



Environment Directorate
Public Rights of Way

Annual Report

Public Rights of Way | 2013-2014



Foreword

This is the third Annual report on the public rights of way service. Once again, the All-Wales coastal path has featured prominently in the work programme, but for very different reasons. Few would have anticipated that less than two years after its official launch sections of the coastal path would have fallen victim to the storms that had such a devastating impact on Britain's coastline during the winter months of 2013 and 2014. Work is already well under way to repair the damage that caused breaches in the path as a result of the severe weather, and several sections of the path have already reopened. Tribute should be paid to Network Rail, Natural Resources Wales, the Council's Countryside Service and all the relevant landowners for arranging the paths to be reinstated so quickly; and to the Rights of Way Team for swiftly organising the closures of the path to protect the public.

In the foreword to the previous Annual Report, brief mention was made of the Burton Point cycleway, which was officially opened in July 2013. This has proved to be a huge success story, with over 10,000 bicyclists using the way in September 2013 alone. The route provides a safe and environmentally sustainable alternative to the A494/A550 trunk road for people living and working on either side of the border, as well as for the many visitors to the area.

The County Council continued to receive grant-aid support from Natural Resources Wales to implement its ROWIP programme, support that is much needed in the current financial climate and is set to continue at the same level for the present financial year. This report contains many examples of improvements that could not have been carried out without this financial assistance.

It is pleasing that even in times of austerity, the County Council remains committed to securing improvements for the benefit of everyone who uses Flintshire's extensive public rights of way network. The network provides important links between communities and hence plays a key role in supporting the Council's Improvement Sub-Priority of Transport Infrastructure and Services which aims to improve access for employment, local services and facilities.

Andrew Farrow
Chief Officer (Planning & Environment)



A handwritten signature in black ink, appearing to read 'Andrew Farrow'.

Councillor Bernie Attridge
Deputy Leader of and Cabinet Member for Environment



A handwritten signature in blue ink that reads 'JB Attridge'.

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1 | The Public Rights of Way Section

Staff:- Steve Bartley, Nick Worrall, Natalie Davies, Stuart Jones, Suzanne Jones, Gayle Groves

The public rights of way section is responsible for maintaining the public rights of way network; the review of the definitive map; processing orders affecting public rights of way; and for carrying out enforcement. The workload is large and diverse, and some of the achievements are listed below.

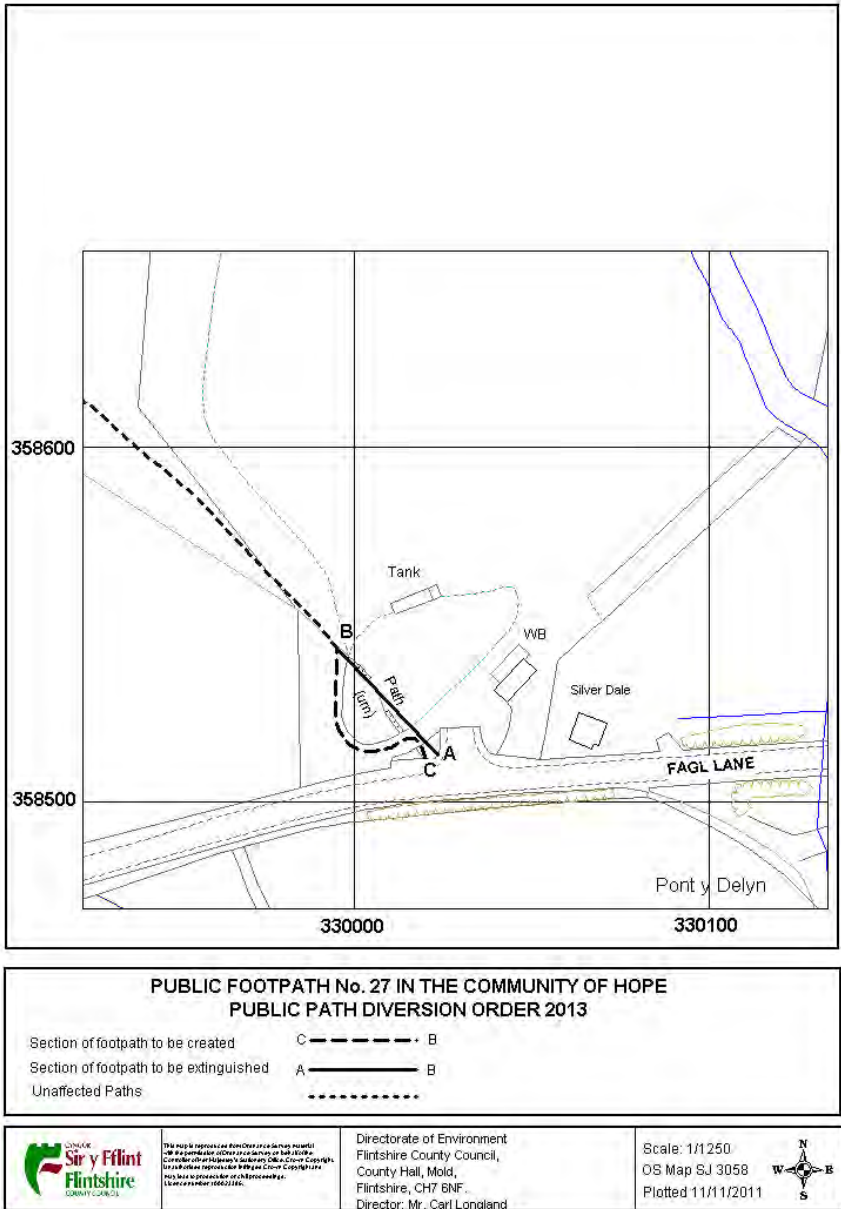
Public Path Orders

The County Council was faced with another problem of a footpath obstructed by several houses, this time in Halkyn, and an extinguishment order was the only viable option. After carrying out a preliminary consultation the order was made on 3 September 2013 and subsequently confirmed as unopposed on 15 October. It is pleasing to note that there were no objections, because this is another example of a long-term obstruction that had the potential to cause severe problems for any of the affected property owners. Unfortunately, not all our orders are unopposed, but where there are objections, the Rights of Way staff do their best to try to attempt to get them withdrawn. For example in Hope, there have been objections to a diversion of a footpath in a former quarry. The County Council is in negotiation with the objectors and is attempting to address their concerns, but if their objections are not withdrawn the order can only be confirmed if it is referred to the Welsh Government. On the edge of the quarry, meanwhile, a diversion order made by the County Council was unopposed. The existing route crosses a large mound of earth, which is not easy to negotiate, particularly for those who are less agile. The alternative follows a flat well-surfaced route around the mound, thereby making it easily accessible for all (please see enclosed map) in keeping with the County Council's commitment to ensuring that more of the network is available to those with mobility problems. On 23 July a diversion order was made in respect of Public Footpath No. 5 Connah's Quay. The footpath had been obstructed by a barn following a DMMO to correct its alignment. The order was confirmed on 3 September thereby opening a path that hitherto been unavailable.

James Dyson

05/06/2013

“Just a quick email to give our thanks and appreciation for the sterling service your lads have given us once more by sorting out the wonky kissing gate at the junction of paths 28 and 31 see attached photo. Your team's efforts are always well appreciated by the Buckley Walkabout Walkers. Thanks once again. Jim Dyson”



Definitive Map Modification Orders

Evidential DMMOS

Following an application in December 2011 to add a footpath via stepping stones across the river Alyn a DMMO was made in October 2103 and subsequently confirmed as unopposed in January 2014. Now that the footpath has been incorporated into the definitive map and statement its future is secure and it forms an important link between two footpaths each side of the river.

During the course of the year, the team managed to correct a number of longstanding anomalies on the definitive map and/ or the accompanying statement. A DMMO to alter the alignment of a footpath in Ysceifiog Community, which was made on 5th November 2013, was confirmed without objection on 7 January 2014. Meanwhile, on 12th November 2013 two DMMOs were made in the community

of Hawarden: one to correct the alignment of a footpath and the other to delete a footpath that had been drafted in error. Both orders were subsequently confirmed without any objections.

Finally, a small section of footpath crossing the Wrexham to Bidston railway line near Penyffordd was omitted from the definitive map when it was prepared in 1978. However, the footpath was recorded in the statement and when the DMMO was made to remedy the situation in December 2013, there were no objections and the order was subsequently confirmed.

Legal Event DMMOs

Progress is continuing in the former Alyn & Deeside District with only six community/town council areas remaining to be done. Some of these contain a large number of legal events requiring modification orders to be made and are being processed in manageable packages.

Other work of the section

Enforcement forms an integral part of the section's work and there has been an increasing focus on it in recent years, particularly in relation to offences associated with ploughing and cropping. To date, these problems have been resolved by persistence, but without the need for formal enforcement action. In August 2013, however, after the occupier had failed to comply with the Council's requirement to remove a crop of barley from a footpath near County Hall, the Rights of Way staff arranged for contractors to go in and remove it and restore the path to a maximum width of 1.8 metres. Hopefully, this approach should ensure that in future the occupier will not allow this situation to develop and will remove the crop as soon as it starts to emerge. In March 2014 a landowner in Sychdyn reinstated a ploughed footpath after the County Council threatened him with enforcement proceedings. The County Council will remain vigilant and will adopt a firm stance in relation to this problem, in the hope that all other occupiers will comply with their legal obligations on the cultivation of land crossed by public rights of way.

All of the section's work would not be possible without the continuing support of colleagues in the legal department, in particular David Davies, Carol Higgins and Debbie Thomas, who provide invaluable advice and assistance on a daily basis.

Work of the Rights of Way Inspectors

Staff:- John Hill, John W Davies, Sam Charlton

The Rights of Way Inspectors, currently based in Halkyn, are responsible for the day-to-day maintenance of the public rights of way network. They deal with all complaints of minor obstructions such as barbed wire, electric fences and problems such as faulty stiles and gates. They are also responsible for ensuring that signs and way marks are installed wherever a right of way leaves the road and where else they may be needed.

