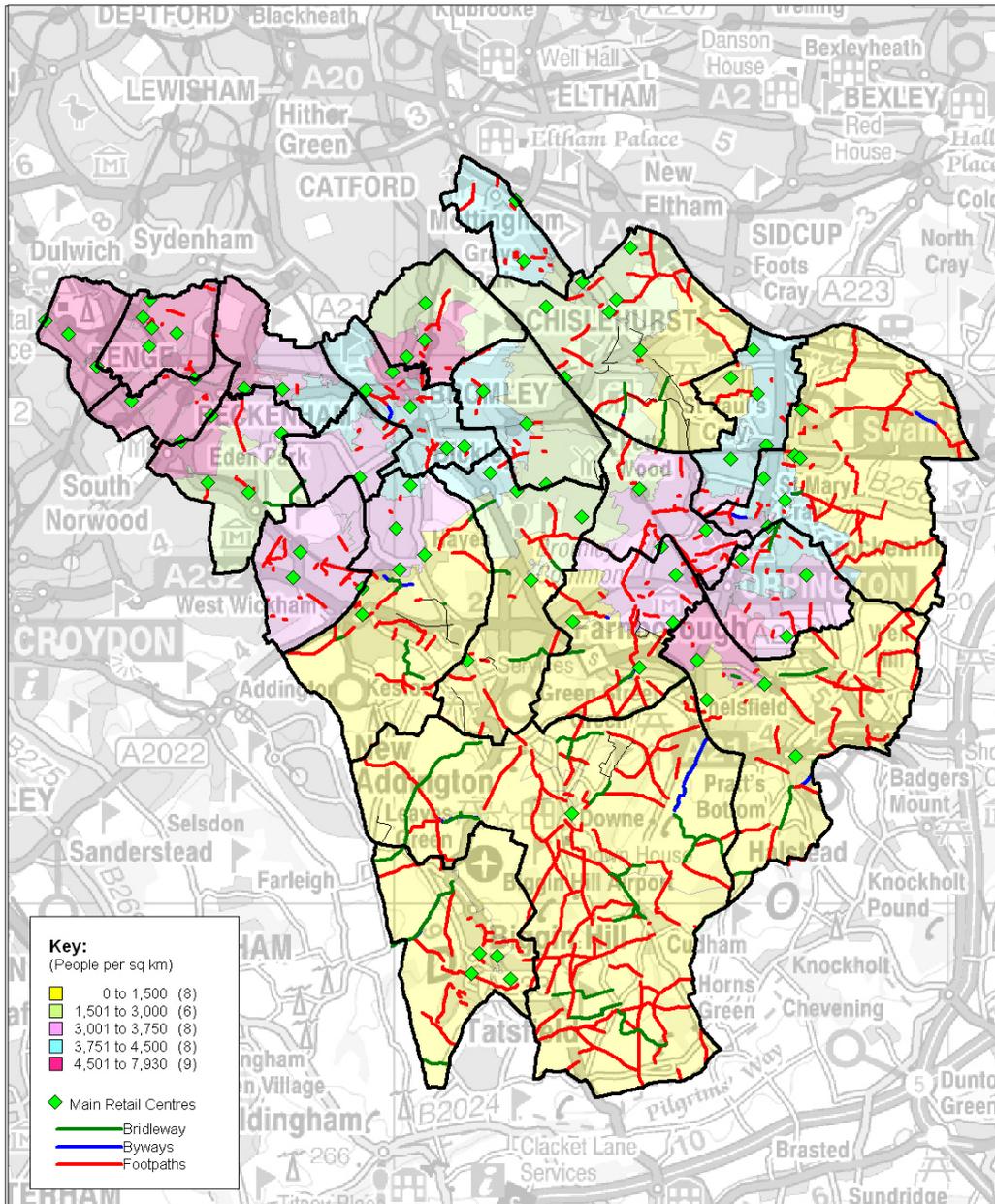
The **Downe World Heritage Site** is woodland and open countryside accessed only by footpaths and bridleways. Within this area, RoW are important with around 30 kilometres of Bromley's network passing through the World Heritage Site. The routes through the heritage site have a variety of start points and destinations, are accessible to various users and have a range of facilities available. Landowners and Bromley Council are responsible for the maintenance of these routes.

Open Access Land in Bromley is divided into three categories, including:

- **Common land**, which is owned and maintained by Bromley and can be used for a variety of activities as outlined in byelaws.
- **High Elms Country Park and other open spaces** where open access is permitted, though visitors are encouraged to use paths to minimise environmental damage.
- **Open Access Land**, as identified through the Countryside & Rights of Way Act 2000. Most of these sites incorporate areas of common land though there are two sites covered by this Act due to their occurrence of chalk.

Map 6.1: Network Density

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Key:
(People per sq km)

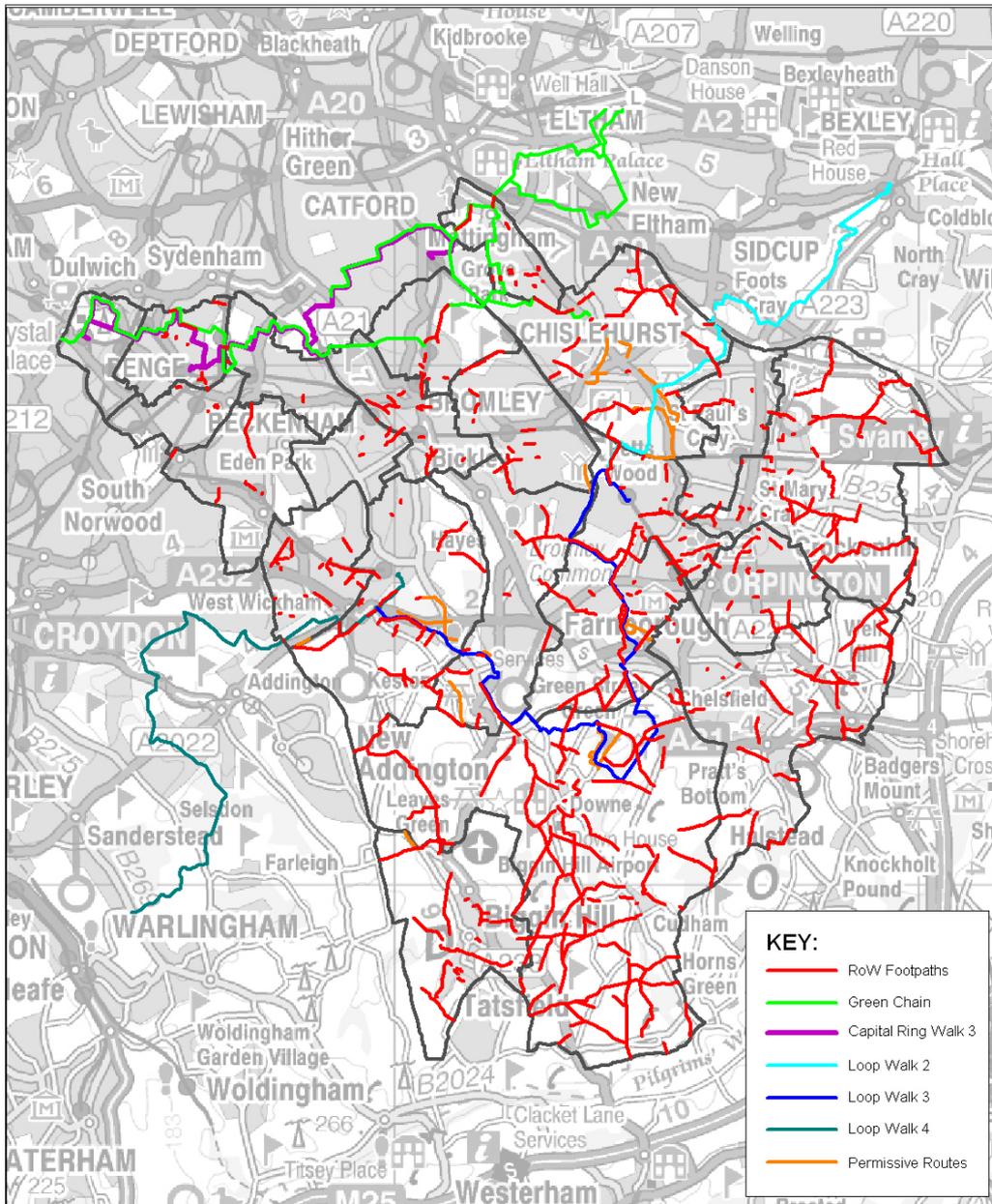
- 0 to 1,500 (8)
- 1,501 to 3,000 (6)
- 3,001 to 3,750 (8)
- 3,751 to 4,500 (8)
- 4,501 to 7,930 (9)

- ◆ Main Retail Centres
- Brideways
- Byways
- Footpaths

Title: Density of the Network		FABER MAUNSELL AECOM <small>Beaufort House, 94-96 Newhall Street, BIRMINGHAM, B3 1PB</small> <small>Tel: +44 (0) 121 262 1900 Fax: +44 (0) 121 262 1999 www.fabermaunsell.com</small>	
Client:  THE LONDON BOROUGH	Project: Bromley RoWIP	Design: JF	Drawn: JK/SF
		Chk'd: JF	App'd: GF
		Date: December 2006	Scale: NTS
		No.	Rev:
<small>FATPIPROJECT46730TBM Bromley RoWIPDrawingsPopulation_Density_11-06-2006</small>			A3

