



## **RIGHTS OF WAY IMPROVEMENT PLAN**

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## Forward

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Brent Council has adopted this Rights of Way Improvement Plan for Brent 2007 – 2017. The Plan will bring in a new approach to managing our local rights of way network – we will be aiming to better provide what people want rather than only focusing on satisfying our statutory duties.

Brent Council recognises the benefits that the local rights of way network can bring. It is a high priority for government, locally, regionally and nationally, as a means of supporting:

- our health, well-being and quality of life and
- sustainable transport and reduction of congestion;

We very much hope that the actions set out in our Rights of Way Improvement Plan will, in the future, enable increased numbers of people to use and enjoy the local rights of way network and green spaces that are available to them within Brent. This will help to improve both physical and mental well being, and contribute towards other strategic objectives of both the Council and other agencies.

There is a great benefit in aligning our Local Implementation Plan with the Rights of Way Improvement Plan that we outline here for walking and cycling, whether for recreation or for making short journeys. Co-ordination of our efforts with those of other government agencies, with regard to sustainable transport and health and well being, will allow us to ensure greater 'joined up' thinking to the benefit of all. Understanding of the scope of the Council's work, and the public's satisfaction with it, should be boosted as people get directly involved in planning and monitoring progress as we implement the Plan.

In producing this Rights of Way Improvement Plan we have:-

- (a) identified the issues that are important;
- (b) identified the matters that should be dealt with as a priority; and
- (c) produced a statement of actions that will deliver real improvements.

## BRENT'S VISION

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Brent Council, through the preparation and implementation of this Rights of Way Improvement Plan, aims to evaluate and improve access to local rights of way within and around the Borough to ensure that they:-

- (a) meet the present and future needs of the public;
- (b) provide opportunities for exercise and other forms of open air recreation; and
- (c) as far as possible are available to the blind and partially sighted and others with mobility problems.

The Council recognises:

- (a) the economic and social value and the health benefits the local rights of way network can offer.
- (b) the need for increased opportunities for everyone to be able to enjoy access to the local rights of way network in and around the Borough.
- (c) the need for the legal records to be accurate and up to date.
- (d) the impact the ROWIP could have in meeting the aims and objectives of the Council
- (e) the need for the local rights of way network to be properly promoted
- (f) the need to increase opportunities for sustainable travel, for leisure and travel to work, school and local services.
- (g) The need to ensure that proposals and schemes are prioritised and implemented to meet the needs and aspirations of the population to deliver maximum benefit from available resources.

By November 2017, all public rights of way in Brent will:-

- (a) Have been identified and properly recorded on the legal records.
- (b) Be free from obstructions to full-ambulant users.
- (c) Be free from unnecessary obstructions to people with disabilities.
- (d) Contribute fully to our Local Implementation Plan objectives.
- (e) Be managed in accordance with then current legislation and best practice.

The Council has a number of key objectives to help guide the development of the ROWIP statement of actions. To ensure alignment with the Mayor's Transport Strategy for London and our Local Implementation Plan these objectives link to various objectives and actions set out in those documents. Our key objectives in this plan are:-

### **(a) Tackling congestion**

We will develop and maintain the rights of way network to assist in managing congestion by facilitating more cycling and walking trips on the rights of way network.

**(b) Safer roads**

We will continue to work to reduce the number of people killed or injured on the road network by attracting more trips on the rights of way network.

**(c) Delivering accessibility**

We will improve access to everyday facilities, places of work, schools, leisure centres and shops by looking to extend the rights of way network, wherever possible, to improve links with residential areas. We will improve opportunities for everyone to benefit from the rights of way network, regardless of disability or background.

**(d) Improved conditions for walking and cycling**

We will improve the condition of the rights of way network, where necessary, to make it more attractive and suitable as an alternative means of travelling.

In order to achieve these key objectives, we recognise the need to work in partnership with all relevant interest groups and other agencies.

# PART 1 – ASSESSMENT REPORT

## Chapter 1 - Introduction

This Rights of Way Improvement Plan (ROWIP) has been produced following a thorough review of the use, demand and management of the local rights of way network in Brent. It comprises Part 1 (the Assessment Report) and Part 2 (the Statement of Actions).

### 1.1 Why is Brent London Borough Council producing a ROWIP?

In England there are approximately 188,000 Km of public rights of way, comprising 146,000 km of public footpath, 32,000 km of public bridleways, 4,000 km of public byways and 6,000 of restricted byways. Their primary function in the past has been as access routes for people within their local community. However, during this past century the use of rights of way has changed dramatically as large numbers of people now primarily use them for recreation purposes.

Public Rights of Way comprise of:

- (a) Footpaths - over which the right of way is on foot only;
- (b) Bridleways – for pedestrians, horse riders and cyclists (who must give way to people on foot or horseback);
- (c) Byways open to all traffic (BOATs) – carriageways over which the right of way is on foot, on horseback and for vehicular traffic, but which are mainly used as footpaths and bridleways;
- (d) Restricted byways which will carry rights for all types of traffic except motorised vehicles;
- (e) Cycletracks

The main responsibility for public rights of way falls on local authorities. Local authorities have a wide range of important statutory duties to protect and maintain public rights of way including maintaining the surface and preventing the obstruction of any such route.

Nearly all public rights of way are maintainable at public expense. Maintenance includes keeping the surface of the highway in good repair and dealing with natural vegetation growing from it.

Orders to create, divert or extinguish public paths can be made by the Highway Authority. An order can be made only for one or other of the specific reasons laid down in legislation. Notice of all such orders must be published in



a local paper, displayed at the site and at principal council offices in the area. If anyone writes in objecting to the order and does not withdraw their objection then a decision on whether the order should be confirmed is made by the Planning Inspectorate (on behalf of the Secretary of State) who may first hold a public local inquiry or hearing.

The main order making provisions are: \_

### **Section 26 (creation orders)**

Section 26 of the Highways Act provides the Council with the power to create a footpath or bridleway. The authority can do this without getting permission from the person who owns the land that the proposed path will run over.

The Secretary of State or inspector will only confirm the order if they are satisfied that the reason for making the order is one of those given in Section 26 of the Highways Act 1980. These reasons are:

- There is a need for the new path.
- It is a good idea to create the new path, taking account of (i) how it will be more convenient or enjoyable for most of the people living locally or other members of the public and (ii) how it will affect the rights of those with an interest in the land (after considering the compensation they could receive).

### **Section 118 (extinguishment orders)**

Section 118 of the Highways Act provides the Council with the power to extinguish a footpath or bridleway (remove its status as a public right of way). In making the order the authority must be satisfied that the path should be extinguished because it is not needed by the public.

The questions which must be asked in deciding whether to confirm an extinguishment order are:

- Is it right to close the path after taking into account how often it is or could be used?
- How will closing the path affect the land next to the path (after considering the compensation those who own the land could receive)?

When considering an extinguishment order, the Secretary of State or inspector will normally ignore any obstructions to the path, even if they are already blocking the way. He or she will consider how much more the path would be used if the obstructions were taken away.

### **Section 119 (diversion orders)**

Section 119 of the Highways Act 1980 provides the Council with the power to divert a footpath or bridleway in the interests of the owner, tenant or person using the land crossed by the path or in the interests of the public.

In making the order, the authority must be sure that unless the existing path connects with another highway the diverted route will end at the same place. If the existing path does connect with another highway and the order will change the place it ends, it must still connect to another point on the same highway or a highway which is connected to it. Any change in the place a path ends must be as convenient to the public as the original end of the path. The authority must also make sure that not all of the route shown in the order as the alternative path is an existing public right of way. Otherwise the order would have the effect of removing a path, rather than diverting one.

The Secretary of State or the inspector must be sure of the following prior to confirming the order:

- The order is in the best interests of the person or people named in it.
- The diverted path will not be much less convenient to the public.
- It is a good idea to divert the path, taking into account (i) how it will affect the public's use of the path (ii) how it will affect the land next to the existing path and (iii) how it will affect the land it is diverted through (after considering the compensation those affected could receive).

### **Section 257 (diversion/extinguishment orders)**

S 257 of the Town and Country Planning Act 1990 empowers a local authority to make an order to stop-up or close a public right of way affected by development for which planning permission has been granted, or is not needed. For the power to be exercisable, the authority must be satisfied that it is necessary to stop up or divert the way in order to allow the development to be carried out.

Section 2 of the Clean Neighbourhoods and Environment Act 2005 permits local authorities to gate certain highways including lanes and alleyways for the prevention of crime and anti - social behaviour.

Each local authority is required to produce a definitive map and statement showing the rights of way that exist in their area. They have a duty to keep these maps up to date. Every definitive map is accompanied by a statement describing each way in greater detail. A member of the public may make an application to the Highway Authority to modify the definitive map or statement. Once a Highway Authority has received an application it has a duty to consider it, and if a subsequent change occurs (for example a path is diverted or extinguished) an order to amend the definitive map or statement is made.

Chapter 5 explains the history of Brent's Definitive Map and Statement and addresses a number of issues concerning those and other records.

The principal legislation affecting public rights of way are:-

- (a) Countryside and Rights of Way Act 2000 - Part II (sections 47 - 72 and schedules 6 and 7) of that Act changes the law relating to rights of way in a number of respects.

- (b) Wildlife and Countryside Act 1981 - This Act made substantial changes to definitive map procedures.
- (c) Highways Act 1980 – This Act deals with, among other things, the creation, extinguishment and diversion of public rights of way.

Public rights of way form part of the local transport infrastructure often providing paths away from busy roads. They can provide a convenient means of travelling, particularly for short journeys. They can be important in the daily lives of people who use them for fresh air and exercise, to walk the dog, to improve their fitness or to visit local shops and other amenities.

Aside from the fact that it is a legal requirement that the Council produces a ROWIP, its production has provided the Council with an opportunity to take an objective and strategic view of our public rights of way network and how it could be improved.

In preparing this ROWIP we have not merely focused on those public rights of way that are recorded on the Definitive Map but have also looked at other routes that are available to the public (on whatever basis), such as those routes that pass through parks.

## **1.2 Statutory background to Rights of Way Improvement Plans**

In 1994 the Countryside Commission - one of the forerunners of Natural England - urged local authorities to set out their program for the improvement and management of Public Rights of Way in a "Milestones Statement". This was to help the Commission achieve its objective of having the entire network of rights of way in England in good order by 2000.

A "Milestones Statement" would set out how a Highway Authority proposed to address rights of way issues under three headings:

**Legally Defined:** All areas should be covered by a definitive map and statement that correctly records the line and legal status of all highways required to be shown on the map.

**Properly Maintained:** All public rights of way should be open and available for use, so that any user is able to:

- Find the start of any public right of way
- Follow the line of any public right of way, if necessary with the help of way marks, a guide-book or Ordnance Survey maps
- Use any public right of way, in accordance with its legal status

**Well Publicised:** The authority should have a programme in place to develop and promote a range of routes for different types of path user.

In its Rural White Paper of 2000, the Government set out its commitment to see a 10% improvement in the definition, maintenance and publicising of

public right of way by 2005.

In May 2006 the Countryside Agency published a paper entitled “Public Rights of Way: a review of provision by highway authorities”. The central aim was to discover what progress local highway authorities had made in defining, maintaining and publicising their public rights of way networks.

The review found that:-

- **Maintenance of the network**

There was no evidence to suggest either a significant improvement or decline in the condition of public rights of way in England.

- **Legal definition of the network**

Because of poor monitoring of this area of work it was not possible to make any meaningful assessment of progress made.

- **Publicising public rights of way**

The giving of publicity to, or promotion of, public rights of way is at the discretion of the local highway authority. No national level information was found covering the “well publicised” elements of the Government’s target, and it was therefore not possible to say what progress was being made.

### **1.3 Countryside and Rights of Way Act 2000 (CROW Act)**

Section 60 of the CROW Act 2000, requires each local highway authority in England and Wales (excluding inner London Borough’s) to publish a ROWIP by November 2007.

The Department for the Environment, Food and Rural Affairs, in its Rights of Way Improvement Plans Guidance to Local Authorities (at para 1.1.7) cites these plans as the prime means

“by which local highway authorities will identify the changes to be made, in respect of the managements and improvements, to their local rights of way network in order to meet the Government’s aim of better provision for walkers, cyclists, equestrians and people with mobility problems”

The production of a ROWIP is seen as helping Councils to manage their networks of local rights of way strategically in order to bring about improvements.

In preparing a ROWIP Council’s must assess the following:

- The extent to which local rights of way meet the present and likely future needs of the public.

- The opportunities provided by local rights of way for exercise and other forms of open air recreation and the enjoyment of the authority's area.
- The accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.
- Such other matters relating to local rights of way as the Secretary of State may direct.

Councils must produce a statement of action for the management of its local rights of way network, for securing an improved network of local rights of way with particular regard to the matters dealt with in the assessment and such other material as the Secretary of State may direct.

There is a duty to review the ROWIP within a ten year period and then on a ten yearly cycle.

#### **1.4 Production of the ROWIP**

In preparing this ROWIP assessments have been carried out in Brent, in line with the guidance issued by DEFRA, to establish:-

- (a) The strategic context for the management and improvement of local rights of way;
- (b) The condition of the existing rights of way network, its legal definition, publicity, management and protection;
- (c) The existing and likely future needs of different classes of users of local rights of way, the accessibility of local rights of way to the blind or partially sighted and others with mobility problems;
- (d) The identification of areas where provision for one or more class of user is considered to be deficient or is likely to be deficient in the future and the scale of those deficiencies;
- (e) Other shortcomings with the network;
- (f) Opportunities and priorities for improvement of the existing network, its management and development; and
- (g) The resources which are available and which are required to meet people's needs for local rights of way.

The approach adopted in developing this ROWIP has included:-

- (a) Questionnaire surveys and direct requests for information to various consultees;
- (b) A survey and analysis of the current condition of the rights of way network; and
- (c) Research of national, regional and local plans and policies;
- (d) A desktop assessment of the connectivity of the network to primary/secondary schools and other key sites.

Unlike in other parts of the country, there is no requirement for London Councils to establish a Local Access Forum (LAF). LAF's are advisory bodies that are required to be established by the local authority for the area. LAF's advise the local authority about improvement of public access to land in their area for open-air recreational purposes. Elsewhere in the country LAF's have had an important role to play in the production of ROWIP's. No LAF exists in Brent.

The conclusions drawn from the assessments have been used to formulate the actions set out in Part 2.

Our statement of actions addresses the following key issues:-

- (a) The Definitive Map and Statement and other legal records
- (b) The accessibility of the local rights of way network for different users, including those with mobility problems
- (c) The Contribution towards objectives in national, regional and local plans and strategies. In particular we have focused on improving health and well being (C1), sustainable transport (C2) and urban design issues (C3).
- (d) Latent demand and gaps in provision;
- (e) Management, maintenance and enforcement
- (f) Promotion and publicity;
- (g) Monitoring and reporting.

## Chapter 2 - Brent Today

### 2.1 Location/Urban character

Brent is an Outer London Borough in the north west of London. The map below shows Brent's position in relation to other boroughs and surrounding counties.



MAP 1: BRENT LOCATION

The map above shows that Brent has boundaries with seven other authorities, three (Barnet, Harrow and Ealing) are Outer London Boroughs whilst four (Camden, Westminster, Kensington & Chelsea and Hammersmith) are Inner London Boroughs. There are public rights of way, recorded on the Definitive Map for Brent, which straddle the boundaries with Ealing, Harrow and Barnet. There are also other routes which are not shown on the Definitive Map that straddle the boundaries with all neighbouring authorities.

Brent covers approximately 4,325 hectares and is crossed by two of the main arterial routes into London and is divided by the North Circular Road.

Brent can be broadly characterised as more rural and suburban in the north and generally more urban in the South with the North Circular Road as the dividing line. Although classed as an outer London borough, Brent has many inner London characteristics; these are outlined in this section.

At the centre of the borough, Wembley is the home of the new national stadium.

Brent extends from Kenton and Queensbury in the North to Harlesden, Kensal Green, Queens Park and Kilburn in the South. The map below shows the

various wards that make up Brent.



MAP 2: BRENT WARD BOUNDARIES`

The south of the Borough has been the focus of substantial change in recent years: much housing renewal has been achieved both through concerted public action and through piecemeal improvement in the private sector, often through conversions. Proximity of the inner part of the area to Central London has contributed to this change..

In much of the inner part of Brent, as in so many other areas of Inner London that are distant from London's major parks and open spaces, there is a shortage of the green spaces that are essential to the quality of life and to a pleasant urban environment.

The suburban nature of the north of the Borough, with its characteristically lower densities of housing, survives today. This part of the Borough forms part of the large ring of areas of Inner London that continues to house people working in Central London and, more so today, elsewhere. As in much of suburban London, increased demand for housing in the 1990s has brought pressures for redevelopment at higher densities.

The fortunes of all parts of the Borough depend now, as much as ever, on the prosperity of London as a whole. Other parts of London provide the workplaces for a substantial proportion of Brent's residents. But Brent has its own contribution to make to London's economic well-being. In particular, it contains some 360 hectares (nearly 900 acres) of industrial estates many of which were originally developed during the expansion westwards of London's manufacturing in the inter-war period. These estates have long been seen as



a strategic resource providing relatively rare opportunities in West London to house manufacturing activities, including both emerging new industries and those traditional industries, such as in the food and printing sectors, which continue to serve the London market from a base within the capital.

The Borough is famous for being the home of Wembley Stadium, recently redeveloped as the new English National Stadium. Wembley will continue to attract major international sporting events.

The Borough is very diverse architecturally. Within Brent you will find well-planned leafy suburbs, dense 19th Century inner city housing, 1960s high rise residential and office blocks and two of London's largest industrial estates at Wembley and Park Royal. The latter being the largest industrial estate in Europe.

The River Brent, after which the Borough takes its name, runs through the centre of the Borough, some of it now open as a riverside walk, roughly dividing the inner urban South of the Borough from the more suburban North. The river feeds the Welsh Harp reservoir, important both for sailing and for its wildlife. The Borough's largest open space is Fryent Country Park which is a local nature reserve.

The Borough has a large number of local and town centre shopping areas, many of which have been in long term decline. The two largest are Wembley and Kilburn, the latter shared with Camden.

## **2.2 Demographics**

The 2001 census revealed 263,464 residents living in Brent in 99,991 households. Brent has a typical balance between men and women residents; 49% of Brent's population is male and 51% is female.

## **2.3 Age**

Brent is a relatively young borough in relation to the rest of the UK with an average age of 35.4.

Although the present population of Brent is relatively young, a growth in the proportion of older people is predicted. Over the next 15 years there will be a slight decrease in residents under 44 years old and a significant increase in the 45-64 age groups combined with an increase of all age groups over 65 years old.

Brent's population has a relatively young age structure with 25% of the population being in the 0 to 19 range and 37% in the 20 to 39 range. Brent's pensioners make up 14% of the population, lower than the Greater London and England and Wales figures of 15.5% and 18% respectively.

## **2.4 Ethnicity**

Brent is one of the most culturally diverse boroughs in Europe and the diversity within our ethnic minority communities itself is second-to-none. Black and Minority Ethnic Groups in Brent now comprise 54.7% of the population with over 120 languages spoken in the Borough.

## **2.5 Religion**

Brent has a community consisting of a variety of different religions. The largest religious group in Brent is Christian (48 %) followed by Hindu (17 %) and Muslim (12 %). Ten per cent of Brent's population state that they have no religion.

## **2.6 Local Economy and Employment**

Brent is traditionally a manufacturing Borough; however the local economy is in a process of change with manufacturing in decline and significant growth in real estate, renting and business activities. Retail and wholesale are the largest employing sectors.

Recent years of economic buoyancy have had little impact on parts of Brent and large areas remain very deprived with many people effectively excluded from the more affluent mainstream.

## **2.7 Poverty and Deprivation**

Parts of the Borough suffer from high levels of social and economic disadvantage. The extent of deprivation has long been officially recognised and Brent qualifies for a number of European and National regeneration programmes. Brent contains four of the Government's Priority Community Areas eligible for regeneration funding: Harlesden, Willesden, Kilburn and Cricklewood, the major focus of such areas in West London.

Brent is a borough of diversity, where affluent suburban areas sit cheek-by-jowl with Inner city London. Poverty and social exclusion, particularly in the South of Brent create significant issues for the Borough. Over half of Brent's households have an income below the London average.

## **2.8 Transport**

Brent has a complex road and rail based public transport network, with 45 daytime bus routes, 5 night bus routes, serving nearly 600 stops, and 26 network rail and London Underground stations.

The North Circular Road (A406) is the backbone of the road network in Brent. It is the main orbital route within North London.

In Brent car ownership is low when compared with national levels; 37% of households have no access to a car. Most trips made by Brent residents are

within Brent or to other parts of outer North West London. Only 16% of all daily trips are made into central London.

With the high number of trips made within Brent, walking and cycling can provide an alternative and more environmentally friendly means of travelling.

## **2.9 Health**

Some of the key conclusions set out in the National Health Services Health Profile for Brent (2007) are:-

- (a) On average men and women live longer in Brent than in England as a whole and female life expectancy is rising more quickly than in England.
- (b) Levels of physical activity in adults are below the London and England average. However, Brent is estimated to have a lower than average proportion of obese adults and a higher than average estimated proportion of adults eating healthily.
- (c) A high proportion of people rate their health as 'not good' and the percentage of people with recorded diabetes is higher than the England average. Diabetes affects more than 16,000 people in Brent (more than 1 in 20 people).
- (d) Brent is a borough of contrasts with a more affluent area in the north of the borough compared to areas in the south which include some of the most deprived areas in England.
- (e) Life expectancy in the most deprived areas for males and females is 74.2 and 81.3 years, 4.1 and 2.1 years less than the least deprived areas.

Generally, residents in the south of the Borough experience poorer health than those in the north, with increased incidences of heart disease and other illnesses related to less healthy lifestyles.

The health benefits of walking and cycling and leading a more active life are widely recognised.

Brent Primary Care Trust is aiming to improve health across the Borough by implementing a wide ranging Health Promotion Strategy. Clearly, increased walking and cycling can contribute greatly to improving the general health of the population and a well used and maintained local rights of way network can help achieve this objective.

