

ANNEX 2 – THE CURRENT SITUATION

Proportion of the Rights of Way Network by Highway Authority

The Table below breaks down the respective length of Footpath, Bridleway and Byways Open to All Traffic (BOATs) within each constituent Highway Authority. The Figures for Unclassified County Roads (UCR's) more commonly known as 'Green Lanes' are also given. However they are excluded from the percentage calculations as they are not included on Definitive Maps

Breakdown of Public Footpaths and Bridleways

	Footpath Km.	Bridleway Km.	BOAT Km.	Total Km.	Percentage of network	UCR Km%
Barnsley MBC	7	5.8	0	13.8	0.57%	2.1
Cheshire CC	199	6	2.15	207.15	8.43%	32.1
Derbyshire CC	1201.3	210.5	25.65	1437.45	58.43%	383.8
Kirklees MBC	50.1	9.2	1.33	60.63	2.46%	0.3
Oldham MBC	42	2	0	44	1.78%	0
Sheffield CC	100.1	33.8	0.4	134.3	5.46%	6
Staffordshire CC	536.5	26	0	562.5	22.87%	121.51
TOTAL	2136.3	293.3	29.53	2459.83	100.00	545.8

After rounding up, well over half of the network lies within Derbyshire, and just under a quarter in Staffordshire. A further 8.5% is in Cheshire, with the remaining 11% split amongst the Metropolitan Authorities.

The Condition of the Rights of Way Network

BVPI 178 returns

The Best Value Performance Indicator 178 is the one used by Highway Authorities to assess the condition of rights of way in their area. It is based on a randomly generated 5% sample and looks at path condition, obstructions and signage as well as overall ease of use to determine network condition.

National Park Authorities have also carried out completely separate surveys using the same test criteria as part of their own Best Value process. There is some debate nationally as to whether National Parks will continue to use this method in the future, however our last three years results are given below, together with the published figures for each constituent highway authority.

Please also note: the Highway Authority figures are for their 'whole area' and not simply the elements either inside (or indeed just the areas outside) the National Park. In the same way, the figures given for the PDNPA are for a randomly selected 5% of the whole national park and not in individual HA areas.

Percentage of paths in 'Good Condition'

	2004/5	2005/6	2006/7
Barnsley	64%	69%	34%
Cheshire	83%	83%	77%
Derbyshire	52%	57%	68%
Kirklees	37%	51%	61%
Oldham	47%	54%	76%
Sheffield	80%	82%	83%
Staffordshire	68%	72%	78%
Peak District NPA	93.1%	93.7%	94.7%

When assessing these figures, 'weight' should also be given to the proportion of rights of way that each authority represents. Derbyshire for example has the largest proportion of Rights of way within the Park, where they are part of a network which scores 94.7%. However their area in total only scores 68%. Given that the Park represents about 1/3rd of their network, this means that the remainder could actually be scoring less than 68%.

Rights of Way Improvement Plans

Each Highway Authority is obliged under the Countryside and Rights of Way Act to draw up a strategic Rights of Way Improvement Plan for their area. In doing this they are required to consult widely in order to assess not just the condition and requirements of the existing network, but also to identify gaps, gauge latent demand and meet future needs. These documents are closely linked with the respective Local Transport Plans and constitute part of the bidding process for future funding. The Table below illustrates the current status of each individual authority, when comments were made by NPA officers and what resources the plans need for their full implementation across the whole Highway Authority area (i.e. not just the National Park Area).

Authority	PDNPA Comments	Current Status	Resource Need
Barnsley	PDNPA commented on Draft: September 2007	Final ROWIP was published on website on 21 November 2007	Potential Costs: £32 m
Cheshire (ROWIP demonstration project)	PDNPA commented on Draft: February 2003	Final Report published 22 November 2007	Not identified
Derbyshire	PDNPA has had full involvement in the draft ROWIP – inc involvement at sub-groups, LAF responses etc. PDNPA commented on Draft: September 2007	Final RoWIP was adopted 7 th November 2007.	Potential Costs: £10 m
Kirklees	Did not originally intend to do Rowip (as an 'excellent authority' they were exempt) However then decided to start process last year	Draft not yet out for consultation	Not Known