As well as this day-to-day work the Inspectors carry out the annual surveys for the Best Value Performance Indicators and they are heavily involved in identifying schemes for the work-programme for CCW as part of its grant for the implementation of the ROWIP and also for our own works programme. They identify suitable contractors, where the work requires the use of them, and will be responsible for making sure that all the works are carried out in a safe manner and to the standards required.

The strimming schedule is currently in its second year of a 3 year contract. The schedule is split into 2 areas and in total includes 205,000 sq metres of strimming per cut, there being 4 cuts per year. There are over 400 individual sites on the strimming contract spread across the whole of the Rights of Way Network and the Inspectors are responsible for monitoring the contract and ensuring that all sites are cut to the required specifications. It also includes 30,000 square metres per cut of tractor grass cutting.

As with the snow the previous year, the weather produced 2 spectacular occurrences which impacted heavily on the inspectors' work load, these being flooding and heavy gales. The flooding is discussed further in chapter 9. The gales resulting in approximately 150 trees and branches that needed to be removed to reopen paths and ensure the safety of the public.

As well as looking after the Rights of Way Network the staff continue to enhance their personal development through training with all 3 staff having successfully completed level 2 of the City and Guilds Award in Business for the Environment and land based sector.

2 | Performance indicators 2012-2013 and 2013-2014

	2013-2014	2012-2013	Differential
Km length of signs missing on metalled road	9.93	9.29	-0.64
% length of signs missing on metalled road	18.58	17.18	-1.4
No. of signs missing on metalled road	20	28	+8
% of signs missing on metalled road	20	37.8	+17.8
Km length of path obstructions	15.17	14.33	-0.84
% length of path obstructions	28.38	26.94	-1.44
No. of paths obstructed	20	20	0
% of paths obstructed	24.39	27.03	+2.64
Km length of paths where barriers are not in good repair	15.22	17.16	+1.94
% length of paths where barriers are not in good repair	28.48	31.73	+3.25
No. of paths where barriers are not in good repair	20	25	+5
% of paths where barriers are not in good repair	24.39	33.78	+9.39
Km length of paths where waymarking is required	17.58	8.98	-8.60
% length of paths where waymarking is required	32.89	16.60	-16.29
No. of paths where waymarking is required	22	14	-8
% of paths where waymarking is required	26.83	18.92	-7.91

Commentary

The BVPI figures for 2013/14 reveal that 60.86% of the public rights of way network is easy to use – a decrease of 3.01 percentage points from last year's figure of 63.87%. It should be noted that some Local Authorities have now discontinued producing this figure as the results are somewhat unreliable because of the small sample of inspections used.

Performance Indicators 2013-2014

Indicator	Result 2012 – 2013	Result 2013 - 2014
1. Number of complaints received and resolved on an annual basis (by Members, local groups and the public)	Received 394 Resolved 574	Received 394 Resolved 516
2. No. of outstanding Legal Event Modification Orders by 2013	40	30
3. Percentage of future Legal Event Modification Orders made within one month of Legal Event (e.g. public path order) coming into force	100%	100%
4. Number of outstanding applications for Public Path Orders	7	6
5. Percentage of Network signposted where paths leave a metalled road	83.27%	78.92%
6. Percentage of bridges that are in a satisfactory condition within ten years of the ROWIP's publication	84.3%	85.7%
7. Length of public rights of way inspected per annum. Retain and develop a rolling programme of inspection (dependant upon resources)	52.98Kms	53.45Kms
8. Length of new public bridleway and restricted byway created per annum	3.3km	0
9. No. and length of new dedicated cycle routes opened per annum	3Kms	2Kms
10. The percentage of total length of Rights of Way which are easy to use by members of the Public (CMT 001)	63.87%	60.86%
11. Respond to valid section 130A notices (requiring the removal of obstructions) by issuing forms 2 and 3 within one month of receipt of Form 1	100%	100%
12. Percentage of planning applications responded to within 21 days of their receipt	100%	100%
13. Percentage of applications for temporary closures (TROs) determined within one month of their receipt	100%	100%

3 | CAMS (Countryside Access Management System)

We have recently made a number of improvements to the way in which problems and queries relating to public rights of way can be reported. The software package that enables this is known as CAMS (Countryside Access Management System), and uses interactive mapping and map search for easy navigation.

Access to CAMS can be achieved by entering the Rights of Way section on the Authorities website. On entering the system the first page a user will see is a public web map. This will allow the user to explore the Rights of Way network by navigating around the map, to go to selected locations and switch layers off and on. There are differing types of icons on the map which indicate the different types of furniture such as stiles and kissing gates and when these are clicked on information about the furniture will be displayed in speech bubbles. If photographs are available of the furniture thumbnail photos will be displayed in the speech bubble and if clicked on will open a larger web-ready version of the photograph.

If a user wants to report a fault they will need to have registered in CAMS and then be subsequently logged in. To register, the user will be required to provide some basic personal data including an email address for contact purposes. Once logged in they can access the web map where they will be able to identify the location of the problem and enter details from drop-down lists. Once a fault has been submitted, the user will be automatically sent a confirmation email. Checking on the progress of an individual problem can be done via the reference number which will have been issued at the time of reporting on the confirmation email, though we are currently looking at adding a feature which will, if required, list all the reports that have been made by an individual user.

Reporting problems using this system will assist the Rights of Way Team and users of the network to improve the network and build a picture of those areas in need of most attention.

Information provided will assist with the prioritising of programmes of work, targeting effective enforcement and directing the work of the Footpath Inspectors and Rights of Way officers.

It is hoped that at the time of printing the web-based reporting function will be live.

James Dyson

02/09/2013

“We are very busy at the moment getting things ready for our 10th Anniversary of the Buckley Walkabout, to be held this Thursday. We will have approximately 100 individuals turning up to this event and hopefully it will be reported in the press. Please pass on our thanks to all concerned for they are doing a sterling job. Thanks once again on behalf of all the Buckley Walkabout gang. Cheers, Jim and Lyn Dyson”

4 | Linking Flintshire's Communities

The Linking Flintshire's Communities Project aims to enhance, develop and promote a series of footpaths, cyclepaths and bridleways within rural Flintshire. It receives financial support from the Rural Development Plan for Wales 2007-2013 which is funded by the Welsh Government and the European Agricultural Fund for Rural Development. Other funding has been provided by the Regional Transport Fund and Flintshire County Council.

Coastal Community Links

Scheme 1. Pegasus Crossing and Bridleway/Footway improvement at Gronant.

In May 2013 works began in Gronant to provide a signal-controlled bridleway over the A548 from Public Right of Way No.48 (Sea Horse Ride) to link with permissive bridleways along the beach at Talacre and also the National Cycle Network. Footways were also widened to provide a multi use bridleway/cycleway/footway. These works were carried out as part of a safety scheme to improve conditions for all road users, and reduce the risk of collisions by reducing the speed limit to 50 mph and reconfiguration of the dual carriageway's road markings. This scheme was completed in Autumn 2013.

Implementation of a safe crossing and link to Gronant Coast from the Sea Horse Ride offers enormous tourism potential. It also offers the potential to boost the economy in the area by attracting riders/ cyclists and walkers from as far as South Wales.

Scheme 2. Enhancement of Public Footpath No. 64 in Mostyn

Works to improve the path surface and rectify drainage problems were carried out in Autumn 2013. This completion of this scheme has now provided safe pedestrian access from the Maes Pennant Estate down to the all Wales Coastal Path on the Dee Coast. Information boards and signage have also been provided along the route to the coast to encourage the local residents to visit the Dee



Estuary which is steeped in natural heritage and is an internationally important coastline. The Dee Coast is managed by a park ranger who promotes the diversification and the rich heritage of the coast in this area.

Pre scheme photographs

The footpath leading from Ffordd Ddyfrdwy runs through an open space, then turns in an easterly direction. The surface was extremely mossy and the handrail was unsafe. The path then enters a small copse and continues down a steep incline where the path surface diminished to a muddy track and the handrail was unstable.



Pre scheme photographs

The path became very steep and very muddy due to drainage issues. This location was very hazardous.



Pre scheme photographs

The path continues between a security fence to the left and chain link fence to the right. The path surface at this location was tarmac but had a lot of moss growing from its surface. The path did eventually become slightly drier as it entered open scrub land.



Post Scheme Photographs

Resurfaced path with edging kerbs from ffordd Ddyfrdwy through the open space.



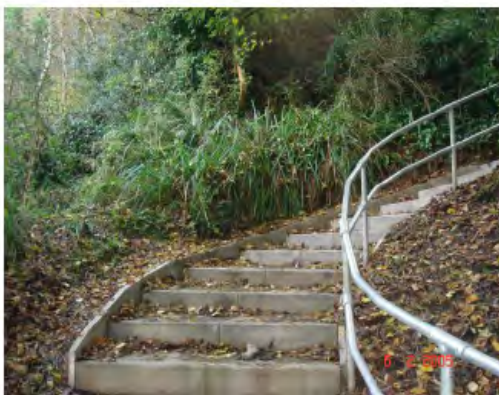
Post Scheme Photographs

A new handrail has been installed in the copse area and a new footpath surface with edging kerbs.



Post Scheme Photographs

The drainage issue has now been resolved and new concrete steps have been installed.



Post Scheme Photographs

A new footpath has been laid through the open scrubland to the junction with the A548.



5 | Sandycroft Cycleway

The Queensferry to Sandycroft cycle path was a Welsh Gov (Taith) funded scheme. The cycle path comprises of a 1.5km of off road cycle provision . The cycle way provides a link between Queensferry and Sandycroft Ind Pk. We are presently looking at the feasibility of phase 2 of the scheme which would be a continuation of the path from Sandycroft linking into Airbus.

6 | Cycle Way Counter Data

1 - Deeside Industrial Park - Zone 4.

Located near the start of the Burton Point walking and cycling path this counter primarily indicates the level of usage along this new path. The path provides a link between the The Wirral/Cheshire and the Flintshire section of the Wales Coastal Path and Deeside Industrial Park. At the height of the holiday period at the end of the summer school holidays over 10,000 cyclists passed this counter point monthly and nearly 1500 walkers.

2 - Deeside Industrial Park - Zone 3 - 4.