Map 6.2: Connectivity of RoW to Other Walking Routes

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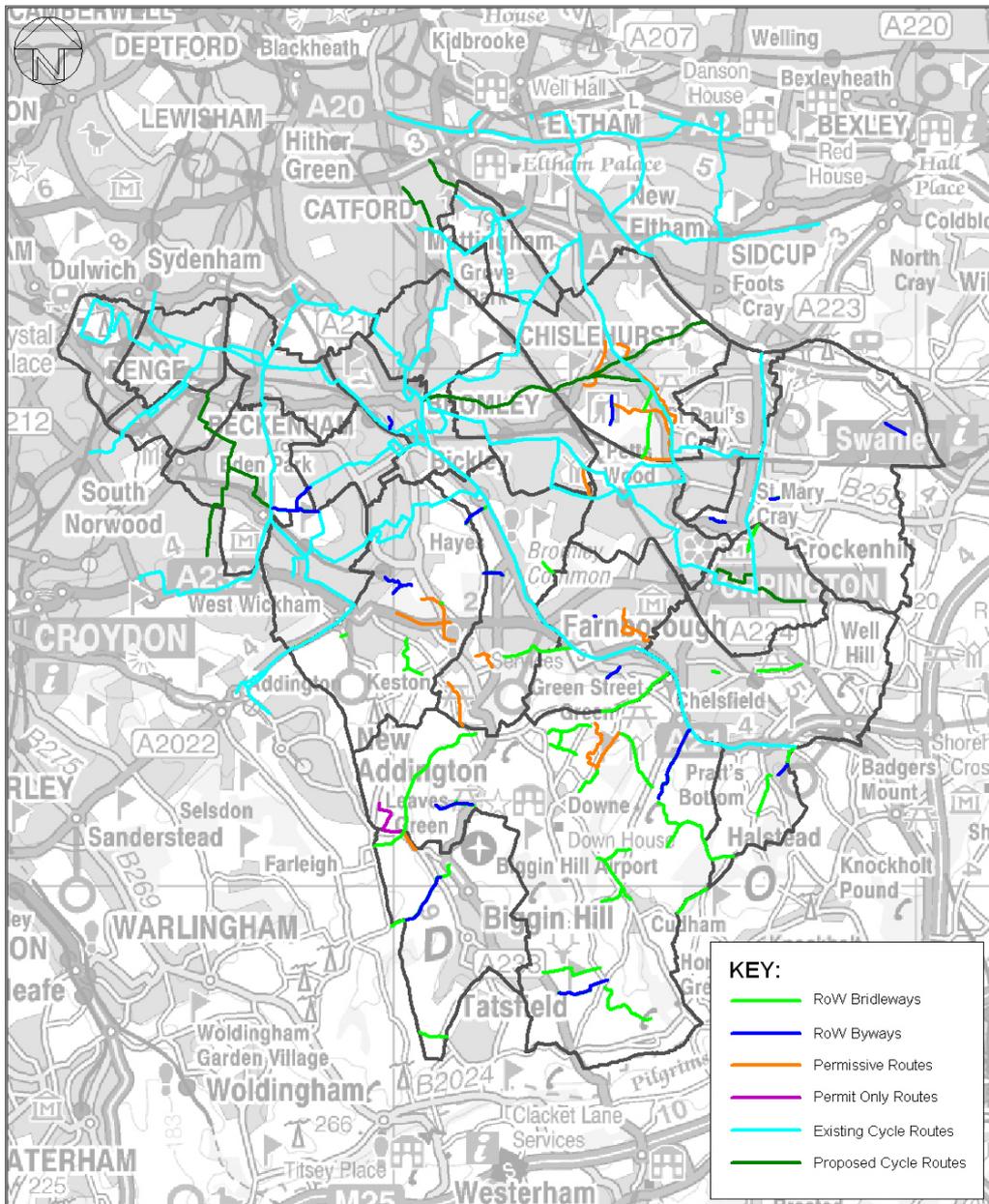
KEY:

- RoW Footpaths
- Green Chain
- Capital Ring Walk 3
- Loop Walk 2
- Loop Walk 3
- Loop Walk 4
- Permissive Routes

<p>Title:</p> <p align="center">Connectivity of RoW to Other Walking Routes</p>		<p align="center">FABER MAUNSELL AECOM</p> <p><small>Beaufort House, 94-96 Newhall Street, BIRMINGHAM, B3 1PB</small></p> <p><small>Tel: +44 (0) 121 262 1900 Fax: +44 (0) 121 262 1999 www.fabermaunsell.com</small></p>	
<p>Client:</p> 	<p>Project:</p> <p align="center">Bromley RoWIP</p>	<p>Design: JF</p> <p>Chkd: JF</p> <p>Date: December 2006</p> <p>No.</p>	<p>Drawn: AGN</p> <p>App'd: GF</p> <p>Scale: NTS</p> <p>Rev:</p>
<p><small>F:\PPP\PROJECTS\BROMLEY\ROWIP\CONSULTATION\Map\Fig_6_2_0_3300</small></p>		<p align="center"><small>©Crown copyright. All rights reserved. License Number 100019139</small></p>	

Map 6.3: Connectivity of RoW to Other Cycling and Horseriding Routes

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KEY:

- RoW Bridleways
- RoW Byways
- Permissive Routes
- Permit Only Routes
- Existing Cycle Routes
- Proposed Cycle Routes

<p>Title:</p> <p align="center">Connectivity of RoW to Other Cycling and Horseriding Routes</p>		<p align="center">FABER MAUNSELL AECOM</p> <p><small>Beaufort House, 94-96 Newhall Street, BIRMINGHAM, B3 1PB</small></p> <p><small>Tel: +44 (0) 121 262 1900 Fax: +44 (0) 121 262 1999 www.fabermaunsell.com</small></p>	
<p>Client:</p>  <p align="center">Bromley THE LONDON BOROUGH</p>	<p>Project:</p> <p align="center">Bromley RoWIP</p>	<p>Design: JF</p> <p>CHK'd: JF</p> <p>Date: December 2006</p> <p>No.:</p>	<p>Drawn: AGN</p> <p>App'd: GF</p> <p>Scale: NTS</p> <p>Rev.:</p>
<p><small>F:\P\PROJECTS\1403\BMT Bromley RoWIP\CONS\BROMLEY\FM\FM_02_03_06.rvt</small></p>		<p align="center"><small>© Crown copyright. All rights reserved. License Number 100019139</small></p>	

4.5.2 *Connectivity to Schools*

A desktop assessment was made of the connectivity of the network to primary and secondary schools to assess the potential for pupils of compulsory school age to use the network to access their local education centre.

Primary schools usually attract their pupils from a relatively small area around the school and as such primary schools are spread relatively uniformly across the urban areas. The RoW network in the northwest of the Borough is dispersed but provides an important feature in the journey to school by facilitating access between residential areas, thereby reducing journey lengths.

A number of schools to the east and south have a significant provision of RoW surrounding them and therefore the footpaths could assist pupils' walking or cycling journeys to school, particularly for those living less than 5 kilometres away from their school. In Biggin Hill and Cray Valley East, only a small number of primary schools exist despite around 10% of the population being of primary school age (4-11 years).

While secondary school pupils usually attend from a much more dispersed area, the network could also prove important for some walking and cycling journeys to schools in the eastern and southern wards. Even for those pupils living 5 kilometres from their school, cycling is a viable mode for getting to school and the RoW network could play an important role in providing a safe network of routes, particularly through more rural areas.

The majority of secondary schools are located in wards with a large number of people of high school age (12 – 16 years). Many of these schools have some level of RoW provision near to them and could therefore contribute to safe, off-road routes for students to access their school. Even where the RoW network cannot facilitate the full journey to school, it has the potential to play a role in accessing bus stops by providing an alternative route away from busy main roads.

4.5.3 *Opportunities to Improve Health*

A review of health data for all of the wards in Bromley highlights the variation in 'good' and 'poor' health across the Borough and therefore where improvements to the RoW network could be beneficial by increasing peoples' opportunities for exercise.

Cray Valley West has the lowest percentage of people with 'good health' of all the wards. However, peoples' level of health is relatively uniform across the Borough and no area has more than 10% of people with 'poor' health.

Overall, levels of health are relatively consistent across the Borough and therefore improvements to the RoW network anywhere in the Borough could prove beneficial in terms of health improvements by encouraging more physical activity.

4.6 Condition of the Network

4.6.1 *Rights of Way Condition Surveys and Best Value Performance Indicator 178*

Surveys are regularly conducted to assess the performance of the RoW network according to Best Value Performance Indicator (BVPI) 178: The percentage of total lengths of footpaths and other RoW that were easy to use by members of the public. In addition, condition surveys to assess the state of individual links in the network are conducted on an on-going basis to ensure that footpaths are properly maintained.

These surveys have been used to assess the condition of the network, particularly with reference to the needs of disabled user groups. While many routes are unsuitable for those with disabilities, due to stiles, steps, heavy gates, narrow bridges and testing terrain, those that do form part of an easy to use circular walk are often poorly publicised. As stated in the DEFRA guidance, local highway

authorities are required to assess the need for works to existing ways so that they enable those with mobility impairments to enjoy a greater proportion of the network.

4.6.2 Survey Results

The RoW network is regularly monitored via a partnership between the RoW Officer at Bromley Council, interest groups and the public. Interest groups such as Enbro and BBAG have custodians of the network who survey and assist in clearing RoW and the Council have a system in place for the public to report problems on the network.

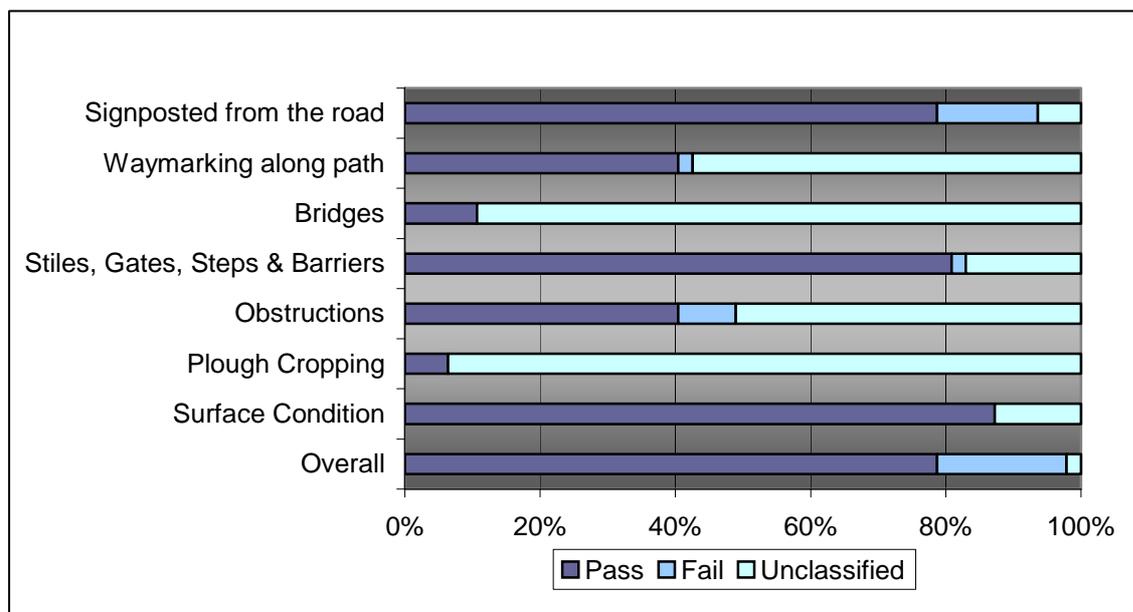
The physical condition of RoW are measured annually by the council as part of Best Value. Best Value Performance Indicator 178 – Ease of Use of Public Rights of Way is a national indicator and therefore allows the condition of RoW to be compared across the UK. The surveys use the methodology developed by the Countryside Agency and CSS as a benchmark standard which is based on a minimum 5% random sample of lengths of footpath.

