

ANNEX B

Management Plan Template

The following template will be used for routes that are defined as '*may be unsustainable*'.

1 Description

This section is intended to outline the basics about the route.

Reference/name

If the route has a register in the list of streets this should also be included:

- Status
- Claimed as BOAT?
- Location
- County
- Parish
- Grid reference
- Length

Description

The description segment should confine itself to a statement of fact, including a general description of the nature of the route.

Nearest Other Byways/NCR/Claimed Byways

Does the route link in to form part of logical circuit and where are the nearest other routes that may be used?

[Map]

2 Report

The report provides a detailed analysis of the basic issues affecting use;

Original Sustainability Survey Observations:

- Physical
- Conservation
- Complaints
- Character
- Conflict

Issues identified relating to the initial sustainability survey together with the initial ranking.

Engineering Report

The engineers report shall analyse:

- Width (including latest road safety and engineering advice used for roads)
- Incline (as above)
- Drainage Issues
- California Bearing Ratio
- Repair Specification
- Cost to repair
- Estimated annual maintenance cost.
- Additional comments by engineer

Conservation Report

Noting if the route abuts or passes through areas outlined below, if vehicles are leaving the highway and if so, why. Each criterion should also detail why the land is registered:

- SSSIs
- Scheduled Ancient Monuments
- Special Area of Conservation
- Section 3 and Natural Zone

The report will detail:

- Exactly what and why designation has occurred
- What impact vehicle use is having on the designated area
- Potential solutions

Impact will also look at biodiversity/ecology and landscaping issues.

Historical Maintenance

Has the route been maintained in the past? If so what has been done and how successful has it been?

LAF Subgroup Members comments

LAF Subgroup members will be invited to make comments, and have the opportunity to visit each route. They will be requested to discuss the routes and try to reach a consensus recommendation, however, if they are unable to agree members will be invited to provide observations.

Area Rangers Comments

Ranger's comments should include who owns or has access rights to the route, what those rights are and how often they are used; it should also include any observations on agricultural use and what type of vehicles use the route.

The Area Ranger may also include relevant information from other parties that have an interest in the land (such as the National Trust) and any useful information he or she feels will have a bearing on the case (for example, the voluntary restriction by local people on the use of vehicles on School Lane, Great Hucklow, during the week to enable children going to and from school to feel safer).

Evidence of levels of use

Use will be categorised as *low* (100 vehicles or less per 28 day period), *average* (100-200 vehicles, or *high* - 201 vehicles plus per 28 day period. Any unusual or useful information relating to use will also be included here. Any manual count observations may also be included here.

Demand from other Users

How many other users use the trail or for access to facilities such as climbing.

Dispersal Issues

Finally the report will note what affect a closure (temporary or otherwise) may have upon the neighbouring routes, and a brief summary of the issues and categorisation of these routes based upon:

- A brief summary of those routes and the issues on them
- Sustainability Category
- How increased use may affect other users and those residing adjacent to those routes

- Existing levels of use on those routes (if known)

Observations relating to the Implementing of Actions

What are the challenges that must be faced in relation to managing this route – are the resources in place to do so, and if not, how may they be sourced?

3 Action Plan

Is the route a danger to the public to use?

If this is the case, an immediate temporary or experimental TRO would be recommended for the route.

Challenges, Issues and Potential Solutions

Using the criteria above, each challenge will be outlined, together with potential solutions.

This area will start by summarising the issues in a clear and logical way and identify the potential solutions to each issue, together with the challenges of implementing these solutions.

4 Recommendations [DCC/PDNPA joint statement]

A recommendation, or series of recommendations, shall then be drafted, clearly demarking responsibility. The recommendations may be as simple as more regular ongoing monitoring of the route, or up to and including an immediate TRO of some type may be made.

Any recommendations will also detail and cost implications, and as outlined in their strategy to manage unsurfaced highways *Stage Four – Implement Proposed Measures Action – Countryside Service/Network Management*

‘All recommendations to be considered by the Highway Authority and, subject to their acceptance and availability of necessary resources, included in their work programme.’

Review and develop the measures taken to take into account any subsequent changes.

5 Ongoing Management Proposals

The crucial part of the Action Plan is the identification of how the route will be managed in the future and who is responsible for what; this section should also include timescales for any escalation of management (including the use of TROs as appropriate). This timetable should be set out in such a way that it is obvious to all parties exactly when any escalation shall take place.