This counter is situated adjacent to the railway line which passes under the A548 near the UPM Papermill and leads to the starting point of the Burton point walk. This counter indicates slightly more contacts than that at Zone 4 with over 11,000 cyclists and nearly 2,500 walkers.

3 - Deeside Industrial Park - Zone 2.

Situated on the link between National Cycle Route 5 and Parkway, it has a more consistant level of count during early summer through to early winter which is indicative of its use mainly by workers travelling to and from the employment centre of the Deeside Industrial Park.

4 - Blue Bridge Counter.

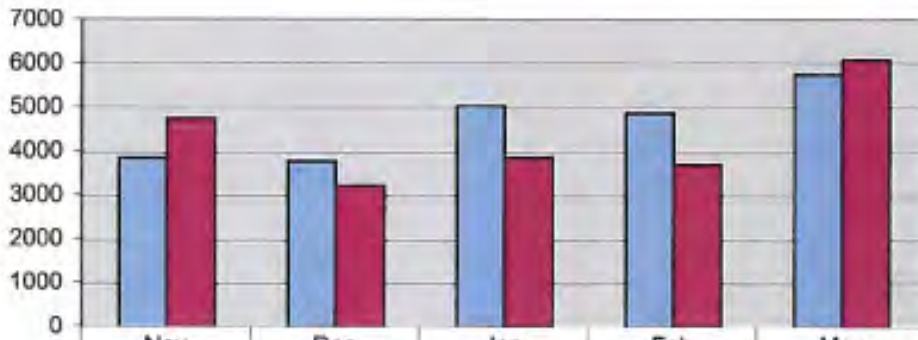
This counter is located on the Deeside Coastal Path, also National Cycle Route 5, between the Blue Bridge and the A494 dual river bridge and has only been in position since November 2013. It attracts a proportionally higher number of pedestrians to cyclists than previous counter sites with nearly 50% walkers to cyclists and catches those travelling to and from Tata Steel.

5 - Dock Road Counters.

Found near the car park at the end of Dock Road, Connahs Quay this counter is the only one that currently has a greater count for pedestrians than for cyclists with approximately a third more pedestrians. This is probably indicative of its closeness to the conurbation of Deeside and its use as a walk by local residents along the Dee embankment.

6 - Dragon Bridge (MOD) – Counters

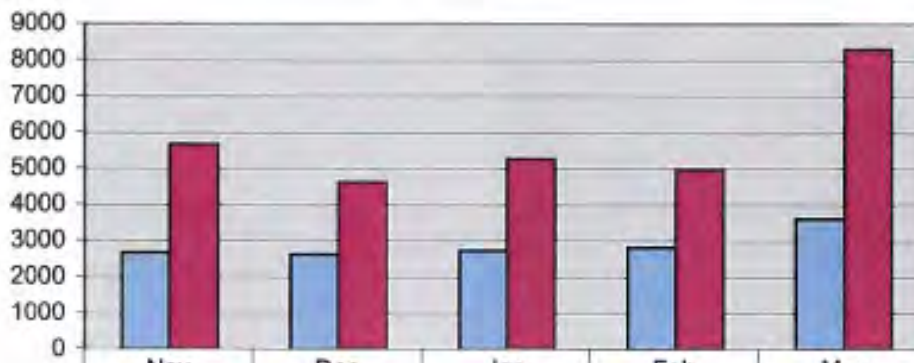
Dock Road Counters



■ Pedestrians	3880	3802	5023	4838	5730
■ Cyclists	4710	3231	3893	3730	6062

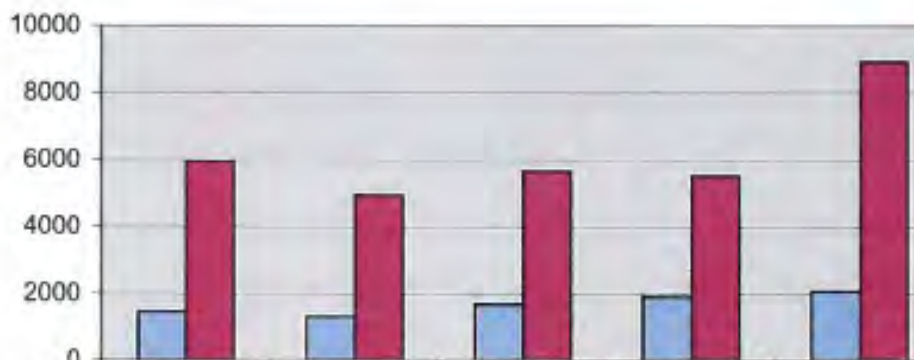
Located on Green Lane East near the old railway bridge over the Sustrans cycleway it has the lowest relative number of pedestrians which is indicative of its rural location. It is situated on a direct link to the Deeside Industrial Park and Burton Point.

Blue Bridge Counters



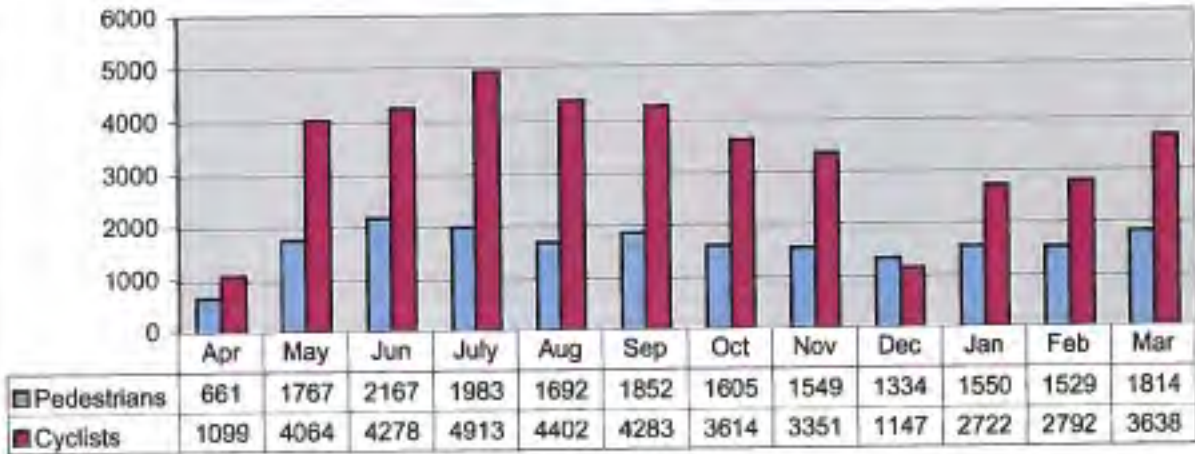
■ Pedestrians	2668	2621	2717	2806	3631
■ Cyclists	5678	4621	5289	4948	8314

Dragon Bridge Counters

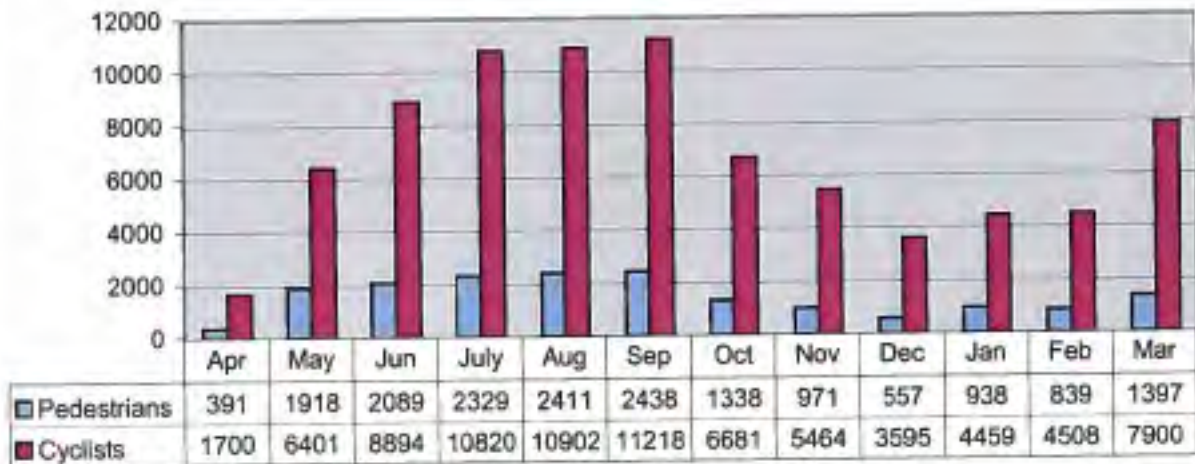


■ Pedestrians	1443	1290	1684	1908	2071
■ Cyclists	5937	4934	5637	5497	8926

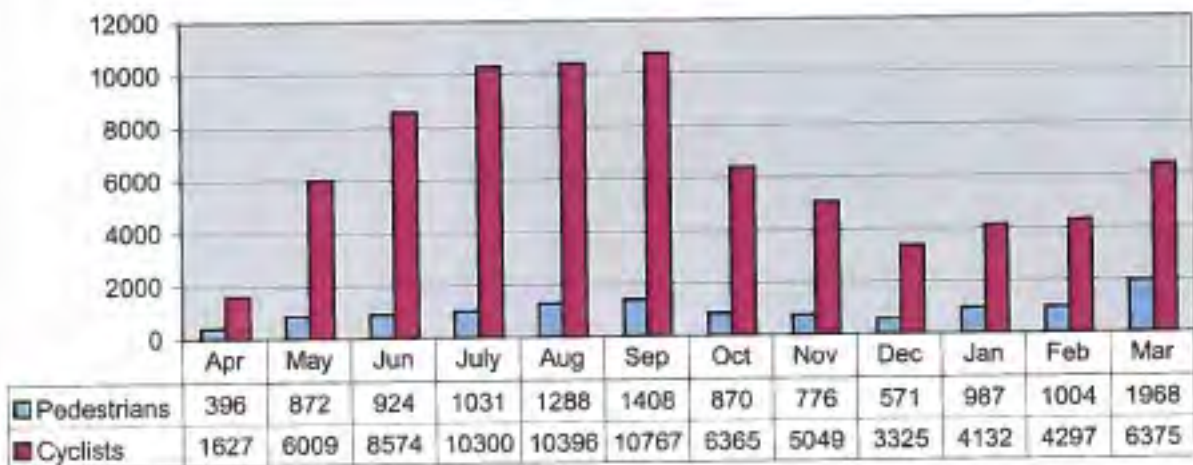
Zone 2



Zone 3-4



Zone 4 - Burton



7 | Details of some projects carried out with internal funding

Footpath 22, Nannerch

The old wooden kissing gate on a popular local walk needed to be replaced as it had fallen into disrepair. It was replaced with a modern stainless steel version and new fencing was erected either side of it. The hand rail along the steps leading to the kissing gate was replaced and the steps were given a general spruce-up.