Between 2003 and 2005, approximately 41.4 kilometres of RoW were assessed, representing 21.8% of the total network length. Of the routes which were audited, 42.5% of the routes pass through urban locations, 42.5% are in semi-rural areas with the remaining 15% covering both urban and semi-rural locations, providing a good snapshot of the network.

The paths were assessed against seven criteria and an overall pass or fail rating was given dependent upon these indicators. **Figure 6.1** shows the results of the RoW condition surveys which were carried out between 2003 and 2005. Some indicators are not applicable to some routes and are therefore unclassified.

The chart shows that of the 45 footpaths and 2 byways (including one BOAT), 79% are clearly signposted from the road, 81% have barriers such as stiles and gates and 87% have a good quality surface. In terms of the overall rating, the majority of routes which were assessed passed (79%), though 19% failed and 2% had no official rating.

Figure 6.1: Results of 2001 – 2003 Condition Surveys



These results exceed the target for BVPI 178 for 2003/04 and 2004/5. Bromley has met or exceed this target for the percentage of RoW which are *'easy to use by members of the public'* for the last four years. During 2003/04 the 2004/05 target was met which suggests that Bromley is on track to meet its targets for the RoW network in the future.

When compared with other London Boroughs, Bromley is performing less well. Whilst the Borough is currently meeting its own targets, the percentage of the total RoW which are easy to use is lower in Bromley than the other 20 London Boroughs for which data is available. In 2003/04 in nine of the London Boroughs, 100% of the RoW which were surveyed were classed as easy to use. A further three Boroughs had more than 90% of paths which met BVPI 178 targets.

The results suggest that while Bromley is performing adequately, more needs to be done to raise the RoW network up to the standards observed in other Boroughs. However, it should be recognised that Bromley has a larger proportion of RoW within its boundaries than other Boroughs and therefore has more of a challenge than some to achieve 100% in BVPI 178.

4.7 Summary of Network Implications for the RoWIP

The following points summarise the key findings from the Network Assessment, including assessments of localised Census data and publicity material.

- A comprehensive RoW network is available in the London Borough of Bromley. The majority of the network is comprised of footpaths, though a number of bridleways exist in the more rural southeast of the Borough.
- The Borough is home to a significant number of recreational resources including parks and open spaces. A number of established walking routes are publicised by Bromley Council and TfL. Many of these routes link these open areas and provide connections to the capital.
- Very few people in the Borough make their journeys to work on foot or by bicycle, despite a significant proportion being over distances of less than ten kilometres. This suggests that there is scope for RoW improvements to encourage a modal shift from the dominant private car.
- Several schools to the south and east of the Borough have a comprehensive RoW network branching from them into neighbouring areas. As such, there may be potential to promote walking and cycling along the network with future School Travel Plans.
- Overall the health of the Borough is quite good, with few people being classified as 'not good health'. However, the promotion of walking, cycling and other outdoor recreational activities will be important to maintaining or improving this standard of health.

All of these points will need to be considered in the development of a RoWIP to sustain and improve its contribution as an important recreational resource.

5 Different Users and their needs

5.1 Recreational Use of the Network

The RoW network can serve many purposes, though its main use is for recreational purposes, particularly on the urban fringe and in rural environments. Trips for recreational purposes can be made on foot, by bicycle and on horseback and consideration needs to be given to all these modes within the RoWIP.

5.1.1 Walking

Walking is the most common means of accessing the RoW network. Bromley's RoW provides an extensive network of walking routes in the Borough. A series of Bromley circular walks exist, covering local countryside, towns and villages. Throughout the year several guided walks are held in local nature reserves and open spaces to encourage people to participate in outdoor activities. The walks are graded to enable anyone to participate and promote walking for all the family.

More extensive walks covering areas around the capital also pass through Bromley. The 'London Loop' (or London Outer Orbital Path) provides a 241km circuit around the 'greener' parts of outer London and the 'Capital RING' covers a 115km inner orbital route. Both of these routes were devised by the London Walking Forum and form part of the 2,092km network of footpaths across London.

'The Green Chain Walk' covers 64km of footpaths linking many of the Green Chain open spaces. The southeast London Green Chain connects areas between the River Thames, Chislehurst Common and Crystal Palace Park via a 26.5km green corridor.

Several of the walks are well publicised through the Borough's website, the TfL website and local libraries, leisure centres and information points. As well as information on 'what to look out for', several of the leaflets contain comprehensive public transport information both for accessing walks and making journeys backing to the starting point of linear walks. A 'Walks, Talks and Events' programme is also published on the Borough's website outlining forthcoming outdoor activities.

5.1.2 Cycling

There are over 80 kilometres of dedicated cycle routes across Bromley, which form part of the London Cycle Network. The current network comprises a mix of on road routes, shared use routes, and off road routes which pass through parks and open areas. A reasonably extensive network exists, particularly around Bromley town centre and to the northwest of the Borough towards central London. Also, many of the train stations in the Borough have links to the cycle network.

A leaflet entitled 'Bromley Cycle Routes' has been produced by the Council detailing the different types of route which can be used by cyclists. Whilst designated cycle routes can be unconnected, when utilised in conjunction with other cycle permitted links, such as bridleways, byways and Waterlink Ways, a much more integrated network exists. Therefore, improvements in the RoW network to complement the Borough's cycle routes could play an important part in meeting national, regional and local cycling objectives.

5.1.3 Horse Riding

In Bromley, off road riding routes are comprised of public RoW (including bridleways and byways) and permissive routes. Permissive routes are available to the public by the permission of the land owner. Some of these routes cross council-owned land, such as Hayes Common, whereas others pass over privately-owned land.

Bromley Bridleways Access Group (BBAG) in partnership with the Council's Countryside Management Service have produced a map outlining the availability of off road routes in the Borough along with advice for using different categorisations of legally defined paths. Unfortunately, with the exception of the Petts Wood area, the majority of paths do not form circular routes and many are unconnected leaving limited opportunities for off road riding.

5.1.4 Other Interests

The RoW network also offers opportunities for other uses including outdoor pursuits and wildlife initiatives. Youth groups across the Borough use RoW for jogging, running and other outdoor pursuits and the network offers opportunities for young people to undertake expeditions as part of the Duke of Edinburgh Award. In addition, a number of wildlife projects operate across the Borough, encouraging greater public participation in environmental and biodiversity issues.

5.2 Utilitarian Use of the Network

The origins of public RoW is as a functional network for journeys with a utilitarian purpose. Though much of the network is now used for leisure purposes, RoW in urban areas can provide important connections between residential areas, schools, medical centres and rail stations. The RoW network also has a potentially important role to play in the journey to work.

5.2.1 Right of Way of Community / Social Importance

Urban RoW can play an important role in improving accessibility between residential areas and various public services. A series of RoW have been identified by the Council as having special community importance as they serve key facilities such as medical centres, educational establishments of town centres.

The Petts Wood ward has the highest incidence of socially important links (6 footpaths have been identified in this area), the majority of which provide a connection between residential areas and Orpington railway station. Eden Park, Bickley and Chelsfield railway stations are also served by RoW. Some bus stops are also served by rights of way.

Various links across the Borough are also important for access to primary schools and form a part of the 'walking bus network'. A total of fourteen schools in the Borough have an established 'walking bus' in which parents act as drivers to escort pupils to school via the safest route possible. At present the RoW network provides links to a secondary school and five primary schools, two of which already operate a 'walking bus' scheme.

Two hospitals, Grove Park Hospital and Princess Royal University Hospital, are served by the RoW network. The Princess Royal University Hospital can be accessed via two different footpaths linking to various residential areas around Locks Bottom.

5.2.2 Journey to Work

Within the London Borough of Bromley 31% of people live within walking or cycling distance of their place of employment (15% within 2km and 16% within 5km). However, sustainable modes (walking / cycling) account for just 7.8% of all journeys to work.

When broken down by ward, the number of people cycling to work is fairly consistent across the whole Borough with between 0.5% and 1.4% of people choosing to use this mode. By contrast walking varies between 4% in Chislehurst and Darwin, and 13% in Bromley Town.

Across the Borough, between 5% and 11% of journeys made are less than 2 kilometres and could easily be walked. A further 2% to 14% of journeys made are between 2 and 5 kilometres. These could also largely be completed on foot or by bicycle. The bicycle is also feasible for journeys between 5 and 10 kilometres which account for another 6% to 16% of journeys. However, 46% of journeys of less than 2 kilometres in length are made in the private car, while 65% and 70% of people use the private car for journeys of 2km to 5km and 5km to 10km, respectively.

