

Appendix B

Comments on RoWIP and Consultation Feedback

Consultation Questionnaire

Statement of Action plan proposals for Public Rights of Way within Kingston upon Hull

The Statement of Action is the most important part of the Plan and sets out the list of possible actions that we intend to take to improve the right of way network and provide greater opportunities for people to use paths. The consultation process is asking for feedback on the proposed statement of action which will help set the priorities.

	Proposed Statement of Action	Priority Rating 1-10 (1 being least important)
1.	Review of Definitive Map and Statement	
2.	Ensure public rights of way are correctly signposted	
3.	Ensure public rights of way are clear and well-maintained.	
4.	Council Website and publications utilised more effectively	
5.	Improve awareness of PRowS through production of map / maps	
6.	Promote benefits of PRowS	
7.	More interpretation on selected routes	
8.	Improve connectivity within the network	
9.	Improve accessibility through improved surfaces, safer crossings etc	
10.	Clearly identified processes regarding implementing and modifying PRowS	

Subject to the results of the above questionnaire it should be possible to assess priorities and develop targets for the improvement of the public right of way within the city subject to the resources required.

Short-Term targets should be achieved in the next two years.

Medium-Term targets should be achieved in the next five years.

Long-Term targets should be achieved within ten years.

Ongoing actions should begin straight away if they are not already happening and should continue until reviewed.

Comments please

Please add any comments, continue on separate sheet if necessary.

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Name

Organisation

Address

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Postcode

Email

Do you want us to send you a copy of the final plan when available

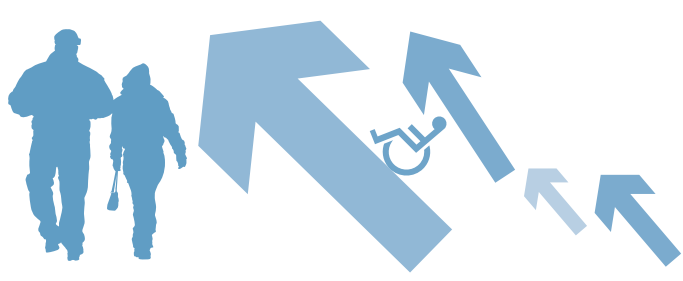
Thank you for taking the time to complete the questionnaire, please return in the enclosed envelope or send to the address below, no stamp required.

Hull City Council
Freepost HU152
Kingston House
Bond Street
Kingston upon Hull
HU1 3BR

FAO Highways & Open Spaces by 1st July 2009

Thank you for taking the time to respond to the draft RoWIP.

Data Protection Statement: Comments will only be used for the purpose intended and may be disseminated widely. Individuals will not be able to be recognised during this process.



Comments on RoWIP and Consultation

PRoW No.3 Oak Road should be considered for a restricted byway. It's an old road and the width lends itself to this and not a footpath.

City boundaries need showing on map.

Requirement to coordinate cycle ways with rights of ways.

No cycles through Pearson Park - do not want lights.

Withernsea Branch Line needs showing, it is not on the map.

PRoWs in East Riding need showing.

PRoW No. 26 is currently diverted and links to PRoW No.27.

Broken glass problems on some routes.

Ex railway lines should be made into restricted byways.

Upgrade of Trans Pennine Trail (TPT) from Humber Bridge to Nelson Street to allow level access for all non motorised users.

Hull City Council need dedicated rights of way team and grant chasing officer.

Hull City Council needs to look at disabled access on PRoW as most could be made available at little cost

Use of Beverley and Barmston Drain banks.

There is no visible network within the city

In the Avenues there are many tenfoots that are used but not listed as PRoWs – these should be listed.