30/05/2013

F.P 22 - Nannerch.



30/05/2013

Footpath 27, Llanasa

This footpath forms part of the coastal path and was severely damaged by the flooding in December 2013. Prior to accessing the location of the damage to investigate the extent of the problem it was necessary for the inspector to undertake a health and safety induction course by BHP on whose land the path is located. It was also necessary to produce a method statement detailing the problem and how it would be resolved.

Footpath 11, Northop Hall

There were 4 locations along the route of this popular path where the stiles needed to be replaced. Discussions were held with the land owner with the offer of replacing the stiles with kissing gates, however, the land owner preferred to replace the wooden stiles with modern stainless steel versions. This path provides a route between Northop Hall and Kelsterton.

At the first location the stile was situated immediately adjacent to the edge of the adjoining carriageway which could lead to someone stepping into the path of a vehicle on the road. The new stile was set back away from the road and a new metal gate was also erected to improve general access into the field.

At the next site which was on the opposite side of the road to the first, the stile had become overgrown by the hedge and walkers had started to access the path by climbing over the field gate. The hedge was cut back and the stile replaced with a metal one.

At the third site the stile and hand rail associated with the decking bridge over a ditch was dilapidated and needed replacing. As well as renewing the stile and hand rail mesh was laid on the decking to improve grip. Finally at the last location a stile in the hedge line was replaced with a metal version.



F.P 11 - Northop Hall.



Footpath 39, Flint

Flooding of the river had seriously undermined the sand bag wall supporting a bridge at a remote location on this path. The remoteness of the site meant that it was difficult to get the materials and equipment needed for the remedial work close to the location and this meant most of what was used had to be manhandled to site. The sand bags were removed and replaced with 8 gabion baskets filled on site with 25 mm stone. The stream had to be diverted away from the site of the work so that a trench could be dug into which the gabions were positioned and this required the bridge to be temporarily removed. Whilst the work took place a structure made from hessian was strung across the stream to trap as much silt as possible to limit any possible pollution.



Footpath 73, Leeswood (Dykes Farm)

There were problems created by water draining from adjacent land across the line of the footpath. Two new manholes were constructed to intercept the flow of water and direct it to an existing drainage system.

Footpath 51, Cilcain

This route is popular with both locals and tourists alike and is extremely well used by those completing various projects under the Duke of Edinburgh Award scheme. Kissing gates were replaced at 2 locations.

Footpath 55, Buckley

This footpath provides a well-used link to the old disused railway embankment and to nearby Watts Dyke Way. The steps up the embankment had fallen into disrepair and were difficult to negotiate. Before work could commence contact had to be made with the County Ecologist as the steps were close to a live badger sett. As a result restrictions were placed on the work which allowed only hand tools to be used to carry out the work. This obviously had a major impact on the job with regard to the length of time to carry it out and with the physical effort required without the use of any form of



mechanization.

Other Work

As well as carrying out work at sites with specific localized problems the section carries out a variety of rolling programmes of work to improve the condition of furniture on the network and general accessibility. This year over 50 finger posts were replaced or repaired at locations throughout the network and 1875 sq. metres of urban paths were slurry sealed which will assist the disabled user and prolong the long term life of the paths. A further example of these ongoing programmes was the continuing erection of directional signs which provide distance and location details with over 100 new ones having been put up.

Method Statement - BHP Billiton / Former Point of Ayr Colliery Site

Client: Flintshire County Council, County Hall, Mold, CH7 6NB.

Location: Former Point of Ayr Colliery Site, Wales Coast Path, Talacre.

Grid Ref: SJ 1206 8376 to SJ 1253 8395

Item: Maintenance Works

Date: 02nd April 2013

Description of the Works

Undertake remedial works to repair the surface on Public Footpath 27 in the Community of Llanasa by nominated Flintshire County Council approved contractor. To include surfacing works consisting of a compacted layer of G.S.B. (granule sub base) to a depth of approx 200mm, with a final surface layer of compacted limestone dust. To raise the level of several identified areas of depressions in the existing stone surface.

Commencing at SJ 1206 8376 and running in a generally north easterly direction for a total distance of approximately 646 metres to a point at SJ 1253 8395. This section of footpath is not within the designated Dee Estuary protected site.

Main Purpose / Reason for the job

The Footpath forms part of the Wales Coast Path which is well used by both locals and visitors and publicised through the Welsh Government, Natural Resources Wales and Flintshire County Council.

Due to depressions in the existing stone surface of the route several sections flood following heavy rainfall, which then hold water resulting in restricted access for users.

The surface requires repair as a matter of urgency due to Health & Safety reasons and to ensure that Flintshire County Council statutory obligations and policies with regard to Public Rights of Way are met.

Without maintenance more major and intrusive works may be required.

Method

1. Obtain any permits / permission to carry out specified work affecting the above named site.
2. The nominated contractor will be required to report to the BHP Billiton security office at the beginning and end of the working day.
3. Ensure that the site is secure and that the only people in the working area have been inducted in the site procedures (including this method statement) and are wearing the correct PPE (unless site specific) to include; safety footwear with steel toe caps, Hi- visibility jacket/ waistcoat and gloves.

4. The nominated contractor will be notified of the legal requirements and specified conditions issued by BHP Billiton required to carry out the above operations and will be provided with a copy of these conditions accordingly.
5. The nominated contractor will be provided with contact details of the relevant Authorities to contact in the event of any incident.
6. Access to the site will be along the road via the double gates adjacent to the roundabout, These gates will be kept closed / secured once access has been obtained at the beginning of the working day to prevent unauthorized access. Unless otherwise instructed by BHP Billiton.
7. The work will be undertaken by qualified operatives using a J.C.B. 3 CX digger, 10 ton tipper lorry and 110 roller.
8. Limestone product (G.S.B. / dust) will be transported to the working area using the 10 tonne tipper lorry and will be deposited in the area required.
9. Working of the limestone will be undertaken using the J.C.B. 3CX digger and 110 roller to provide the required level finish and depth.
10. All imported materials to be used on site are locally sourced quarried limestone, which once levelled will be compacted and left to allow for the natural regeneration of the surface vegetation, any surplus excavated materials will be removed from site.
11. A visual inspection of the work area will be undertaken for any potential disturbance to wildlife habitat prior to work being undertaken.
12. The inspection of the work will be undertaken on a daily basis by Flintshire County Council to ensure compliance with all necessary documentation
13. Commencement of works will only be undertaken once written confirmation from BHP Billiton has been received.

Control Measures

- Handling and use of all products will be done in accordance with the manufacturer's guidelines and safe working procedures.
- All fuel and oil will be stored in an approved container in such a way to protect from accidental damage, contamination or deterioration.
- Spillages will be prevented by minimal amounts of fuel on site, refilling of machinery will be done in a safe manner to prevent accidents and minimising damage or pollution to the natural and surrounding environment.
- In the unlikely event of an incident a spillage kit will be provided on site.
- Number of vehicles on site to be limited.
- In the event of any incident, work on site will cease immediately and the relevant Authorities will be informed.
- The disposal of any waste materials will be done in a safe manner to prevent accidents and minimising damage or pollution to the natural and surrounding environment.

Environmental

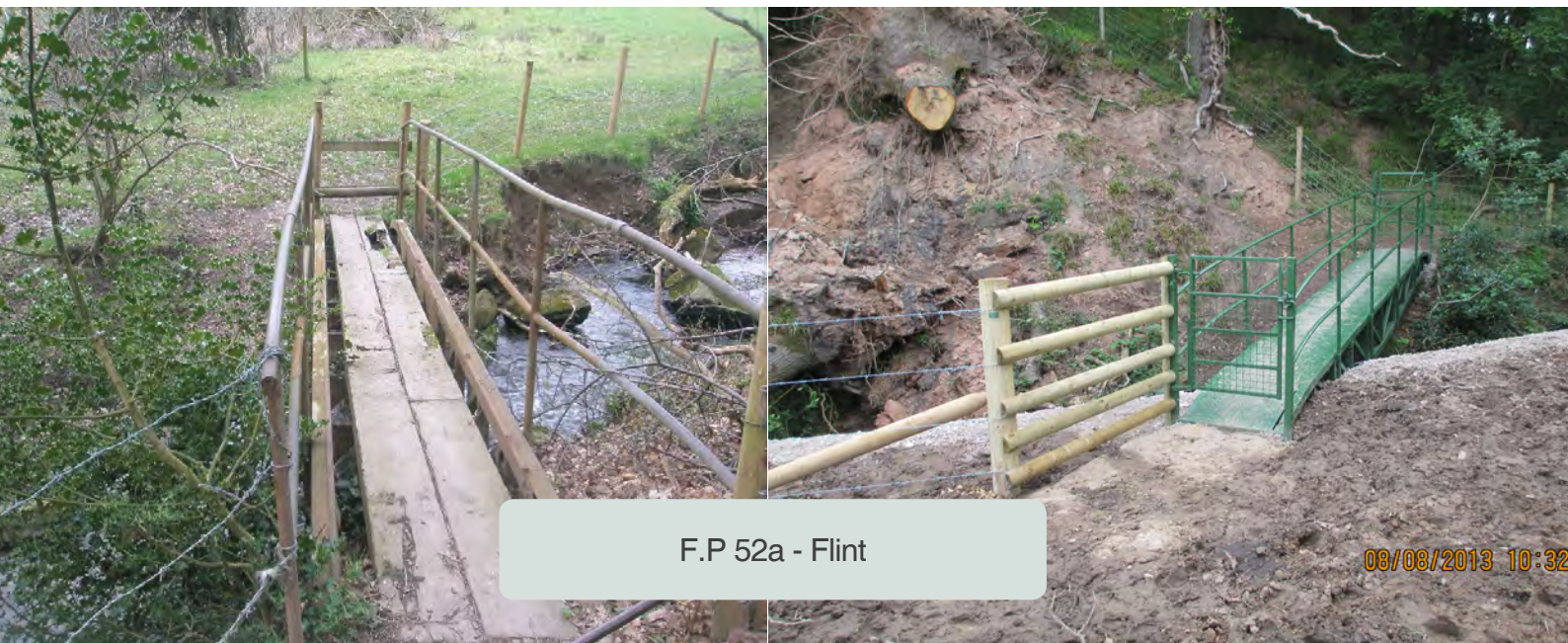
The nominated contractor will be requested to ensure the specified works are carried out in accordance with the legal requirements, site conditions and procedures (including this method statement) required to carry out the above operations.