Figure 4.1: Opportunities for using the RoW network against network provision

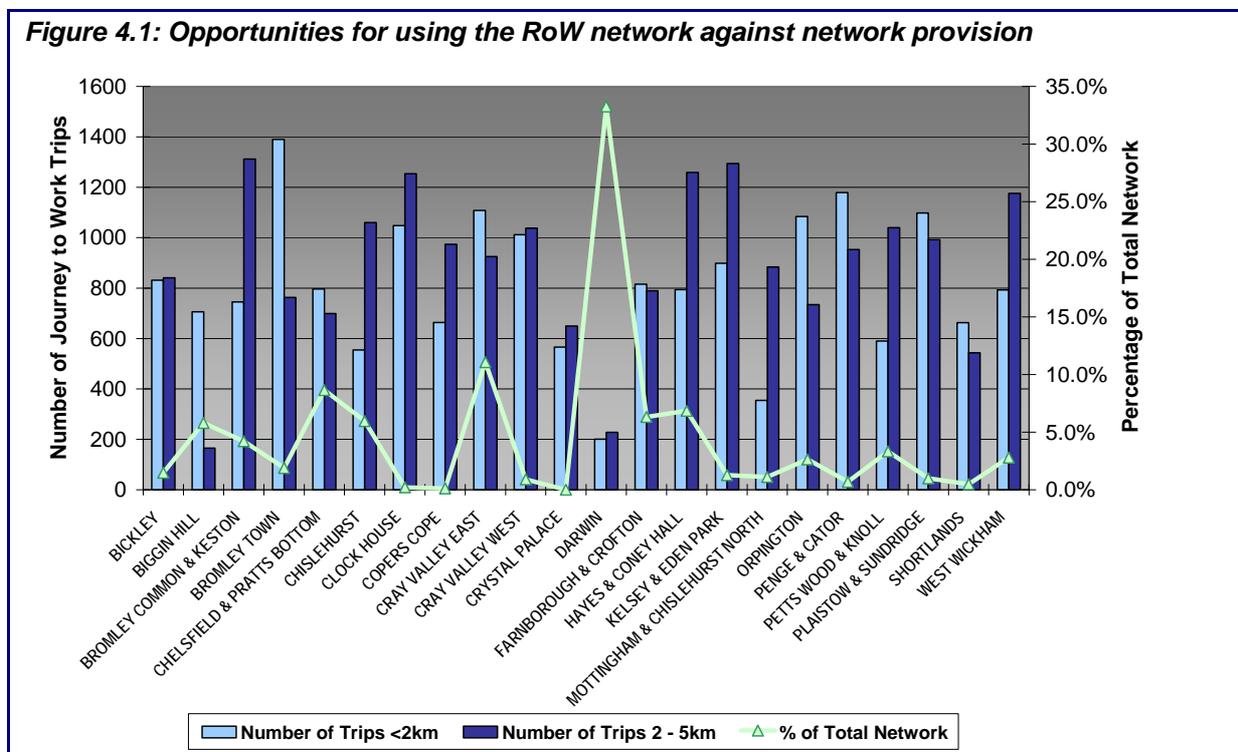


Figure 4.1 gives an indication of the number people in each ward who are within walking and cycling distance of work compared to the provision of RoW in their area. Walking distance is considered to be less than 2km and cycling distance is considered to be less than 5km. Darwin has the largest provision of RoW yet has the least number of trips due to its semi-rural nature. By contrast, some urban wards with a relatively small provision of RoW have large numbers of journey to work trips that could be made on foot or by bicycle. Examples of this include Bromley Town, Clock House, Kelsey and Eden Park, Penge and Cator, and Plaistow and Sundridge

5.3 Consultation with Users

During July 2006, a questionnaire was distributed across the Borough to obtain the views of the public. The questionnaire covered a number of issues relating to the RoW network, to uncover the reasons why people use the network, how frequently they use it and which areas they are most likely

to visit. In addition, the respondents were given a list of problems with the RoW network and asked to rank the scale of the deterrent. They were also asked to rank a list of possible improvements so that GAP analysis could be undertaken. The majority of respondents were users of the RoW network.

The general findings from the questionnaire were that:

Ninety-three per cent of respondents used the network at least once a week:

- 70% for walking / rambling / jogging
- 12% for cycling
- 9% for horse riding
- 4% for other purposes

Of these,

- 90% use the local RoW 'for leisure / recreation / enjoyment' purposes
- 72% the local RoW 'for exercise / health reasons'
- 46% the local RoW 'to access open space / parks / attractions'
- 44% the local RoW 'to access shops / other local amenities'

Respondents were asked to state whether they agree / disagree that certain features discourage them from using the local RoW network. When combining 'strongly agree' views with 'agree' for statements that discourage the public from using the RoW network, the top three features are as follows:

- 70% 'agree' or 'strongly agree' that **obstructions** e.g. overgrown vegetation discourages them from using the RoW network;
- 70% 'agree' or 'strongly agree' that **litter / dog fouling** discourages them from using the RoW network; and
- 48% (138 of 288) 'agree' or 'strongly agree' that a poor **feeling of personal safety** discourages them from using the RoW network.

In addition, 61% (14 of 23) of respondents 'agree' or 'strongly agree' that **other** features, not listed on the questionnaire, discourages them from using the RoW network. The 'other' features that discourage respondents from using the RoW network include the following:

- Conflicts with other users
- Poor / damaged paths (caused by horses / farmers ploughing)
- Irresponsible dog owners
- Lack of routes (especially cycling)
- Misuse of the network (particularly by motorbikes and vehicles)
- Security concerns
- Difficulties using gates / stiles

Respondents were then asked how important it was that local RoW features are improved. Over one-third of respondents rated improvements to the following features as 'very important'.

- 48% of respondents felt that it was 'very important' to improve **other** features;
- 43% of respondents felt that it was 'very important' to remove **obstructions**; and
- 41% of respondents felt that it was 'very important' to clear **litter / dog fouling**.

This highlights that the top three features that discourage respondents from using the local RoW network have the highest importance for improvements.

Respondents' views were then sought on the features that discourage them from using the local RoW network with how important it is that these features are improved. The results suggest that the following six features most need addressing (in priority order):

- Other
- Conflict with other users
- Removal of litter / dog fouling
- Improved lighting
- Provision of facilities
- Removal of obstructions

The results also indicated that the public are generally happy with the quality and provision of the following seven features:

- Feeling of personal safety
- Surface condition
- Connections between ROW
- Public transport links
- Signs / waymarking
- Gates / stiles
- Awareness of rights of way

Respondents were asked whether they would use the local RoW network if the improvements they identified as 'important' or 'very important' were carried out. Of the 285 respondents who answered this question, 95% them were either 'likely' or 'very likely' to use the RoW network if the improvements were made.

5.4 Non-Users

In addition to considering the needs of existing users of the RoW network, statutory guidance states that RoWIPs must also have regard for non-users as they may become users in the future.

A total of 24 non-users and latent users were invited to participate in three focus groups run in Bromley in July. A representative sample of the population was recruited for two of the groups, whilst the third was attended by people with visual or mobility impairments.

The results from this research suggest that the main reasons for people not using the local RoW network in Bromley are:

- Lack of knowledge as to the location of RoW
- Concerns over personal safety
- Condition of the RoW
- Perceived lack of time

The main reasons for people not using the rural RoW network in Bromley were cited as:

- Boring / lack of interest in going walking
- Lack of facilities, particularly toilets
- Fear of getting lost
- Lack of time
- Length of walk

- Lack of knowledge about where to go and what to do
- Difficulties getting to and from rural RoW

The following improvements were suggested:

- Improved safety (particularly lighting)
- Better signing and information (about points of interest / location)
- Cleaner, tidier routes
- Better publicity, particularly about events / activities using RoW
- Improved maintenance of paths
- Greater Community Group Involvement
- More planting and wildlife
- Removal of graffiti
- Improved surface condition

5.5 Disabled Users

5.5.1 Access for People with Mobility Problems

Overarching the various forms of access is the theme of 'Access for All'. It is recognised that accessibility problems exist across a number of sections of the network which can exclude disabled users, those with pushchairs and buggies, and those with limited mobility. One stile can potentially exclude a huge section of the population from using a RoW.

Over recent years, legislation from national government and the European Union has been implemented, in relation to access to sites and buildings. Amongst the most important acts are the Disability Discrimination Act 1995 (DDA) and the Countryside & Rights of Way Act 2000.

The biggest problem preventing many potential users from accessing the RoW network is a lack of network knowledge. Routes of a suitable physical condition may exist but they need to be publicised to make mobility impaired users aware that the route is accessible.

Some of the routes through Bromley are graded according to suitability for the mobility impaired and wheelchair users. 'Walk the Loop' routes 2, 3 and 4 of the London Loop pass through Bromley. Pamphlets for these routes offer a choice of walks, state their distance and outline their suitability for those with mobility impairments. Since disabled users have different requirements according to their disability, information needs to be provided for users to assess whether they are able to use the network.

5.5.2 Consultation with Disabled Users

Questionnaire

On the questionnaire distributed across Bromley in July 2006, respondents were asked whether they had any long-term illness, health problem or disability which affects their daily activities. A total of 35 respondents had one of these problems which affected their daily activities.

Of these 35 respondents, just seven had not used a RoW in Bromley over the last 12 months. Walking was the most popular method of using the local Row network while a few made use of it for cycling. The majority of respondents with an illness / disability use local RoW 'for leisure / recreation / enjoyment' and 'for exercise / health reasons'.

When respondents were asked which local RoW features discourage them from using the network, the top three features for which people either 'agree' or 'strongly agree' were:

- 21 respondents are discouraged from using the network because of 'litter / dog fouling';
- 21 respondents are discouraged from using the network because of 'obstructions'; and
- 19 respondents are discouraged from using the network because of the 'feeling of personal safety'.

These features were ranked above 'surface' and 'gates / stiles' despite their potential to cause problems for those in wheelchairs or those who have walking difficulties.

The top three features that discourage disabled respondents from using the RoW network are also the top three features that are classed as 'very important' for improvements.

Focus Group

A focus group session was run for disabled users and non-users of the network to understand their reasons for making little or no use of the RoW network in Bromley.

The discussion indicated that the main concerns for those with **visual impairments** were:

- **Route location, origin and destination.** Respondents that have guide dogs said they would need a sighted person to teach them and their dog the route so they can use it for future journeys on their own. They felt it was important for support agencies to be aware of RoW in Bromley so they can include them in their work.
- **Type of RoW.** Respondents with guide dogs need to know the type of RoW and its permitted users. These respondents stated that, from previous experience, they can not always hear cyclists approaching. Cyclists caused a particular problem as they tended to scare the guide dogs.
- **Surface condition.** Respondents stated that they would not risk using a RoW unless they were confident the path provided a surface / environment that met their needs. Those that had guide dogs were very concerned about the condition of the path and whether it was suitable for their dog. For example, was there likely to be any glass.

By comparison, the main concerns for those with **mobility impairments** were:

- **Surface condition.** Respondents said that they would not use a RoW if they felt that the path surface or the overall environment did not meet their needs. They stated that they needed to know the condition of the path particularly whether it was a smooth or uneven surface and if there were any obstacles, such as tree roots or stiles. Without the confidence that there were not going to be any obstacles very few respondents with a mobility impairment would start a journey along a RoW.
- **Rest points.** Some respondents that had health problems said they needed to know and be assured that there were adequate rest points along the route.
- **Route length, origin and destination.** Respondents said they would need to know the length of the route to allow them to make decisions about whether they could make it the whole way round or whether they would need to turn back after a certain amount of time. Circular routes were preferred.
- **Signing.** Respondents were worried about not knowing where to go and whether the route would be adequately signposted as they did not want to risk any extra distance on the planned walk.

Across the group, the most important features identified for improvement were:

- Maintenance, particularly of the surface
- Improved safety, particularly through better lighting
- Provision of resting places
- Publicity
- Provision of hand rails

6 Assessment and Evaluation

6.1 Introduction

Not all of the potential improvements to the RoW network that were identified from the consultation exercises can be implemented. Therefore, a prioritisation framework was developed to assess which improvements the public feel are most important and to identify which improvements will be of most benefit if implemented.