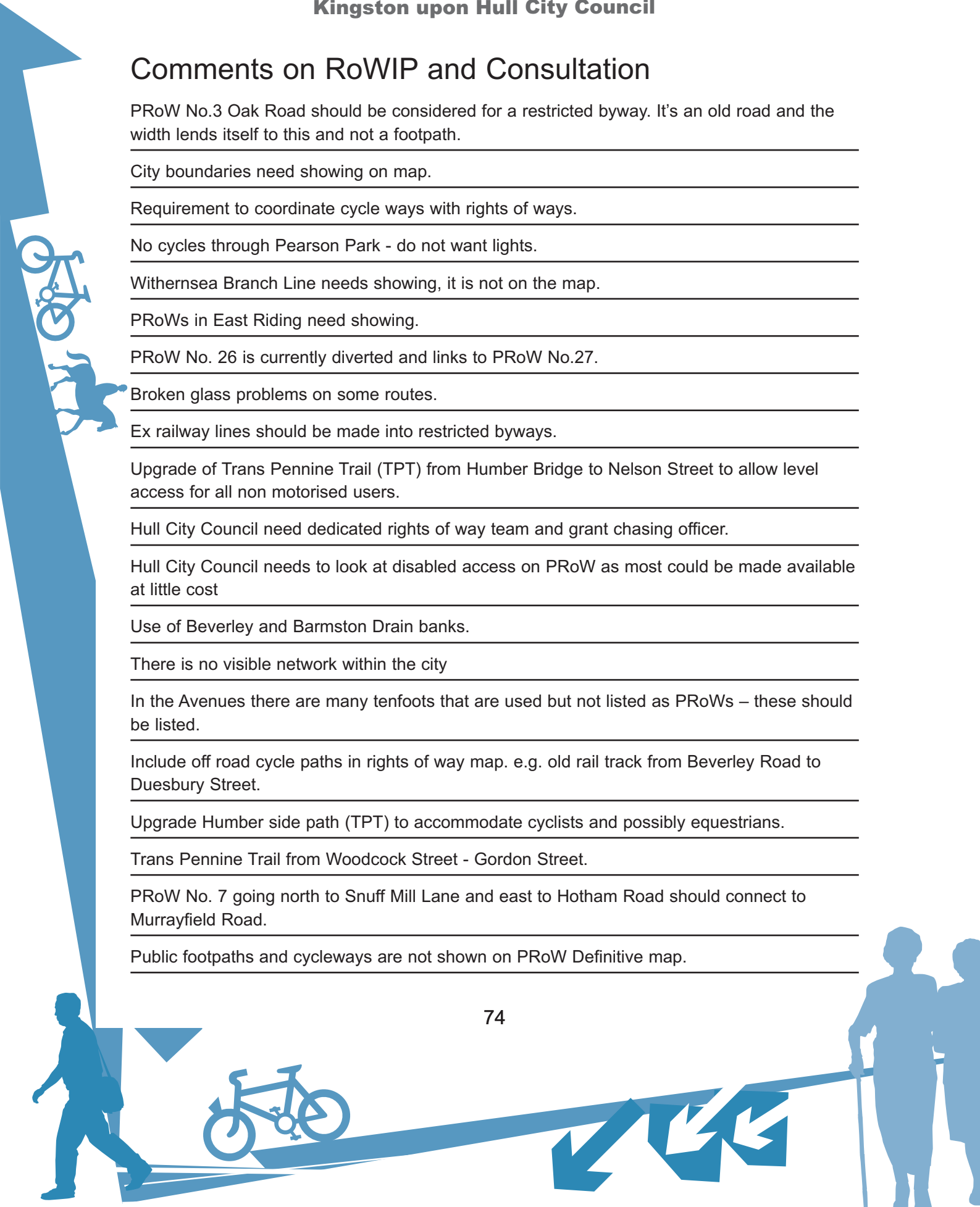
Include off road cycle paths in rights of way map. e.g. old rail track from Beverley Road to Duesbury Street.

Upgrade Humber side path (TPT) to accommodate cyclists and possibly equestrians.

Trans Pennine Trail from Woodcock Street - Gordon Street.

PRoW No. 7 going north to Snuff Mill Lane and east to Hotham Road should connect to Murrayfield Road.

Public footpaths and cycleways are not shown on PRoW Definitive map.





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Tenfoots with public access are not shown on PRoW Definitive map.

No coherence - sections of rights of way are not joined up - need for a comprehensive network

Lorries allowed to use 'pedestrian routes' but not cyclists - Whitefriargate. Time limits not enforced.

No cohesion of routes especially the links to the East Riding of Yorkshire.

No equestrian ways in Hull

There is no off road east / west route for equestrians.

Improved will by officers and elected members to prepare and implement the RoWIP.

• A dedicated PRoW officer and team including fund chasing officer.

Large scale maps to be circulated on a local level (area forums etc) to encourage residents to identify those paths they use regularly.

Upgrade Wilmington bridge to be accessible to equestrians.

A cohesive network of off road routes for all non motorised users and the disabled.

Further RoWIP consultation meetings to be more widely promoted - HDM, Hull in Print, Area and Ward Newsletters.

Higher status for all old railway lines, drain banks, river banks and the estuary.

Tenfoots (providing access to garages behind houses) not to form part of a strategic plan.