On completion of the work the area will be left in a clean and tidy condition, all debris, materials will be removed and disposed of into skips or removal to a suitably licensed waste management facility in accordance with Environmental good practices.

8 | ROWIP projects carried out with funds from Natural Resources Wales

Footpath 52a Flint

This route provides a popular walk for locals and provides links to Watts Dyke Way. A tree had fallen onto a metal bridge over a local stream causing major damage to the structure. The bridge had to be removed and transported to a specialist contractor for the repairs to be carried out and to be repainted. Whilst the bridge was being repaired it provided the opportunity to strengthen the support for the bridge as the embankment had been undermined. This was achieved by the installation of stone-filled wire gabions. Other work was also carried out on different parts of the path where several stiles were replaced.



Footpath 64, Coed Talon

This path provides access to a local nature reserve and an area of SSSI. A 6 metre board walk was constructed and erected over a point of permanent standing water and two flights of steps of over twenty steps each were constructed to and from the board walk. As the site is within an SSSI permission was required from Natural Resources Wales to carry out the work and a risk assessment had to be prepared.

Method Statement - Coed Talon Marsh, S.S.S.I.

Client: Flintshire County Council, County Hall, Mold, CH7 6NB.
Location: Coed Talon Marsh, S.S.S.I.
Grid Ref: SJ 2720 5841 to SJ 2715 5841
Item: Maintenance Works
Date: 5th February 2013.

Description of the Works

Undertake associated works to improve access on Public Footpath 64 in the Community of Leeswood by nominated Flintshire County Council:

- Removal of existing stock fence from site, approx 45 mtrs.
- Installation of a wooden boardwalk 35mtrs in length by 1.2mtrs in width, using approved treated timber specified in line with BS 8417.
- Removal of a number of self seeded scrub trees to accommodate the construction of the boardwalk and increase clearance height for walkers once the boardwalk is constructed.
- Remove existing wooden hanging post and replace with new, realign existing concrete post and hang 12ft wooden gate.

Commencing at SJ 2720 5841 and running in a generally westerly direction for a total distance of approximately 45 metres to a point at SJ 2715 5841.

Main Purpose / Reason for the job

The footpath is well used locally and has become unsafe due to the area being wet and boggy.

The surface requires repair as a matter of urgency due to Health & Safety reasons and to ensure that Flintshire County Council statutory obligations and policies with regard to Public Rights of Way are met.

Without maintenance more major and intrusive works may be required.

Method

14. Obtain any permits / permission to carry out specified work affecting the above named site.
15. The nominated contractor will be notified of the legal requirements and specified conditions issued by the Countryside Council for Wales required to carry out the above operations and will be provided with a copy of these conditions accordingly.
16. The nominated contractor will be provided with contact details of the relevant Authorities to contact in the event of any incident.
17. Access to the site will be from the adopted highway adjacent The Old Chapel, Coed Talon along the old dismantled railway using a 4x4 vehicle.

18. Use wooden pointed uprights, knocked manually into the ground to attach a wooden frame to enable the boardwalk to be constructed, allowing a 230cm gap underneath to allow for any flow of water.
19. Materials used in the improvement works on Public Footpath 64, Leeswood will be of an all wooden construction, so to be in keeping with the surrounding environment.
20. Existing stock fence to be removed from site and disposed of lawfully.
21. Any existing excavated soil from site that can be used to backfill the works, will be compacted and left to allow for the natural regeneration of the surface vegetation.
22. The cut scrub trees will be cut into lengths and left to one side on site for the landowner.
23. A visual inspection of the work area will be undertaken for any potential disturbance to wildlife habitat prior to work being undertaken.
24. The inspection of the work will be undertaken on a daily basis by Flintshire County Council to ensure compliance with all necessary documentation
25. Commencement of works will only be undertaken once written confirmation from C.C.W. has been received and are to be completed by 31st March 2013.

Control Measures

- Handling and use of all products will be done in accordance with the manufacturer's guidelines and safe working procedures.
- All materials stored on site will be stored in designated areas, in such a way to protect from accidental damage, contamination or deterioration.
- All fuel and oil will be stored in an approved container in such a way to protect from accidental damage, contamination or deterioration.
- Spillages will be prevented by minimal amounts of fuel on site. In the unlikely event of an incident a spillage kit will be provided on site.
- Refilling of hand held machinery will be done in a safe manner; any fuelling operations will be undertaken away from water courses to prevent accidents and minimising damage or pollution to the natural and sensitivity of the surrounding environment.
- Number of vehicles on site to be limited.
- In the event of any incident, work on site will cease immediately and the relevant Authorities will be informed.
- All reasonable care will be taken to minimise disturbance to the existing banks and to ensure minimum obstruction to flows in the watercourses at all times,
- Any waste materials will be taken from site frequently so as not to allow large quantities to accumulate.
- The disposal of any waste materials will be done in a safe manner to prevent accidents and minimising damage or pollution to the natural and surrounding environment.

Environmental

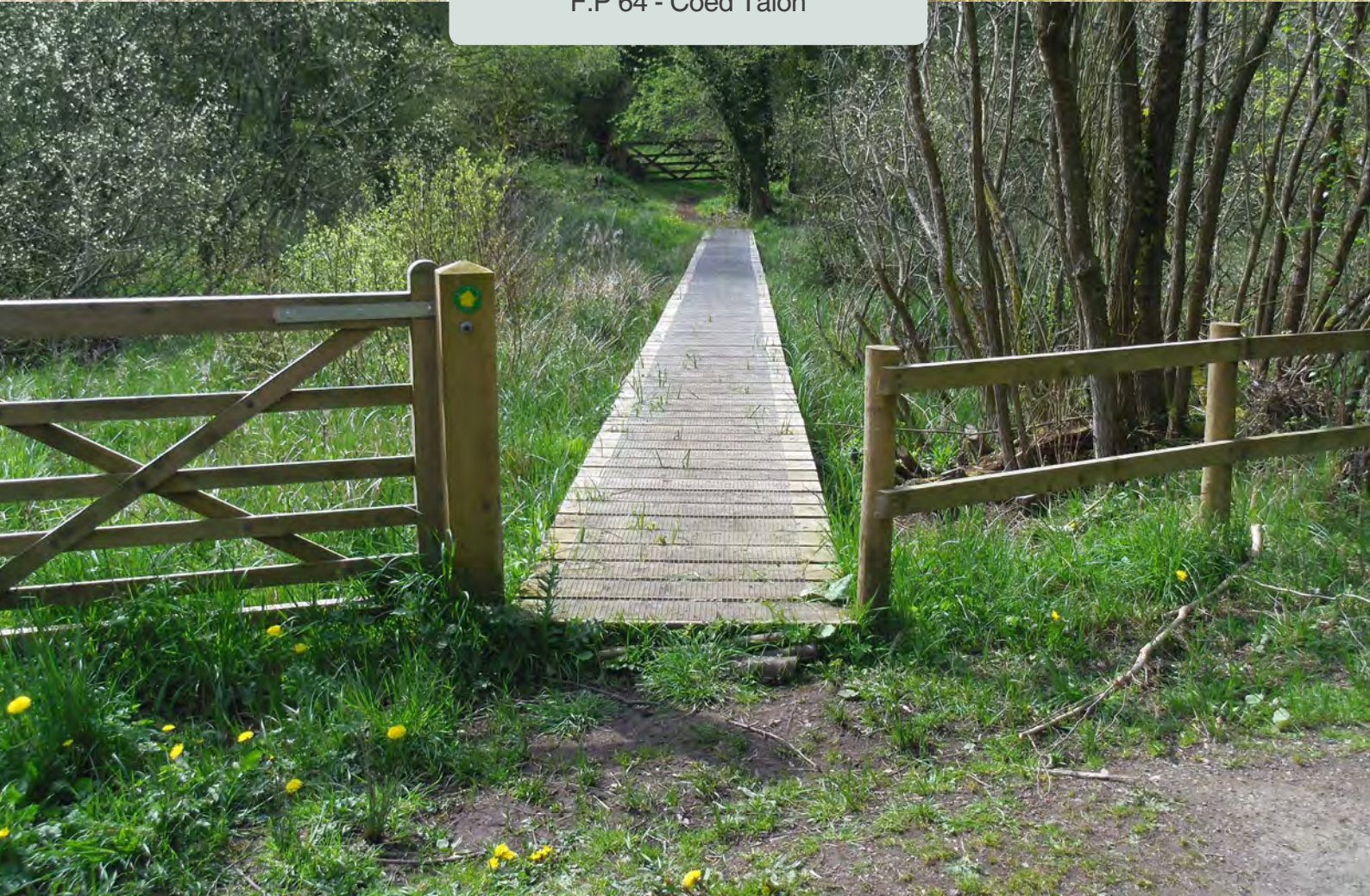
The nominated contractor will be requested to provide a method statement to ensure the specified works are carried out in accordance with the legal requirements and conditions required to carry out the above operations.

On completion of the works the area will be left in a clean and tidy condition, all debris, materials will be removed and disposed of lawfully into skips in accordance with Environmental good practices.

Site at present, removal of scrub trees to right of concrete post.