6.2 Prioritisation Framework

Within the prioritisation framework, two types of priority were identified: **improvements** to the network and **maintenance** of existing RoW. The questionnaire results were cross-tabulated to determine the level of priority given to maintaining or improving various attributes within these priorities. The results of these are shown in **Table 7.1** below.

Table 7.1: Public Priorities for Improvement

Priority	Attribute	Feature discourages people from using RoW	Importance of aspect being improved
Maintenance Priority 1	Feeling of personal safety	<i>Strongly Agree</i>	<i>Very Important</i>
Maintenance Priority 2	Obstructions, e.g. overgrown vegetation	<i>Agree</i>	<i>Important</i>
	Litter / dog fouling	<i>Agree</i>	<i>Important</i>
Improvement Priority 2	Lighting	<i>Agree</i>	<i>Important</i>
	Surface	<i>Agree</i>	<i>Important</i>
	Signs / waymarking	<i>Agree</i>	<i>Important</i>
	Connections between Rights of Way	<i>Agree</i>	<i>Important</i>
	Awareness of Rights of Way	<i>Agree</i>	<i>Important</i>
Maintenance Priority 3	Gates / stiles	<i>Neither</i>	<i>Neither</i>
	Facilities, e.g. toilets, car parking	<i>Neither</i>	<i>Neither</i>
	Public transport links	<i>Neither</i>	<i>Neither</i>
Improvement Priority 3	Conflict with other users	<i>Neither</i>	<i>Neither</i>

6.3 Demand for Improvements to Existing Provision

The results suggest that overall the population of Bromley are discouraged from using the RoW network and feel that a number of improvements are needed. There appears to be no features which encourage people to use the RoW network.

6.3.1 *Maintenance Priority 1*

The results from the questionnaire indicate that the feeling of poor personal safety is the biggest issue deterring them from using the network and therefore feel that this is the main priority for improvement. This was also highlighted as an issue by people in the focus groups. Though most respondents had not experienced anyone being attacked on a RoW in Bromley, the visual appearance, particularly of alleyways, gave the impression that they are not well used. Being overgrown and generally not well kept made respondents assume that no one has been making use of them and therefore felt that they might not be safe to use.

6.3.2 *Maintenance Priority 2*

Of those maintenance improvements identified as priority 2, the majority of respondents feel that the following issues require attention:

- obstructions, particularly overgrown vegetation
- litter and dog fouling
- metalling path surfaces

Overgrown vegetation deters use as well as giving the impression of a RoW not being used which contributes to peoples' fears over personal safety, as discussed above. Therefore, the removal of obstructions and improved action on dog fouling should assist in meeting the priority 1 improvement objective by making RoW appear safer. Metalling footpath surfaces would make them more acceptable for users. Improved usage would get more people away from the danger, noise and fumes of passing vehicles, with beneficial effect on safety and health. Thought should be given to improving well-used routes and potentially well-used routes through metalling.

6.3.3 *Maintenance Priority 3*

The following issues have been identified as maintenance priority 3:

- gates / stiles
- facilities
- public transport links

The results of the questionnaire indicate that these attributes do not deter people from using the RoW network and do not feel that they need urgent improvement. However, these attributes will need to be maintained to ensure that they continue to meet expectations.

6.4 Demand for New Provision

6.4.1 *Improvement Priority 1*

As discussed previously, most respondents consider improving personal safety to be the priority. This is a difficult area to address but, given the comments received, it is mostly likely that this can be achieved through greater maintenance of the existing network. However, in the longer term, additional lighting on urban RoW may need to be considered to improve safety in the evening and during winter months and clearing vegetation away from lighting so that the lights remain effective.

6.4.2 Improvement Priority 2

A number of network improvements have been identified as priority 2, including:

- lighting
- surfacing
- signing / waymarking
- connectivity
- awareness

Respondents felt that upgrading or providing lighting is important in making the RoW network safer to use, particularly in the evening and during the winter months. However, the best approach for the provision of lighting will require careful consideration. As one respondent commented, “*A public right of way adjacent to my home was provided with lighting. Wonderful - along came the yobs, drug dealers, motorcyclists, drop outs etc.*” Also any lighting which is installed needs to be sympathetic to its surrounds and therefore is likely to only be appropriate on the urban network.

In addition, it was highlighted in the consultation work that some improvement to the surfacing of RoW is needed. However, poor surfaces appear to result from misuse of the network, rather than the existing surfacing being inadequate. Therefore, attention needs to be given to ensuring that motorcycles, bicycles and horses are restricted to routes where they are permitted.

Several questionnaire respondents and focus group attendees felt existing RoW signs to be inadequate and this contributed to some people not using the network. Signs indicating where paths lead to should be provided as a minimum, but the provision of additional information, such as distances, should also be considered.

Many users highlighted the need to provide more RoW links to better connect the existing network. This issue was particularly raised amongst horse-riders, though cyclists also cited lack of connectivity as a problem. As indicated on **Maps 6.2** and **6.3**, the existing RoW network in Bromley is relatively well connected to walking and cycling routes which are part of a London-wide network. Initially, sections of the network which are well connected and provide circular routes should be identified and publicised. Improving connectivity through the provision of additional RoW links should be investigated, particularly where they will be beneficial to a large number of users. When investigating the provision of circular walks, the needs of disabled and mobility impaired users should be borne in mind. Where feasible, routes should be provided that are fully accessible for the mobility impaired, including parents with young children and pushchairs so that users can avoid dangerous roads.

6.4.3 Improvement Priority 3

A need has been identified to reduce conflict with other users on the RoW network. This has been identified as an improvement priority 3. Comments were received on the questionnaire about the conflict between motorised and non-motorised modes. The conflict results from a poorly connected network forcing horse-riders and cyclists, in particular, to use main roads to get between sections of the network. In addition, concerns were raised over illegal use of the network by motorbikes.

Clearly, this issue of conflict needs to be addressed in two ways. Firstly, illegal use of the network needs to be tackled by erecting gates and stiles to prevent motorbike users from accessing RoW. Secondly, routes for equestrians and cyclists need to be reviewed and connectivity improved, as discussed in *Section 10.5.2*. Where RoW have to be used by more than one user group, they need to be managed to minimise conflict. This could involve raising awareness of potential conflicts through the provision of information boards / signs on shared use routes.

6.5 Summary

A number of improvements have been identified for inclusion in the RoWIP for Bromley. However, it will not be possible to implement all of these at any one time due to budgetary constraints. Therefore, those improvements which have maximum benefit will be prioritised. This includes improvements that affect the largest proportion of the population and those that contribute to the most objectives.

In addition, when prioritising actions, it must be ensured that improvements to RoW do not conflict with other policies and programmes. Gating orders as an option are a last resort and should only be considered where all other measures have failed. While some of the orders will restrict access to certain times of day, others will prohibit access completely. The RoWIP will need to be reviewed regularly in the light of this programme.

Section 8 discusses the challenges that the Improvement Plan will need to address and identifies some opportunities which can form the basis of the RoWIPs network management and improvement strategies.

7 Objectives and Opportunities

7.1 Introduction

Guidance states that RoWIPs should be developed within the context of related plans and strategies as well as supporting statutory duties and responsibilities towards the RoW network. The RoWIP for Bromley has been influenced by and will have an influence on a multitude of national, regional and local policies and initiatives.

At present the RoW network appears to be under-used, largely because of poor knowledge of the network. However, with improved publicity and greater information availability, there is potential for the network to be used for whole or part of journeys to work and school, as well as for leisure and recreation purposes. The RoW network also has the potential to contribute towards health initiatives by encouraging greater use of the network for participation in outdoor activities.

Based on the findings from the policy review, the preliminary desktop studies of the RoW network and from public consultation, there are some overarching objectives which the Improvement Plan should seek to deliver. These are:

1. Improve the contribution RoW can make to **sustainable travel** through **better connectivity to key attractors**, such as schools, workplaces, retail centres, leisure sites and transport interchanges as well as parks and open spaces.
2. Improve **access** to the RoW network for all user groups to create a more **socially inclusive** network.
3. Improve **safety and security** of the RoW network by creating a high quality, safe, secure, well-lit and well signed network.
4. Increase **awareness** of the location, length, origin and destination of RoW through a greater provision of **information**.
5. Improve the contribution RoW can make to improving **health** and providing **recreational opportunities**.

To enable progress against these objectives to be monitored, the following indicators could be used:

1. Number of **journey to work /school trips** on foot or by bicycle.
2. Best Value Performance Indicators (**BVPI**)
3. **Perception surveys** to gauge peoples' awareness of the network.
4. **Perception surveys** to assess peoples' feeling of safety and security whilst using the network.
5. Levels of **recreational use of the network**.

7.2 Network-wide Themes

For the network as a whole, some generic opportunities have been identified in relation to Bromley which will form the basis of network management and improvement strategies for inclusion in the RoWIP. They are categorised under three headings and refer to the entire RoW and permissive path network.

7.2.1 Access for All

A key emphasis of the DEFRA guidance on RoWIPs is that provision should be made for improving access for those with disabilities and mobility impairments. This includes those with pushchairs and young children as well as those with physical, mental and visual impairments. While it is

acknowledged that the whole network cannot be upgraded to cater for this user group, particularly given its potentially detrimental impact on the natural environment, certain routes should be made accessible for all.

Improving access for all does not only encompass upgrading the network to include complete routes with smoother surfaces and less steep gradients, but also promoting awareness amongst the disabled community of suitable routes, their length and where facilities, including toilets, car parking and resting places, are located.

'Access for All' includes establishing standards which maximise the opportunities of different user groups in accessing and using the RoW network and wider permissive path network. According to best practice, improvements to the network should be based on the principle of 'Least Restrictive Access' (LRA) so that those with physical impairments and mental disabilities are able to enjoy the same opportunities as the unimpaired on as much of the network as possible.

In addition, the accessibility theme is based on the integration of the network with community facilities and the opportunities for different user groups to access these.

For this objective to be satisfied, the following key issues will need addressing through the RoWIP:

- Identify standards which maximise the opportunities for different user groups, based on the principle of Least Restrictive Access (LRA).
- Extend and improve the network of circular routes which are accessible to those with disabilities, including mobility and visually impaired, and advertise their location, length, the facilities available and their suitability for different user groups.
- Promote strategic routes which provide access from residential areas to key attractors, including retail centres, schools and business districts.
- Where possible promote use of the RoW network for accessing the countryside as well as parks, open spaces and other centres of recreational activity.
- Integrate RoW and permissive paths with other networks providing walking, cycling and horse-riding opportunities to maximise the potential for people to use sections of the RoW network in their day-to-day life.