Tenfoots to be left off definitive map in order that residents be able to gate if they so wish under gating schemes.

More public rights of way training for members and officers of the Council.

Introduce gates operated by radar keys to allow access for the disabled.

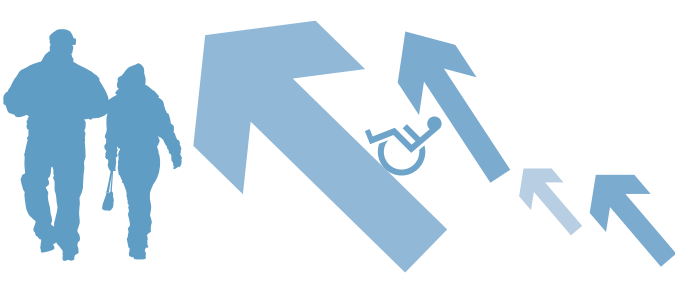
Widths of PRoWs etc should be included on the definitive map or attachments.

Definitive map to bring cycleways, pathways etc into single coherent plan.

Develop an improved cycle route map to include PRoWs.

Proper safe walkways over lock gates at dock entrances.

Cycle track to Withernsea.



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If new routes are bridleway or restricted byway this encompasses cycles and in particular if un-surfaced can be used by mountain bikes and this increases exercise and health issues.

Oak Road to be designated a byway instead of a footpath

Cycle ways should be a legal requirement to be shown on the definitive map.

All new developments to take account of possible new links to public rights of way

All tenfoots and footpaths even when unadopted to be included on the definitive map of rights of way

Unofficial 'desire lines' to be considered as possible future rights of way.

That the Council maintain the 90% of PRoW usable as supplied to the government in 2006/7.

Tell police to protect cyclists - teach them about cyclists needs.

Gain funding through Section 106 agreements and landfill tax grants.

Create bridleways along all the old railway lines then create a link along Holderness and Barmston Drains.

Snickleways within the old town need to be added to the definitive map.

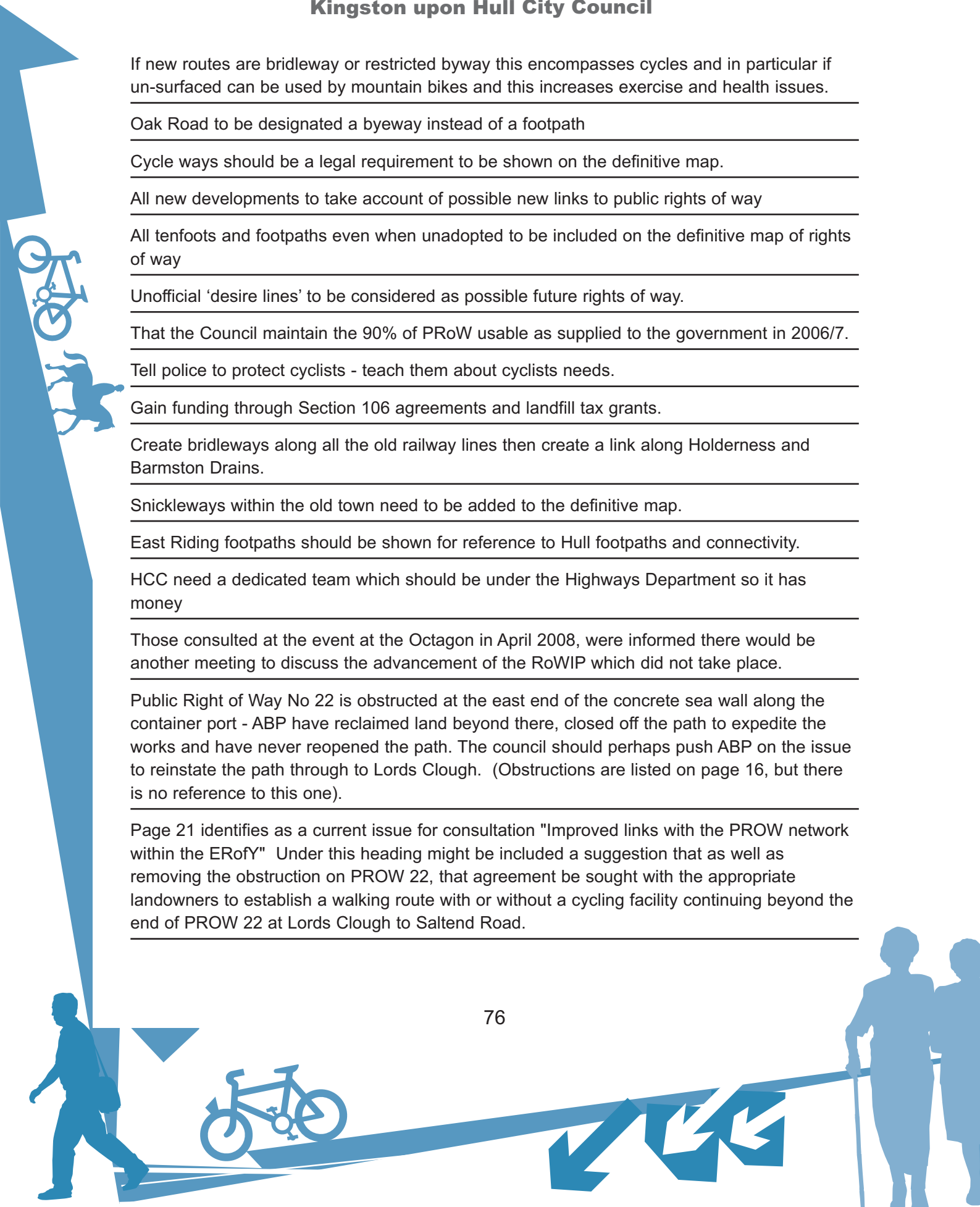
East Riding footpaths should be shown for reference to Hull footpaths and connectivity.