F.P 64 - Coed Talon



Footpath 29, Nercwys

A 6 metre wooden bridge was erected to replace one that had fallen into disrepair over a local stream. A set of steps were also erected providing access to the bridge.



9| Coastal Path

The coastline and coastal areas of Wales are extremely important to the people, communities, economy and environment of Wales. Many of our towns and cities are located in coastal areas and these are supported by a wide range of local and national infrastructure. A significant proportion of the total national resource of agricultural land is located in areas at risk from the sea. Our coastal areas are an important attraction to visitors from both within and outside of Wales and therefore provide an important contribution to the national economy. 75% of our coastline is formally designated for its environmental importance.

The storms which affected the Wales coastline in December 2013 and January 2014 caused widespread disruption and locally significant impacts, including community evacuation and flooding to property and infrastructure.

In addition to the impacts on people, property and communities, the January storms in particular had widespread impacts on:

- The coastal environment: Significant impacts, such as local erosion and loss of beach has been identified around the coast.
- Infrastructure/utilities: Significant impacts upon Network Rail assets causing ongoing service disruption, plus localised road closures and power cuts.
- The Wales Coastal Path: Damage at over 70 locations along the 870 mile route with repair costs estimated at £340,000.
- Agricultural land: Around 360ha of agricultural land is reported to have been flooded or impacted, the most serious reported impact being to over 200ha at Llanbedr.
- Cultural heritage: New palaeo-environmental and archaeological discoveries have been exposed, such as ancient submerged forest and peat cuttings at numerous locations.
- Environmental change: Nationally and internationally important conservation sites and their features have been affected, with change identified at 37 Sites of Special Scientific Interest and 10 Special Areas of Conservation.

The damage and disruption to our coast and coastal communities has been significant and the impact on those who have been affected is extremely distressing. The costs and challenge of restoring our coastline and coastal communities are also significant.

Network Rail infrastructure beside the Dee Estuary was significantly affected during the December 2013 event, including six breaches along the Mostyn Sea Wall and damage to the Mostyn Embankment, Lord Vivian's Embankment and Holywell Embankment. The North Wales line from Holyhead to Chester was temporarily closed as a consequence.

(Information courtesy of National Resources Wales)

As a direct consequence of the flooding the following public footpaths were closed to members of the public, both for safety reasons and to allow remedial works to take place. The current status of these closures is detailed below and on the maps in appendices 4 & 5.

Public Footpath 69 in Mostyn (point A on the map)

The works are now complete and this footpath is open and available for use again.

Public Footpath No. 38 in Holywell (point B)

Contractors working on behalf of Network Rail are currently carrying out remedial work on this breach and should be completed by the end of May 2014. Following completion of the work here the contractors will then move onto working on the breaches on Bagillt 77.

Public Footpath No. 76 in Bagillt (point C)

This path is now open, works having been carried out by a contractor on behalf of the landowners but there are two stretches of the footpath which have been filled which still require some minor improvements to the surface. Users should currently take care using this route.

Public Footpath No. 77 in Bagillt (point D)

This path is still currently closed. Contractors working on behalf of Network Rail will be commencing repair work on this footpath once the remedial works have been completed on Holywell 38. Anticipated to start in May/June.

Public Footpath No. 16 in West Saltney (between Hawarden Railway Bridge and Blue Bridge, Queensferry)

Several breaches of the embankment have been filled in but there is one large excavation still near to Bridge Villas. The landowner is working with our Countryside Services Team to hopefully program the repairs before the summer.

Summary Damage Report

Flintshire Coastal Defences: Known locations of damage/breach 09/12/2013

1. Talacre Dune System
2. Ffynonnongroyw Sea Wall
3. The Marsh, Llanerch Y Mor
4. Greenfield Marsh 2
5. Panton Cop, Lord Vivian's Embankment
6. Flintshire Embankment at Wepre.

1. Talacre Dune System

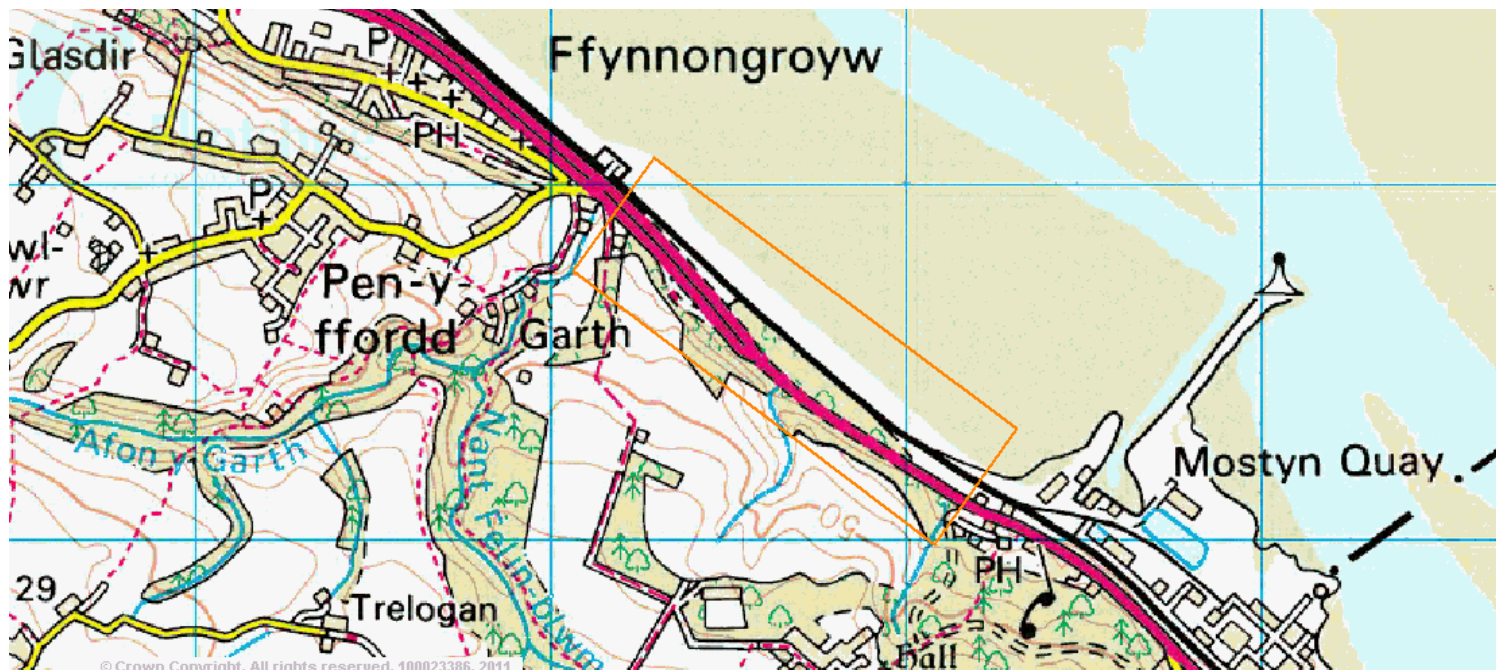
There has been significant damage and disruption to the sand dune system to the west of Talacre with at least one breach to the outer dune system. Ownership and maintenance responsibilities are being confirmed. FCC undertook a beach recharging exercise in conjunction with CCW in 2003. Subsequently, in 2012, further work took place to build up low spots within the rear dune system.

No flooding of property reported.



2. Ffynnongroyw Sea Wall

Multiple breaches and collapses of sea wall. Network Rail currently undertaking emergency repair works to re-open the Chester-Holyhead line. Damage to railway line. No flooding of property reported.



3. The Marsh, Llanerch Y Mor

There is damage to the main (seaward) embankment along its 2.5km length. Overtopping appears to have occurred with rock armour thrown inland. A 15m breach to ground level in the secondary (set back) embankment has occurred approximately halfway along. Extensive flooding to agricultural land but no reported flooding to property.



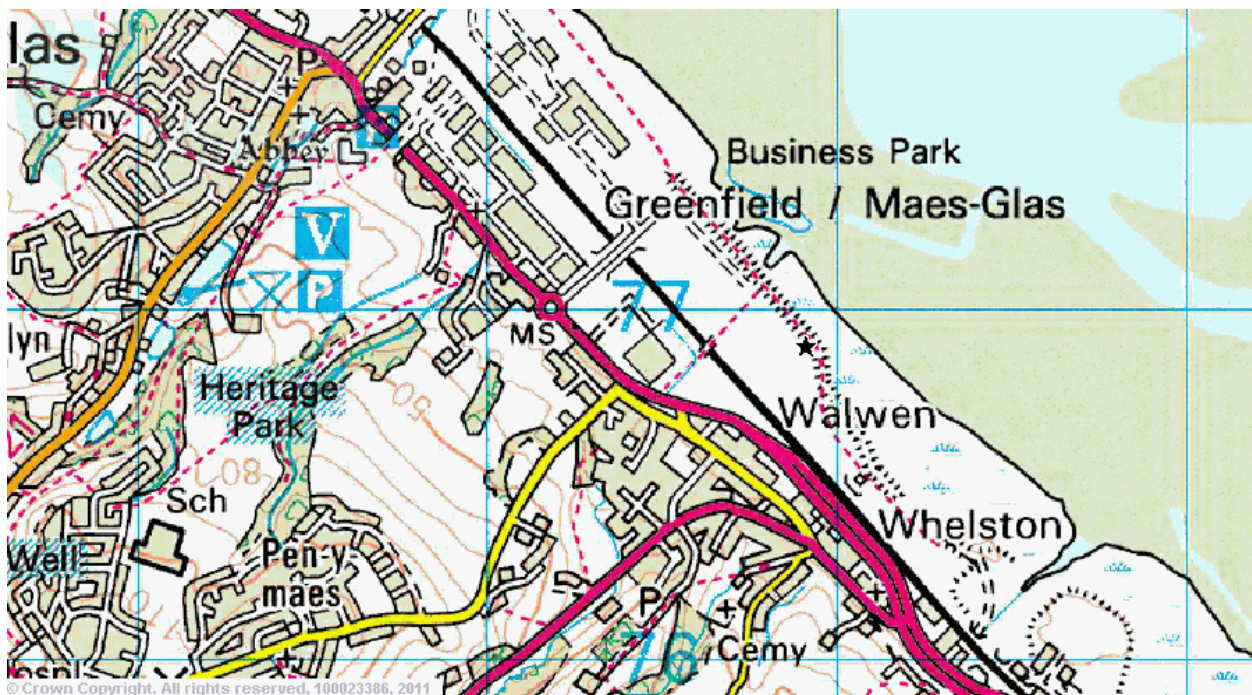
» Star indicates approx location of breach.