## Chapter 3 - Current Rights Of Way And Access Provision In Brent

### 3.1 Introduction

The public rights of way (which includes both routes recorded on the definitive map and statement and other public rights of way known to exist) network in Brent together with other routes that are available provide the public with the opportunity to explore the area on foot or on bicycles. It enables people to access and enjoy quieter parts of the Borough away from the busy urban landscape.

The public rights of way network and the other routes that are available have evolved over the years. The network remains important and provides a convenient means of travelling for a variety of journey purposes including access to and within parks, such as Fryent Country Park and the Welsh Harp Reservoir.

### 3.2 Public rights of way network

Walkers are naturally the most catered for path users in the Borough and joggers and runners are also able to use most of the paths in the Borough without problems. The public path network (16 km), shown on the definitive map, is supplemented by other public rights of way comprising any public rights of way that are known to exist but which are not yet recorded on the definitive map and statement, a large number of adopted off road paths and the vast network of roadside footways.

The public rights of way network recorded on the definitive map and statement is small in terms of both the number of routes and their length. Public footpaths account for all of the public rights of way recorded on the Definitive Map and Statement. The network is fragmented and comprises short isolated sections of footpath and other footpaths, often longer in length, in and around parks, recreation grounds and other amenity sites in the Borough. All these public rights of way connect with the wider highway network, for example public footpaths through parks are accessed from the pedestrian footways that connect to them.

In preparing this Rights of Way Improvement Plan the other Outer London Borough Councils were asked to provide information relating to:-

- (a) Total length of public rights of way recorded on the definitive map for their area;
- (b) Total number of public rights of way recorded on the definitive map for their area;
- (c) Number of outstanding applications (if any), under schedule 14 of the Wildlife and Countryside Act 1981, to add new routes to their definitive map;
- (d) Number of applications, under schedule 14, determined since 2000;
- (e) Whether any parts of their area were “excluded areas” and without a definitive map; and

- (f) Whether their Council had any plans to produce a new consolidated definitive map for their area.

The table below shows how the public rights of way network recorded on the definitive map in Brent compares with those in some of the other Outer London Boroughs. The figures in brackets in the second and third columns represent the total length and number of the different type of public right of way in each authority's area, with "FP" representing public footpaths, "BR" public bridleways, "RB" restricted byways and "BOAT" byways open to all traffic.

<b>Outer London Borough</b>	<b>Total length of public rights of way recorded on definitive map</b>	<b>Total number of public rights of way recorded on definitive map</b>
Barking	14.958 km (13.148 km of FP; 1.09 km of BOAT & 0.72 km of BR)	36 (31 FP; 4 BOAT; 1 BR)
Bexley	60.1 km (52.5 km of FP; 1.5 km BR; 6.1 km of BOAT)	Numbers not provided
<b>BRENT</b>	14.976 km (14.713 FP; 0.263 km identified as FP & cyclepath)	91 (90 FP; 1 FP/cyclepath)
Ealing	56.97 km (55.47 km of FP; 1.1 km BR; 0.4 km of BOAT)	187 (184 FP; 2 BR; 1 BOAT)
Harrow	28.1 km (22.5 km FP, 4.1 km BR & 1.5 km BOATS)	83 (68 FP, 7 BR and 8 BOAT)
Havering	112.654 km (no breakdown given other than 80.467 km rural & 32.186 urban)	270 (251 FP; 2 part FP/BR; 5 part FP/BOAT & 1 part BR/BOAT)
Hounslow	22.411 km (16.721 km of FP; 3.307 km of RB/BOAT's; 2.382 km of BR)	79 (70 FP; 7 RB/BOAT; 3 BR)
Kingston	27.268 km (21.828 km of FP; 5.8 km of BR)	109 (91 FP; 19 BR)
Sutton	22 km (no breakdown as to length provided)	115 (104 FP; 8 BR; 3 BOAT)
Waltham Forest	4.452 km (3.593 km of FP; 0.86 km BOAT)	15 (13 FP; 2 BOAT)

TABLE 2: PUBLIC RIGHTS OF WAY IN VARIOUS OUTER LONDON BOROUGH

It can be seen from this table that for each Outer London Borough Council:-

1. The total length of public right of way recorded on each Council's definitive map is small. Waltham Forest London Borough Council have

4.452 km recorded. Havering London Borough Council have 112.654 km recorded.

2. The total number of public rights of way recorded on each Council's definitive map is small. Waltham Forest has just 15 routes recorded. Havering has 270 routes recorded.
3. Footpaths, including any routes described as part footpath, comprise by far the largest type of public right of way recorded.
4. Few bridleways, restricted byways or byways open to all traffic are recorded on the definitive maps for these outer London Boroughs.
5. The entire network of public rights of way recorded on the definitive map for Brent comprises public footpaths, with the exception of the one route recorded as a footpath/cycle track.

By way of comparison many of the large rural shires have public rights of way recorded on their definitive maps that are many thousands of kilometers in length, for example:-

1. Cumbria - total length of network 7,500 km with 74% being footpaths, 25% bridleways and 1 % BOAT.
2. Hertfordshire - 3,100 km with 71% being footpaths, 20% bridleways, 5% BOAT and 4% restricted byways.
3. Cornwall - 4,421 km with 81% being footpaths, 14% bridleways and 5% BOAT.

It is clear that whilst authorities such as Cumbria receive and determine many applications each year to add routes to the definitive map and statement the outer London Borough Councils (and other predominately urban authorities) receive very few applications. The Planning Inspectorate web site shows that only Ealing and Havering have made modification order in the past couple of years that have been referred to the Inspectorate for confirmation. It is likely to remain the case that applications under schedule 14 of the Wildlife and Countryside Act 1981 to add routes to the definitive map will only very occasionally be made to the outer London Borough Councils.

A number of other outer London Borough Councils have included as part of their own ROWIP's plans to produce a new definitive map for their area.

### **3.3 Permissive paths**

Permissive paths are not recorded on the definitive map. The public enjoy no legal rights over permissive paths and they are merely paths which the landowner permits the public to use, with the intention that it should not become a public right of way. A permissive path may be no more than a way, the use of which normally goes unchallenged by the landowner or it may be a

route which is the subject of an agreement between the landowner and local authority

Although not substitutes for public rights of way, permissive paths are a supplement to the rights of way network.

Permissive paths, particularly in parks, recreation grounds and other amenity sites, form an important and well used part of the network. The majority of permissive paths in Brent are over Council owned land and therefore remain open and available to the public all year round. Most are located within parks and open spaces managed by the Council's Parks Service. These permissive paths are easily identified on the ground and use of them is actively encouraged by the Council.

The Council does not keep a formal record showing the permissive paths that are available for use within Brent.

### **3.4 Cycle routes**

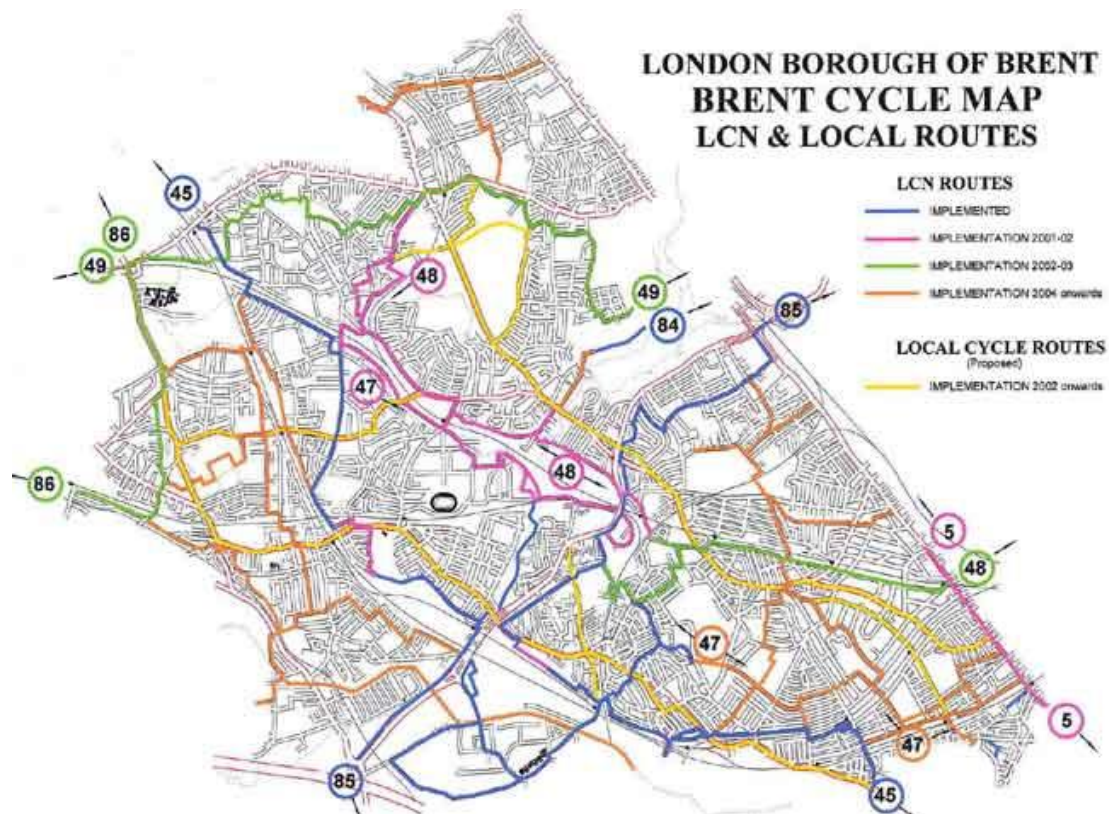
Brent Council recognises the importance of cycling as a healthy and sustainable means of travelling. The Council has a dedicated Cycling Officer and will continue to invest in more cycle lanes and bike parking facilities. The Council will continue to promote the health benefits of cycling.

The Council undertakes the design of cycle schemes and employs external consultants to undertake CRISP (Cycle Route Implementation and Stakeholder Plan) studies and some additional design work. Schemes are implemented by the Council's Highways Group, using its term contractors.

Some of the new initiatives the Council has planned include:

- workplace bike breakfasts
- cycle training to the national standard for schools, Brent residents, students, and people who work in Brent
- cycle to School
- Go-ride - free training for schools that want to enrol cycling coaches

The plan below shows the promoted cycle routes within Brent.



MAP 3: BRENT CYCLE MAP

### 3.5 Unnamed paths

There are a significant number of unnamed footpaths and also a route identified as a bridleway in Brent that are not recorded on the Definitive Map. They are however, maintained by the Council. A summary is attached as Appendix 1.

These footpaths mainly consist of pedestrian routes between properties. Generally they are no different in terms of both appearance and function to many of the urban paths/alleyways that are recorded as public rights of way on the definitive map. Those routes that are not at the side of carriageways will be "footpaths" as defined in the Wildlife and Countryside Act 1981 and should therefore be recorded on the definitive map. These routes are maintained by the Council and there can be little doubt that the public have a right to use them as footpaths. To ensure this right is recognised and protected a modification order, under section 53 of the Wildlife and Countryside Act 1981 could be made adding these routes to the definitive map.

### 3.6 Lost ways

One of the most contentious provisions of the Countryside and Rights of Way ('CROW') Act 2000 is that which will extinguish (subject to certain statutory exceptions) all historic rights of way that have not been legally recorded by 1 January 2026. The government's aim in introducing this new law was to ensure that the legal records relating to the public right of way network was



completed thereby ensuring certainty for path users and landowners alike. With support from Natural England a number of pilot projects (under the banner of the Discovering Lost Ways ('DLW') project) were established in a number of local authority areas around the country. The aim of those projects was to identify and investigate the status of routes that would potentially be lost on 1 January 2026 and get them recorded on the definitive map.

By last year it was becoming clear that the DLW project was never going to identify all of the missing paths, let alone get them recorded; but even if it were partially successful, many thousands of routes within our cities, towns and villages which the DLW project was not addressing stood to be lost in 2026

Natural England have completed a review of the effectiveness of the DLW project to date and concluded that researching lost ways is extremely resource intensive. Even if it were to adopt a policy of pursuing "high quality" routes, it would still require exhaustive and costly research.

The review of DLW found that:

- The original estimate of 20,000 lost ways remains valid, but the costs and timescale of processing these through the current system, even reflecting the streamlined, source-led research approach are unacceptable
- Over 50% of identified ways are not lost, many can be seen, but they are simply not recorded on the definitive map
- The loss of these used, but unrecorded routes, would mean a significant decrease in access at the cut-off date
- A small minority of lost ways may be inconsistent with modern land use and can cause practical problems for owners
- Stakeholders have demonstrated a willingness to contribute to seeking sensible solutions to these complex issues.

As a result of this review, Natural England concluded that:

- the aims of DLW support the strategic objective of Natural England to enable more people more access to the natural environment more often.
- a rights of way network that provides clarity for users about where they can go contributes to this, as well as providing longer term certainty for landowners and managers about rights which cross their land.
- in order to achieve this the methods used must stand a good chance of realising this certainty of recording rights on the definitive map within a realistic timescale
- the review has highlighted the limitations and constraints of the current methods and context of researching, submitting and determining claims.
- it is clear that a more holistic approach to the rights of way agenda is required if we are to realise the benefits that an accurate rights of way network can provide.

To achieve this Natural England have established an independently chaired Stakeholder Working Group of key national stakeholders to develop an agreed package of measures that will achieve real and lasting progress in recording rights of way.

The way forward now proposed by Natural England is to:

- Provide advice and guidance to those that wish to investigate and research the history of routes at their own initiative;
- Facilitate a fundamental review of the legislation and current processes that underpin the provision of access;
- work with stakeholders on the review;
- build and encourage further progress with the Rights of Way Improvement Plans (ROWIPs) prepared by local highway authorities; and
- Seek to invest the money saved on the current DLW project approach to deliver this work.

The Council will need to monitor developments and respond accordingly.

### **3.7 Key routes and sites (including recreation grounds, parks and other open spaces)**

There are a number of parks, recreation grounds, open spaces and other areas that are available to the public and where walking, cycling and other outdoor activities take place.

Brent's parks are among the best in the country and have won accolades such as nationally recognised Green Flags for quality (the national standard for parks and green spaces across England and Wales), while Roundwood, Gladstone and Barham Parks were named in this year's Good Parks Guide.

The success shows that the hard work Brent Council has put into improving them has paid off. The Council has invested in facilities such as children's play areas, and introduced Community Park Wardens to patrol our parks and open spaces.

There are around 100 parks and open spaces across the borough, including The Welsh Harp. Appendix 2 lists various parks, recreation grounds, open spaces and play areas managed by the Council's Parks Service and includes a plan showing the location of many of them.

Some of the more important are:-

### **3.8 The Welsh Harp**

The Welsh Harp or Brent Reservoir is around 170 hectares of open water, marshes, trees and grassland less than 10 miles from the centre of London

and only a few minutes from Wembley Stadium. It is designated both a Site of Special Scientific Interest and a Site of Metropolitan Importance and is an important breeding site for wildfowl. The reservoir covers about 51 hectares and today is partially used for watersports.

Visitors are able to walk around the reservoir but are asked to be aware of signs indicating the sensitivity of the main breeding areas, which must be avoided at certain times of the year. There is a car park in Cool Oak Lane, off West Hendon Broadway.

Cycling is not permitted around the reservoir as this is considered too disruptive to the local wildlife.

The three main statutory land owners and land managers at the Brent Reservoir (London Borough of Brent, London Borough of Barnet, and British Waterways) have adopted a management plan that seeks to ensure that the site is properly managed taking into account the competing recreational and conservation interests at the site. The plan has also been adopted by the community groups and other partners represented on the Welsh Harp Joint Consultative Committee.

There is an annual review process followed by adoption of the Management Plan by the Welsh Harp Joint Consultative Committee (WHJCC). The current Management Plan was approved by the Welsh Harp Joint Consultative Committee in 2002. English Nature confirmed in late 2002, that in respect of the Site of Special Scientific Interest, the Management Plan currently satisfies the requirements under the Countryside and Rights of Way Act 2000.

The management plan is currently administered by the Parks Service at Brent Council.

The site is popular among all ages, activities include: bird watching, walking, jogging, dog walking, and passive recreation (sunbathing, relaxing, etc.).

The open space has been carefully developed to allow access for the enjoyment of the Local Nature Reserve and is well used by local residents and visitors alike.

The vision for Welsh Harp aims to “protect and enhance the special environment of the Welsh Harp for safe public access and enjoyment in a sustainable and sensitive manner for future generations”.

Amongst the management objectives for the Site are:-

- To provide for and encourage public enjoyment and understanding of the site and its heritage value; and
- to improve access to the site – in particular for visitors with limited mobility.

The management plan includes specific recommendations relating to public access including:-

- improving the surface and width of several important paths around the Welsh Harp to provide through routes, links to site access points or access to viewing points; and
- a recognition of the need to ensure that all new works and projects at the Welsh Harp are planned and designed with the needs and aspirations of all visitors in mind. This not only includes physical facilities but also easily-read notices and leaflets for visually-impaired visitors.

A guided walks programme is available at the Welsh Harp.

**Fryent Country Park** which covers 103 hectares of traditional Middlesex countryside. The Park is surrounded by suburbia and bisected by Fryent Way. The Park lies about 15km north-west of central London. Barnhill, the highest point, rises to 86m. The Capital Ring footpath passes through the Country Park.

The park is a local nature reserve; also managed by local conservation volunteer groups e.g. Friends of Fryent Park and Barn Hill Conservation Group, and recreation use. A small part is let on licence for grazing of ponies. There is no formal organised sport.

The Park is Metropolitan Open Land; and is a wildlife Site of Metropolitan Importance to London.

The management plan for the park describes the long-term restoration, conservation and management of Fryent Country Park. The plan is used to programme management work by the Council Parks Service and by the volunteer Barn Hill Conservation Group. They are assisted by the Friends of Fryent Country Park, the Kingsbury Walkers, the Brent Group of London Wildlife Trust and by other organisations.

There are a number of promoted walks within the park and leaflets include a 'Circular Trail', 'Hell Lane': parish boundary/green lane walk, and two walks in a series produced by the London Ecology Unit (GLA). There is also a regular programme of guided walks.

Section 7 of the Management Plan deals with Access and footpaths within the park. The management objectives are stated as being :

- To make Fryent Country Park as accessible to as many people as possible.
- To provide a network of attractive footpaths throughout the Park.
- To maintain the Country Park in a good visual condition, to give the impression that the Park is well cared for, well used and secure to use.

Public access for the enjoyment of Fryent Country Park makes use of a

network of footpaths through the meadows, woodland and to the other features. The plan includes details of works to achieve these objectives.

**Barham Park** is a gently undulating park with pathways and many mature trees. The park is one of three parks categorised as “district parks” by Brent Council (along with Roundwood Park and Gladstone Park).

Results from the Annual parks Survey (2000-2006) indicate that Barham Park is the 3rd most visited park in Brent.

**Roundwood Park** is a formal Victorian Park, and has long been considered the Brent showpiece greenspace. The park has achieved Green Flag Status.

The park is not accessible between dusk and dawn with the gates at the access points being closed.

The management plan for the park recognises the need to improve paths within the park.

**Gladstone Park** – This is a ninety seven acre oasis of parkland which combined with twenty seven acres of the William Gladstone open space on its eastern perimeter provide one hundred & twenty four acres of green lung in the heart of North West London.

Administered by the Council and maintained by Brent Parks Service it is the most heavily used park in Brent and is a current holder of the Green Flag award.

**Brent River Park** is a large green space which is dissected by the River Brent. This natural landscape has recently been improved through the River Brent Project.

The park is principally used for recreation with formal pitch provision to be included as part of the River Brent Project improvement plans. This community space is suitable for informal ball games and is popular with local dog walkers and nature lovers. A walk along the open space leads to Wembley Stadium

There is no car park at this park. Pedestrian access is good from all sides of the open space.

### **3.9 Access Land**

There is no statutory “access land” over which the public have a “right to roam” under section 2 of the Countryside and Rights of Way Act 2000 located in Brent.

### **3.10 Conclusions**

- 1. In common with all other Outer London Borough Council's the network of public rights of way recorded on the definitive map and statement is small.**
- 2. All registered public rights of way in Brent are footpaths (with the exception of one route that is described as a footpath/cyclepath).**
- 3. Most permissive paths in Brent are located on land owned by the Council. No records exists of the permissive paths that are available in Brent.**
- 4. A number of promoted cycle routes are available within the Borough.**
- 5. There are a significant number of unnamed footpaths that are maintained by the Council which are not recorded on the definitive map.**
- 6. The work and findings of the Stakeholder Working Group established by Natural England to consider the issue of "lost ways" needs to be monitored and the Council.**
- 7. There are many parks and open spaces in the Borough which provide opportunities for the public to walk, cycle and engage in other leisure activities. Many of these sites have specific management plans in place that seek to improve and encourage public access.**

## **Chapter 4 – Service Provision, Responsibilities , Resources And Funding Opportunities**

### **4.1 Introduction**

In producing this rights of way improvement plan an opportunity is presented to assess:-

- a) How services are currently provided;
- b) Where responsibility lies within the Council;
- c) Resources available to the Council to discharge its functions; and
- d) Possible sources of additional funding.

We have:-

- (1) identified what policies and procedures exist relating to the management and maintenance of rights of way;
- (2) considered the systems and resources for the effective management and maintenance of the network; and
- (3) Assessed the current resources ( including staff and budgets) allocated to the management and maintenance of the rights of way network.