HCC need a dedicated team which should be under the Highways Department so it has money

Those consulted at the event at the Octagon in April 2008, were informed there would be another meeting to discuss the advancement of the RoWIP which did not take place.

Public Right of Way No 22 is obstructed at the east end of the concrete sea wall along the container port - ABP have reclaimed land beyond there, closed off the path to expedite the works and have never reopened the path. The council should perhaps push ABP on the issue to reinstate the path through to Lords Clough. (Obstructions are listed on page 16, but there is no reference to this one).

Page 21 identifies as a current issue for consultation "Improved links with the PROW network within the ERofY" Under this heading might be included a suggestion that as well as removing the obstruction on PROW 22, that agreement be sought with the appropriate landowners to establish a walking route with or without a cycling facility continuing beyond the end of PROW 22 at Lords Clough to Saltend Road.





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Page 21, penultimate bullet – public inquiry regarding footpath No. 30... - Is this to be reconsidered after the inquiry?

Page 21, Key Points from consultation, a point on grammar – ‘Footpath 12 should be (or recommended to be) diverted...’ Sculcoates Bridge should be (or recommended to be) opened to equestrians and motorbikes?

Page 22, 23 inconsistencies/ typos with PROW/ Prows.

Page 22 4th bullet from bottom ‘No coherence – sections not joined up (insert . or ;) Need for a comprehensive network.’

Page 22 bottom bullet ‘No equestrian ways in Hull.’ Need...?

Page 23 5th bullet from bottom ‘If new routes are bridleway or restricted byway (insert ,) this encompasses cycles and (insert ‘addresses’) in particular if un-surfaced can be used by mountain bikes and this increase exercise and (insert ‘addresses’) health issues.

Page 23 4th bullet form bottom ‘byeway’ should be spelt ‘byway’

Page 25 Statement of Action - above table insert ‘Please place the following in order of priority/importance’

-Actions 1-3 are statutory actions

-Subject to the results of the above (remove ‘questionnaire it should be possible to’ insert ‘we will’) assess priorities and develop targets for the improvement of the public paths within the city subject to the resources (remove required insert ‘available’).

I think if more people were aware of where they can walk, and the routes were safe and well maintained, it would encourage more people to use them.

There will be many links with this work to existing initiatives to improve health through walking any cycling - for example, cycle to work schemes, walking packs and walking groups, Active Lifestyles services, outdoor gyms for adults etc.

I note the tenfoot between Marlborough and Westbourne is not on the current list of PROWs. This tenfoot has been use to my knowledge for over 60years and was presumably used by the public before that. Occasionally the police on horse back come through it. It has not been gated by the residents because of its current and historical use. I suggest it be put on the list of proposed PROWs.

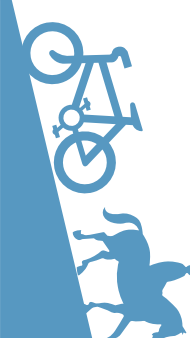
We would ask for wider consultation and publicity. Could you create a display to celebrate the opening of the new History Archive building? – which would be appropriate and generate interest and awareness of this issue.