7.2.2 Promotion, Information Provision and Education (PIPE)

Promotion of the network is important in raising awareness amongst different user groups about the opportunities available to them. An important part in permitting access to the network by the mobility impaired is identifying and promoting those sections of the network are permissible by wheelchairs, pushchairs and the infirm. In particular those paths which form a complete route including disabled parking facilities, public conveniences and suitable resting places should be targeted. This is also applicable to cyclists and equestrians to ensure that conflict between user groups is minimised where possible.

In addition to promoting the network for leisure purposes, the opportunities for use of the network to access community facilities, including employment and education centres, retail developments and leisure centres, should also be publicised. Furthermore, information about how to use the network and the benefits that could accrue could be an important driver in improving social connections, health and well-being.

For the opportunities offered by this theme to be fully realised, the following issues will need to be addressed:

- Develop a range of approaches to better publicise the RoW network and the opportunities available to different user groups and to encourage greater use of the network both for utilitarian trips and for recreation purposes.
- Identify and promote those routes which are accessible to people with mobility impairments to reduce their feeling of exclusion from the network.

- Publicise opportunities available to cyclists and equestrians;
- Increase information provision about where RoW are located, where the route begins and ends, their length, what facilities are available (including car parking, toilets, resting places, etc), which user groups the route is suitable for (e.g. walkers, cyclists, equestrians, those with mobility / visual impairments), what the route connects to or whether it is circular, etc.
- Promote use of the network for leisure purposes and where feasible, publicity of the RoW network should link into other relevant initiatives. This could include involvement in 'Wildweb', the 'Active Lifestyles' scheme and the annual 'Walking Festival'.
- Promote the network as a means of accessing community facilities.

7.2.3 *Health Initiatives*

This theme is based around increasing use of the network by encouraging people to use the network for physical recreational purposes. Greater participation in physical activities such as walking, cycling and horse-riding could form an integral part of improving the general public's health in the future.

Increasing awareness about the benefits that people can gain from using the RoW and permissive paths network could be achieved through the promotion of health initiatives within the local area, either as a means of improving overall health or to assist in the recovery of patients treated for a specific illness. For this to be successful a fully integrated network, connected to community facilities and to other paths forming circular routes, will be required. Also, routes should be maintained to a high standard to maximise the opportunities of the mobility impaired.

For this objective to be successful, network improvements to provide access for all will need to be implemented and greater publicity will be required to raise awareness of the opportunities available. In addition to this, the following actions could be implemented:

- Work with health organisations to develop promotional materials to encourage people to lead more active lifestyles and participate in outdoor activities.
- Encourage hospitals and health care centres with schemes such as the 'Active Lifestyles' initiative to make use of the network.
- Continue to develop the annual 'Walking Festival' to encourage more people to walk for leisure reasons.
- Target individuals with health conditions that could benefit from use of the network, e.g. as a means of reducing obesity.

7.2.4 *Cyclists and Equestrians*

Walkers, cyclists and equestrians have differing needs and impacts on the RoW network. Conflict can arise when multiple user groups use the same route, as such the opportunities for cycling and horse-riding should be considered and publicised in addition to walking routes. Horse-riders in particular can make paths unsuitable for walkers and therefore the opportunities available to this user group need to be well managed to reduce adverse impacts on other groups. Where possible, means should be sought to keep cyclists and horse riders off footpaths.

Cyclists have varying requirements. In the more urban areas, good surfaces may be desirable for general cycling use. On the more rural part of the RoW network, consideration may be limited more to potential use by mountain bikers, unless routes are of a particularly high standard.

In order to minimise the conflicts that arise on the RoW network, procedures need to be in place to manage which parts of the network are used for different activities. To achieve this, the following actions could feature in the RoWIP:

- Develop a management regime to ensure that different user groups do not negatively impact upon one another. On shared routes, ensure that conflict between users is minimised by segregating the path for different uses, such as walking and cycling routes through urban areas.
- Ensure that there is a good provision of suitable routes for cyclists and equestrians. Produce leaflets / information packs for cyclists and equestrians to inform them of which parts of the RoW network they can use and how it integrates with other routes which are available for their use.

7.3 Area-specific Opportunities

In addition to the general themes, category-specific themes have been identified which relate specifically to assessment of urban and rural routes.

7.3.1 Category 1 – Urban Network Themes

Journeys to School

The RoW and permissive paths network could potentially be used by a number of students in their journey to school. This is particularly relevant to secondary school students. However, it could also apply to primary school children who live within walking distance of their school and can be escorted by their parents. For such RoW to be feasible for use by school children, these routes will need to be well maintained so that they are safe and secure.

For the RoW network to be utilised in pupils' journeys to school, Bromley Council will need to work with education centres to:

- Establish where their students travel from and whether the RoW presents a viable alternative to their existing journey to work.
- Identify which sections of the RoW network could be used by pupils to access schools and work with schools to promote their use.
- Offer information to students about where their local network is and what key facilities they can access using RoW.
- Ensure that the RoW network is incorporated into School Travel Plans.

Links to community facilities

Improvements to the network are most likely to be targeted on the most popular, well used paths or those which serve a specific purpose. Those which provide access between residential areas and local community facilities, leisure centres and retail developments could therefore be prioritised within a programme of targeted improvements.

Clearly, the improvements outlined in the RoWIP need to have maximum benefit for minimum cost. Therefore, initial objectives need to focus on upgrading those routes which are most popular but which the public perceive to be in need of improvement. To achieve this, Bromley Council will need to:

- Prioritise network improvements on links which are well used and which serve community facilities.
- Develop the network to provide connections between residential areas and community facilities and open spaces.

Category 2 – Semi-rural / Rural Network Themes

Visitor Management

To maximise the opportunities provided by the RoW and permissive path network, a key objective is to develop connections between paths and recreational resources, including greenbelt land, country parks and other open spaces. However, it needs to be ensured that excessive pressure is not put on the environment in selected areas as this could be potentially damaging to the local environment and natural habitats thriving in that location. As such, several parts of the network need to be promoted, upgraded or new links provided to manage demand and spread it more uniformly across the easily accessible green areas. Therefore, the following actions should be applied:

- Publicise established routes which connect to parks and large open spaces. In particular, areas which are less well used should be promoted to spread demand more evenly across the Borough.
- Develop a mechanism to manage visitor demand to ensure that areas are not overused and ultimately damaged.
- Target improvements to upgrade existing routes which have the potential to provide important connections, for example between residential areas and recreational resources, including greenbelt land, parks and open spaces.
- Prioritise network developments between the types of areas mentioned above.
- Upgrade strategically important routes which connect to open spaces so that they are suitable and accessible for all.

8 Statement of Action

8.1 Introduction

Statutory guidance on RoWIPs instructs local highway authorities to produce a Statement of Action from the information collection and evaluation process, indicating the main findings and allocating delivery partners, estimated costs and targeted completion dates for key actions.

Based on the findings of this report, this section outlines a series of issues which the RoWIP should address and recommends actions which will be taken to meet these needs. The Statement of Action focuses on RoW, as is required by legislation and guidance, and looks to address problems and issues identified through public consultation and the assessment of the network. It also looks to respond to the wider policy context and the role that RoW may fulfil within the wider network of walking, cycling and horse-riding routes in Bromley.

8.2 Suggested Improvements

Based on the improvement and maintenance needs highlighted in **Chapter 10**, a number of upgrades and enhancements to the network have been identified. These have been prioritised using a priority framework to ensure that those improvements which are deemed most important receive attention first. However, proposed improvements will need to be assessed in the light of the availability of resources. It is therefore proposed that low cost improvements, which can be easily implemented and maintained at a low cost, and which have an impact on more than one priority should be concentrated on in the shorter term.

Table 12.1 proposes a series of actions for the management and improvement of local RoW over the next 10 years. It sets out proposed actions in relation to:

- the objectives which the RoWIP is intended to achieve;
- recommendations of actions to deliver these objectives;
- the public priorities each action addresses;
- the timescale within which each improvement should be completed;
- how much each action is likely to cost and be funded, and
- the key organisations which will be involved in the delivery of each action.

8.3 Estimated Costs

The Council already has an on-going programme to maintain and improve its RoW network. However, resources for improving RoW are heavily constrained. It is envisaged that the majority of the improvements proposed in **Table 12.1** will be accommodated through the Council's transport revenue budgets and through improved management processes and targeting of resources. Where proposed improvements have a significant cost implication, bids for capital funding will be pursued from relevant capital budgets, particularly the Local Implementation Plan. The Council will also work in partnership with voluntary organisations to maximise available resources and to explore all potential sources of funding for improvements. This should allow the Council to deliver significant improvements to the RoW network over the next 10 years.

8.4 Timescale for Delivery

Many improvements will be delivered through management and targeting of existing, on-going revenue programmes. The scope and cost of a proposed improvement will impact upon the timescale over which an improvement is likely to be delivered. In recognition that some actions will take longer to implement than others and some will be a prerequisite for further actions, two broad timescales for delivery have been identified:

1. Short term: 0 – 3 years
2. Medium term: 4 – 10 years

The medium term vision, up to 10 years, will feed into the next RoWIP to ensure that improvements in the shorter term continue to contribute to longer term aims.

8.5 Consultation with Stakeholders

A meeting was organised for Monday 22nd January to discuss and finalise the RoWIP for Bromley, and in particular to discuss the Statement of Action. The following council officers and local stakeholders attended the meeting.

Name	Organisation / Department
Sandy Huckle	LBB Street Services
Andrew King	LBB Rights of Way Officers
Peter Garrett	LBB Head of Highway Development
Iain Forbes	LBB Head of Transport Strategy
Malcolm Harris	LBB Sustainable Development Transport Officer
Doug Ogilvie	LBB Planning
Stephanie Waddington	LBB Countryside and Parks
Ewa Prokop	LBB Countryside and Parks
Pat Mansfield	Enbro
Ken Wright	Enbro
John Smout	Ramblers Association
Peter Turvey	LBB
Debbie Spicer	Bromley Bridleways Access Group
Stella Etheridge	Bromley Bridleways Access Group
Avril Glover	Bromley Bridleways Access Group
Graham Fry	Faber Maunsell
Jenny Francis	Faber Maunsell

Further consultation will take place when the draft report is published, prior to its adoption later in 2007. In the future, it is anticipated that meetings with these representatives should be held on an annual basis to review progress against the RoWIP and identify specific problem areas.