### **4.2 Statutory duties and powers relating to public rights of way**

The Council is required to fulfill the following statutory duties in respect of public rights of way. Some of the more important are:-

- To erect and maintain signposts where any Footpath (FP), Bridleway (BR), Byway Open to All Traffic (BOAT) leaves a metalled road (Countryside Act 1968(CA68) s27).
- To erect such signposts if in the opinion of the Highway Authority this is required to assist persons unfamiliar with the locality to follow a FP/BR/BOAT (CA68 s27)
- To survey new paths agreed by a planning authority (Highways Act 1980 (HA80) s27)
- To keep a list of highways maintainable at public expense (HA80 s36)
- To maintain highways maintainable at public expense (HA80 s41)
- To assert and protect the rights of public to the use and enjoyment of any highway including a duty to prevent, as far as possible, the stopping up or obstruction of highways (HA80 s130)
- To prosecute re: disturbance of surface where desirable in the public interest (HA80 s131A)
- Maintain and keep under continuous review the Definitive Map and Statement, including the determination of applications under schedule 14 of the Wildlife and Countryside At 1981

- To have regard to the needs of people with mobility problems when authorising stiles etc (Countryside and Rights Of Way 2000 s69)
- Production of a Rights of Way Improvement Plan
- Maintain a register of applications for diversion, extinguishment and modification orders and depositions made by landowners under section 31(6) of the Highways Act 1980
- To consider applications from landowners and others for public path diversion/extinguishment orders

The Council also has the power to:-

- Consolidate the Definitive Map and Statement
- Create footpaths and bridleways
- Make orders diverting/extinguishing footpaths and bridleways (including those that cross railways)
- Upgrade footpaths to cycle tracks under the Cycle Tracks Act 1984

In addition to these statutory duties/powers the Council, as a major landowner, principally of parks and other recreation areas managed by the Parks Service, is also responsible for these parks and other areas where public access is promoted and encouraged.

#### **4.3 Policies and Procedures**

Whilst many of the procedures for dealing with work relating to rights of way network are laid down in regulation, such as the Public Path Order Regulations 1993 and the Wildlife and Countryside (Definitive Map and Statements) Regulations 1993, many authorities have developed a range of policies and procedures relating to public rights of way. Amongst the most common policies and procedures are:-

1. Procedures for dealing with applications under schedule 14 of the Wildlife and Countryside Act 1981 requesting the Council make a definitive map modification order;
2. Procedures for dealing with applications for public path extinguishment and diversions orders;
3. Procedures for dealing with landowner depositions under section 31(6) of the Highways Act 1980;
4. Procedures for dealing with complaints from the public concerning obstruction/encroachment onto public rights of way and the taking of any enforcement action by the Council;
5. Policies relating to the charges that will be payable by applicants for public path orders;



6. Policies relating to “least restrictive access” aimed at ensuring that any structures required along public rights of way restrict access as little as possible.

The network of public rights of way in Brent is one of the smallest in England. Very few statutory orders having been made affecting public rights of way over the years. There are no outstanding applications for definitive map modification orders. Few complaints are received from the public about obstruction of public rights of way. As such no policies or procedures have yet been developed.

At present, there are no formal policies/procedures relating to rights of way. Because the network is so small and gives rise to so few applications/complaints the need to establish policies/procedures for dealing with rights of way related work has not previously been seen as a priority. It is recognised that having clear policies and procedures in place is likely to assist the Council in dealing with rights of way issues in the future.

#### **4.4 Division of responsibilities and resources**

Responsibility for the public rights of way network within Brent rests with the Transportation Service Unit, the Street Care Unit and the Parks Service. There is no separate budget set aside for the maintenance of the Definitive Map and Statement, the day to day management of the network or the maintenance of the paths. Resources are found from within existing budgets for each service area.

The Transportation Service Unit is responsible for maintaining the definitive map. There is no dedicated officer and it is estimated that around one week of a single officers time is spent each year on the definitive map including work associated with best value performance indicator 178. It probably costs Brent Council no more than £1,000 per year, at present, to maintain the definitive map and assess its performance against BVPI 178.

The Street Care Unit are responsible for the day to day management and maintenance of those routes recorded on the definitive map that can best be described as urban paths/alleyways. They are maintained using monies allocated to the streets maintenance budget and in accordance with the priorities in the Council's Maintenance Plan. In 2006 the Council allocated £3,150,000 to footway/carriageway maintenance. The allocation from Transport for London was £5,500,000 and other substantial funding through sub regional partnerships was also approved. In addition a capital allocation of £100,000 was made available by the Council to improve lighting on routes, such as public footpaths, not covered by the existing street lighting contract.

The Parks Service is responsible for the day to day management and maintenance of those routes recorded on the definitive map that pass through parks and other green spaces in the Borough. These routes are managed and maintained by the Parks Service as part of the overall Parks management and maintenance programme which aims to ensure that all Parks (including any

public rights of way passing through them) are attractive, welcoming and accessible places for the public to visit.

The resources dedicated to public rights of way and permissive routes that the public may use in the parks are not accounted for separately. The Council's annual maintenance budget for its parks and other green spaces managed by the Parks Service was £3m in 2006-7. Whilst no accurate figure exists for the proportion of that budget that would have been spent on public rights of way and permissive routes at those sites, it is believed that the figure would not be insignificant and would be in the region of £30k. Apart from the maintenance undertaken by the Parks Service a number of volunteer groups, such as the Barn Hill Conservation Group also make a valuable contribution by, amongst other things, undertaking a high proportion of vegetation management.

In 2006 a capital allocation of £95,000 was made available by the Council to continue the Parks infrastructure improvements including refurbishing pathways and making lighting improvements. Footpaths will be surveyed and spending priorities identified. A contract for footway improvements will be let in conjunction with the Council's Transportation Service Unit.

Resources have been available to promote walking and cycling as part of the key objective of increasing the amount of walking and cycling within London as set out in the Mayor's Transport Strategy for London and the Council's Local Implementation Plan.

#### **4.5 Funding opportunities**

Funding for rights of way work has traditionally been difficult to secure, and even more difficult to sustain, as pressure on local authority budgets increases. It is not enough to claim that managing rights of way is a statutory function therefore the authority should fund the work. Increasingly rights of way officers are looking to both internal and external sources of funding.

Rights of Way offer the public a fabulous range of opportunities to improve their health and fitness, and their quality of life, as well as safe routes to travel to school or work. The relevance of these factors is increasingly being recognised by local authorities seeking to tap into funding for managing the rights of way network. Fitting rights of way into the overall work of the authority and demonstrating how they deliver a number of the broader objectives makes the case for rights of way.

Tapping into internal sources of funding from within the authority requires demonstrating that money will be well spent for the benefit of the public, and that it will deliver the key aims of the authority. The ROWIP enables the case to be made for rights of way funding.

Funding under the LIP can only be considered on the merits of individual projects. As a general rule if the ROWIP identifies maintenance and improvements which do not have significant transport benefits, a bid is unlikely to gain sufficient priority relative to other demands. However a case

could be made for LIP funding of ROW improvements on the basis of the functional benefit to the walking and cycling network (e.g. reducing severance or for casualty reduction).

External Funding for rights of way improvement work can come from a number of sources. These include lottery funds, regeneration projects, developer contributions and a range of other sources.

The Council already invests significant sums in maintaining and improving the ROW via the Street Care Team and the Parks Service. It is envisaged that the majority of the improvements proposed in the statement of action will be accommodated through existing budgets. Where proposed improvements have a significant cost implication, bids for capital funding will be pursued from relevant capital budgets, particularly the LIP. The Council will also work in partnership with other organisations to maximise available resources and to explore all potential sources of funding for improvements. This should allow the Council to deliver real improvements to the ROW network and the ability of people to use it over the next 10 years.

#### **4.6 Conclusions**

- 1. Responsibility for public rights of way in Brent lies with two separate units within the Environment & Culture Directorate.**
- 2. The Street Care Unit maintains those public rights of way which can be categorised as urban paths/alleys.**
- 3. The Parks Unit maintains those public rights of way and permissive paths through parks and open spaces which can be categorised as green ways.**
- 4. Maintenance of public rights of way and permissive paths through parks and open space is undertaken as part of the wider maintenance programmes undertaken by the Street Care and Parks Units.**
- 5. Additional money has been allocated by the Council to improve footpaths.**
- 6. The individual units are able to work effectively together and co-ordinate planned improvements where necessary.**
- 7. There is now an opportunity to establish clear policies and procedures relating to rights of way work.**
- 8. Opportunities to attract external funding should be explored.**

## Chapter 5 – Definitive Map and Statement and Other Records

### 5.1 Introduction

The definitive map and accompanying statement form the legal record of the position and status of public rights of way in England and Wales. They have been described as being to rights of way what property deeds are to land.

Up to date, accessible Definitive Map data is a key element affecting people's enjoyment of the network because it is crucial to delivering improvements on the ground.

Brent London Borough Council became the Highway Authority in 1965, upon the abolition of the former Middlesex County Council. As the Highway Authority, the Council is responsible for the maintenance and management of the public rights of way network including the obligations relating to the keeping of the Definitive Map and Statement.

### 5.2 Background and history to the definitive map and statement

The concept of the definitive map and statement was introduced by the National Parks and Access to the Countryside Act 1949. The legislation governing the compilation of these records and their review and amendment has altered since the coming into effect of that Act, principally by the Countryside Act 1968 and the Wildlife and Countryside Act 1981.

The Wildlife and Countryside Act 1981 places a duty upon the council as surveying authority to keep the definitive map and statement under continuous review and to make modification orders. These orders are made upon the occurrence of various "events" listed in section 53(3) of that Act. Modification Orders can either add new routes to the definitive map or remove or change the status of existing routes. For new routes to be added it is necessary to show that the route has acquired the status of a public right of way by showing dedication by the landowner and use by the public.

The Countryside and Rights of Way Act 2000 brought in the "cut off" date of 2026 by which time all rights of way over footpaths and bridleways outside Inner London which have not been recorded on definitive maps will be extinguished subject to certain exceptions set out in the legislation. However, no commencement order has yet been made in respect of the "cut off" and in light of the review of the "discovering lost ways project" undertaken by Natural England it is likely that this provision will be delayed, abandoned or replaced.

### 5.3 The definitive map in Brent

#### The original definitive map

The original definitive map was prepared by Middlesex County Council, at which time the area that became Brent London Borough in 1965 consisted of the Municipal Boroughs of Wembley and Willesden. The notices, relating to

the definitive map, that were published at that time by Middlesex County Council indicate that the map was prepared for the whole of Wembley but only part of the former Municipal Borough of Willesden. The remainder of Willesden was excluded from the process by Middlesex County Council.

Whilst part of the former Municipal Borough of Willesden was surveyed no public rights of way were found to exist there at that time.

The draft definitive map was published on 8 December 1953 with a closing date for objections of 31 May 1954. Following consideration of objections, Middlesex County Council published proposed modifications to the draft map on 12 August 1955, which included amendments to paths recorded in Wembley Borough.

The provisional map was published on 6 August 1957 with the final definitive map being published on 11 July 1958.

### **The review of the definitive map**

A draft revised map was published on 9 October 1959 (with a date of review of 31 July 1958), with a date of review of 31 July 1958. The notice published at that time indicates that Middlesex County Council considered that no changes were needed to the map for the former Municipal Borough of Willesden. It seems likely that because of the subsequent action taken by Brent Council that review was completed.

### **Further review of definitive map undertaken by Brent Council**

On 22 October 1965 Brent Council published a further draft revised map. The notice published at that time specifies the date of review as 31 December 1964 (the earlier review undertaken by Middlesex County Council having presumably been completed).

The provisional revised map was published on 16 June 1966 with the definitive revised map being published on 5 June 1967 (this map thereby becoming the definitive map for Brent).

### **Special review by Brent Council under the Countryside Act 1968**

The Countryside Act 1968 required local authorities to carry out a "special review" of the definitive map and statement during which every road used as a public path shown on the definitive map was to be re-classified as a byway open to all traffic, or a bridleway or a footpath.

On 4 March 1977 a draft revised map was published under such a "special review" but it appears that no further revised definitive map was ever published. Following a change in legislation (Wildlife and Countryside Act 1981) the Secretary of State directed Councils to either complete or abandon reviews that were in progress.

Apart from leading to the abandonment of special reviews” that were being undertaken the Wildlife and Countryside Act also made it a requirement that authorities produce definitive map for the whole of their areas to include areas that had previously been excluded.

It appears to be the case that the current definitive map for Brent is that which was published in 1967. There are no public rights of way recorded on the definitive map south of the river. .

The legal requirement is now that all authorities, with the exception of Inner London Councils, should have in place a definitive map and statement relating to the whole of their area.

The Wildlife and Countryside Act 1981 gives the Council, the power to consolidate the map when it considers that it is expedient to do so. Consolidation effectively means that the definitive map is redrawn to incorporate all the legal changes to the network that have occurred since the map was either originally prepared, last reviewed or last consolidated. The procedure does not create, amend or remove any route in itself, but merely incorporates into the redrawn map those changes which have been the subject of a separate formal procedure.

The definitive map for Brent is largely unchanged since it was first produced by Middlesex County Council, with very few diversion, extinguishment or modification orders having been made. In addition it remains the case that no formal definitive map has ever been produced for that part of the Borough that was deemed to be an “excluded area” by Middlesex County Council. One way in which other authorities faced with “excluded areas” have addressed the requirement that they have in place a definitive map extending to the whole of their area is to publish a new consolidated map. That new map would reflect any changes to the network recorded on the definitive map over the years and extend the area of coverage to the whole of the authority’s area. As and when routes are identified in the previously “excluded area” they are then added to the map by making modification orders under section 53 of the Wildlife and Countryside Act 1981.

The Council recognises that parts of the Borough have never been surveyed and that, as such no definitive map exists for those areas.

The Council is required to keep a register, available for public inspection, of all outstanding applications, under schedule 14 of the Wildlife and Countryside Act 1981, to alter the definitive map. At the present time there are no outstanding applications.

Few applications for orders relating to public rights of way recorded on the definitive map have been made over the years. It is not anticipated that this is likely to change.

The lack of applications has meant that procedures and policies for dealing with such matters have not been developed.

Few people are aware of the definitive map or the purpose that it serves.

All public rights of way that are recorded on the definitive map are shown on the Council's map information system that can be accessed via the internet. A map showing those routes can be found at Appendix 4.

#### **5.4 Permissive Routes**

No records exist listing those paths that the public are able to use on a permissive basis. Most permissive paths are located within Council owned parks and open spaces. They are available for use by the public and use of those sites (and paths) is actively encouraged by the Council.

#### **5.5 List of Streets**

This is a statutory document that the Council is required to keep. Section 36(6) of the Highways Act 1980 places a duty on the Council to compile and maintain a list of streets within their area which are highways maintainable at the public expense. The list of streets seeks to identify those streets that are publicly maintainable i.e. maintained by the Council. The list of streets does not define the rights that the public enjoy over any routes recorded there.

The term 'streets' is widely defined and includes any highway (which would include any public right of way).

All routes shown on the Definitive Map and Statement which are publicly maintainable should also be included in the List of Streets, whatever the status. All routes recorded on the definitive map and statement for Brent are maintained by the Council.

The statutory list of streets that the Council is required to keep under section 36(6) of the Highways Act 1980 is held by the Transportation Service Unit. It lists all those highways that are publicly maintainable including the public rights of way recorded on the definitive map.

#### **5.6 Highways Asset Management Plan**

The Council has produced an asset management plan which records all highway assets that are the responsibility of the Council. This plan includes public rights of way recorded on the definitive map and the structures, such as bridges, that exist along them.

The production of a comprehensive Highways Asset Management Plan should enable the Council to better manage its highway assets.

## **5.7 Conclusions**

- 1. The Council is responsible for keeping up to date and accurate records relating to highways, in particular the definitive map and the list of streets that are publicly maintainable.**
- 2. There is no definitive map and statement for those parts of the Borough (comprising parts of the former Municipal Borough of Willesden) that were considered to be “excluded areas”.**
- 3. Whilst presently under review by Central Government there remains potential for certain routes that may well be public rights of way to become “lost ways” if not recorded on the definitive map and statement by 2026.**
- 4. There are many well used permissive routes within the Borough that are unrecorded on records held by the Council.**
- 5. Few people are aware of the definitive map and statement or the purpose that they serve.**
- 6. There is now an opportunity to establish clear policies and procedures relating to rights of way work.**
- 7. The Council has produced a Highways Asset Management Plan that should enable the existing highways assets to be better managed.**



## Chapter 6 – Current Condition of Public Rights Of Way recorded on the Definitive Map for Brent

### 6.1 Introduction – The National Picture

Access to the local public rights of way network and parks within Brent is concerned with more than just recreation. The quality and level of access opportunities can play an important role in enhancing the quality of life for residents and can bring improvements in health and wellbeing. The local public rights of way network also contributes to the use of more sustainable means of transport.

In 1987, the Countryside Commission and local authorities agreed to work towards a “national target” for rights of way. This target required, that by the end of the last century, all public rights of way in England should be:

- (a) legally defined;
- (b) properly maintained, easy to find, follow and use;
- (c) well publicised

The Rights of Way Condition Survey 2000 measured progress towards achieving the national targets. The 2000 survey assessed rights of way from the point of view of walkers, cyclists, horse riders, carriage drivers and motorists.

The 2000 survey found that no “survey region” i.e. single or multiple highway authority areas, had attained the national target for path maintenance. Nationally, the ease with which paths might be used was unchanged since an earlier survey undertaken in 1994. In particular the 2000 survey found:-

- (a) No survey region had attained the national target;
- (b) The “easy to find” criteria which stated that 95% of the signposting requirement must be met, was not attained in any region.
- (c) Only 15% of survey regions passed both the other two criteria (easy to follow and easy to use)

These findings were consistent with the significant numbers of obstructions to public rights of way highlighted by the survey. Whilst no survey region met the 95% criteria for paths being “easy to find” the survey showed that, over the previous 6 years, there had been a substantial improvement in the level of signposting. Whilst paths were easier to find than ever before it was unfortunate that users could still expect to encounter the same level of problems along paths that they would have done in 1994.

There were considerable variations around the regions with the best performing regions having thirteen times fewer problems than the worst. The survey found that the major factors affecting a path's condition were high local authority expenditure, good promotion, being in a protected area such as a national park and particular landscape types. This suggested that good promotional management supported by adequate investment resulted in significant improvements to the path resource.

## **6.2 Maintenance Responsibilities**

Maintenance responsibility for public rights of way is divided between the Council and the landowner (which for many public rights of way in Brent is also the Council).

### **(a) Signposting and Waymarking**

they The Highway Authority is required to signpost all rights of way where leave a metalled road. The sign must indicate the status of the right of way, i.e. whether it is a footpath, bridleway or byway. Signs may also include a destination and/or a distance. Authorities are also expected to place signs, such as waymarkers, at other locations in order to assist people who are unfamiliar with the locality.

### **(b) Street Furniture**

The law requires stiles and gates upon footpaths to be maintained by the landowner in a safe and usable condition. Landowners are entitled to claim 25% of the cost of maintenance of stiles and gates from the Highway Authority. However many Authorities extend the offer to 100% by doing the work themselves. If occupiers of land wish to install additional stiles and gates they must apply for authority to do so.

### **(c) Obstructions**

The law requires a Highway Authority to remove all obstructions and encroachments to a public right of way. In the case of many such problems the landowner would be requested to remove the obstruction. Powers are available to the Highway Authority under Section 143 of the Highways Act 1980 to help ensure that the obstruction is removed. The Authority may also prosecute in instances of non-compliance.

### **(d) Surfaces**

Highway Authorities are responsible for the maintenance of the surface of the vast majority of public rights of way. This is especially true in Brent where the majority of PROW's are on footpaths or within parks and other open spaces..

(e) Vegetation

Clearance of surface vegetation is the responsibility of the Highway Authority. Landowners are responsible for vegetation growing in from the sides of and/or restricting headroom above, rights of way.

### **6.3 Public rights of way in Brent**

With the exception of the one path recorded as a footpath and cyclepath, all public rights of way recorded on the definitive map and statement for Brent are public footpaths.

These public rights of way can be characterised in one of two ways, they can be:-

- (a) urban paths/alley ways - these are short sections of public footpath passing between residential/commercial properties and which have a hard surface and often street lighting.
- (b) green ways – these are public footpaths passing through parks and other green spaces within the Borough and which do not necessarily have a hard surface and which are less likely to have lighting along their length.

Most other routes not yet recorded on the definitive map would also be either urban paths, alley ways or green ways.

Appendix 3 is a copy of the statement of public rights of way describing the routes recorded on the definitive map. Excluding those paths that are listed but which fall within Ealing and public footpath number 32 there are 92 in total. Of those routes 63 are urban paths or alley ways and 27 are green ways. Two routes are part urban and part green.

The total length of urban paths recorded is approximately 5km. The total length of green ways recorded is approximately 7.5km. Paths that have both urban and green characteristics are approximately 2.4 km in length.

### **6.4 CURRENT CONDITION SURVEY**

Condition surveys allow managers to monitor changes in the condition of networks and to make informed management decisions.

A detailed survey of the entire network of public rights of way recorded on the definitive map has been carried out for the first time. The aims of the survey were to:

1. Establish the condition of the network and identify any existing problems.
2. Highlight areas of deficiency.
3. Provide information to facilitate the maintenance of the network.

Information was recorded on the condition of each route, including its surface and any structures along the route such as barriers, bollards, bridges, gates, lighting, stiles and steps.

Obstacles or obstructions were also recorded.

The table below lists the total number of obstacles or obstructions that were recorded along the network.

<b>Nature of obstruction/obstacle</b>	<b>number of paths affected</b>
Vegetation growing along or into route which is likely to impact upon use	7
Poorly maintained fencing adjacent to route	6
Poor surface condition	4
Rubbish, graffiti etc present to an extent that may deter some users	3

**TABLE – NATURE AND NUMBER OF OBSTRUCTIONS/OBSTACLES ALONG PROW**

The survey results focused upon 2 key questions:-

How easy were the paths to use?

What is the condition of the path?

Easy to use means:

- signposted where they leave a metalled road in accordance with the Authority's duty under S.27 of the Countryside Act 1968 and to the extent necessary to allow users to follow the path;
- free from unlawful obstruction and other interference (including overhanging vegetation); and
- surface and lawful barriers e.g. stiles and gates, in a good state of repair and to a standard necessary to enable the public to use the way without undue inconvenience.

Eleven routes were found to be without signposts were they left metalled roads. A small number of signposts were damaged or defective in some way.