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I would like to add an 11th statement of action at position 7.5: Identify routes in current/recent use which are not currently in the list of designated PRow and move towards designation. Some may already be of higher status, but this is not obvious in the field:

Examples: Former route of Cobden Place (Westmoreland Street). This now appears lost, but was a field path in the 19th century.



Cranbourne St to Louis St / Hinderwell St to Park Grove / Earles Road to Humberbank / Raven St to Woodhouse St / Rear of HMP Hull (Southcoates Lane) to Bilsdale Grove / Church Lane, Marfleet to Hedon Road / Somerden Road to Falkland Road / Somerden Road to old Withersea Line near Hemswell Ave / Ings Rd, N. Bransholme to site of Gibraltar Farm . / There must be many others that I have not come across. What is the status of paths on former railways e.g. Anlaby Road to Kirklands Drive or paved paths such as Lowdale Close to Shropshire Close?



In addition to my response, I would like to say that the consultation document is the best of its type that I have seen in recent years. The statements of action are clear and objective, whereas the majority of such documents allow choices to be made between “actions” that are meaningless waffle. Your SoA's offer a real choice of prioritisation, whereas others often offer only one logical answer.

It is unfortunate that the PRow legislation is so complex, making your task so much more difficult. I had no idea that the status of PRow's 23,24,25 was any different from, say, the footway outside my house. My examples of possible PRow's are simply apparent paths that I have come across in my wanderings around the city. Some are now impassable and others may be unsuitable for designation. Others appear to be maintained despite not being designated.

I have given priority 10 to signposting. Legally, I believe, your obligation is to mark the path only where it leaves the major highway. I think it would be helpful if greater way-marking were introduced, especially where paths cross dock areas. The existence of a right of way and its exact route needs to be very clear in these areas so that walkers can be sure they are not trespassing.

Cost is an important issue:

Improved integration of existing PRow + cycle paths etc. would be low cost initially using integrated maps/leaflets and clear signage.

Inclusion of 10' access roads + similar roads would further assist integration e.g. Avenues Area.

Where householders wish to gate 10's could “partial” gates allow access for pedestrians +



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cyclists while giving “key holders only” access for motor vehicles.

Informal paths and rights of way in Hull

There are many paths across the city that are frequently used by pedestrians and cyclists which are not recognised as rights of way on the definitive map. Providing a network of public paths can make an important contribution to sustainable development and sustainable transport, thereby leading to reduction in car journeys, a reduction in greenhouse gas emissions and a more pleasant environment.

The council’s planning policy

The national policy guidelines require Hull to take a long-term view of access networks which not only meets today’s needs but that of generations to come. The council is required to develop an access network by identifying gaps in the route network as part of a wider recreational strategy.

The incorporation of the informal off-road paths into a recognised network of public paths would help Hull meet this objective.

The council’s cycling objectives

The national target is for the number of cycle trips to double between 2002 and 2012, Hull has the advantage of higher than average cycle usage and a flat terrain, our objective should not be less ambitious.

Road safety is a major deterrent to cycling; a comprehensive network of cycle paths and restricted byways can provide safe traffic-free cycling routes

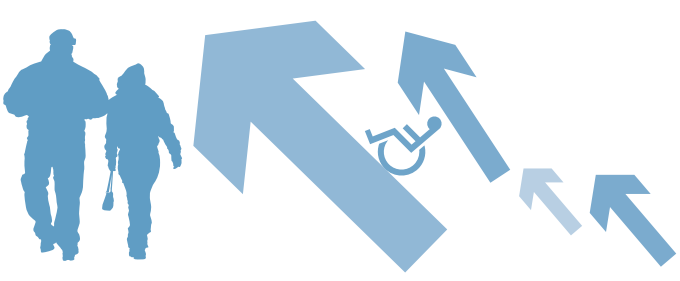
The council’s off-road network

The development of a network of public rights of way across Hull for informal recreation will not only provide opportunities for a pleasant walk or cycle ride; but also bring broader benefits to our community and society at large. There are also benefits for the council.

Value for money for the council

Well-maintained and signposted footpaths and cycle ways should be seen as part of the leisure services provided by the council. Walking and cycling are now recognised as an important part of a healthy lifestyle. Compared to other leisure services provided by the council such as swimming pools, or a sports centre paths are cheap to produce and very cheap to maintain. The ratio of cost to benefit makes a path network very good value for money.

Hull can help meet its healthy living agenda by investing relatively small sums in an off-road network of paths and cycle ways.