» Breach on secondary embankment approx halfway between Greenfield Dock and Llanerch Y Mor

4. Greenfield Marsh 2

There are at least 3 known breaches to ground level of this embankment. Flooding to agricultural land but no reported flooding to property.

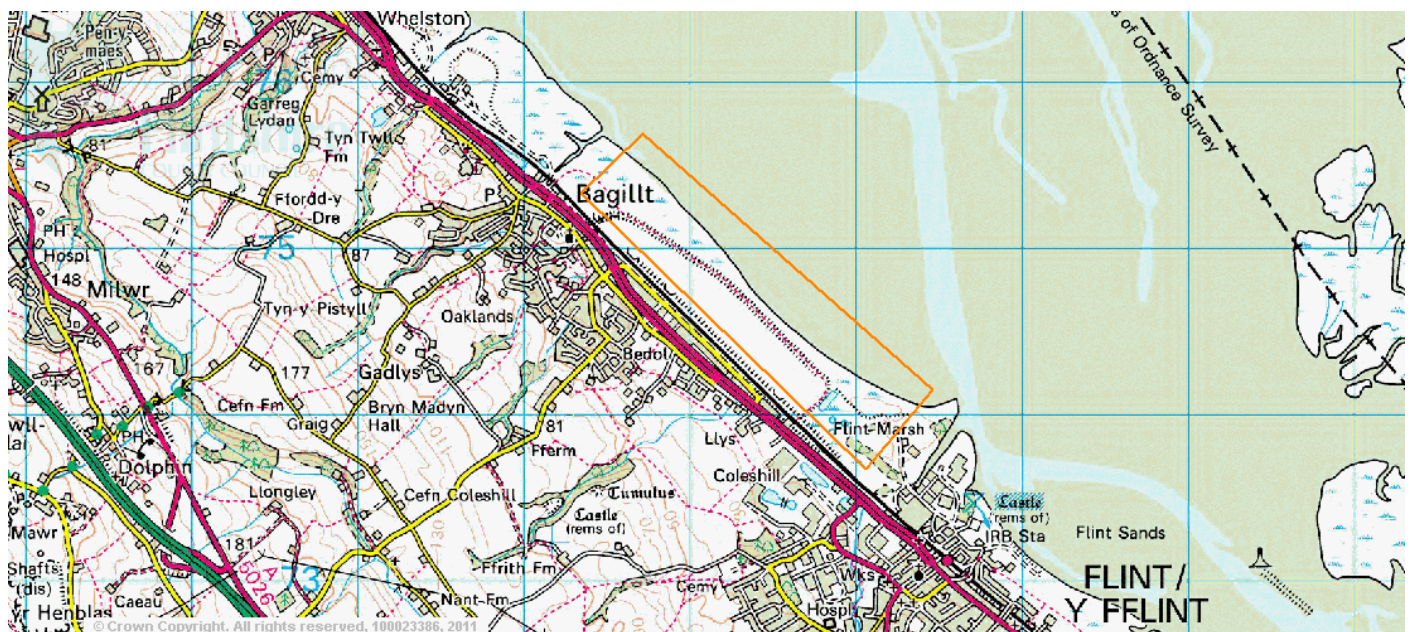




» Main breach approx 15m

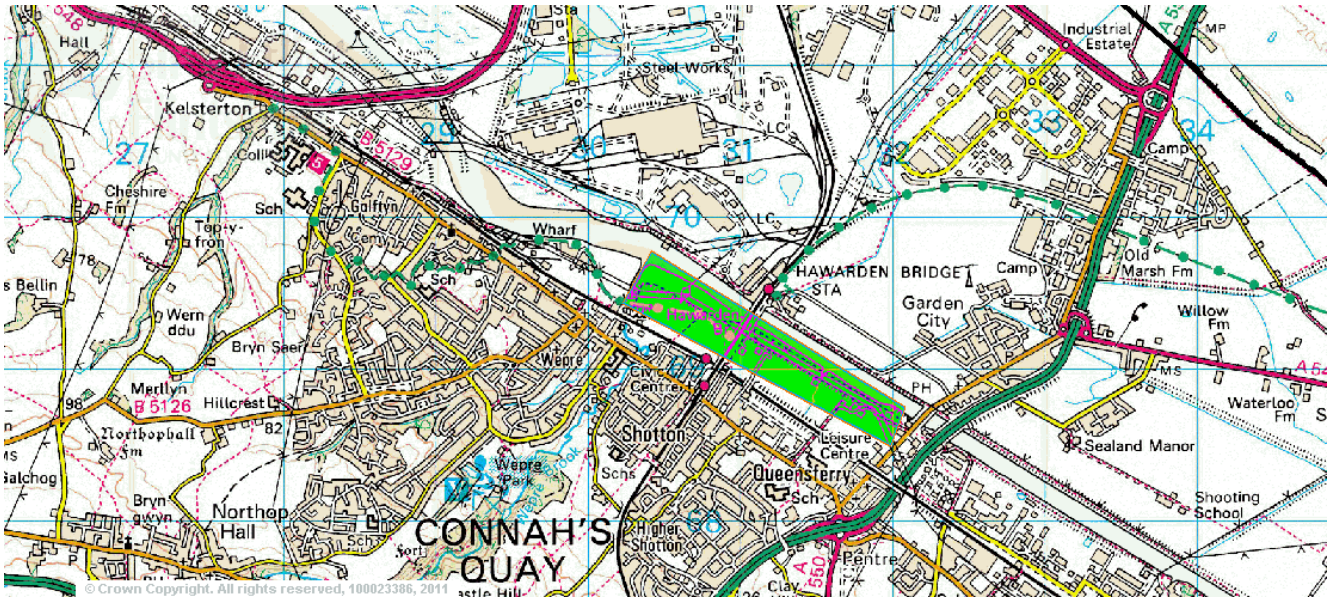
5. Panton Cop, Lord Vivian's Embankment

There is significant damage and numerous breaches along the length of this embankment. Note: Network Rail had only just completed repair works to the crest and rock armour facing on this structure (2013).





6. Coastal Embankments (& Coastal Path) between Wepre and Blue Bridge



» View upstream (looking East) from near Hawarden Bridge. FCC owned embankment up to the fence, private beyond.

There has been overtopping and/or breaches along this section as can be seen in the above photo.

The embankment and land is Flintshire owned in part and the rest is thought to be privately owned.

No flooding to people or property, however the coastal path runs behind this embankment and is presently flooded. Pumping is required to drain area.

10 | Key Priority Areas for 2014-2015

- Implementing the Rights of Way Improvement Plan in the face of reductions in funding.
- Removing the backlog of Legal Event Modification Orders (LEMOS)
- Continue with a robust approach to enforcement.
- Improving opportunities for equestrian and multi-user groups.
- Delivering the capital and revenue work programme.
- Making the rights of way network more accessible.
- Publicising the work of rights of way service.
- Managing the rights of way network more proactively
- Developing a policy for maintenance priorities.
- Timely publication of the Annual Report to highlight the achievements of the section.
- Managing the Strimming Schedule.
- Continue to support on-going development of the various Local Access Forum sub-groups including volunteers.
- Identify easily accessible sites for circular walks with a view to adding to those already in existence.

Appendix 1 - Temporary road closures for the period 1st april 2013 – 31st march 2014-04-28

Footpath number	Reason for closure
FP 2 Queensferry	Euticals
FP 26 Treuddyn	Landslip
FP 69 Mostyn	Engineering work on behalf of network rail
FP 34 Hawarden	Residential development
FP 16 Saltney	Flood damage – defence work
FP 80 Flint	Three castles trial event
FP 102 Mostyn	Three castles trial event
FP 33 Llanasa	Significant vegetation removal
FP 76 Bagillt	Land breach due to high tide
FP 38 Holywell	Land breach due to high tide
FP 56 Hope	Removal of fallen tree
FP 21 Buckley	Residential development
FP 2 Llanasa	Landslip
FP 3/108 Penyffordd	Residential development
FP 9 Penymynydd	Residential development
FP 58 Treuddyn	Landslip
FP 77 Bagillt	Coastal flood defence works
FP 11 Mold	21 day closure of leete footpath to improve drainage and re-level path
FP 39 Hawarden	21 day closure – urgent excavation works
FP 79 Halkyn	21 day closure – fallen tree
FP10 Halkyn	21 day closure – fallen tree
FP 2 Buckley	21 day closure – drainage works
FP 67 Flint	21 day closure – culvert repairs
FP 4 Mold	3 and a half hour closure – firework display

Appendix 2

Public Rights of Way maintenance work carried out April 2013 – March 2014, Western Area

- 277** Cams issues dealt with and resolved
- 95** Fallen trees and branches removed
 - 3** Bridges repaired, including decking and handrails
- 29** Steps constructed in a steep embankment
- 12** Metres of handrail installed
- 290** 25kg bags of concrete used
- 162** Tons of stone used
- 25** Metres of revetment work undertaken
- 13** Kissing gates installed
- 16** Stiles installed / replaced
- 98** Way markers erected
- 68** Signposts installed / replaced
 - 12** Faded / damaged direction signs replaced on existing signposts
 - 5** Gates installed / replaced
- 26** Rotten / unsafe wooden steps replaced on existing stiles
- 349** Lin metres of wooden rail used
- 158** Wooden posts used for way marking and stile construction
- 937** Lin metres of clearance work undertaken on public footpaths
- 1,555** Lin metres of clearance work undertaken on bridleways
- 196** Sq metres of tarmac footpath slurry sealed
- 3,894** Sq metres of leaf fall removed from surfaced public rights of way

- 10** Metal gate hanging and receiving posts installed
- 13** Gabion baskets installed to prevent erosion
- 30** Various information signs erected, such as: Keep dogs on lead signs / Please close the gate, etc
- 2,402** Lin Metres of Footpath, Bridleway and Byway track repaired and made safe
- 100** Direction signs identified and erected with destination, distance and footpath number on sign

Additional works undertaken on Public Rights of Way have included the following:

- Proving salt heaps
- Removing large stone boulders placed on routes to obstruct or restrict access
- Removal of fly tipping and litter picking
- Drainage investigation
- Making safe potholes
- Undertaking various site inspections and meetings
- Attending to various cropping issues
- Enforcement action to remove obstructions

John Roberts

26/08/2013

“I walked this path today and I’m pleased to report that your prompt action has had the desired effect. The path has been cleared and is now much easier to walk. It’s not perfect, and might still cause problems when the crop is wet, but it’s a big improvement and this will be welcomed, especially by the Sychdyn villagers who use the path regularly. Hopefully there will be no repeat next year, now that the individual concerned is aware that you will take action if necessary.