Not only is signage a statutory requirement, but it also has many benefits. Firstly it helps people to locate the start of path or to make them aware of the existence of a path, which helps promote usage and builds on user confidence. Signage has an important role to play in road safety as it alerts drivers to the possible emergence of vulnerable users onto the verge and/or crossing points. Good signage can reduce conflict or trespass by providing information on direction and status of a way. Information on destination and

distance may also help encourage modal shift for short journeys.

Furniture refers to items such as stiles, gates, bridges and steps commonly found along paths. Only one stile was found along the entire network. In total there were fifteen bridges along public rights of way recorded on the definitive map. A number of these bridges enable users of the public rights of way to cross railway lines passing through Brent. The bridges passing over railway lines are accessed via steps. These steps either side of the bridge would make use of the particular path difficult or impossible for some people. Unfortunately, the elimination of such steps normally requires significant capital investment and usually unsightly approach structures.

Many paths, particular those urban paths or alleyways have bollards or barriers at either end to prevent unauthorised use. These barriers have been well positioned so that wheelchair or pushchair use is not restricted.

The table below lists the numbers of particular types of structure found along paths on the network.

<b>Type Of Structure</b>	<b>Number</b>
Barriers/bollards	33
Bridges	15
Gates	3
Stiles	1
Steps	4 sets

**TABLE – STRUCTURES ALONG PATHS**

In addition the majority of paths had street lighting along their length.

Obstructions are divided into two types. Firstly those causing a nuisance and rendering the path inconvenient such as surface growth, overgrowth or tied up gates. Secondly obstacles that render the path unusable which include items such as locked gates, hedges, walls and fences.

The only path that is wholly unusable at the present time is footpath 37 which crosses a golf driving range. The Council will continue with its efforts to find a solution and has ensured that a temporary alternative route has been provided and signposted.

An ease of use summary table appears below. All paths were given a score ranging from 0-5. A path that was impossible for any one to use, such as footpath 37 mentioned above, would be assessed as scoring 0. A path that was free of obstructions, well maintained and signposted and presented no obvious challenges to users (including those with mobility or sight problems) would be assessed as scoring 5.

<b>Ease Of Use Rating</b>	<b>% Of Paths Surveyed Achieving This Rating</b>
5	58.12
4	23.25
3	13.95
2	2.32
1	1.16
0	1.16

Table – Ease of use

The majority of paths present no problems for users. Some minor problems exist with around 37% of the network. These problems would not limit or restrict the ability of people to use the paths to any noticeable or significant extent (other than the steps leading up to and over railway bridges). In the main they are problems easily resolved by cutting back vegetation, removing rubbish and encouraging occupiers of adjacent properties to improve their boundary fences.

A number of maintenance issues identified by the survey have already been resolved. The remainder will be undertaken as part of routine maintenance or improvements undertaken by the Street Care and Parks Sections.

### **6.5 Best Value Performance indicator 178**

Best Value was introduced by the Government with the intention of modernising local government and ensuring the provision of the best quality local services in the most efficient and effective way. This has now been replaced with Comprehensive Performance Assessment (CPA).

In order to measure how authorities are performing Performance Indicators have been developed. For Rights of Way this is BVPI number 178. This provides a percentage figure for the total length of footpaths and other rights of way which were easy to use by members of the public.

Each year the Council undertakes a survey in line with the County Surveyors Society methodology. A random sample of 5% of the network is surveyed to obtain the BVPI 178 information. The Council will continue to undertake such surveys.

The following figures were compiled as part of the Best Value process and were submitted to the Audit Commission by Outer London Borough Council's for the years 2001/02, 2002/03 and 2003/04 appears below.

Authority	03/04	Position	CSS	02/03	Position	CSS	01/02	Position
Barking and Dagenham	98.3%	10	Yes	100%	1	Yes	100%	1
Barnet	100%	1	Yes	100%	1	Yes	100%	1
Bexley	91.6%	12	Yes	99%	7	Yes	99%	8
<b>Brent</b>	100%	1	Yes	91%	8	Yes	97%	9
Bromley	76.9%	15	Yes	75%	14	Yes	73%	14
Croydon	55.00%	19	Yes	83%	11	Yes	97%	9
Ealing	81.00%	14	Yes	72%	15	Yes	88%	12
Enfield	92.00%	11	Yes	85%	10	Yes	89%	11
Haringey	69.9%	17	Yes	62%	18	Yes	62%	16
Harrow	100%	1		91%	8		75%	13
Havering	89.4%	13		81%	12		63%	15
Hillingdon	53.9%	20		38%	20		32%	19
Hounslow	73.1%	16	Yes	67%	16	Yes		n/a
Kingston-upon-Thames	100%	1	Yes	100%	1	Yes	100%	1
Merton	100%	1	Yes	63%	17		59%	17
Newham	100%	1	Yes	100%	1	Yes	100	1
Redbridge	55.7%	18	Yes	57%	19	Yes	56%	18
Richmond-upon-Thames	100%	1	Yes	100%	1		100%	1
Sutton	100%	1	Yes	80%	13	Yes	100%	1
Waltham Forest	100%	1	Yes	100.00%	1	Yes	100%	1
<b>Average</b>	<b>86.8%</b>			<b>66% (London &amp; Mets)</b>			<b>84%</b>	

Table – BVPI 178 data

Note on ‘CSS’ Column - ‘yes’ indicates that the authority used the standard survey methodology. Authorities are directed to use this methodology by Government. Averages for 2002/03 are those given by the Audit Commission for authorities using the standard methodology only.

The findings of the condition survey undertaken reflect the Council’s performance against BVPI 178.

## 6.6 Enforcement

No enforcement policy exists setting out how the Council would deal with and prioritise enforcement action.

Historically obstruction and encroachment of and along public rights of way and other paths has not been a problem. It is not anticipated that this is likely to become a problem in future years.

No enforcement action has been taken in recent years in respect of any issues relating to public rights of way. It is not anticipated that enforcement is likely to become a problem in the future. Problems will arise periodically, such as the difficulties with footpath number 37 at Northwick Park Golf Course, and the Council will need to continue to seek to resolve such problems as and when they arise.

Most concerns expressed about public rights of way and paths, by users, have centred around crime and anti social behaviour issues, that can deter people from using such routes. The Council has an alley gating scheme in place that looks to address these sorts of concerns and enable, where appropriate, alleys to be gated.

Since April 2006, a new power under Section 2 of the Clean Neighbourhoods and Environment Act 2005 has been available for use by councils. This new power allows councils to make a 'Gating Order' to prevent or regulate passage along a highway in order to prevent crime or anti-social behaviour from occurring.

Councils must be satisfied that the premises adjacent to the highway are affected by crime or anti-social behaviour and the existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour and it is expedient to make the gating order including having regard to its effect on adjoining occupiers, others in the locality and the availability of an alternative route.

Under the Council's Alley Gating Scheme (which was introduced prior to section 2 of the Clean Neighbourhoods and Environment Act 2005 and which does not apply to public rights of way recorded on the definitive map and statement), gating would not be considered where the particular route was considered to be a public right of way. It is now possible, where appropriate, to gate public rights of way and the Council's Alley Gating Scheme can be reviewed to reflect the additional powers available to the Council.

## 6.7 Conclusions

- 1. The majority of paths present no problems for users. Some minor problems exist with around 37% of the network. Only a small number of individual paths are considered to present significant problems for users or be impossible to use.**



- 2. Paths are generally well signposted.**
- 3. Bridges over railways present the major obstacle for users with mobility or visual impairments.**
- 4. Only one route is severely obstructed.**
- 5. The results show little difference between those paths that can be described as urban paths/alleyways and those that are green paths.**
- 6. Major concerns about crime and disorder along public rights can, where appropriate, be resolved by making gating orders.**

## Chapter 7 – ROWIP Assessment – Consultation

To assist in producing this ROWIP, the Council produced a questionnaire aimed at the general public and a further questionnaire aimed at various organisations. A copy of the questionnaire that members of the public were invited to complete can be found at Appendix 5.

The number of responses received as part of both the initial consultation and the statutory consultation has been relatively small. That was anticipated and is consistent with the level of responses received by other urban authorities when preparing their ROWIP's. The responses received have been consistent with the Council's own understanding of what the issues affecting rights of way in Brent were likely to be. No significant and unexpected issues were identified.

It is hoped that as the profile of the rights of way network and the benefits of walking and cycling become increasingly recognised by the public that awareness of rights of way in Brent and the role they play will be increased.

In addition, a condition survey of all routes shown on the definitive map has been undertaken. The conclusions drawn from that condition survey are set out above in Chapter 6.

### 7.1 Public

Members of the public were invited to complete a questionnaire on the Council's web site. The questionnaire was located via a link on the Council's home page and information provided as to the purpose of the survey. Information was provided explaining that the Council was in the process of preparing its rights of way improvement plan. The main conclusions drawn from the responses received are:-

Most people use the local rights of way network to:-

- get to work/school/shops or other attractions
- go for a walk
- for cycling

Local rights of way are used in all wards. There appears to be more use made of the network in wards situated in the north of the Borough.

The main reasons given for using particular routes were:-

- easy to get to
- favourite area/routes
- near to home

Most people felt that the condition of routes was average.

The main reasons given for not using paths were:-

- paths overgrown
- paths spoilt by litter or dog fouling
- fear of crime

The main areas that most people felt the Council should focus on in making improvements to the local rights of way network were:-

- making the existing network easier to use
- creating more routes for local journeys
- creating new paths to walk along
- prevent motorised use of paths
- improve accessibility for those with mobility or sight problems

The main source of information relating to local rights of way in Brent, identified by people was the internet, which may, in part, be explained by the fact that the survey was conducted on the Council's web site.

In response to the question seeking information on specific improvements that could be made or issues that were of concern a number of people took the opportunity to make suggestions. They included:-

"I would like to know what the "network" is ..... where is this "network" published?"

"Identify all paths used by pedestrians excluding pavements and consider adding them to the definitive map. Identify paths/routes through parks and open spaces that are on the ground but not on the definitive map. Consider adding them to the definitive map or publishing information as to where these are and what hours they are available e.g. park open 7 am to 8 pm gates access xyz roads, etc"

"Brent has lots of good open spaces, parks and canal towpaths, etc. All with walking interest. It would be good to see a higher Council profile for walking and rights of way"

"There are some routes that you can't be sure that they are a public right of way – so opening up or making them clearer would be good. Also why stop with existing rights of way, why not create new ones – how about along side the many railway/tube lines throughout the Borough. The Chiltern line goes through key parts of Brent but only stops at one, maybe two, places – at the very least put a new footpath/cycle route beside it"

"Create new public rights of way and cycle paths!"

"More footpaths, better lighting to encourage walking"

"Use the correct (flat topped) tactile paving, if any. Remodel the S end of Tokyngton Ave so that it is not obstructed by bins or parked cars. Reopen the

railway bridge off Baker Road, Harlsden. Widen the path past St Joseph's school, using land from Council office car park. Allow cycling on all paths that are wide enough, including in parks. If segregating cyclists and pedestrians, ensure that the pedestrian side cuts all corners. They will anyway. Paths that provide shorter alternatives to the road should be prioritised for walking and cycling. Robust action should be taken to remove obstructions. Road crossings that join up paths should be improved."

"Most of the paths are badly overgrown and covered with dog faeces. There are also badly signposted paths, and also misleading directions"

"Please can the path off Harrowdene Road, signposted to Lancelot Road be changed and cleaned"

## **7.2 Organisations**

A questionnaire was also sent to a large number of local organisations and agencies with an interest in rights of way, transport, health, community safety etc seeking views and comments. A list of the organisations consulted is attached as Appendix 4. The main conclusions drawn from the responses received are:-

Most were unsure about how aware local people are of public rights of way in Brent.

Most were unsure about how well the network of local rights of way rated for different users: walkers, riders, cyclists, disabled.

All except one organisation responding indicated that they were unaware of the definitive map. None had ever had cause to make enquiries about rights of way recorded on the definitive map.

A number of organisation made useful suggestions as to how their organisations might contribute to rights of way, they included:-

"We would be able to display leaflets encouraging physical activity and its benefits to health, information for disabled people, cycle routes in local area. We do not display posters at our practice."

"I'd be happy to promote any rights of way through Kilburn – but I'm not aware where they are right now"

"By making definitive maps of rights of way available to our members"

"By encouraging Brent to enforce the existing bye-laws which forbid cycling in the parks for most of the daytime. There have been a number of incidents when children and dogs have been struck by cyclists riding on the footpaths in the parks"

"Make site visits to particular rights of way"

Reflecting comments from members of the public most organisations felt that providing more routes and improving existing routes would be what they would like to see occur.

Comments were received from a number of organisations when asked to specify what their organisation see as being the highest priority for immediate improvement to rights of way in Brent. They included:

“Brent is a very built up inner city area. It has numerous parks and public access open spaces but no other “countryside site” areas which could lend themselves to new walking routes. Most people walk along pavements which are not included in this survey – I have lived and worked here for 16 years and have never see a horse rider (apart from the police!).

The main area for improvement in Brent must therefore be cycling routes. There are several but having tried them they rely on using/crossing main A roads – I definitely would not recommend them to anyone apart from the most confident/competent of cyclist. Highest priority – safe cycle routes”

“Walks – Cycling”

“Clarity on what makes a right of way and where they are”

“More signposting”

“Awareness”

“Reserving footpaths for pedestrians only”

“Improved accessibility with regular maintenance of rights of way to ensure safety of users. More publicity and updates about rights of way”

Most organisations were unsure about how well local plans and strategies address rights of way issues including promoting walking, cycling and disabled access to the rights of way network.

When asked to specify from a list the five factors that their organisation thought might make use of rights of way in Brent more convenient or enjoyable and areas most in need of improvement, there were no clear preferences. Most organisations selected all that were listed, possibly recognizing the importance of each of those listed to individual rights of way. The factors listed were:-

- Car parking provisions
- Cleaning up dog fouling
- Clear pathways
- Clearly marked rights of way
- Clearly marked permissive paths
- Clearly marked cycle routes

- Easy access for disabled users
- Easy access to rights of way
- Good range of footpaths/circular walks
- Guided walks/events
- More information about routes
- Reducing crime/vandalism on routes
- Better maintenance of routes
- Reducing need to use roads to link routes
- Removal of barriers to access
- Safe access to rights of way
- Vegetation control

When asked if there were any particular things they did like or would like to see being done differently a number of organisations made comments, they included:-

“Public need to be made more aware of parks, tours, cycle routes. We need to be able to use the parks more”

“Overdoing things at the expense of normal users”

“Cyclists should be removed from all footpaths for the safety of pedestrians”

“Cyclists should be educated about taking care when approaching people with disabilities or elderly people”

Organisations interested in transport, planning, health, crime, walking and disability issues responded to the questionnaire.

### **7.3 Conclusions**

**1. The main reasons why members of the public appear to use the public rights of way network in Brent are:-**

- (a) to get to work/school/shops etc**
- (b) to go for a walk**
- (c) to get to local attractions**

**2. Residents use routes throughout the Borough.**

**3. The main reasons given for choosing to use particular routes were:-**

- (a) Favourite area/routes**
- (b) Near to home**
- (c) Easy to get to**

**4. Most people rated the local rights of way network in Brent as being average.**

**5. The main reasons given for not using the local rights of way network were:-**

- (a) Paths overgrown**
- (b) Fear of crime**
- (c) Spoilt by litter or dog fouling**

**6. The main priorities for people for improving the local rights of way network were:-**

- (a) Focus on making the existing network easier to use**
- (b) Create more routes for local journeys**
- (c) Create new paths to walk along**
- (d) Prevent motorised use of paths**
- (e) Improve accessibility for those with mobility or sight problems**

**7. Most people obtained information about the local rights of way network and walking and cycling in Brent from the Internet.**

**8. There is little awareness of the definitive map amongst members of the public or organisations.**

**9. Opportunities exist for promoting local rights of way, walking and cycling via other organisations within the community.**

## Chapter 8 – The Needs Of Blind Or Partially Sighted People And Others With Mobility Problems

The Countryside and Rights of Way Act requires local authorities to take into account the needs of people with visual impairment and mobility problems when preparing their ROWIP's. For the purposes of Brent's ROWIP a wider remit has been used to include the needs of other disabled people and older people, who have difficulty with physical or intellectual access.

People with disabilities have needs and aspirations as diverse as any other access group. Highway authorities need to be sensitive to these aspirations at a local level.

Section 21(2) of the Disability Discrimination Act 1995 provides that '*from 2004, service providers will have to take reasonable steps to remove, alter or provide reasonable means of avoiding physical features that make it impossible or unreasonably difficult for disabled people to use a service.*' The Disability Rights Commission holds that public rights of way are a service under the terms of the Act. This means that the Council as highway authority and service provider must consider the needs of disabled users in all the work they carry out.

The Rights of Way Use and Demand study (2001) carried out by Entec established that the majority of disabled people thought that much of the network currently available to them was by way of a token gesture. To this end the principles of the Disability Discrimination Act 1995 need to be fully embraced in the ROWIP as an overarching philosophy, quite apart from meeting any specific minimum physical standards.

The Council has a duty to ensure all services are accessible to those with disabilities. Physical improvements to the path network to increase accessibility means better access for everyone. Many local authorities have adopted a "least restrictive access" policy to help ensure that rights of way are managed in such a way that the needs of those with mobility problems are fully taken into account. No "least restrictive access" policy has been adopted by the Council in respect of public rights of way recorded on the definitive map.

By adopting a "least restrictive access" policy in respect of public rights of way it will enable the Council to ensure that new paths, whether provided as part of new development proposals or for other reasons, are accessible to as many people as possible.

The management plans in place for many of the Council's Parks and for other areas such as the Welsh Harp Reservoir site, recognise the need to make access available for all.



The condition survey undertaken assessed “ease of use” from the perspective of both the able bodies and people with mobility problems. The majority of routes surveyed present no problems to users and are easy to use by

everyone. However, a small number of paths are more difficult or impossible for people with visual impairments or mobility problems to use. A number of paths had steps or other obstacles along their length. These routes would be improved and made more accessible if, for example, steps were removed and replaced with a suitable graded surface. In addition a number of footpaths cross railway bridges that are accessed either side by steps. These bridges are owned and maintained by the rail operators and access over them would be extremely difficult or impossible for many people, including people with young children in pushchairs.

Whilst it is likely that providing ramped access may be difficult to achieve because of land ownership, engineering or financial reasons this is something that could be explored with the Rail Operators. Where such improvements can help meet some of the Mayor’s transport priorities, such as encouraging more journeys by foot, funding via a TfL grant may help deliver such improvements.

Disability issues are not just confined to users who walk. Cycling can greatly increase accessibility for mobility impaired users, although this can be overlooked. In addition, the levels of challenge and capability can vary greatly as much within people with disabilities as any other group of users.

People with disabilities have varying needs and capabilities. Over the last 15 years the problems faced by disabled people have been well documented by organisations including the Countryside Agency, Fieldfare Trust and the Sensory Trust, local authorities, the National Trust, Forest Enterprise, National Parks and National Trails. Their requirements for physical access to paths and rights of way are summarised below.

#### Needs of Wheelchair users

- Signs at eyelevel
- Gates which are easy to open and close, with catches which are easy to reach and operate
- Space in car parks to transfer from their car to their chair
- Accessible toilets
- Handrails at appropriate heights with views unrestricted by handrails or walls
- Surfaces which are firm, level and none slip, with a minimum cross-fall on paths, and even cambers
- Spaces to sit next to companions at seats and accessible picnic tables
- Space to pass other users
- Space to turn corners
- Minimum gradients on all paths with level space next to ramps or gates

### Needs of People with Walking Difficulties or Dexterity/Balance Problems

- Level even surfaces on paths
- Steps with handrails and even treads and risers
- Seats that are easy to rise from
- Minimum gaps in the path surface
- Minimum gradients along and across paths
- Easy to negotiate stiles and gates
- Gates that are not heavy and catches that are easy to operate
- Passing places on paths
- Resting places at regular intervals

### Needs of Visually Impaired People

- Space to pass other path users
- Clear edges to paths
- Even and clearly marked steps
- Warning of hazards at head height
- Even path surfaces
- Easy to use catches on gates.

The needs of people with hearing impairment or learning disability are primarily about clear information provision concerning requests for information about walking and cycling in the Borough.

The needs of disabled cyclists often tend to get ignored. However, it is useful to remember that the needs of younger or inexperienced cyclists can be much the same as for older or disabled cyclists.

Quite often, by taking into account the needs of people with visual and mobility problems, the needs of other users are also met and accessibility improved for everyone.

In addition, increasing accessibility can be as much about increasing awareness, confidence and links with transportation, as physical improvements to path surfaces and furniture.

## **8.1 Conclusions**

- 1. Most of the local rights of way network is easily accessible to people with visual or mobility impairments.**
- 2. Whilst the Council has not adopted a “least restrictive access” policy in respect of public rights of way, many paths are already managed to ensure that access is available to all.**
- 3. Access over railway bridges is likely to be a problem for the disabled and others.**

## Chapter 9 – Latent Demand

### 9.1 Introduction

Latent demand is existing demand that has not yet been developed.

The statutory guidance issued by DEFRA requires that an assessment be undertaken of the nature and scale of the present and likely future needs of the public in relation to the rights of way network.

The Countryside Agency commissioned use and demand survey in 2000 found that 70% of participants would increase countryside access activity if more routes were made available. The study also concluded that any increase in levels of activity was likely to be higher for those already with an interest in walking and cycling or other means of accessing the countryside, although the level of increase amongst non users would still be significant.

The research also revealed the provision of additional facilities and routes would increase activity for a variety of purposes.

- health/leisure/recreation 84%
- travel to local shops and other amenities 20%
- travel to work 11%
- Children travelling to school 9%

Increasing walking and cycling is seen as an important objective both in terms of transport and health policy. Increasing the amount of walking and cycling can reduce the number of trips that people make in vehicles and can improve health.

### 9.2 Current position

Brent is a densely populated urban area. It is however well blessed with parks and other green sites, such as the Welsh Harp Reservoir. There will be limited opportunities to create additional routes and the Council will focus on trying to ensure that the existing network of local rights of way, parks and open spaces is well maintained and promoted to ensure that the potential of those routes and sites is maximised.