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Health in Hull

The council have recognised health as one of the key priority areas for the 2005-8 corporate plan. Exercise can play an important part in the prevention of coronary heart disease, and stroke. It helps with weight management, and it is also recognised that exercise can improve self-esteem and general well being. An integrated, cross-city, path network close to where people live would persuade more people to walk and cycle more often.

Equal opportunities

Walking and cycling are cheap to do and can be enjoyed by people of all ages and abilities. Some people don't want a formalised, competitive group form of exercise. A path network is cheap to access by the user and cheap to provide but the council's leisure budget is skewed in favour of high cost alternatives such as swimming and golf.

Walking buses and other ideas

The government's Walking Strategy identifies vehicle speed, heavy traffic flow and fears of personal security as deterrents to walking in the city. An integrated path network can provide a traffic-free route for pedestrians. The presence of other users will contribute to a feeling of safety and in turn lead to an increase in walking and cycling.

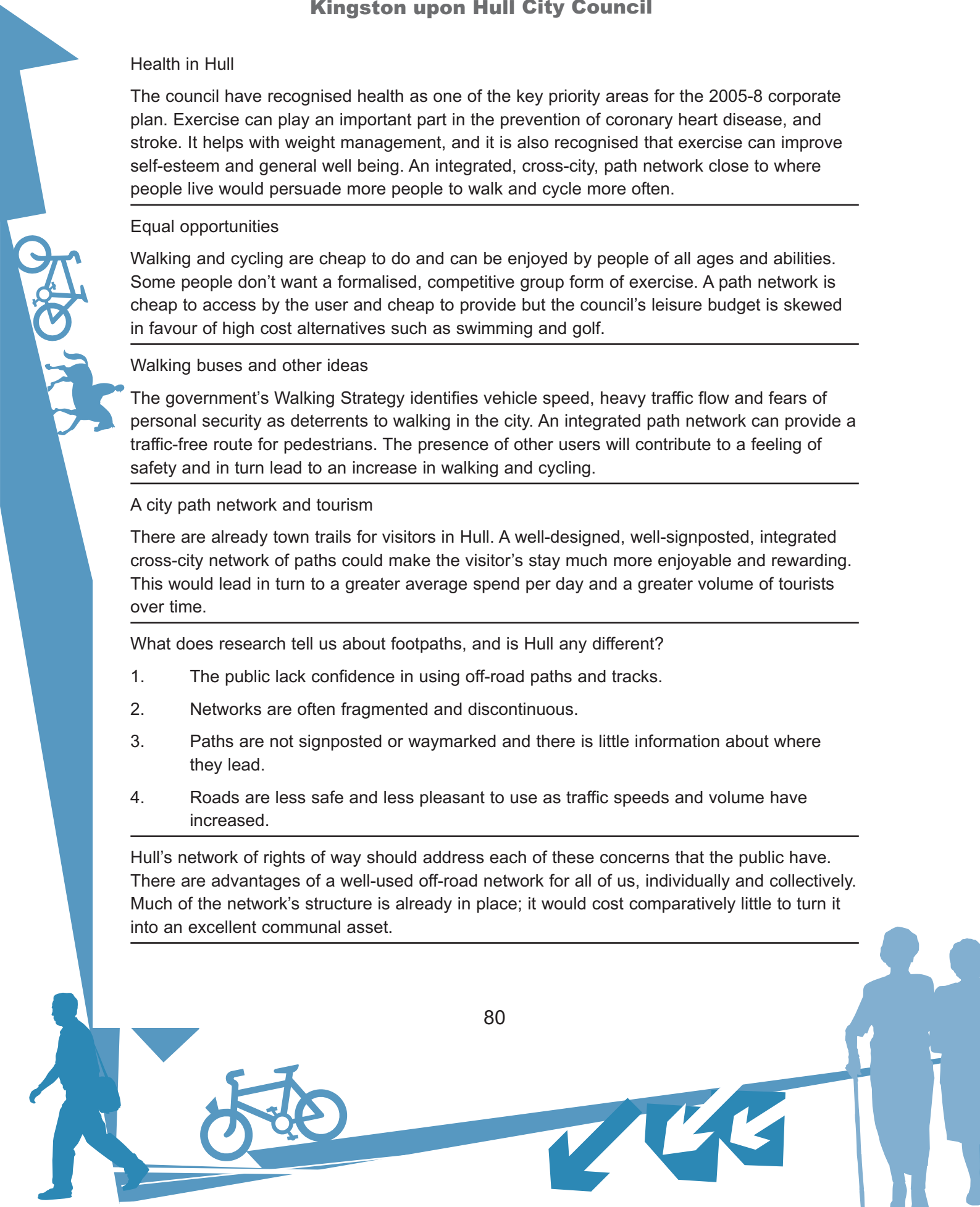
A city path network and tourism

There are already town trails for visitors in Hull. A well-designed, well-signposted, integrated cross-city network of paths could make the visitor's stay much more enjoyable and rewarding. This would lead in turn to a greater average spend per day and a greater volume of tourists over time.