8.6 Partnership Working

In accordance with RoWIP guidance, the council should work with neighbouring authorities to ensure that Improvement Plans do not conflict with other RoWIPs and to coordinate improvements, where possible. Bromley Council will therefore consult with relevant officers of Kent County Council, Surrey County Council and neighbouring London Boroughs to share information on RoWIPs on an on-going basis.

As highlighted in **Section 2**, the RoWIP has the potential to contribute to and be influenced by many other plans, policies and strategies relating to health, the environment, transport and many others. In many cases, actions outlined in the RoWIP will benefit other policies and vice-versa. Therefore, where possible, actions should be coordinated with other departments to maximise effectiveness. Examples of this could include:

- Promoting walks on RoW in connection with other departments and initiatives, such as the Annual Walking Festival and Active Lifestyles Scheme;
- Advertising routes of strategic importance which provide access to parks, open spaces and countryside sites;
- Working with school / workplace travel plan co-ordinators to identify sections of the network which could be used in the journey to school / work, e.g. those which provide access to trains stations, bus stops or other transport interchanges.

In addition, Bromley will continue to work with user groups, including the Ramblers Association, Enbro, Bromley Bridleway Action Group, and others, where appropriate. All of these groups have contributed significantly to improvements in the Borough over recent years and the Council should look to build on this and develop even more effective partnerships with these voluntary groups to maximise their contribution to the improvement of the RoW network in the Borough.

In particular, regular RoW users provide a valuable resource for reporting problems on the network; supporting the carrying out of minor maintenance, including litter picking; and implementing way-marking improvements. Given user groups extensive knowledge of the network, it is proposed that RoW forum will be established for interested parties to assist in reviewing the Action Plan and identifying areas for improvement, and that this should meet at least annually.

When prioritising actions, consideration will be given to any conflict with other policies and programmes. An example of this is gating orders to restrict access to alleyways, which may impact upon RoW, where anti-social behaviour is a problem. While some of the orders will restrict access to certain times of day, others may prohibit access completely. Proposed improvements to RoW will need to be reviewed regularly in the light of this programme.

8.7 Key Policies for the Improvement Plan

In preparing this RoWIP, the Council has identified the following key policies in relation to RoW which underpin the recommended actions in **Table 12.1**:

Policy 1: Definitive Map and Statement

The Council will ensure that the Definitive Map and Statement are kept up-to-date and that the public are able to view these documents, together with supporting plans and documents showing and the RoW network in relation to other walking, cycling and horse-riding routes in the Borough, including permissive paths, ancient highways and areas of open access land.

Policy 2: Information, Marketing and Promotion

The Council will promote the RoW network through websites, leaflets, route guides, press-releases and on-site information and investigate the potential to publicise the network through other public

initiatives, such as the Annual Walking Festival, Active Lifestyles Scheme and regular walks organised by the ENBRO.

Policy 3: Signage

The Council will work with user groups to identify where gaps in signage exist and prioritise areas for signing and way-marking improvements, as a means of generating greater awareness of the RoW network and improving access to the network.

Policy 4: Maintenance and Management

The Council will continue to maintain the RoW network to a high standard based on BVPI indicators and, where feasible, aim to improve accessibility of the network for mobility impaired and disabled users.

Policy 5: Improvements

The Council will work with user groups to identify which parts of the network are most in need of improvement in terms of lighting, surfacing and gating / stiles and investigate funding opportunities for implementing these improvements.

Policy 6: New Provision

The Council will work with user groups to identify where new footpaths, bridleways and byways are most needed and investigate funding options to create new links. It will also actively engage with relevant land owners to encourage them to keep existing permissive paths open and to create new routes, where appropriate.

Table 8.1: Improvement and Maintenance Priorities

RECOMMENDED ACTION	CONTRIBUTION TO...			TIMESCALES FOR DELIVERY	FUNDING OPTIONS	METHODS / DELIVERY PARTNERS
	OBJECTIVES	THEMES	PUBLIC PRIORITIES			
DEFINITIVE MAP & STATEMENT						
Ensure that the Definitive Map and Statement is kept up-to date	2, 4	AA, PIPE <i>(statutory)</i>	IP2	Short	Revenue Budget	<ul style="list-style-type: none"> Update the Definitive Map and Statement to include all modifications since last published and make available for public viewing.
Consider including permissive paths and other walking routes on the Definitive Map (or as an appendix)	1, 2, 4	AA, PIPE, VM	IP2	Short	Revenue Budget	<ul style="list-style-type: none"> Investigate the possibility of expanding the RoW network through the addition of certain permissive paths and other important walking routes where land owners are likely to be supportive. Prepare a supporting document to the Definitive Map to show RoW, permissive routes and other significant walking routes on a single plan, possibly as an appendix to be used in conjunction with the Definitive Map and available for public viewing in the same way.
INFORMATION, MARKETING & PROMOTION						

KEY:

OBJECTIVES:

- 1: Improve the contribution RoW can make to sustainable travel through better connectivity to key attractors, such as schools, workplaces, retail centres, leisure sites and transport interchanges as well as parks and open spaces.
- 2: Improve access to the RoW network for all user groups to create a more socially inclusive network.
- 3: Improve safety and security of RoW by creating a high quality, safe, secure, well signed and, where appropriate, well-lit network.
- 4: Increase awareness of the location, length, origin and destination of RoW through a greater provision of information.
- 5: Improve the contribution RoW can make to improving health and providing recreational opportunities.

THEMES:

AA: Access for All

PIPE: Publicity, Information Provision and Education

HI: Health Initiatives

C&E: Cyclists and Equestrians

Develop a two way flow of information about RoW and walking routes via the Internet.	1, 2, 4, 5	PIPE, HI, JS, LCF, VM	IP2	Short	Revenue Budget	<ul style="list-style-type: none"> Develop a web site that will display high quality RoW information and information on walking routes and which will have a facility to enable users to report faults and make comments.
Promote the RoW network for use by different groups	1, 2, 5	PIPE, HI, JS, LCF, VM	IP2	Short / Ongoing	Revenue Budget	<ul style="list-style-type: none"> Undertake a major publicity and promotion campaign in connection with the tourist board, health department, walking / bridleway / cycling groups, etc. to encourage greater use of the network. Use public buildings and community facilities as sources of information. Develop existing publicity materials and, where appropriate, link publicity to other initiatives, such as the Annual Walking Festival and Active Lifestyles Scheme. Encourage travel plan coordinators to investigate use of the RoW network for utilitarian purposes. Organise events to encourage use of the network by young people.

<p>JS: Journey to School (<i>urban</i>)</p> <p>LCF: Links to Community Facilities (<i>urban</i>)</p> <p>VM: Visitor Management (<i>rural</i>)</p> <p><u>PUBLIC PRIORITIES:</u></p> <p>MP1: Feeling of personal safety</p> <p>MP2: Obstructions (e.g. overgrown vegetation); litter / dog fouling</p> <p>IP2: Lighting; surfacing; signage / waymarking; connections between RoW; awareness of RoW</p> <p>MP3: Gates / stiles; facilities; public transport links</p> <p>IP3: Conflict with other users</p>

<p>Advertise RoW locations, route lengths, facilities available and routes suitability for different user groups</p>	<p>2, 4, 5</p>	<p>AA, PIPE, JS, LCF, VM</p>	<p>IP2</p>	<p>Short</p>	<p>Revenue Budget</p>	<ul style="list-style-type: none"> ▪ Make information available on leaflets and the internet to allow individuals to determine which routes are suitable for them to use. ▪ Create more leaflets which advertise walking conditions (like those advertising the 'Walk the Loop' routes) and provide information on the internet.
<p>Identify routes which are suitable for mobility impaired / visually impaired users, including those fit for wheelchair users</p>	<p>2, 4, 5</p>	<p>AA, PIPE <i>(statutory)</i></p>	<p>IP2</p>	<p>Short / Medium</p>	<p>Revenue Budget / Voluntary Organisations</p>	<ul style="list-style-type: none"> ▪ Work with local disabled user groups to establish minimum standards for footpaths designated as suitable for disabled users. ▪ Identify priority routes, such as those connecting to countryside sites. ▪ Improve existing publicity materials by including a 'suitability of routes for different users' section.
<p>Publicise the opportunities available to cyclists and equestrians</p>	<p>2, 4, 5</p>	<p>AA, PIPE, C&E, VM</p>	<p>IP2</p>	<p>Short / Ongoing</p>	<p>Revenue Budget / Voluntary Organisations</p>	<ul style="list-style-type: none"> ▪ Work with cycling and horseriding groups to produce leaflets for cyclists / equestrians to make them aware of which sections of the network they can use and how they integrate with other routes.

Empty cell

SIGNAGE						
Provide new signs to raise awareness of the network and to minimise potential conflicts	1, 2, 3	AA, PIPE, JS, LCF	MP1, IP2, IP3	Medium	Capital Funding	<ul style="list-style-type: none"> Where RoW cross main roads and cannot be diverted to safer routes, review signage and erect signs as necessary to warn drivers of walkers, cyclists and equestrians crossing. Identify routes of strategic importance which can form part of a wider network linking to key urban attractors and recreational areas and review/upgrade signs to indicate the destination of the path and its length.
Implement a programme of way-marking improvements across network.	1, 2, 3, 4	AA, PIPE, VM	MP1, IP2	Short / Medium	Revenue Budget / Voluntary Organisations	<ul style="list-style-type: none"> Work with the Ramblers Association and Enbro to prioritise areas for way-marking improvements.

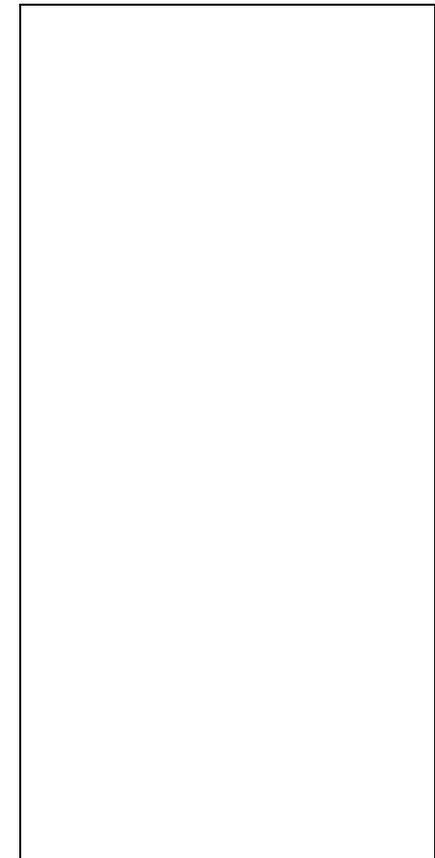


Table 8.1 continued...