Any new routes provided are likely to be secured under the Council's Local Implementation Plan which aims to, amongst other things, increase walking and cycling within the Borough. Opportunities will also arise to secure new routes or improvements to existing via the planning system.

There is no evidence of any demand for additional access opportunities from people with an interest in horse riding or off road driving.

In order to better understand the extent of any latent demand that exists at present current users were asked "What, if anything, stops you, limits you or

puts you off using Brent's paths and trails?". The responses to that question revealed that overgrown paths, fear of crime and litter or dog fouling were the major factors. The Council will continue to address these concerns to ensure that the local rights of way network is inviting to users.

For some people opportunities to access areas of countryside outside of Brent and Greater London will exist. The House of Commons Public Accounts Committee issued their report in 2007 into the cost of introducing the "right to roam" nationally. One of the issues that was focused upon in that report was how people in towns and cities can access the countryside, particularly those reliant on public transport.

There is much countryside to be enjoyed around the outskirts of London, such as:-

- Aldenham Country Park at Elstree which includes 175 acres of woodland, Meadows and reservoir, Sailing, Fishing, Rare breeds farm including cattle, sheep, goats, pigs, shire horses, poultry and rabbits, Childrens adventure and toddlers play areas and the "100 Aker Wood".
- Stanmore Common which provides 48 hectares of woodland and heathland and is a Statutory Local Nature Reserve.
- Bricket Wood Common which is an extensive wooded common in South West Hertfordshire incorporating a large Site of Special Scientific Interest on the basis of its remnant lowland heath and ancient oak/hornbeam woodland. There is an extensive network of footpaths and bridleways through the site enabling visitors to explore widely. Bricket Wood Common is within a short walk of Bricket Wood railway station which is on the Abbey Flyer Line between St Albans Abbey Station and Watford. Watford station is easily accessible from stations located within Brent.
- Countryside around St Albans, Harpenden and Hemel Hempstead

It may be that by liaising with authorities such as Hertfordshire and providing some information about the opportunities that exist in those areas and public transport available to get there, that the people of Brent may be better able to venture into the countryside.

### **9.3 Conclusions**

- 1. With more resources being allocated to promote and encourage walking and cycling it is likely that demand will increase.**
- 2. The Local Implementation Plan and the planning system will provide opportunities to secure new routes or improve existing routes.**
- 3. Opportunities to walk and/or cycle exist near to Brent.**

## Chapter 10 – Publicity And Promotion

### 10.1 Introduction

It is important that the rights of way network and the work that Brent Council does, both via its Transportation Service, Street Care and Parks Units are appropriately promoted and publicised. In addition information about work that other organisations do that is likely to be of interest to people wishing to access the local rights of way network within Brent or countryside beyond needs to be published.

Good information can improve the public's understanding and appreciation of the rights of way network and parks and the opportunities that exist within the community and beyond to walk or cycle.

Promotion and publicity must be appropriate to the needs of users and take into consideration all types of user, this is especially important in Brent with its diverse community.

In responses to the user survey and organisation questionnaire it is apparent that there is little awareness of the definitive map. However, users indicated a variety of sources where they obtain information, such as libraries, local newspapers, council offices, community groups and the internet. All have a role to play in promoting access opportunities.

### 10.2 Existing Promotional Material and Information

The existence, purpose and significance of the Definitive Map and Statement is not widely known. All public rights of way that are shown on the Definitive Map and Statement are mapped on the Council's electronic mapping system which is available on the Council's web site. It enables members of the public and others interested in public rights of way in Brent to locate the position of any particular right of way. The system provides a link to Google Earth so that an aerial photograph of the particular right of way can be seen as well as its position on the map. However, whilst cycle routes are also shown on the electronic mapping system those walks within parks, for example the promoted walks within Gladstone Park and at the Welsh Harp site, are not shown.

A number of leaflets promoting walks/cycle routes are available, including:-

1. Brent River Park Walk
2. Capital ring
3. Brent's Healthy Walks Programme

Walks are also promoted on the internet, for example the Healthy Living section on the Brent Community Network Website (<http://www.brentbrain.org.uk/brain/brainzones.nsf/zl/7?opendocument&Z=7>).

The “walking around Brent” link takes user of the website to a page detailing 4 walks in Brent, all of which have public transport connections available at the start and finish. Those walks are:-

Walk 1 - A Wander in Willesden

Walk 2 - Grand Union Canal and One Tree Hill

Walk 3 - Roe Green and Barnhill

Walk 4 - Fryent Country Park

In addition organisations like Gladstone Park Consultative Committee have included on their web site information about walking within the park and have identified three sample walks within the park.

<http://www.gpcc.ik.com/>

Based upon the responses received from members of the public and the assessment of the information that is currently available the Council believes that opportunities exist for improved promotion and publicity including:

- Provision of more information on rights of way
- Identifying and promoting further walks within the community
- Downloadable walking and cycling leaflets from the Council’s web site or links to other sites that contain information about walking and cycling opportunities within Brent
- Use of the website to advertise forthcoming events and walks on the Council’s home page.
- Online facilities to report a problem directly to Council staff
- Working more closely with partner organisations such as Brent TPCT, the Council’s Parks Service, British Waterways on all aspects of promotional work
- Working more closely with user groups such as local walking and cycling groups to arrange or advertise new walking and cycling programmes.
- Develop promotional material for people with mobility problems
- Work with Brent TPCT to identify and promote walks for those recovering from illness or who wish to improve their fitness/health
- Make better use of the press and newsletters for advertising improvements or general work

### **10.3 Conclusions**

- 1. Good promotion and publicity are essential for the rights of way network to fulfil its role in delivering the overarching objectives of Brent Council and its partners. Without adequate promotion and publicity, the resources used on other aspects of network management are more difficult to justify.**
- 2. Whilst Brent Council currently makes good use of a variety of media activities to promote and publicise the network, there are a number of opportunities for improvement. Opportunities exist to work with other organisation to improve promotion.**

## Chapter 11 – Links To Other Plans And Strategies

### 11.1 Introduction

The ROWIP is not a stand alone document but is one of a number of strategies and plans, at a national, regional and local level that aim to deliver service improvements. These other plans and strategies cover a wide range of subjects such as health, quality of life, citizenship, sustainable transport and economic development.

### 11.2 National plans and strategies

At a national level the Governments long term strategy for a modern, efficient and sustainable transport system backed up by sustained high levels of investment over the next 15 years was unveiled on the 20th July 2004 by Transport Secretary, Alistair Darling. *The Future of Transport* White Paper looks at the factors that will shape travel and transport over the next thirty years and sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

The Governments aim is to develop a coherent transport network for the country with, amongst other things:

- the road network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel; and
- making walking and cycling a real alternative for local trips.

The strategy is built around three central themes, they are:

- Sustained investment over the long term;
- Improvements in transport management; and
- Planning ahead.

Chapter 6 (Walking and Cycling – A positive choice) makes it clear that the Government wishes to encourage people to walk and cycle more often. The Government's aim for the next 20 to 30 years is to increase walking and cycling. We want to make it a more convenient, attractive and realistic choice for many more short journeys, especially those to work and school. Because being active is especially important for children, we want to train them to walk and cycle in safety and confidence. This will:

- help to reduce car use and help to tackle social inclusion, making towns and cities safer and more pleasant places to live;
- help to reduce congestion and improve air quality; and
- increase levels of physical activity and improve public health. Moderate physical activity such as walking and cycling helps reduce obesity, heart disease, stroke, cancer and diabetes.



### **11.3 Regional plans and strategies**

At a regional level the following documents are of particular importance. These are:-

### **11.4 Walking plan for London**

The Mayor is committed to making London one of the most walking friendly cities by 2015. During 2003, a Walking Plan for London was developed in consultation with the London boroughs and other organisations with an interest in walking. 'Making London a walkable city – the Walking Plan for London' was launched in February 2004.

The Plan includes:

1. An assessment of the current extent of walking in London, including recognition of its social, physical and environmental benefits and an appreciation of the difficulties faced by pedestrians;
2. Identification of the key players and mechanisms to achieve objectives;
3. Advice on how to integrate walking within the wider context of planning and transportation policies;
4. Details of complementary measures that improve the pedestrian environment and promote walking;
5. The promotion of headline initiatives, including the completion and enhancement of the six strategic walking routes;
6. A monitoring, marketing and publicity plan.

The ultimate goal is to increase walking as a means of transport by promoting it as a viable, alternative, healthy and environmentally friendly activity.

### **11.5 London Plan**

The Plan provides London with its first planning and development strategy for 25 years. The plans integrated and strategic policies cover a range of areas including transport.

The fundamental objectives set out in the London Plan are:

- To accommodate London's growth within its boundaries without encroaching on open spaces
- To make London a better city for people to live in
- To make London a more prosperous city with strong and diverse economic growth
- To promote social inclusion and tackle deprivation and discrimination
- To improve London's accessibility
- To make London a more attractive, well-designed and green city

### **11.6 Transport Plan for London**

The Mayor's proposals for improving transport for London are set out in his

Transport Strategy.

Of direct relevance to the local rights of way network are the aims of:-

1. Making London a city where people of all ages and abilities have the incentive, confidence and facilities to cycle whenever it suits them;
2. Working towards making London one of the World's most walking friendly cities by 2015;
3. Reducing travel demand by influencing the modes of transport used for people and goods

Chapter 4I sets out how the Mayor intends to promote and encourage walking.

The strategy recognises that in such a populated area a sense of solitude is rare, and that traffic can be intrusive on London's notoriously congested streets. The work of the London Walking Forum, local Ramblers and some of the London Boroughs is recognised in providing London with one of the most extensive networks of off-road walking routes of any city. With a commitment to encouraging walking included in the Strategy, the aim is for this network to be enhanced and expanded and conditions improved for walkers elsewhere.

The strategy includes details of the number of walking trips made in London. Almost 7 million walking journeys on foot are made in London every day and walking accounts for 80% of all trips under 1 mile. Walking is free, accessible, healthy and sociable. Walking is also an important means of getting to and from public transport services and is involved in most other journeys, such as to catch the bus or train.

Chapter 4J sets out how the Mayor intends to promote and encourage cycling.

The strategy recognises that the level of cycling in London is very low compared with many other European cities, with less than 2 per cent of trips in London made by bicycle, a fraction of the level in cities such as Berlin (5 per cent), Munich (12 per cent), Copenhagen (20 per cent) and Amsterdam (28 per cent).

There is real potential for increasing cycling in London. Half of all trips currently made in London are less than two miles, easily within cycling distance. Increased cycling provides benefits through reduced congestion, pollution and improved health.

Major deterrents to cycling include the level of traffic, unsuitable road design, and a lack of secure parking. Conditions must be improved to ensure that routes are fit for cycling - safe, convenient and pleasant.

## **11.7 Local plans and strategies**

At a local level the following documents are of particular importance. These

are:-

## **11.8 Corporate Strategy 2006-2010**

The corporate strategy 2006-2010 highlights Brent Council's vision, values and priorities for the next four years. It sets out the key issues to be tackled and the council's commitment to building a better borough for all.

Brent will be a great place to live and to visit. We want residents to feel this is their permanent home; safe, clean, and green. Residents will care for their environment; enjoy where they live and what the borough offers. Brent will be a prosperous and healthy place with opportunities for all. Employment and incomes will be higher than the London average and businesses will prosper. The community will be strengthened and be more inclusive. Services will respond to the needs of young and old. Brent Council will show the way with strong civic leadership, which is democratically accountable and represents residents' interests.

The priority areas identified in the corporate strategy are creating:-

- a safer, cleaner and livelier place
- a borough of opportunity
- one community

The corporate strategy identifies how these priorities will be achieved, of particular relevance to the rights of way improvement plan are the following outcomes set out in the corporate strategy:-

- widening of the warden service
- work with communities to put in place alley-gating schemes and environmental improvement projects
- have a dedicated street care officer in each ward to monitor and respond to environmental concerns raised by residents
- improve access to open spaces across Brent
- work with health partners to improve the overall level of public health of all our residents
- support local people to make healthier life choices, through programmes to promote physical activity

## **11.9 Local Area Agreement (LAA)**

Brent negotiated the Local Area Agreement (LAA) in March 2006. The Local Area Agreement is an agreement between Brent Council and Government and it will run for three years between April 2006 and March 2009. The aim of the LAA is to further improve public services and outcomes for Brent's residents.

The LAA is arranged around the same themes as the Community Strategy 2006-2010 and the Corporate Strategy (2006-2010).

The themes of Brent's LAA are

- A Great Place,
- A Borough of Opportunity and
- An Inclusive Community.

The six headline projects are:

- Welcoming Streets and Parks
- Access to Leisure
- Local Employment
- Longer Healthier Lives
- Settled Homes
- Early Success

### **11.10 Community Strategy 2006 – 2010**

The Community Strategy 2006-2010, produced by Brent's local strategic partnership, sets out how the council and its partners will meet the needs of local residents.

The Community strategy enforces the local strategic partners commitment to addressing the needs of the residents.

Partners for Brent is made up of the following organisations:

Brent Association for Voluntary Action  
Brent Community Empowerment Network  
Brent Council  
Brent TPCT  
Central and North West London Mental Health NHS Trust  
College of North West London  
Jobcentre Plus  
The Employer Partnership  
The London Fire Brigade  
The Metropolitan Police Service  
The North West London Hospitals NHS Trust  
The Voluntary & Community Sector Partnership  
West London Learning Skills Council

### **11.11 Brent Unitary Development Plan**

The unitary development Plan sets out the current planning policies against which development proposals will be assessed.

Taking into account the background to transport in Brent, including both national and regional policies, the UDP includes policies that aim to:-

1. Reduce the environmental by-products of traffic, such as noise, vehicle emissions and accidents;

2. Reduce the need to travel, especially by private car. To promote social inclusion by planning for houses, jobs and local facilities in close proximity and ensuring access for the whole community to development, whilst minimising severance of communities by traffic;
3. Co-ordinate planning and regeneration to achieve transport improvements which enhance the attractiveness of regeneration areas, as well as ensuring that development in regeneration areas is designed and located so that it is attractive to public transport, where necessary by securing service improvements;
4. Ensure that the Borough's residents, workforce and visitors have real choices in the means of transport they use, and that it is convenient, frequent and reliable, in a Borough free of excessive traffic volumes and congested parking. In particular to improve the quality of accessibility by public transport, walking and cycling.
5. To make better use of existing road space reducing the environmental impact of traffic by prioritising sustainable modes of transport - such as walking, cycling and buses - in managing traffic. Using this to minimise the amount of road building to principally that which is essential to secure access to poorly accessed regeneration areas;
6. Ensure that planning decisions support the targets set in the Borough's Air Quality Strategy, Traffic Reduction Plan and Road Safety Strategy.

It is section 6.8 of the UDP that deals specifically with walking and cycling. Policy TRN10 (walkable environment) of the UDP provides –

"The "walkability" of the public environment should be maintained and enhanced - especially to key destinations such as schools, shopping centres and public transport, and for those with mobility difficulties. This applies both to the impact of development proposals, and traffic management and highway & pedestrian improvement measures.

New development should have safe walking routes which are, overlooked, convenient and attractive, within the site and to surrounding facilities and areas. These should normally be along streets, or where not practicable or desirable, overlooked pedestrian routes.

There should be level access at pedestrian crossing points.

Developments or applications which would block or unacceptably divert public rights of way will not be permitted."

Policy TRN11 (The London Cycle Network) of the UDP provides -

"The London Cycle Network and associated links (as shown on the proposals map) will be implemented. Development should facilitate or incorporate the network (including where a safer and/or more convenient route can be provided).

Major developments will be expected to contribute towards improvements in links to and from the London Cycle Network, where the need for such facilities arises directly from the need to service the development by sustainable modes.

Changes or additions to the highway network, including from development, will be assessed for their impact on cycling - examining the coherence, directness, attractiveness, safety and comfort of routes. Measures to improve conditions for cyclists will be assessed in the following order of declining preference: traffic reduction, traffic calming, junction treatment and traffic management, redistribution of the carriageway, and off-road provision.

Developments should comply with the plan's minimum Cycle Parking Standard (PS16); with cycle parking situated in a convenient, secure and where appropriate, sheltered location. Priority will be given to improving cycle parking at stations and in town centres."

Section 10 of the UDP which deals with Open Space, Sport and Recreation also contains policies that seek to promote and encourage walking and cycling. Policy OS5 seeks to ensure that any development on land adjoining the Green Chains" identified as (a) the River Brent and (b) The Grand Union Canal provides a landscaped area of public open space incorporating a public footpath/cycleway.

In addition, apart from the other policies in the Section 10 of UDP that aim to address the need to retain open spaces, Policy OS16 makes it clear that any planning decisions on the Welsh Harp or Fryent County Park should improve access for the local community.

Section 10 of the UDP also recognises the value and importance of the network of metropolitan walks, such as the Capital Ring, which have been formulated by the London Walking Forum. Policy OS21 of the UDP provides that -

"The character or paths and other routes which form Brent's Network of Metropolitan Walks will be protected. Development on or near to the route will be expected to take full account of Brent's Metropolitan Walks network"

It can be seen from the above that the value of walking and cycling and rights of way is recognised in the planning policies set out in the UDP.

## 11.12 Local Implementation Plan

Many authorities have tied the themes of their ROWIP action plan into the key themes of the LTP (outside London). In London it is the LIP which sets out how individual London Borough Councils will work towards meeting the Mayor's Transport priorities at a local level.

LIPs are prepared under the GLA 1999, in compliance with guidance issued by TfL on behalf of the Mayor.

ROWIPs are prepared under the obligations of the CROW Act, in compliance with the statutory guidance issued by DEFRA.

A ROWIP should be consistent with the borough's LIP and other plans. Therefore, proposals and plans made in the ROWIP's should be consistent with the policies and proposals within the borough's LIP, where appropriate, as not all rights of way improvements will necessarily link to transport priorities.

When a borough's LIP is submitted for Mayoral approval, he may wish to see demonstration of compliance with ROWIP obligations. Therefore TfL have recommended that:-

1. All outer London boroughs and those inner London boroughs that choose to prepare a ROWIP to state in their LIP (Chapter 3 – Borough policy statement) how they intend to fulfil their obligations under the CROW Act.
2. Explicitly make adjustments to their LIP to incorporate ROWIP obligations related to the LIP. Where specific ROWIP actions are required by boroughs, these must appear in policy/plans of the LIP  
OR  
Include a programme sheet on how the borough plans to comply with ROWIP obligations with relevant timescales.
3. Consult with TfL during the consultation phase of the ROWIP.

The following references to public rights of way, and indeed, the development of a 'Rights Of Way Improvement Plan' (ROWIP) are made in Brent Council's statutory Local Implementation Plan (Section G - Walking) -

### G10

Policy TRN10 (of the Brent Unitary Development Plan - UDP) states that, *'The 'walkability' of the public environment should be maintained and enhanced – especially to the key destinations such as schools, shopping centres and public transport, and for those with mobility difficulties. This applies both to the impact of development proposals, and traffic management and pedestrian improvement measures.*

*'New developments should have safe walking routes which are overlooked, convenient and attractive, within the site and to surrounding facilities and areas. These should normally be along streets, or where not practical or desirable, overlooked (sic) pedestrian routes.*

*'There should be level access at pedestrian crossing points.*

*'Developments or applications which would block or unacceptably divert public rights of way will not be permitted.'*

#### **4I.Pr6 (3)**

The Capital Ring is not the only leisure walking route in the Borough that could be publicised and enhanced. The Grand Union Canal and the Borough's network of public rights of way are also valuable routes; the public rights of way network is mapped on the Council's definitive rights of way map and is surveyed annually to ensure that it is accessible and unobstructed, in accordance with the regulations. The Council's walking plan will include proposals to develop a network of leisure routes including 'feeder' routes to the Capital Ring and the Grand Union Canal - see **Programmes G6** Walking routes through parks; **G7** (Local signed routes and public rights of way).

#### **4I.Pr6 (5)**

The Council will develop a **Rights of Way Improvement Plan** in 2006-7; this will be consistent with other policies of the Local Implementation Plan, the Mayor's Transport Plan and other policies/ plans relating to tourism, planning and community. In the meantime, the Borough manages its public rights of way in accordance with the relevant provisions of the Countryside and Rights of Way Act 2000, to maintain them in a usable condition and take opportunities to expand the network.

There are clear and close links between some of the actions sets out in this ROWIP and some of the aims of the LIP. In particular both:-

1. Seek to ensure that, as with public highways, rights of way are seen as a key ingredient in the development of an integrated transport network that provides choice in a variety of transport modes;
2. Recognise the invaluable role rights of way can play in assisting to achieve the shared priority and wider quality of life objectives.
3. Seek to strengthen and facilitate the long term sustainability of rights of way.

At the time of developing the Council's Local Implementation Plan, the requirement for writing a ROWIP was only just emerging and indeed, since then, no guidance has been issued by the Mayor's Office or by Transport for London or London Council's as to how the ROWIP links with the LIP. Future policy requirements relating to public rights of way specific to London will



therefore be monitored by officers. Attempts will also be made to weave future capital funding application submissions relating to walking into the objectives and any required actions relating to the ROWIP/Mayor's Walking Plan and LIP Walking objectives and aspirations.

### **11.13 Parks Strategy And Individual Management Plans**

The Council's Parks Strategy sets out a clear policy framework for Brent Parks and links to the community strategy process. It also provides a structure to ensure that the wider Council's priorities are achieved.

The Strategy:

- Identifies the relationship between it and relevant national, regional and local policies, in particular, the Council's Corporate Strategy 2002-06.
- Makes an objective current assessment of the quantitative and qualitative provision of parks in the borough.
- Makes an objective current assessment of local community needs and demands involving a variety of consultation methods to inform the strategy.
- Contains a realistic action plan for delivery.

The scope of the Strategy includes the following urban green space within the Borough: public parks, public open spaces, children's play areas and allotments.

The Strategy built on the findings of the Parks and Open Spaces Best Value Review in 2001, supplemented by a comprehensive site and desk-based audit of the open space which is currently open to the public, matched against needs and demands for open space.

The Strategy considers how, by working together, the Council and its partners can make the best use of the management resources available. The Strategy sets out fundamental strategies and guidance to help rectify deficiencies identified during the audit.