What does research tell us about footpaths, and is Hull any different?

1. The public lack confidence in using off-road paths and tracks.
 2. Networks are often fragmented and discontinuous.
 3. Paths are not signposted or waymarked and there is little information about where they lead.
 4. Roads are less safe and less pleasant to use as traffic speeds and volume have increased.
-

Hull's network of rights of way should address each of these concerns that the public have. There are advantages of a well-used off-road network for all of us, individually and collectively. Much of the network's structure is already in place; it would cost comparatively little to turn it into an excellent communal asset.





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To get the bus route going back into order on Georges Road off Anlaby Road. And to get the bus route back running on Hawthorn Avenue

A strange way of placing priorities. Normally the 1st priority would be place 1st and not 10 etc. This will lead to confusion.

There should be a program to put all known PRoW on the definite map.

For many years of being involved with PRoW (and now given present economic climate) the timescale of your targets is possibly optimistic!

Links with East Riding CC are obviously quite important given the pro-active position which their RoW department is taking. This will allow residents of Hull longer routes to enjoy – partic. relevant to cyclists / horse riders and longer distance walkers. Best wishes for your future work.

PRoW's (page 1), PRoW's (page 6), or PRoWs (page 13 et al)? Page 21,3 up from bottom: Footpath No. 12. Page 23: Byeways or byways (Wish List, 4 from bottom).

Page 23: what is the legal position over tenfoots and their gating? Is not the Council's first duty to keep these open, unless there are proven grounds for closure?

The inclusion of the Statement of Action plan (Section 5, page 25) is very welcome. But points 8 -10 on how the network could be improved (improved connectivity, improved accessibility, and processes for modifying PRoWs) are actually very difficult to achieve in law, as you'll know.)

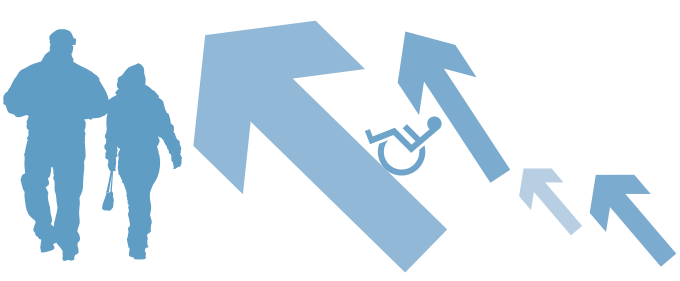
The mention on page 3 of developing links between PRoWs and recreation facilities and public open spaces (e.g. East Park and Rockford Fields) is also very welcome and could be developed. For example, the Council's current Holderness Road Corridor Area Action Plan, March 2009 , describes the concept of existing and proposed "Green Links", routes that connect open spaces into a network - could these and those mentioned in other Council plans, e.g. that for the St Andrews, be mentioned or referenced in the final ROWIP?

The following reference cited in the appendix to the Holderness Road Corridor Area Action Plan gives an additional reason for improving the Rights of Way network, and could usefully be included in the ROWIP reference list on page28:

The Future of Transport: A Network for 2030 (White Paper, Dept for Transport 2004). Item 4: "make walking and cycling real alternatives to local needs".

Section 2

We would appreciate more information about the 'access forum' who met previously. Was the



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city councils access officer informed or involved?

Section 3 Page 15

Signs, agree the signage needs improvement, giving a distance and idea of time to travel would be helpful. Signage needs to be clear and easy to locate for everyone.

Maintenance

This is perhaps far more of an issue for anyone with a visual impairment or mobility impairment. Over grown paths, especially over hanging trees are an issue for visually impaired. Blocked paths or a very uneven surface can be a real obstacle for anyone with walking difficulties. The narrowness and poor surface of some more rural routes is a problem to those who wish to use a mobility vehicle (scooter or wheelchair)

Section 4

Page 22 Agree with most of the previous issues raised, strongly agree more rights of way need improved disability access.