Oldham	PDNPA commented on Draft: August 2007	Final Report Adopted 21 st December 2007	Not Known
Sheffield	PDNPA commented on Draft: March 2007	Final Report published	£6 m
Staffordshire	PDNPA commented on Draft: July 2007	Final Report published	Less than £1m

Expenditure on Rights of Way and Access

The table below shows the expenditure on Rights of Way and Access Works carried out by the National Park Authority over the past 6 years. Fuller figures are presented in Annex 2. These figures require a certain amount of interpretation as they are based on actual work sheets.

Year	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
NPA Exp	75,571	73,984	48,170	37,237	40,388	48,832
Partner Cont	25,100	36,291	75,952	102,918	75,981	44,669
Overall Exp	100,670	110,275	124,122	140,155	116,369	93,501

As can be seen there is a significant reduction in the amount of expenditure that the Authority has devoted to access and rights of way over the past 3 years. Some of this is due to the fall off on CRoW related work as the access plans have been completed and access points put in. A much larger proportion however is as a result of transferring resources elsewhere, reflecting changed Member and Corporate priorities. It is estimated that we have reduced our work, not simply expenditure, on rights of way by approximately 48% from the 2005/6 peak. The consequences of this reduction are likely to become increasingly apparent in the BVPI 178 figures over the coming years.

English National Park Authority BVPI 178 / RM1 returns

The table below shows the BVPI returns for all English National Parks for the past four years. It also shows the staff employed specifically for a Rights of Way function, excluding any estates type teams and departmental managers.

(percentage overall pass rate)

	ROW Staff (fte—excluding managers)	2003/4	2004/5	2005/6	2006/7
Broads	0	No data	82	78	92
Dartmoor	1	99.5	92	92	93
Exmoor	1	96	83	94	No data
Lake District*	8	71	66	62.6	67
Northumberland	1	56.4	67.7	78.7	No data
North York Moors*	3	59	70.8	60.5	68.5
Peak District	0.5	99.6	93.1	93.7	94.7
Yorkshire Dales*	5	61	71	86	83

*** NB Those Authorities operate a full agency agreement which means they also fulfil the Highway Authority role**

As can be seen the Peak District National Park Authority devotes the lowest number of staff (apart from the Broads Authority) specifically to the Rights of Way function, yet still consistently manages to achieve one of the highest assessment scores.

Partnerships with Water Companies

The National Park Authority has held Partnership or 'Joint Working' arrangements with Water Companies since the early 1980's. They originally stemmed from wider Area Management working and coincided with the ongoing reduction of traditional field based Water Operations staff such as reservoir keepers (though they were never intended as a replacement or to become part of the 'operations' side of the Water Companies).

Originally, there were formal legal agreements renewable every five years between the parties, which laid out aims objectives and contributions. However there was a gradual movement away from such a formal structure during the 1990's and in essence the current arrangements are done by exchange of letter and have little if any legal status.

The level of contribution is based on 50% of the calculated total costs including salaries, vehicles, equipment and training, together with a proportion for management costs.

Water Company	Number of sites	Number of FT staff	Number of PT staff	Contribution
Severn Trent	Fairholmes and wider valley, footpaths on south side of Ladybower and Heatherdene	2	Full establishment 3 on Saturday 5 on Sunday and Bank Hols	£37,610 pa (does not include admin or management costs of £10338 which are met through STW owned car park income)
United Utilities	Wider Goyt and then 8 individual sites, Macc Forest incl. Trentabank. Longdendale Valley. Dovestones. Total 12	4	Full establishment 11 on Saturday 18 on Sunday and Bank Hols.	£100,985 pa (does not include any admin or management charge, this being met through ring fenced income from Car Parks at Torside and Macclesfield Forest.
Yorkshire Water	19	1	Full establishment 5 on Saturday 7 on Sunday and Bank Hols	£30, 980 pa (including management and admin costs of £5169)

While devoted to water company land these are significant private sector contributions to the management and maintenance of public access in the National Park.