The Annual Residents Survey undertaken as part of the consultations undertaken when preparing the Parks Strategy revealed, amongst other things, that:

- Users of the Council owned Parks tend to be the regular local users who go primarily to exercise, let children play or relax (top three responses accounting for 75%). Consequently, play facilities, access and general atmosphere came out as highly important aspects of the service.

- 75% of respondents have some concerns with safety. Concerns about 'groups of youths hanging around' were stated by the majority of people, with lack of visible assistance in cases of emergency cited as the second 'fear inducing' factor.
- Fear of crime and poor facilities were cited as the main barriers to entry.
- Young mothers cited 'stranger danger' as one of the main reasons for disallowing their children to use parks facilities without their supervision
- 90% of respondents walk to their local Park

#### **11.14 Brent Biodiversity Action Plan**

Local biodiversity action plans are now partly within the legislative framework. Brent Plan is part of the statutory London Biodiversity Strategy which links to the framework of the Biodiversity Duty (Natural Environment and Rural Communities Act 2006). The Brent Biodiversity Action Plan (BBAP) outlines the Council's plan to conserve, protect and enhance wildlife in the Borough. Amongst the most important sites in the Borough are Fryent Country Park, Brent Reservoir and the Grand Union Canal each of which is designated as a site of metropolitan importance, because they contain the best examples of London's habitats and wildlife.

There are also 21 sites of Borough importance, such as, Gladstone Park, Roundwood Park and Old St Andrew's Churchyard at Kingsbury. In addition, there are 17 sites of local importance; they include for example, Alperton Cemetery and the Orchard of Malorees Infant and Junior School.

A similar plan exists for London to promote a common agenda amongst public, private and voluntary organisations working to influence wildlife in the capital.

One of the key actions of the BBAP is to increase public involvement in biodiversity issues by raising awareness and encouraging greater participation.

#### **11.15 Safer routes to school programme**

The Council's Safer Routes to School (SRtS) programme encourages children to walk and cycle to school. SRtS couples an 'in school' education programme focussing on safe and sustainable (non-car) modes of travel to and from school, with small-scale capital works (where practical) on streets within a school's locality, usually directly outside a school. The key objectives for SRtS are:

1. An improved local 'on-street' environment directly outside schools and along key desire lines taken by children to bus stops/housing estates;

2. Ensuring increased numbers of parents encourage their children to walk or cycle to school with the peace of mind that they can do so safely following the education element of SRtS, and preferably in the company of others;
3. Improving crossing facilities in the immediate vicinity of schools;
4. Implementing a programme of School Safety Zones outside all schools in the borough by 2010 in an attempt to meet national and regional (Mayoral) road safety targets.

The Council is currently working with a number of schools in the development and implementation of School Travel Plans. Schools are required to develop a school travel plan in order to receive Safer Routes to School funding.

### **11.16 Health – Local Delivery Plan**

Brent TPCT in their Local Delivery Plan called “Improving your health” set out their three year strategic plan for the Trust and its partners. It describes:-

1. What needs to be done over the next three years;
2. The main priorities; and
3. The resources that will be invested

Tackling diabetes and circulatory disease are seen as high priorities, which are reflected in the clinical priorities for Brent TPCT. Health, including life expectancy, is poorer in the south of the Borough. Tackling this difference in health between the north and south of the Borough is seen as a key challenge.

Brent TPCT have three main aims:-

1. To improve health and well being and reduce inequalities;
2. To develop a “joined up” health service to meet the needs of local people; and
3. To arrange and pay for high-quality secondary and specialist care from other organisations, including local NHS hospital trusts.

The vision for 21<sup>st</sup> century healthcare and better health looks to organisations, amongst other things, to be creative in developing local solutions. Two of the key points set out in “National Standards/Local Action” are that:-

1. Health organisations and local authorities must work even more closely together and pay attention to the whole range of health and social-care services; and

2. People having knowledge of what's wrong with themselves and treating themselves.

Brent TPCT will continue to develop improved access to activities which promote health and patient education.

Brent TPCT are guided to improve the health of the population and increase life expectancy by, in particular:-

1. Reducing death rates from cancer or heart disease and stroke and suicide;
2. Reducing differences in health; and
3. Tackling the causes of ill health by reducing smoking and halting the rise in obesity

It is recognised that the local rights of way network provides opportunities to support partnership working with health professionals by encouraging lifestyle changes that would result in increased physical activity and improvements in the health and well being of people across Brent.

The Department of Health's white paper 'Choosing Health', underlines the fact that many of us are not meeting the levels of physical activity necessary to maintain a healthy lifestyle (30 minutes of moderate exercise 5 times a week). As the proportions of elderly people and child obesity continue to grow in society it is all the more important that those young and old maintain healthy lifestyles. A significant number of people in Brent take less than one 30 minute session of moderate or strenuous physical activity per week. This is reflected, in part, in the high levels of diabetes, heart disease and other illnesses associated with unhealthy lifestyles.

Public rights of way, access opportunities provided within parks and recreation areas are a free resource that can enable people to increase their level of physical activity through walking, jogging, or cycling. Use of rights of way can also be as part of some other activity whether it be as a hobby (fishing, bird watching) or as a utility trip to the shops or to work. Access to the parks and recreation areas can also make a direct, positive contribution towards mental health and emotional well-being. The benefits for mind and body of exercising cannot be underestimated and changes to more sustainable modes of travel will also help to reduce the growth of congestion and pollution. Being more physically active as a nation can help prevent conditions such as obesity and coronary heart disease, from becoming more widespread and in turn will reduce cost of national health care services.

It can be seen that there are a number of strategies, plans and policies exist at national, regional and local level which need to be considered in relation to RoW and will provide support for the ROWIP. The following points summarise the key policy issues which will have a bearing on and will need to be

addressed through the ROWIP.

- The Rights of Way network should be well integrated to enable complete journeys to be made, including purposeful linear journeys to key attractions or for recreational journeys.
- The local network should be connected to other networks including those of neighbouring authorities and the wider London area.
- Paths and routes should be well maintained, promoted and signposted to enable easy access to the network, parks and open spaces.
- A high quality urban environment should be created to make people want to walk.
- 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.
- Development within the Borough needs to recognise the importance of walking and cycling and take into account the needs of walkers and cyclists.
- People should be educated about the countryside, wildlife and biodiversity to encourage participation in preserving natural areas.
- School Travel Plans, Work Travel Plans and other travel awareness campaigns should be used to promote walking and cycling.

### **11.17 Conclusions**

- 1. The Rights of Way network can make a significant contribution towards meeting the objectives contained in various national, regional and local plans and strategies.**
- 2. Health and well being can be improved by increasing the amount of walking and cycling.**
- 3. Walking and cycling are cheap, convenient and sustainable ways of making short journeys.**
- 4. Development within the Borough needs to recognise the importance of walking and cycling and take into account the needs of walkers and cyclists.**

## Chapter 12 - Monitoring

### 12.1 Introduction

In adopting this plan to bring about improvements to the local rights of way network the Council recognises the importance of being able to measure and monitor progress towards completing the various actions set out in the Statement of Actions. It is important for the people of Brent, as well as Members and Officers within the Council, to be able to see that progress is being made.

The Council's Local Implementation Plan recognises that measuring and monitoring performance regularly is an important aspect of ensuring that services improve.

The Council has agreed a set of "vital signs" indicators to monitor corporately critical aspects of the performance of our services.

The Council will continue to monitor the condition of the local rights of way network and the level/nature of use (along with walking and cycling in the Borough generally), both as part of its LIP and ROWIP monitoring procedures.

The actions set out in this ROWIP will need to be monitored to ensure that the proposed actions remain:-

- (a) relevant; and
- (b) on target for delivery

An appropriate set of indicators and targets against which progress can be monitored will be developed. These targets and progress towards them, will be reviewed in the annual progress report for the Local Implementation Plan.

The ROWIP will be reviewed by the Local Implementation Team and Cabinet Member for Highways. It is envisaged that this would be done once a year to discuss progress on the ROWIP and identify any further actions required for delivery.

### 12.2 Conclusions

- 1. Effective arrangements need to be established to measure and monitor performance.**
- 2. Information concerning progress should be available to all.**

## Useful Contacts

Natural England – London Office, 20<sup>th</sup> Floor, Portland House, Stag Place, London SW1E 5RS  
<http://www.naturalengland.org.uk/>

Planning Inspectorate, Registry/Scanning, Room 3/01 Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN  
<http://www.planning-inspectorate.gov.uk/>

Ordnance Survey, Romsey Road, Southampton, SO16 4GU  
<http://www.ordnancesurvey.co.uk/oswebsite/>

Department of Environment Food and Rural Affairs, Wildlife and Countryside Division, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6EB  
<http://www.defra.gov.uk/>

Department for Transport, Great Minster House, 76 Marsham Street, London SW1P 4DR

<http://www.dft.gov.uk/>

Ramblers Association, 2nd Floor Camelford House, 87-90 Albert Embankment, London SE1 7TW

<http://www.ramblers.org.uk/>

Open Spaces Society, 25a Bell Street, Henley-on-Thames, Oxfordshire RG9 2BA  
<http://www.oss.org.uk/>

Brent Teaching Primary Care Trust, Wembley Centre for Health & Care, 116 Chaplin Road, Wembley HA0 4UZ  
<http://www.brenTPCT.nhs.uk/>

Greater London Authority, City Hall, The Queen's Walk, London SE1 2AA  
<http://www.london.gov.uk/>

Transport for London, 23rd Floor Empress State Building, Empress Approach, London SW6 1TR  
<http://www.tfl.gov.uk/>

Mayor of London, Greater London Authority, City Hall, The Queen's Walk, London SE1 2AA  
**<http://www.london.gov.uk/>**

## **Contacting Us**

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## APPENDIX 1 - UNNAMED PATHS

Abbey Road (Bestway Spur) to North Circular Road	Bridleway
Amery Gardens to Chelmsford Square	Footpath
Annesley Close to North Circular Road (Steps)	Footpath
Ardley Close to North Circular Road (Steps)	Footpath
Bacon Lane to South of southern boundary of Goldsmith Lane	Footpath
Baker Passage, Baker Road to Acton Lane	Footpath
Baker Road, subway and footpath to Winchelsea Road	Footpath
Bridgewater Road to Barham Close	Footpath
Bridgewater Road to Fernwood Avenue	Footpath
Bridgewater Road to One Tree Recreation Ground	Footpath
Buller Road to Compton Road	Footpath
Burnley Road/Cullingworth Road to Chapter Road	Footpath
Cairnfield Avenue to Tanfield Avenue	Footpath
Chelmsford Square to Egerton Gardens	Footpath
Chelmsford Square to Trevelyan Gardens	Footpath
Chelmsford Square to Irwin Gardens	Footpath
Chichele Road (rear of numbers 27-57)	Footpath
Church Lane to Kingsbury Road	Footpath
Codling Way to Marloes Close	Footpath
Conley Passage (side of 17 and rear of 17-24 Conley Road)	Footpath
Craven Park Road (rear of numbers 114-130)	Footpath
Cricklewood Broadway to Sylvan Close	Footpath
Crummock Gardens to Edgware Road	Footpath
Denzil Road to High Road, Willesden	Footpath
Doyle Gardens to Haycroft Gardens	Footpath
East Lane to Llanover Road	Footpath
Ellis Close to High Road, Willesden	Footpath
Fryent Way to Kings Drive adjto flats 72-82 The Paddocks	Footpath
Garnet Road to Neasden Lane	Footpath
Grosvenor Gardens to Stanley Gardens	Footpath
Grosvenor Gardens (off Walm Lane)	Footpath
Harp Island Close (rear of numbers 13 to 128)	Footpath
Harrow Road between 977/977B to the Boltons	Footpath
Harrowdene Road to Lancelot Avenue	Footpath
High Road Wembley to Station Grove	Footpath
High Road Wembley to Ecclestone Mews	Footpath
High Road Willesden (rear of 232-252)	Footpath
High Meadow Crescent to Kingsbury Road	Footpath
Kings Drive to Salmon Street	Footpath
Lancaster Road to Mulgrave Road	Footpath (over railway)
Mayfields Close (between numbers 7/8)	Footpath
Melbury Road to the Mall (adj to Fire Station)	Footpath
Neasden Lane to Southern Avenue	Footpath
Princes Avenue (between 120/122) to Rugby Avenue (between 5/7)	Footpath
Rucklidge Passage (between Brett House/3 Rucklidge Ave to The Green Man public house)	Footpath
Stanley Gardens (adj to 33 and rear of 1-23)	Footpath
Walm Lane (rear of 53-65 and Station Parade rear of 16-26)	Footpath
Walm Lane (rear of 109-121)	Footpath
Walm Lane (rear of 71-87)	Footpath
Walm Lane (rear of 89-107)	Footpath
Woodland Close (side of number 27)	Footpath
Woodfield Avenue (side of number 52)	Footpath

## APPENDIX 2 – PARKS, RECREATION GROUNDS, OPEN SPACES AND PLAY AREAS MANAGED BY BRENT COUNCILS PARKS SERVICE

SITE	TYPE	SIZE
Abbey Estate Open Space	Small Local Park	1.51 Hectares
Albert Rd, Princess Rd Granville Rd	Small Local Park	
Alperton Sports Ground	Recreation Ground	9.26 Hectares
Barham Park	District Park	10.5 hectares
Barnhill	Small Local Park	19.87 hectares
Basing Hill and Brampton Grove	Small Local Park	Basing Hill: 0.44 hectares Brampton Grove: 0.53 hectares
Branshill Road	Small Local Park	0.17 hectares
Brent River Park	Local Park	8.96 hectares
Brentfield Park	Small Local Park	0.95 hectares
Brentfield Road	Small Local Park	
Brondesbury Park	Small Local Park	0.19 hectares
Butlers Green	Small Local Park	1.46 hectares
Caffrey Gardens	Small Local Park	0.18 Hectares
Cambridge Square and Gardens	Pocket Park	
Canal Walk	Small Local Park	0.43 hectares
Chalkhill Open Space	Small Local Park	2.575 hectares
Chalkhill Sports Ground	Recreation Ground	2.57 hectares
Chapter Road	Pocket Park	0.15 hectares
Chelmsford Square	Small Local Park	0.46 hectares
Church End and Mayo Road	Small Local Park	Church End: 0.7 hectares Mayo Road: 0.434 hectares
Church Lane Recreation Ground	Recreation Ground	6.25 hectares
Crouch Road	Small Local Park	0.2 hectares
Crown Walk	Small Local Park	0.62 hectares
Denzil Road	Pocket Park	0.05 hectares
Dudden Hill	Pocket Park	Dudden Hill: 0.1 hectares Learie Constantine: 0.14 hectares
Elmwood Park	Small Local Park	1.618 hectares
Eton Grove	Small Local Park	4.28 hectares
Franklyn Road	Pocket Park	0.06 hectares
Fryent Country Park	Country Park	103 hectares
Furness Road and Tubbs Road	Pocket Park	Furness Road: 0.07 hectares Tubbs Road: 0.06 hectares
Gibbons Recreation Ground	Recreation Ground	4.19 hectares
Gladstone Park	District Park	35 hectares.
Goldsmith Lane	Pocket Park	0.01 hectares
Grove Park	Small Local Park	1.41 hectares
Hazel Road	Small Local Park	0.42 hectares
Heather Park	Small Local Park	1.77 hectares
John Billam and Tenterden Sports Ground	Recreation Ground	John Billam: 5.46 hectares Tenterden: 4.13 hectares
Kensal Green	Pocket Park	0.09 hectares
Kenton Grange	Local Park	
King Edward VII Park	Local Park	10.50 hectares
Kingsbury Green	Small Local Park	0.43 hectares
Leybourne Road	Small Local Park	0.82 hectares
Lindsay Park	Small Local Park	1.84 hectares
Longstone Avenue	Small Local Park	1.52 hectares
Mapesbury Dell	Small Local Park	

Maybank	Small Local Park	3.78 hectares
Meadow Garth	Small Local Park	0.09 hectares
Mount Pleasant	Small Local Park	0.41 hectares
Neasden Recreation Ground	Recreation Ground	13.43 hectares
Northwick Park	Recreation Ground	48 hectares.
One Tree Hill Open Space	Local Park	10.50 hectares.
Pilgrims Way	Small Local Park	0.09 hectares
Poplar Grove and Quainton Street	Small Local Park	Poplar Grove: 1.33 hectares Quainton Street: 1.38 hectares
Preston Park	Local Park	7.45 hectares
Rainbow Park	Pocket Park	0.27 hectares
Retreat Close	Small Local Park	0.27 hectares
Rose End Shrubbery	Pocket Park	0.01 hectares
Roe Green Park	Local Park	16.83 hectares.
Roe Green Village	Pocket Park	0.16 hectares
Roundwood Park	District Park	10.27 hectares
Roundwood Park Avenue	Recreation Ground	3.66 hectares
Roundwood Road	Pocket Park	0.03 hectares
Sherrans Farm	Small Local Park	3.06 hectares
Shorts Croft Corner	Pocket Park	0.03 hectares
Silver Jubilee Park	Local Park	14.77 hectares.
South Kilbrun Open Space	Local Park	
Springfield	Open Space	0.23 hectares
St Marys Road	Pocket Park	0.31 hectares
Streatley Road Park	Pocket Park	
Sudbury Court	Small Local Park	1.26 hectares
Tiverton Playing Field	Small Local Park	
Tokyngton Recreation Ground	Recreation Ground	6.79 hectares
Vale Farm Sports Ground	Recreation Ground	30 hectares
Village Way	Pocket Park	0.13 hectares
Welsh Harp Reservoir and open space	Nature Reserve	Welsh Harp Reservoir is 170 hectares – incl. Neasden Recreation Ground – above. Welsh Harp Open Space is 9.43 hectares
Willesden Community Garden	Small Local Park	0.25 hectares
Willesden Sports Ground	Recreation Ground	Sports Ground: 9.246 hectares Stadium: 2.43 hectares
Wilson Drive	Small Local Park	0.41 hectares
Woodcock Park	Local Park	11 hectares.
Wyborne Way	Small Local Park	0.42 hectares

### APPENDIX 3 – STATEMENT DESCRIBING PUBLIC RIGHTS OF WAY RECORDED ON THE DEFINITIVE MAP

Right of Way No.	Relevant Ordnance Sheet	Status Footpath (FP) Cycle Path (CP)	Description	Length (m)
1.	TQ2089	F.P.	The archway between 15 and 16 Roe End The path continues between hedges and ends on the west side of Stag Lane between numbers 326 and 328.	56.5
2.	TQ2089	F.P	Commences between 58 & 60 The Ridgeway proceeds down stone steps with metal guardrails top and bottom to exit into Hay Lane between rear gardens of 58 & 60 The Ridgeway.	35.1
3.	TQ2089	F.P.	Commences at end of Summit Close between two concrete posts adjoining nos 15 & 16. Proceeds in westerly direction to Pear Close.	16.7
4.	TQ2088 TQ2188	F.P.	Entrance between 64 and 66 Springfield Mount Proceeds in north-westerly direction to end between 4 and 5 Meadow Way.	74.2
5.	TQ2088	F.P.	Entrance between 59 and 61 Springfield Gardens. 6' wide asphalt path forks sharp North then West Exit into Hillview Gardens between 19 and 21	94
6.	TQ2088	F P	Commences between 24 and 26 Hillview Gardens. Proceeds in westerly direction and ends at Summit Avenue between 27 and 29.	77.6
7.	TQ2088	F.P.	Commences between 32 and 34 Summit Avenue. Ends at The Grove between 30 Highmeadow Crescent and 43 The Grove.	126.7
8.			This number is not allocated to any footpath shown on the Revised Map in Definitive Form.	
9.	TQ2088 TQ1988	F.P.	Entrance set back from Slough Lane between No. 117 and block of flats called "Ferndene". Path bounded by garden fence on south side and school fence north side Continues through narrow strip of open space with row of trees bounding school field fence to North and school playground and playing field to South 207m surfaced. Path continues — in line with hedge westwards, on defined track across field. Passes through gap in hedge Ends between 109 and 111A Valley Drive.	580
10.	TQ1888	F.P.	Starts between 104 and 106 The Mall. Proceeds from East to West, flanked by house fences. Ends at Dorchester Way, between 88 and 90.	66
11.	TQ1888	F.P.	Starts between 48 and 54 Chapman Crescent. Proceeds in north west direction bounded by house fences, bears slightly to north mid-way at lamp post. Ends at Kinross Close between 37 and 35.	72.4

12.	TQ1888	F.P.	Starts between 30 and 32 Kinross Close. Proceeds from East to West flanked by house fences. Ends at Salehurst Close between 29 and 31.	53.2
13.	TQ1888	F.P.	Commences between 51 and 65 Falcon Way and proceeds west School entrance on South, path turns North over footbridge over brook Terminates at Brookfield Close.	147.5
14.			This number is not allocated to any footpath shown on the Revised Map in Definitive form.	
15.	TQ1788	F.P.	Begins at North end of Ilmington Road. Entrance to Woodcock Park to East. Proceeds northwards to concrete footbridge over brook Ends at Woodgrange Close opposite west fork of Close and between no. 44 on West and Woodcock Park to East.	160
16.	TQ1688 TQ1788	F.P.	Starts at the eastern end of Draycott Close and proceeds north-east between houses; ends on the West side of Upton Gardens between nos. 10 and 12.	52.2
17.	TQ1988	F.P.	Starts at Fryent Way south of Broadview Track crosses open grass land then winds between trees and bushes to wooden bridge over stream. Forks right onto rough stone path with sports ground on south and bears north-west to bridge over railway. Path continues on embankment with houses in Shakespeare Drive on South. School on North exits in Shakespeare Drive.	373
18.	TQ1888	F.P.	Begins between no.12 and maisonettes 12a, 12b, Shakespeare Drive. Proceeds northward and end sat the end of Robin Grove.	27.7
19.	TQ1888	F.P.	Commences between 12 and 14 Belvedere Way Proceeds North and ends between 7and 9 Tylers Gate.	63
20.	TQ1888	F.P.	Entrance between 65, Belvedere Way and open space. 5' wide paved path proceeds West then turns North at footbridge over stream then past garages to exit adjacent to 107 Lindsay Drive.	120.5
21.	TQ1788	F.P.	Begins between 19 and 22 Bouverie Gardens, flanked by house fences. Forks North at lamp-post. Forks again to north-west at another lamp-post, then exits in Woodhill Crescent between 52 and 54.	103
22.	TQ1688	F.P.	Begins at West end of The Ridgeway, flanked by iron railed fences. Proceeds over railway by footbridge and ends at east end of Northwick Avenue.	101.2
23.	TQ2087	F.P.	Begins between north end of Elvin Court and 287 Church Lane. Up paved steps at slight bend to North Exits in Sycamore Grove between 11 and 13.	75.5
24.	TQ2087 TQ2187	F.P.	Commences at entrance road to Woodfield School and proceeds south to join Footpath	170.0