RECOMMENDED ACTION	CONTRIBUTION TO...			TIMESCALES FOR DELIVERY	FUNDING OPTIONS	METHODS / DELIVERY PARTNERS
	...OBJECTIVES	... THEMES	...PUBLIC PRIORITIES			
MAINTENANCE & MANAGEMENT						
General maintenance of the network	2, 3	AA	MP1, MP2	Ongoing	Revenue Budget	<ul style="list-style-type: none"> ▪ Continue to issue a network management programme to maintenance contractors to ensure the RoW network is well kept and that obstructions are minimised. Ensure that the contract provides an appropriate response to ad-hoc obstruction problems and that the contract is reviewed every 3 years. ▪ Extend methods of reporting problems on the highway network to include the RoW network and ensure that officers take responsibility for addressing these issues. ▪ Hold an annual consultation event with the Ramblers Association, Bromley Bridleway Action Group, Enbro, etc. to discuss problems with the network and where service improvements are most needed.

KEY:

OBJECTIVES:

- 1:** Improve the contribution RoW can make to sustainable travel through better connectivity to key attractors, such as schools, workplaces, retail centres, leisure sites and transport interchanges as well as parks and open spaces.
- 2:** Improve access to the RoW network for all user groups to create a more socially inclusive network.
- 3:** Improve safety and security of RoW by creating a high quality, safe, secure, well signed and, where appropriate, well-lit network.
- 4:** Increase awareness of the location, length, origin and destination of RoW through a greater provision of information.
- 5:** Improve the contribution RoW can make to improving health and providing recreational opportunities.

THEMES:

AA: Access for All

PIPE: Publicity, Information Provision and Education

HI: Health Initiatives

C&E: Cyclists and Equestrians

Removal of overgrown vegetation	2, 3	AA, JS, LCF	MP1, MP2	Ongoing	Revenue Budget	<ul style="list-style-type: none"> Continue with bi-annual cut of vegetation and consider introducing a third cut. Ensure the vegetation is cut back to accommodate equestrians (3m high x 2.8m wide).
Removal of litter / dog fouling	2, 3	AA, JS, LCF	MP2	Ongoing	Revenue Budget	<ul style="list-style-type: none"> Provide dog fouling bins where practical on problem routes. Put up signs prohibiting fouling and improve reporting methods to increase potential of prosecution.
Reduce illegal use of the network by motorised vehicles	3	AA, PIPE, C&E	MP1, IP3	Ongoing	Revenue Budget	<ul style="list-style-type: none"> Identify routes which are regularly illegally used by motorbikes and other motorised vehicles. Work in partnership with the police to target problem areas and where feasible, erect gates etc. Improve reporting methods to help to identify and prosecute offenders.
Maintain current condition of gates and stiles	2	AA	MP3	Ongoing	Revenue Budget	<ul style="list-style-type: none"> Ensure that gates and stiles across the network are maintained to their current standard and meet the British Standard BS5709:2001 on Gaps, Gates and Stiles.

JS: Journey to School (*urban*)

LCF: Links to Community Facilities (*urban*)

VM: Visitor Management (*rural*)

PUBLIC PRIORITIES:

MP1: Feeling of personal safety

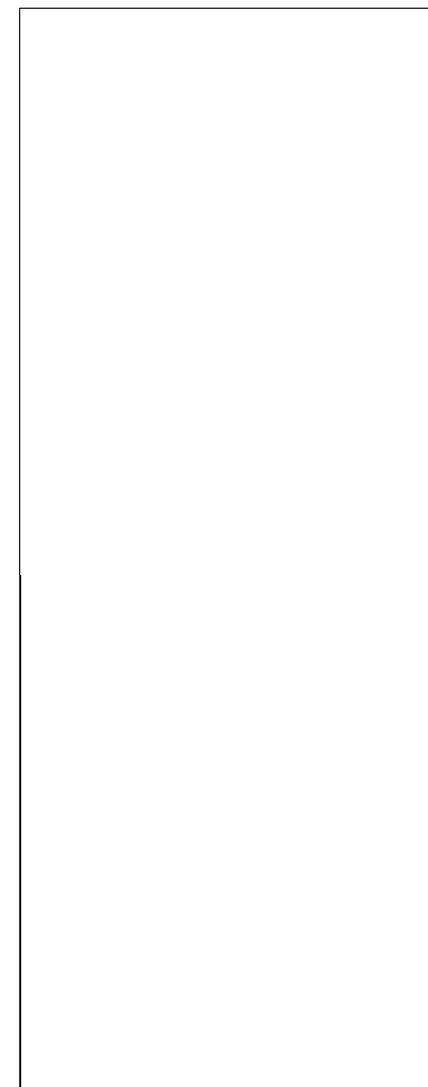
MP2: Obstructions (e.g. overgrown vegetation); litter / dog fouling

IP2: Lighting; surfacing; signage / waymarking; connections between RoW; awareness of RoW

MP3: Gates / stiles; facilities; public transport links

IP3: Conflict with other users

Maintain the current provision of facilities	2	AA	MP3	Ongoing	Revenue Budget	<ul style="list-style-type: none"> Review car parking provision associated with recreational activities and ensure there is an appropriate provision.
Implement a Visitor Management Plan for the Darwin at Downe World Heritage Site	2, 3, 4, 5	AA, PIPE, VM	IP2	Short / Medium	Revenue Budget	<ul style="list-style-type: none"> Work with the World Heritage Site Team and Steering Group and the World Heritage Site Visitor Management sub-group to develop an Access for All Strategy and to manage visitors to the site to minimise conflicts and environmental damage.
IMPROVEMENTS						
Provision of lighting on urban network	3	AA, JS, LCF	MP1, IP2	Medium	Capital Funding	<ul style="list-style-type: none"> Identify well used urban routes which provide access to train stations and apply for funding to improve lighting through the TfL Access to Stations initiative. Prioritise other urban routes in need of improved lighting which have been identified through public concerns and investigate funding mechanisms. In particular, focus on routes which provide access to local facilities.



Improve surface condition	2	AA (statutory)	IP2	Medium	Capital Funding	<ul style="list-style-type: none"> Identify circular routes which are well connected to countryside sites or other sites of importance and are well used by those with mobility impairments and improve the surface condition, where feasible.
Discourage the use of stiles	2	AA	MP3	Ongoing	Revenue Budget	<ul style="list-style-type: none"> Remove stiles where they are no longer required (i.e. where fields are no longer used for stock). Where new barriers are required, avoid the use of stiles and use the least restrictive option in accordance with British Standard BS5709:2001.



Table 8.1 continued...

RECOMMENDED ACTION	CONTRIBUTION TO...			TIMESCALES FOR DELIVERY	FUNDING OPTIONS	METHODS / DELIVERY PARTNERS
	...OBJECTIVES	... THEMES	...PUBLIC PRIORITIES			
NEW PROVISION						
Create new bridleways which connect to the existing network to provide circular routes	2, 5	C&E, VM	IP2	Medium	Capital Funding / Voluntary Organisations	<ul style="list-style-type: none"> Work with Bromley Bridleway Action Group (BBAG) and other bridleway groups to identify and publicise potential circular riding routes comprising of RoW, permissive paths and other suitable networks. Where feasible, create new bridleways to create a more integrated network for horseriding.
Create new links for cyclists which integrated with the wider cycling network	1, 2, 5	C&E, VM	IP2	Medium	Capital Funding / Voluntary Organisations	<ul style="list-style-type: none"> Work with cycling groups to identify gaps in the existing cycling network and to prioritise new links. Where appropriate, seek funding for these improvements through TfL.
Keep existing permissive paths open and create new routes,	1, 2, 5	AA, VM	IP2	Ongoing	Revenue Budget	<ul style="list-style-type: none"> Work with land owners to encourage them to keep existing permissive paths open and to create new permissive routes as they form an important part of the network.
Link footpaths to keep walkers off dangerous roads	1, 3, 5	LCF, VM	MP1, IP3	Ongoing	Revenue Budget	<ul style="list-style-type: none"> Work with landowners to create hedgepaths and safer routes that avoid roads.

KEY:

OBJECTIVES:

1: Improve the contribution RoW can make to sustainable travel through better connectivity to key attractors, such as schools, workplaces, retail centres, leisure sites and transport interchanges as well as parks and open spaces.

2: Improve access to the RoW network for all user groups to create a more socially inclusive network.

3: Improve safety and security of RoW by creating a high quality, safe, secure, well signed and, where appropriate, well-lit network.

4: Increase awareness of the location, length, origin and destination of RoW through a greater provision of information.

5: Improve the contribution RoW can make to improving health and providing recreational opportunities.

THEMES:

AA: Access for All

PIPE: Publicity, Information Provision and Education

HI: Health Initiatives

C&E: Cyclists and Equestrians

JS: Journey to School (*urban*)

LCF: Links to Community Facilities
(*urban*)

VM: Visitor Management (*rural*)

PUBLIC PRIORITIES:

MP1: Feeling of personal safety

MP2: Obstructions (e.g. overgrown vegetation); litter / dog fouling

IP2: Lighting; surfacing; signage / waymarking; connections between RoW; awareness of RoW

MP3: Gates / stiles; facilities; public transport links

IP3: Conflict with other users

Glossary

AA	Access for All
BBAG	Bromley Bridleway Access Group
BBAP	Bromley Biodiversity Action Plan
BOAT	Byway Open to All Traffic
BR	Bridleway
BVPI	Best Value Performance Indicator
C&E	Cyclists and Equestrians
CSS	County Surveyors Society
DDA	Disability Discrimination Act
DEFRA	Department for Environment, Food and Rural Affairs
ENBRO	Environment Bromley
GLA	Greater London Authority
HI	Health Initiatives
IP	Improvement Priority
IPROW	Institute of Public Rights of Way
JS	Journey to School
LBB	London Borough of Bromley
LCF	Links to Community Facilities
LCN	London Cycle Network
LGA	Local Government Association
LOOP	London Outer Orbital Path
LRA	Least Restrictive Action
LSP	Local Strategic Partnership
MP	Maintenance Priority
PIPE	Publicity, Information Provision and Education
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RoW	Rights of Way
RoWIP	Rights of Way Improvement Plan
RPG	Regional Planning Guidance
SINC	Site of Importance for Nature Conservation
TfL	Transport for London
UDP	Unitary Development Plan
VM	Visitor Management
YFP	Footpath