Thanks again

John.”

Appendix 3

Public Rights of Way maintenance work carried out April 2013 – March 2014, Eastern Area

239 Cams issues dealt with and resolved

70 Fallen trees and branches removed

1 Bridges repaired, including decking and handrails

25 Steps constructed in a steep embankment

25 Metres of handrail installed

71 25kg bags of concrete used

120 Tons of stone used

40 Metres of revetment work undertaken

2 Kissing gates installed

38 Stiles installed / replaced

150 Way markers erected

8 Signposts installed / replaced

20 Faded / damaged direction signs replaced on existing signposts

118 Rotten / unsafe wooden steps replaced on existing stiles

310 Lin metres of wooden rail used

100 Wooden posts used for way marking and stile construction

1,500 Lin metres of clearance work undertaken

1,665 Sq metres of tarmac footpath slurry sealed

5 Metal gate hanging and receiving posts installed

30 Various information signs erected, such as: Keep dogs on lead signs / Please close the gate, etc

2,775 Lin Metres of Footpath, Bridleway and Byway track repaired and made safe

11 Railway Sleepers installed

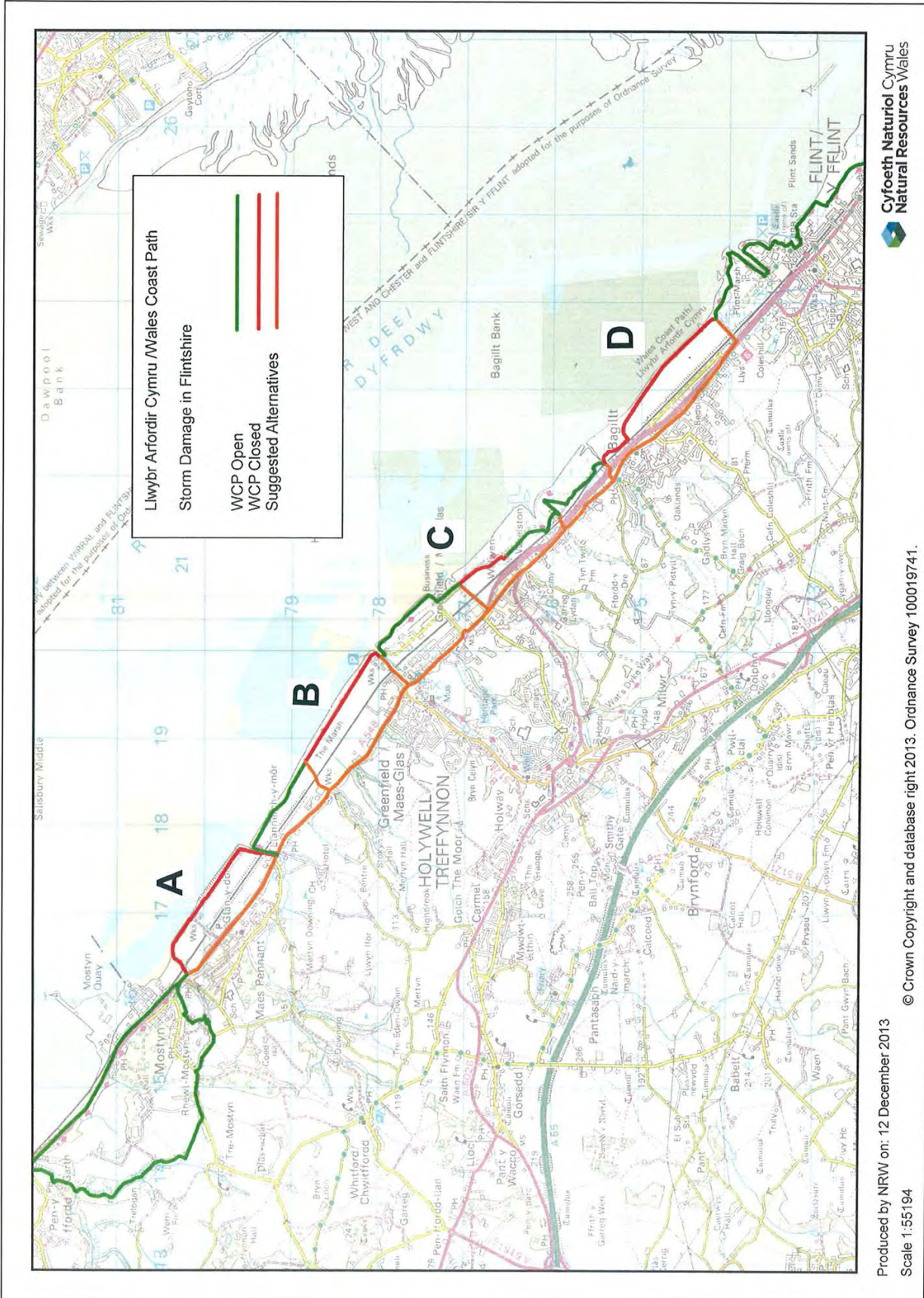
5 Crossing Points constructed

10 Dog Latches Installed

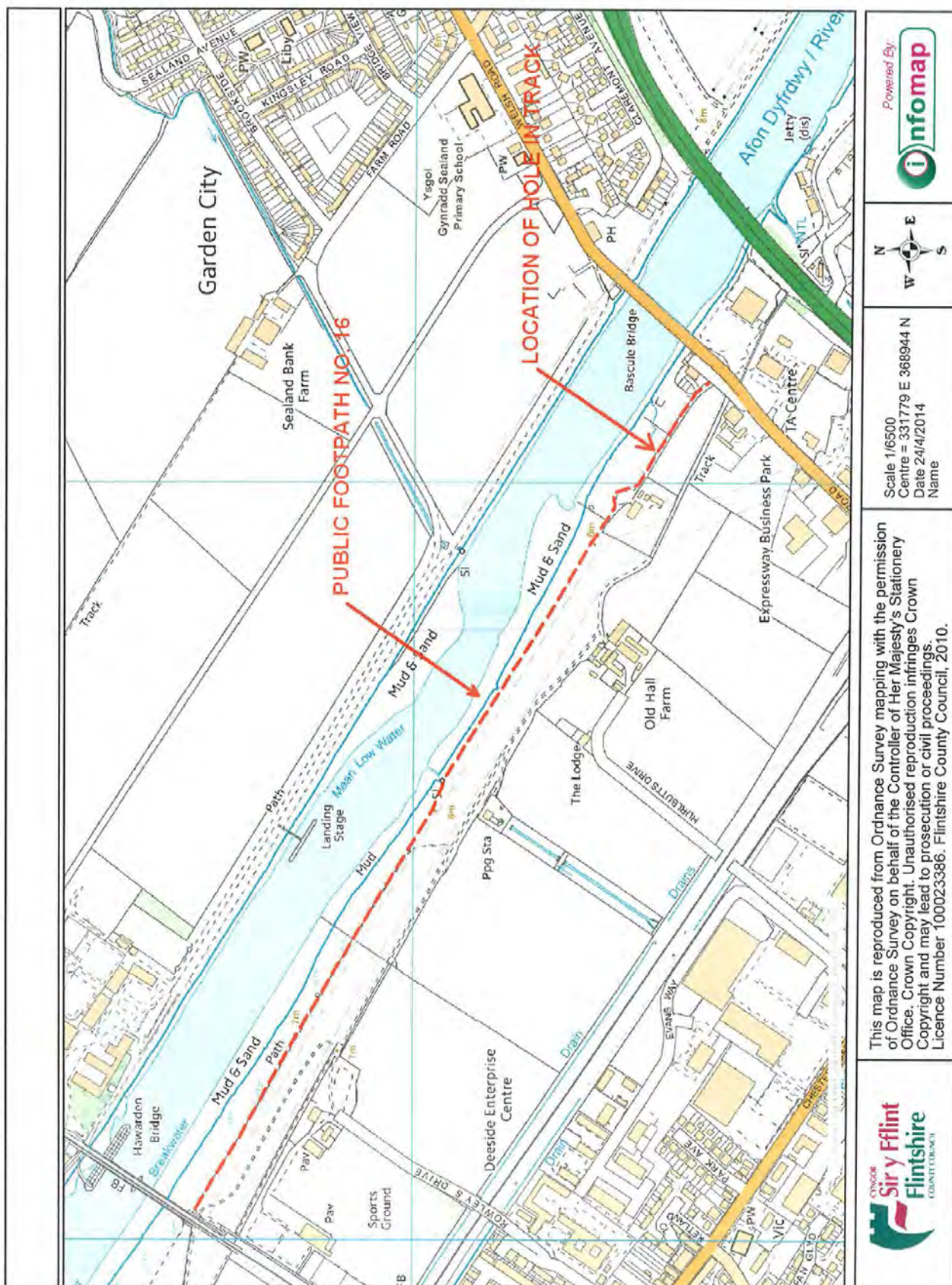
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- Undertaking various site inspections and meetings
- Attending to various cropping issues
- Enforcement action to remove obstructions

Appendix 4



Appendix 5



Powered By



Scale 1:6500
 Centre = 331779 E 368944 N
 Date 24/4/2014
 Name

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