			101.	
25.	TQ2086	F.P.	Begins between triangular grass plot and iron-railed boundary wall of Birchen Grove Cemetery site. Proceeds in westerly direction and ends at east end of Old Church Lane.	49.4
26.	TQ2086	F.P.	Begins at Lych Gate of St Andrew's Old Church, Old Church Lane. Path passes through churchyard to exit between 2 posts by entrance to St Andrew's New Church and hail Church fence to West and chain-link fence bounding bungalow and garden to East. Ends at southern end of St Andrew's Road, between nos. 18 and 20.	154
27.	TQ2087	F.P.	Entrance between 8 and 10 Wells Drive. Proceeds in northerly direction flanked by house fences. Ends at Church Drive between 125 and 127.	76.8
28.	TQ2087	F.P.	Begins at 114 Church Drive. Proceeds in north-westerly direction flanked by house wall and fences Ends at 160 Church Lane.	30.6
29.	TQ1987		Begins off Fryent Way next to large Oak Tree. Proceeds north-west and joins FP30.	121.5
30.	TQ1987 TQ1887	F.P.	Begins end of FP29 and skirts edge of Barnhill Open Space row of trees and fence to West meadow to East. Path follows round outside boundary of Open Space, forks West through gap in line of trees with wire boundary fence to open space on North and trees on South. At junction of paths at entrance to Open Space, track forks sharp North West across field to railway footbridge. Cindered path after bridge forking sharp West to end on Ledway Drive.	1100
31.	TQ1887	F.P.	Commences at right angle fork off Ledway Drive, of footpath to Barnhill Open Space: cinder and grass path flanked by sports grounds North, Housing Estate South; then rough concrete surface, ends at The Mall adjoining No 237.	266.4
32.	THIS RIGHT OF WAY NO LONGER EXISTS	F.P.	Formerly starts at the western end of Preston Waye and proceeded North West across open ground. Ended at the southern end of Tenterden Close. Tenterden Close since demolished.	
33.			This number is not allocated to any right of way in the Definitive Map.	
34.	TQ1687	F.P.	The Ducker Footpath begins at gap in hedgerow, North of Ducker Cottage, Watford Road, conc fence south side with old Harrow Bathing Pool to South. Track follows Pool boundary fence on South then leaves fence and is not visible on ground. Joins FP37 also not visible on ground. Length from Watford Road to path becoming undefined.	226

35.	TQ1687	F.P.	Starts at North end of The Fairway West side and runs between ditch and entrance road to Northwick Park Sports Pavilion Not visible on ground. Ends at South East. corner of hospital boundary fence at junction with FP36 and 39.	300 approx
36.	TQ1687	F.P.	Starts at junction of Footpaths 35 & 39 at South East corner of hospital boundary. Runs westwards parallel to hospital fence through golf course and joins footpath Path not visible on ground.	494 approx
37.	TQ1687	F.P.	Starts between 59 and 61 Norval Road and runs approx 62m north before turning West. Here joined by FP38 West towards hedge and ditch, then turns North West to run East side of hedge and ditch and join FP34 Path not visible on ground.	627 approx
38.	TQ1787 TQ1687	F.P.	Starts North end of Nathan Road, East side. Runs Westward to join path 35 near North end of The Fairway then continues Westward to join path 37 at rear of 61 Norval Road. Path not visible on ground.	545 approx
39.	TQ1687 TQ1787	F.P.	Starts at end of Conway Gardens over iron footbridge across railway and then Eastwards to join Proyer's Path. Path not visible on ground. Then joins paths 35 and 36 at South East corner of hospital boundary.	390 approx
40.			This number is not allocated to any right of way in the Definitive Map.	
41.	TQ1787	F.P.	Starts on the North side of Thirlmere Gardens between nos. 100 and 102. The path proceeds North between fences to right angle bend, and then East to its end at the South end of Ambleside Gardens.	99
42.	TQ1787	F.P.	Starts at the east end of Allonby Gardens. The path passes east between fences to its end on the west side of Montpelier Rise between nos. 45 and 49.	46.2
43.	TQ1686	F.P.	Starts between 56 and 58 Pebworth Road Concrete path flanked by 7ft high wooden fences to stile at end; borough boundary at Harrow School playing fields.	57.7
44.	TQ1686	F.P.	Begins between 30 and 32 Pasture Road; concrete path flanked by fences. Proceeds in easterly direction to end at Sudbury Court Open Space.	42
45.	TQ1686	F.P.	Begins at Sudbury Court Open Space; concrete path flanked by wooden fences. Proceeds in easterly direction and ends at Campden Crescent between 17 & 19.	41
46.	TQ1786	F.P.	Begins between 54 and 56 Carlton Avenue West Proceeds north as concrete path with guard rail at entrance, flanked by house fences. Ends at Abbots Drive between 49 and	91.4

			51.	
47.			This number is not allocated to any right of way in the Definitive Map.	
48.	TQ1786	F.P.	Starts between 35 and 35a Byron Road: tarmac path with post at centre of entrance. Lamp post at bend to North. Flanked by house fences. Ends at South end of East Court between 43 and 44.	119.2
49.	TQ1886	F.P.	Begins between 28 and 29 Blenheim Gardens Asphalt path flanked by house hedges and fences proceeding in north-west direction. Ends at St Augustine's Avenue between 60 and 62.	75.2
50.	TQ1886	F.P.	Begins between 53 and 55 Preston Road Asphalt path flanked by house fence and hedge. Ends at Blenheim Gardens between nos. 22 and 23.	75
51.	TQ1986	F.P.	Begins at stone steps between 36 and 38 Forty Lane. Asphalt path flanked by house hedge and fences. Ends at The Mount between nos. 10 & 11.	116
52.	TQ2086	F.P.	Entrance between 49 Birchen Grove and 14 Old St Andrews Mansions; tarmac path with post at centre of entrance. Proceeds north-west to join made up portion of Church Walk.	27
53.	TQ1886	F.P.	Begins between nos. 33 and 37 Wembley Park Drive. Asphalt path with wooden post at centre of entrance Proceeds North flanked by house fences. Lamp post midway. Ends at Beechcroft Gardens between 30 and 32 Wooden Post in centre of path at exit.	92.9
54.	TQ1 886	F.P.	Begins between 27 and 29 Beechcroft Gardens. Asphalt path with post at entrance, flanked by house fences. Proceeds northwards and ends in Oakington Avenue between Synagogue and no. 76. Post at centre of exit.	
55.	TQ1885	F.P.	Starts on the north side of Dagmar Avenue opposite no. 77 and proceeds north across the forecourt of the Green Man. Just in front of the public house building, the path turns east across the car park. The path is distinguished on the asphalt surface of the car park by concrete strips. Path continues through garden between lawns, then between hedges past 3, 4, 5 High Street, to its end on the west side of High Street, north of no. 6.	154
56.	TQ1885	F.P.	Begins in forecourt at south west corner "Green Man" public house at Dagmar Avenue. Tarmac path passing lamp-post at south end of Hillside Avenue, flanked by	100.5



			house fences and hedges. Steep slope down to end at Park Lane between nos. 171 and 173.	
57.	TQ1885	F.P.	Begins between 30 and 32 Park Lane flanked by house fences and hedges. Ends between 11 and 13 Kingsway.	79.6
58.	TQ1885	F.P.	Entrance between 28 and 30 Kingsway; tarmac path flanked by house fences and hedges. Ends in Clarendon Gardens between 33 and 35.	70.8
59.	TQ1885	F.P.	Begins at south end of The Dene adjoining no. 56, with post at entrance flanked by house fences Proceeds west and ends at Castleton Avenue between nos. 55 and 57.	91.2
60.	TQ1885	F.P.	Begins at west end of Linden Avenue, paved path with grass strip on south side and flank garden wall of no.1 Linden Lawns on north Ends opposite entrance to garages and joins Lea Gardens highway pavement.	39
61.	TQ1885	F.P.	Begins west end of Princes Court; asphalt path proceeds north west with lamp at centre of entrance flanked by house hedge and fence. Ends at Keswick Gardens between 16 and 17.	79.2
62.			This number is not allocated to any right of way shown in the Definitive Map.	
63.	TQ1785	F.P.	Begins between 35 and 37 Lancelot Crescent and proceeds west to east end of cul-de-sac in front of no.58 Harrowdene Road.	48.7
64.	TQ1785	F.P.	Begins at Harrowdene Close, and proceeds to exit into Sudbury Avenue between no. 27 and sub station Adjoining no. 33.	85
65.	TQ1785	F.P.	Starts at the entrance to Vale Farm Sports Ground and passes over tarmacadam surface alongside 52 Woodfield Avenue, to its end at the South end of Woodfield Avenue.	36
66.	TQ1685	F.P.	Entrance between 37 and 39 Elms Lane. Asphalt path flanked by house fences with lamp-post midway at slight bend south. Then another slight bend south at lamp-post with church building on west and Church Gardens flats on east. Ends by entrance gates to Church Hall at east fork of Church Gardens.	116.4
67.	TQ1685	F.P.	Entrance at south west corner of the Sudbury Inn (formerly "The Swan") public house Harrow Road; tarmac path flanked by wall and fence, slight bend south at lamp-post to north side of footbridge over railway From south side of footbridge to lamp-post at junction of paths to Central Road and District Road. (Footbridge responsibility of London Underground.)	143
68.	TQ1685	F.P.	Commences at lamp-post at junction of footpaths from Harrow Road and Central Road, rear of 91 Central Road. The path is	172

			flanked by house fences to south and playing fields on north. Ends at west end of District Road adjoining no 107 with lamp-post on pavement.	
70.	TQ1 685	F.P.	Commences at lamp-post at junction of paths to District Road and Sudbury Heights Avenue; tarmac path running to West. Flanked by Sports Ground and fence on north and railway wire fence to south. Slight bend north at lamp-post with house wall on south Ends at east end of Greenbank Avenue adjoining no. 50.	102.7
71.	TQ1685	F.P.	Commencement adjoining no.27 Greenbank Avenue; tarmac path flanked by Sports Ground to east and house fence to West. Slight bend east to end in Maybank Avenue with entrance to Sports Ground to east and no 134 on west.	110.5
72.	TQ1685	F.P.	Begins in L.B. Ealing at Sudbury Heights Avenue adjacent to no. 24 to paved path with lamp-post at west fork to stone footbridge over railway. From north side of footbridge 40m to lamp at east fork, in tarmac path Flanked by house chain link and wood fences. Ends at District Road between nos 46 and 48. (Footbridge not included, responsibility of London Underground.)	44
73.	TQ1685	F.P.	The path commences from District Road with no. 73 on the west and a bungalow no. 71A on the east; tarmac path flanked by house fences Ends in Central Road between nos. 72 and 74.	77.6
74.	TQ1685	F.P.	Entrance between nos. 89 and 91 Central Road tarmac path flanked by house fences leading northwards to junction of paths from Harrow Road and District Road.	44
75.	L.B.Ealing	F.P.	Entrance between nos. 200 and 202 Whitton Avenue, tarmac path flanked by garden fences. Ends at Eastcote Avenue between 57 and 59.	61.3
76.	L.B.Ealing	F.P.	Begins between nos. 62 and 64 Eastcote Avenue, tarmac path flanked by house fences and wall. Proceeds north to end at Sudbury Heights Avenue between 61 and 63.	60.4
77.	L.B.Ealing	F.P.	Entrance between 86 and 88 Sudbury Heights Avenue. Path proceeds north flanked by house fences and brick wall to stone footbridge over railway.	35.6
78.	L.B.Ealing	F.P.	Starts at a footpath behind the houses in Ridding Lane, Ealing and passes north east over an asphalt path across an open space ending at the west end of Sudbury Heights Avenue.	92.4
79.	TQ1784	F.P.	Starts at the western end of Farm Avenue and proceeds north between houses over paved surface ending at southern end of stub road off Chaplin Road.	21.3

80.	TQ1784	F.P.	Starts on the north east side of Bridgewater Road between nos. 208 and 210. The path passes north east between garden fences, through tunnel under L.U.L. Piccadilly Line, Sm North east of which it ends at edge of Public Open Space.	76.3
81.	TQ1784	F.P.	Starts 15 yards east of tunnel under L.T.E. Piccadilly Line south of Farm Avenue and proceeds north across open space to end at Farm Avenue.	83.2
83.	TQ1884	F.P.	Starts at the north side of Lyon Park Avenue between nos. 31 and 33. The path passes north east over tarmacadam surface over a concrete culvert, and ends on the south side of Station Grove between no. 60 and 62.	82.2
84.	TQ1884	F.P.	Starts at east end of Westbury Road. Path passes north-east over asphalt surface, and ends at posts on the south west side of Hillfield Avenue between nos. 4 and 6.	28
85.	TQ1884	F.P.	Starts at north east side of Victor Grove between nos 11 and 12. The path passes north east over tarmacadam surface and ends on the south west side of Hilifield Avenue between nos 32 and 34.	65
86.	TQ1884	F.P.	Starts on the north side of Lyon Park Avenue between nos. 83 and 85. The path passes over a tarmacadam surface which forms access to lock-up garages on each side, through gap in fence to footbridges passing over railway The path continues over Wembley Brook by wooden footbridge, then passes between chain-link fences. Footpath to Tokyngton Avenue on east, then school playing field bounded by chain-link fence. Wall bounding flats in London Road to west. Path ends on the southern side of London Road. Does not include footbridges over railway, responsibility of Railtrack.	122.6
87.	TQ1884 TQ1885	F.P.	The path commences on north side of eastern end of London Road, over asphalt surface between house in London Road and Sports Ground. Proceeds between Sports Ground and allotments with iron railings and paled fence to southern boundary of school; over concrete surface between Petrol Filling Station and Brent House office block to its end on the south side of High Road.	565.5
88.	TQ1984	F.P.	Entrance between nos. 220 and 222 Harrow Road; asphalt path with concrete post centre of entrance. Flanked by garden fences to east Ends with concrete post in Vivian Avenue between nos. 35 and 37.	145.1
	TQ1984	F.P. (Truncated)	Starts on the south side of Tokyngton Avenue between nos. 54 and 56 Asphalt surface running south west then south, now ending by Point Place/Argenta Way at lower level. Path sealed at this point by A406 major scheme.	42

90.	TQ1883 TQ1884	F.P.	Starts the north side of Mount Pleasant, east of no. 53. The path passes north over tarmacadam surface between fences and hedges. Ends at metal railings on the south side of Stanley Avenue, west of St James' Church.	101.6
91.	TQ1883	F.P.	Starts at the east end of Carlyon Road and proceeds east over asphalt surface between walls, turning north alongside of factory. The path continues between railings, turns east up a ramp and then north over footbridge over the canal, passing over asphalt surface between factory premises to its end on the south side of Mount Pleasant opposite Belmont Avenue.	182
92.	TQ1783	F.P. (Truncated)	From Manor Farm Road to junction of Athlon Road and Glacier Way.	150
93.	L.B. Ealing	F.P.	Starts at north west corner of Lily Gardens adjacent to no. 47 Path proceeds northwards between house garden and school. Sharp bend west at lamp-post; with factory premises to north and school to south ends at the Borough boundary by the north west corner of the school site.	131.8
94.	TQ1883	F.P.	Starts at the eastern end of Riverside Gardens between Nos. 60 & 61 and passes east over tarmac surface along north side of River Brent. The path passes under L.U.L Piccadilly Line and turning northwards away from the river, ends at junction of Queensbury Road and Abbey Avenue.	185
95.	TQ1883	F.P.	Starts on the Borough boundary at the centre of concrete footbridge with iron railings over the River Brent, north of Park Avenue, Ealing, and passes northwards over tarmacadam surface to its end on the south side of Queensbury Road, opposite No.10.	39
96.	TQ1883	F.P.	Starts on the Borough boundary at centre of 12ft 0ins over concrete footbridge with iron railings over the River Brent and proceeds northwards to its end at posts on the southern side of Queensbury Road near Water Road.	10
97.	TQ1983 TQ1883 TQ1783	F.P. Tow Path	Starts where the Grand Union Canal passes over the River Brent (no access from ground level at this point) and proceeds north westwards along the south bank over gravel surface alternating with ash for approximately 138m, then is tarmac with edging to Manor Farm Road bridge Fencing on southern side varies from chain link to wooden. Path continues south	1755 approx

			west under footbridge (path no. 91) arriving north west under L.U.L. Piccadilly Line and Ealing Road bridge Path passes factory with corrugated iron fencing, proceeds under Manor Farm Road Bridge where Borough boundary crosses canal..	
98.	TQ2187 TQ2188 TQ2088	F.P. This path is not visible on ground. June 1992	This path starts on the Borough boundary at a gap (distinguished by 2 concrete posts) in the broken hedge 34m north of hedge (surrounding Kingsbury Town F.C. ground) giving access to Silver Jubilee Park from West Hendon Playing Fields. Path proceeds in a straight line in a north north-westerly direction diagonally across Silver Jubilee park until it turns due west to end on the east side of Townsend Lane, about 40m north of junction with Elthorne Road.	190 Approx
99.	TQ1788	F.P.	Extends from the southern end of Lidding Road in a southerly direction to footbridge over Wealdstone Brook to join northern end of Shaftsbury Avenue.	52.8
100.	TQ1687	F.P.	Path begins at entrance to subway to Northwick Park Station. Path proceeds south west across open space for 425m then forks south alongside chain-link fence bounding Technical College grounds to West; open space followed by Hospital grounds to east. After 143m path turns west. Entrance to hospital 19m from corner. Path continues between chain-link fences with hospital to south and Technical College to north, for approximately 486m to its end at Watford Road about 20m south of entrance to Technical College.	671.3
101.	TQ2087 TQ2187	F.P.	Begins at eastern end of Birchen Grove and proceeds in a north easterly direction for a distance of approximately 364 yards, thence in a northerly direction for a distance of approx 93 yards to link up with footpath no. 24.	334
102.	TQ1887	F.P.	Commences at the north end of Ravenscroft Avenue Proceeds in a slightly north westerly direction for approximately 51 .8m thence in a north westerly direction for a distance of approx 16.9m to Kinch Grove, between nos. 11 and 13.	68.7
103.	TQ1988	F.P.	Commences north of Crundale Avenue between nos. 43 and 45 and proceeds in a north westerly direction for a distance of approx 16m to the rear of no. 485 Kingsbury Road (shop premises).	43
104.	1884	F.P. and C.P.	Starts approximately 60 yds to south of eastern end of London Road. Passes East on asphalt surface between chain link fencing	263

			flanked by school playing field to north and Wembley Brook on south. Terminates at pathway flanking 328 Tokyngton Avenue adjoining gate to railway sidings.	
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## APPENDIX 4 – USER SURVEY QUESTIONNAIRE

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### RIGHTS OF WAY IMPROVEMENT PLAN – USER SURVEY

1. Excluding roadside footways, do you ever use footpaths or cycleways or other public rights of way in Brent?

Yes

No

2. What are the main reasons why and how often do you use public rights of way in Brent? (Please select one from each row)

<b>To get to work/school/shops etc</b>	daily	weekly	monthly	occasionally	never
<b>Going for a walk</b>	daily	weekly	monthly	occasionally	never
<b>Running/jogging</b>	daily	weekly	monthly	occasionally	never
<b>Dog walking</b>	daily	weekly	monthly	occasionally	never
<b>Getting to local attractions</b>	daily	weekly	monthly	occasionally	never
<b>Horse riding</b>	daily	weekly	monthly	occasionally	never
<b>Cycling</b>	daily	weekly	monthly	occasionally	never
<b>Motorcycling</b>	daily	weekly	monthly	occasionally	never
<b>Nature study</b>	daily	weekly	monthly	occasionally	never

3. **Where are the paths you use?** (Please tick all that apply)

Queensbury  
Fryent  
Welsh Harp  
Dollis Hill  
Mapesbury  
Dudden Hill  
Willesden Green  
Brondsuiry Park  
Queens Park  
Preston  
Kenton

Kilbrun  
Kensal Green  
Harlsden  
Willesden Green  
Stonebridge  
Tokyngton  
Wembley Central  
Alpertton  
Sudbury  
Barnhill  
Northwich Park

4. **Why do you choose to use these public rights of way?**

Near to home  
Quality of paths  
Favourite area/routes  
Easy to get to  
Other (Please specify)

5. **How do you rate the overall physical condition of these paths?**

Excellent  
Good  
Average  
Poor  
Very poor



- 6. What, if anything, stops you, limits you or puts you off using Brent's paths and trails?**  
(Please select **up to 5** things which you think are most important)

**Don't have enough time**

**Not interested**

**Health problems**

**No suitable paths near home**

**Lack of information on where to go or how to get there**

**To much road walking required to or between paths**

**Poor signposting (e.g. lack of signs and waymarkers)**

**Worries about getting lost or trespassing**

**Stiles or gates (too many or poor condition)**

**Surface in poor condition or unsuitable**

**Paths obstructed, e.g.by fences, buildings**

**Inconsiderate behaviour of other users**

**Presence of motorised vehicles**

**Too dangerous or don't feel safe**

**Spoilt by litter or dog fouling**

**Paths overgrown**

**Poor lighting**

**Fear of crime**

**Difficult road crossings**

**Lack of circular routes**

**Other** (Please specify)

7. What are your priorities for improving public rights of way in Brent? (Please select one from each line)

**Focus on making the existing network**

<b>Easier to use</b>	high	medium	low	not a priority
<b>Improve the surface of the existing network</b>	high	medium	low	not a priority
<b>Focus on personal safety</b>	high	medium	low	not a priority
<b>Keep existing paths clean</b>	high	medium	low	not a priority
<b>Prevent motorised use of paths</b>	high	medium	low	not a priority
<b>Create new paths to walk along</b>	high	medium	low	not a priority
<b>Create new off-road routes for cycling</b>	high	medium	low	not a priority
<b>Create more circular routes</b>	high	medium	low	not a priority
<b>Make more safer road crossing points</b>	high	medium	low	not a priority
<b>Create more footpaths accessible</b>				

**By public transport**

<b>Create more routes for local journeys</b>	high	medium	low	not a priority
<b>Improve accessibility for those with</b>				

**Mobility or sight problems**

<b>Create attractive routes linking</b>	high	medium	low	not a priority
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**cafes/pubs/places of interest**

<b>Hold more organised events and walks</b>	high	medium	low	not a priority
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**Other (please specify)**

	high	medium	low	not a priority
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8. Where would you go for information about Brent's public rights of way?

**Internet**

**Libraries**

**Bookshops**

**Local newspapers**

**Council offices**

**Other (please specify)**

**Maps**

**Local community groups**

**Ramblers Association or other walking groups**

**I would not look up this type of information**

**Don't know**

**9. Are there any specific changes you would like us to make?**

Please use the space below to tell us about any changes to the rights of way network that you would find useful. Please give us as many details as possible. We cannot promise to respond to all requests for improvements, but it will help us to build up a picture of what is needed.

**Any other comments**

Please use this space to make any other comments or suggestions about public rights of way in Brent not already covered in this questionnaire

**10. Personal details**

In order for us to make sure that we get the views of a representative sample of the community, it would help if you gave us some personal details. The information will be stored on computer but will only be used for the purposes of this public rights of way consultation. It will not be used for the identification of individuals and will not be made available to third parties.

**Postcode**

**Which age group are you in?**

Under 16      16-24      25-34      35-44      45-54      55-64      65 or over

**Gender**

Male                      Female

**Which of the following best describes your ethnic background?**

White      Afro-Caribbean/African      Asian      Other

If other, please specify:

**Which of the following statements apply to you** (Please tick all that apply)

Fully mobile

Reasonably mobile – have some difficulty walking longer distances (say more than half a mile)

Limited mobility – Can only walk short distances

Wheelchair-user

Blind or partially sighted

Hearing impairment

Use paths with young child in a pushchair or with a toddler

Have other particular needs (Please specify below)



## Part 2 - Statement Of Actions

### Introduction

The statutory guidance published by DEFRA, requires that the proposed action that the Council intends taking to improve rights of way in the borough, come from the information collected and evaluated as part of the assessment undertaken.

Based upon the conclusions set out in part 1 of the ROWIP (the assessment) this part lists and describes the actions that the Council intend taking to address these issues.

By November 2017 we hope that all Public Rights of Way in Brent will be:

- Fully recorded on the Definitive Map and other legal records
- Free of obstructions to fully-ambulant users.
- Free of unnecessary obstructions to people with disabilities.
- Contributing fully to the objectives contained in other national, regional and local plans and strategies.
- Managed in accordance with then-current legislation and best practice.

To realise that vision we have produced this Statement of Action.

The Statutory Guidance requires highway authorities to prepare a statement of the actions they propose to take for the management of the local rights of way network in their area. It is intended that this should be a statement of how the highway authority proposes to take forward the management of public rights of way and how it will secure an improved network with particular regard to the issues highlighted in the assessment.

The assessments have enabled a number of conclusions to be reached about the overall strengths and weaknesses of the local rights of way network and to identify where action is required. These conclusions and the information gathered from the assessments forms the basis of the statement of action.

We have identified other organisations that are likely to be involved in the proposed action and a timescale for the undertaking the action. We have sought to identify the most likely sources of funding. Specific actions that are estimated to cost less than £5,000 to deliver are identified by the £ symbol, those estimated to cost between £5-20,000 by the symbols ££ and those estimated to cost over £20,000 by the symbols £££.

## **A. The Definitive Map And Statement And Other Records**

### **Conclusions**

- 1. The Council is Responsible for keeping up to date and accurate records relating to highways, in particular the definitive map and the list of streets that are publicly maintainable.**
- 2. There is no definitive map and statement for those parts of the Borough excluded from the survey undertaken by Middlesex County Council when preparing the definitive map.**
- 3. Whilst presently under review by Central Government there remains potential for certain routes (that may well be public rights of way) to become “lost ways” if not recorded on the definitive map and statement by 2026.**
- 4. There are many well used permissive routes within the Borough that are unrecorded on records held by the Council.**
- 5. Few people are aware of the definitive map and statement or the purpose that they serve.**
- 6. The Council is Responsible for keeping up to date and accurate records relating to highways, in particular the definitive map and the list of streets that are publicly maintainable.**
- 7. There is now an opportunity to establish clear policies and procedures relating to rights of way work.**
- 8. The Council has produced a Highways Asset Management Plan that should enable the existing highways assets to be better managed.**

<b>Recommended Action</b>	<b>£</b>	<b>Completion Date</b>	<b>Key Organisations</b>
We will produce an accurate and up to date definitive map and statement for the whole of the Borough	££ Revenue budget	December 2016	Brent Council (Transportation Services Unit)
We will continue to monitor the issue of "lost ways" and seek to identify all unrecorded public rights of way and take steps to ensure that they are properly recorded on the definitive map and statement for the Borough	£ Revenue budget	December 2014 and then ongoing to 2026.	Brent Council (Transportation Services Unit)
We will identify and record those routes that are available to the public on a permissive basis and undertake an audit of all routes identified to establish their importance	£ Revenue budget	December 2010	Brent Council (Transportation Services Unit with support from the Parks Service)
We will develop procedures for the processing of applications for definitive map modification and public path orders together with guidance notes for applicants.	£ Revenue budget	December 2008	Brent Council (Transportation Services Unit)
We will include details of all public rights of way (including structures such as bridges, gates etc that exist along them) on the Highway Asset Management Plan.	£ Revenue budget	December 2008	Brent Council (Transportation Services Unit)



## B. The Accessibility Of The Local Rights Of Way Network For Different Users, Including Those With Mobility Problems

### Conclusions

1. Most of the local rights of way network is easily accessible to people with visual or mobility impairments.
2. Whilst the Council has not adopted a “least restrictive access” policy in respect of public rights of way many sites managed by the Parks Unit, that are crossed by paths, are managed to ensure that access is available to all.
3. Access over railway bridges is likely to be a problem for the disabled and others.

Recommended Action	£	Completion Date	Key Organisations
Carry out an access audit of the rights of way network and principal access sites	££ Revenue budget	December 2010	Brent Council (Transportation Services Unit)
Develop and adopt a policy of least restrictive access to help ensure that the local rights of way network (including routes through parks) is managed to enable safe and convenient access for all.	£ Revenue budget	December 2016	Brent Council (Transportation Services Unit)
Consider with Rail Operators and other stakeholders whether improved access can be provided at railway bridges	£ Revenue budget (however any actual improvements are likely to cost significant amounts and funding for any works will need to be identified)	December 2010	Brent Council (Transportation Services Unit) Rail Operators TfL
Undertake improvements to those public rights of way where access is restricted.	£££ Revenue budget	December 2012	Brent Council (Transportation Services Unit and Street Care Team)

## **C. Contributing Towards Objectives In National, Regional And Local Plans And Strategies**

### **Conclusions**

- 1. The Rights of Way network can make a significant contribution towards meeting the objectives contained in various national, regional and local plans and strategies.**
- 2. Health and well being can be improved by increasing the amount of walking and cycling.**
- 3. Walking and cycling are cheap, convenient and sustainable ways of making short journeys.**
- 4. Development within the Borough needs to recognise the importance of walking/cycling and take into account the needs of walkers and cyclists.**

### **(C1) Health And Well Being**

<b>Recommended Action</b>	<b>£</b>	<b>Completion Date</b>	<b>Key Organisations</b>
Support walking/cycling initiatives aimed at improving health with information on routes and targeted improvements	££  Revenue budget	Ongoing	Brent Council (Transportation Services Unit), Brent tPCT, Transport for London
Assist local partners in developing health programmes	£  Revenue budget	Ongoing	Brent Council (Transportation Services Unit), Brent tPCT
Develop a series of recommended health walks	£  Revenue budget	Ongoing	Brent Council (Transportation Services Unit), Brent tPCT, Local Walking Groups
Contribute regularly to existing newsletters and literature to communicate the health benefits of gentle exercise on the network and promote recommended health walks	£  Revenue budget	Ongoing	Brent Council (Transportation Services Unit and Parks Service)

## (C2) Sustainable Transport

Recommended Action	£	Completion Date	Key Organisations
Identify and promote those routes that offer real alternatives to use of the car, such as paths that provide access to schools.	£  Revenue budget	Ongoing	Brent Council (Transportation Services Unit)

## (C3) Urban Design

Recommended Action	£	Completion Date	Key Organisations
Ensure that new development proposals enhance the rights of way network and that where appropriate contributions are sought from developers to help deliver walking/cycling improvements.	£  Revenue budget	Ongoing	Brent Council (Transportation Services Unit and Planning Service) Developers

## **D. Latent Demand And Gaps In Provision**

### **Conclusions**

- 1. With more resources being allocated to promote and encourage walking and cycling it is likely that demand will increase.**
- 2. The Local Implementation Plan and the planning system will provide opportunities to secure new routes or improve existing routes.**
- 3. Opportunities to walk and/or cycle exist near to Brent.**

<b>Recommended Action</b>	<b>£</b>	<b>Completion Date</b>	<b>Key Organisations</b>
Identify opportunities that may exist to access the countryside near to Brent.	£  Revenue budget	Ongoing	Brent Council (Transportation Services Unit) Neighbouring local authorities
Keep existing permissive paths open and create new routes where opportunities arise.	£  Revenue budget (not including the cost of any works to establish new routes)	Ongoing	Brent Council (Transportation Services Unit, Street Care Team and Parks Service) Developers Landowners

## **E. Service Provision, Responsibilities, Resources And Funding Opportunities**

### **Conclusions**

- 1. Responsibility for public rights of way in Brent lies with three separate units within the Environment & Culture Directorate.**
- 2. The Street Care Unit is best placed to maintain those public rights of way which can be categorized as urban paths/alleys.**
- 3. The Parks Unit are best placed to maintain those public rights of way (and permissive paths through parks and open spaces) which can be categorized as green ways.**
- 4. Maintenance of public rights of way (and permissive paths through parks and open spaces) is undertaken as part of the wider maintenance programmes undertaken by the Street Care and Parks Units.**
- 5. Additional money has been allocated by the Council to improve footpaths.**
- 6. The individual units are able to work effectively together and co-ordinate planned improvements where necessary.**
- 7. There is now an opportunity to establish clear policies and procedures relating to rights of way work.**
- 8. Opportunities to attract external funding should be explored.**

<b>Recommended Action</b>	<b>£</b>	<b>Completion Date</b>	<b>Key Organisations</b>
Analyse the statutory list of streets and ensure that all public rights of way recorded on the definitive map, that are publicly maintainable highways, are properly recorded on the list of streets.	£  Revenue budget	December 2008	Brent Council (Transportation Services Unit)
Undertake an annual survey of the rights of way network to identify it's condition and any improvements that need to be made.	£  Revenue budget  (not including cost of undertaking any improvements identified as a result of the annual survey)	Ongoing	Brent Council (Transportation Services Unit)
Explore opportunities to attract additional funding towards improvements to the rights of way network	£  Revenue budget	Ongoing	Brent Council (Transportation Services Unit)
Remove all overgrown vegetation from paths.	£ Revenue budget	Ongoing	Brent Council (Transportation Services Unit, Street Care Team and Parks Service)
Remove all litter/dog fouling from paths	£ Revenue budget	Ongoing	Brent Council (Transportation Services Unit, Street Care Team and Parks Service)
Identify routes that are used illegally by motorcyclists and work in conjunction with the Police to target problem areas.	£ Revenue budget	Ongoing	Brent Council (Transportation Services Unit, Street Care Team and Parks Service) Police
Replace missing or damaged street lighting and 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.	£ Capital funding	Ongoing	Brent Council (Transportation Services Unit and Street Care Team) TfL

## **F. Promotion And Publicity**

### **Conclusions**

- 1. Good promotion and publicity are essential for the rights of way network to fulfil its role in delivering the overarching objectives of Brent Council and it's partners. Without adequate promotion and publicity, the resources used on other aspects of network management are more difficult to justify.**
- 2. Whilst Brent Council currently makes good use of a variety of media activities to promote and publicise the network, there are a number of opportunities for improvement. Opportunities exist to work with other organisation to improve promotion.**

<b>Recommended Action</b>	<b>£</b>	<b>Completion Date</b>	<b>Key Organisations</b>
Identify and promote those routes which are alternatives to the car, within schools and local businesses.	££ Revenue budget	Ongoing	Brent Council (Transportation Services Unit) Businesses Schools
Develop the Councils web site to include information about rights of way and walking/cycling opportunities that exist within Brent (and elsewhere) and which will include a facility to enable users to report problems.	£ Revenue budget	December 2010	Brent Council (Transportation Services Unit)

## **G. Monitoring**

### **Conclusions**

- 1. Effective arrangements need to be established to measure and monitor performance.**
- 2. Information concerning progress should be available to all.**

<b>Recommended Action</b>	<b>£</b>	<b>Completion Date</b>	<b>Key Organisations</b>
Integrate monitoring arrangements for the actions set out in this plan with current arrangements for monitoring the LIP	£ Revenue budget	December 2008	Brent Council (Transportation Services Unit)
Produce an annual progress report for publication on the Council's web site	£ Revenue budget	December 2008	Brent Council (Transportation Services Unit)





# LONDON BOROUGH OF BRENT

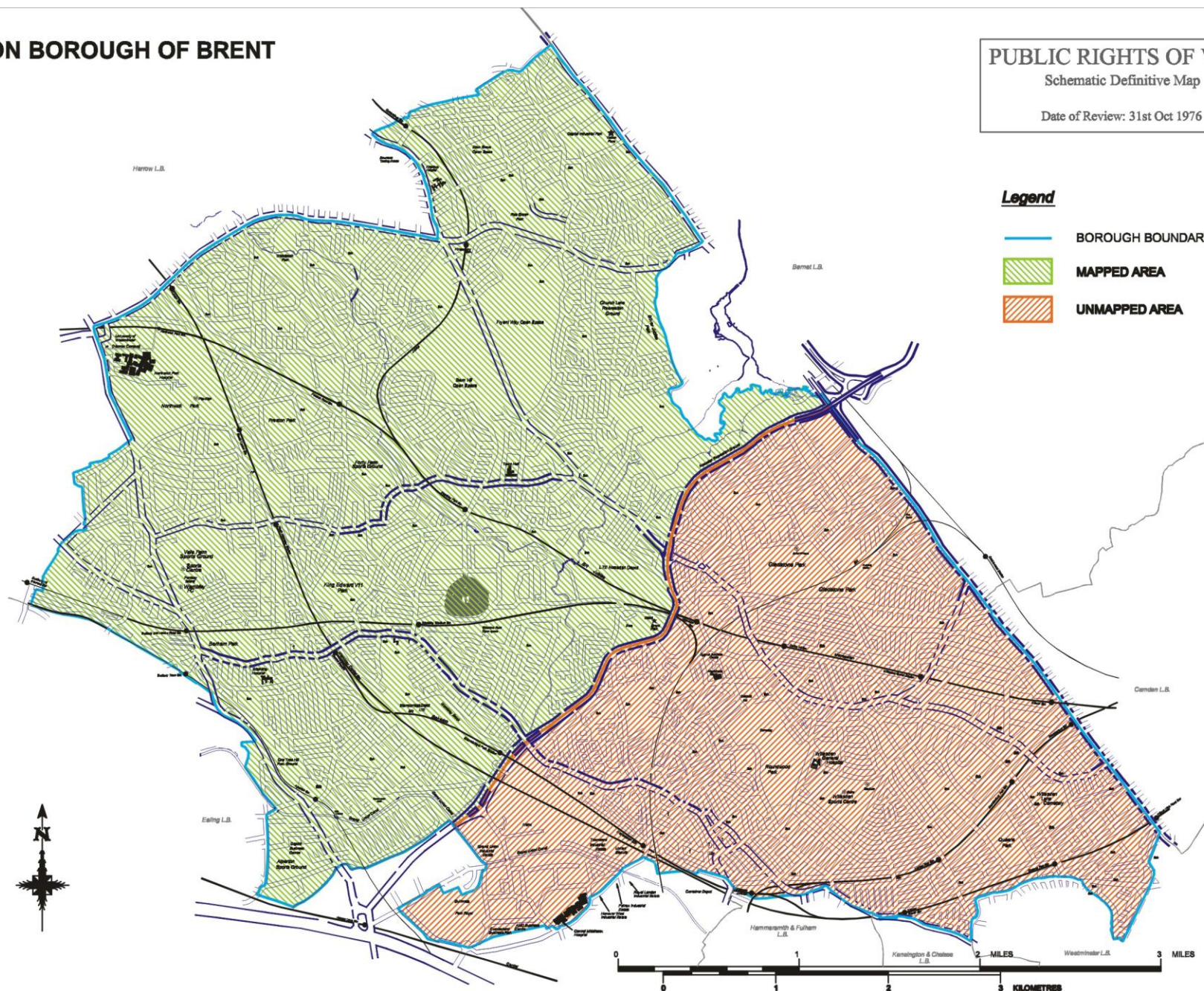
## PUBLIC RIGHTS OF WAY

Schematic Definitive Map

Date of Review: 31st Oct 1976

### Legend

-  BOROUGH BOUNDARY
-  MAPPED AREA
-  UNMAPPED AREA







**LONDON BOROUGH OF BRENT**

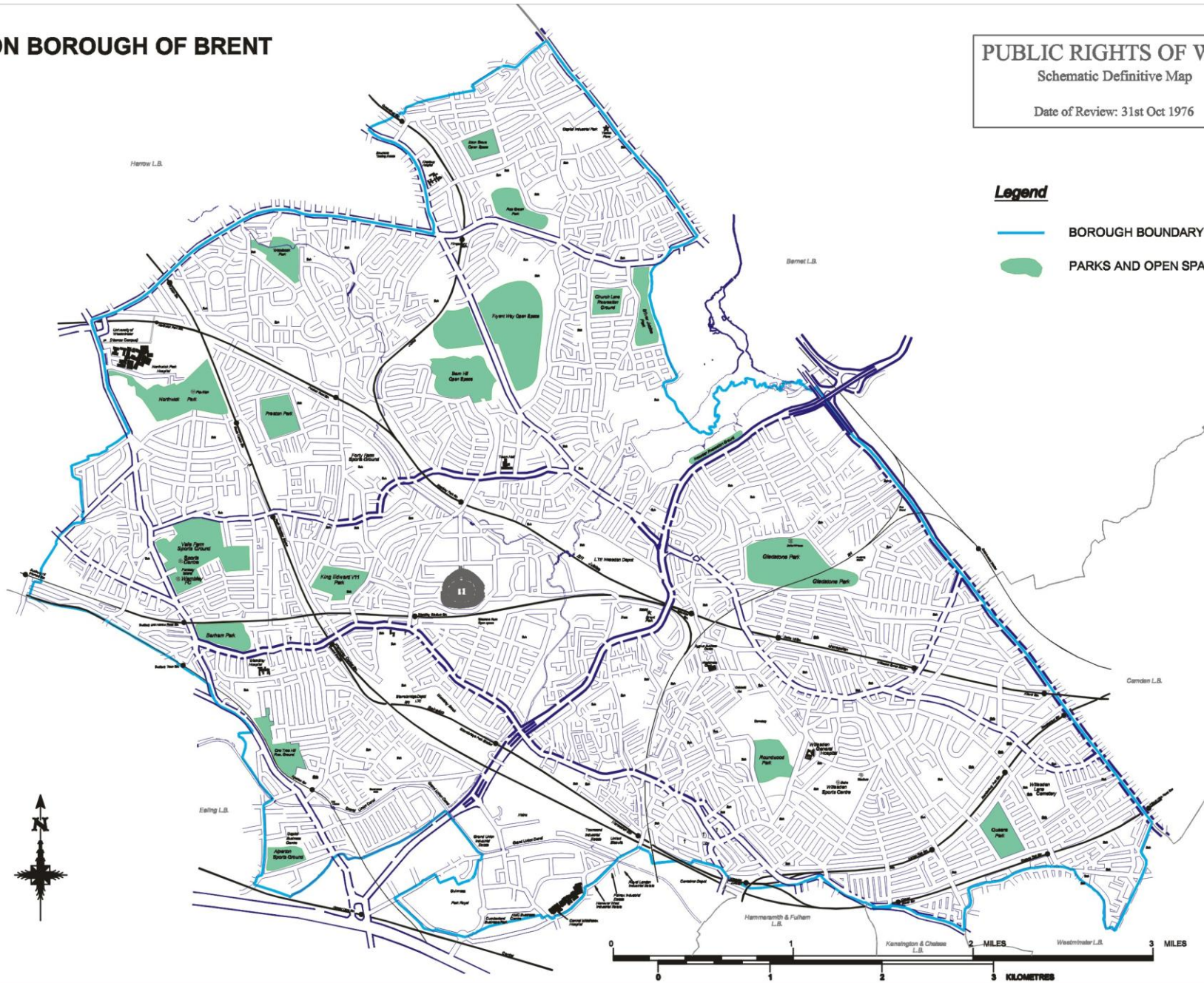
## PUBLIC RIGHTS OF WAY

### Schematic Definitive Map

Date of Review: 31st Oct 1976

**Legend**

-  **BOROUGH BOUNDARY**
-  **PARKS AND OPEN SPACES**





# LONDON BOROUGH OF BRENT

## PUBLIC RIGHTS OF WAY

Schematic Definitive Map

Date of Review: 31st Oct 1976

### Legend

-  BOROUGH BOUNDARY
-  RIGHTS OF WAY