Page 23 Wish List

(Tenfoots to be left off definitive map in order that residents be able to gate if they so wish under gating schemes.)

You need to be aware that some gating schemes that have been carried out have already caused problems for some disabled people. Although the majority of the households in residence at the time may agree, it has to be realised that people's needs change and the occupants change too.

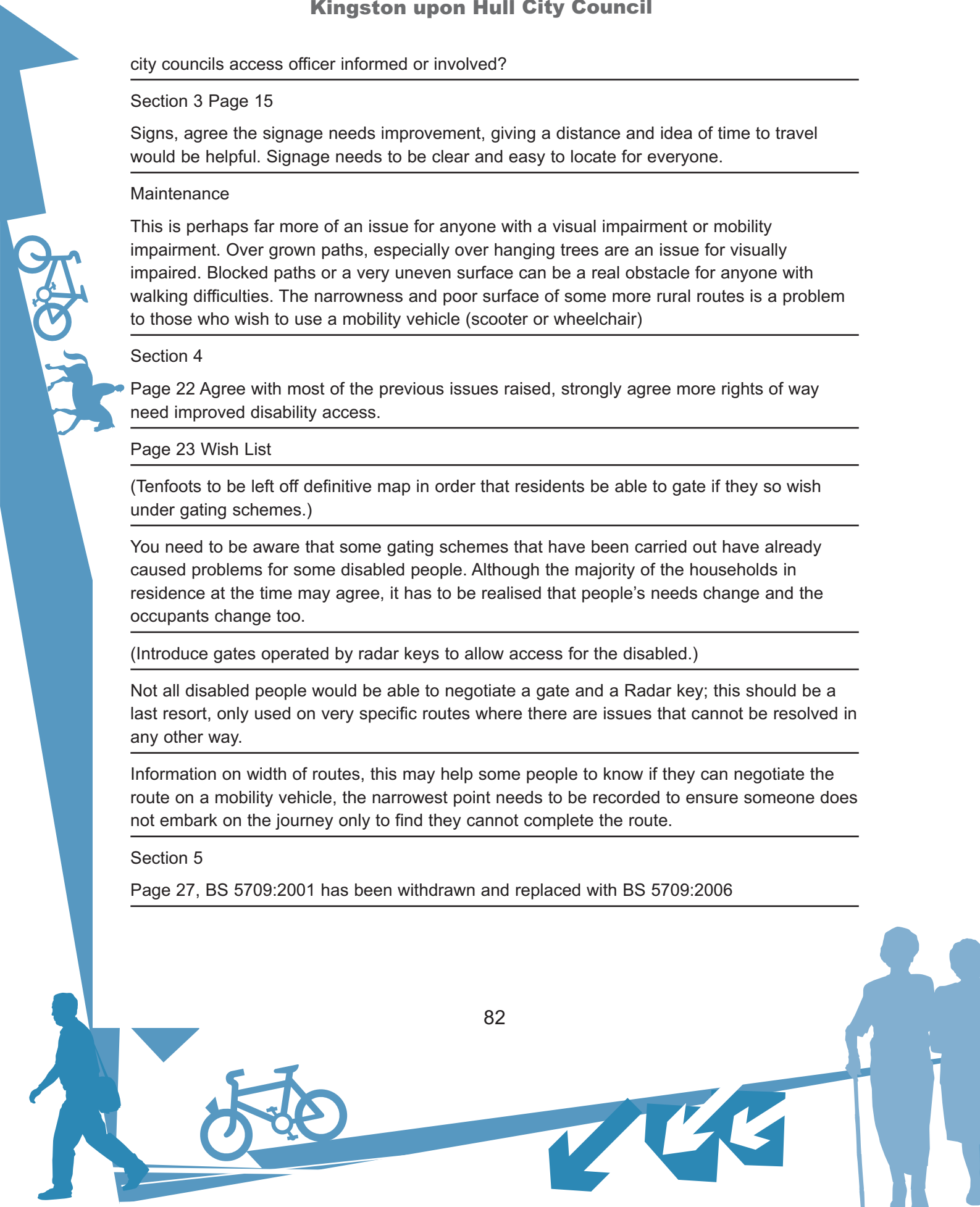
(Introduce gates operated by radar keys to allow access for the disabled.)

Not all disabled people would be able to negotiate a gate and a Radar key; this should be a last resort, only used on very specific routes where there are issues that cannot be resolved in any other way.

Information on width of routes, this may help some people to know if they can negotiate the route on a mobility vehicle, the narrowest point needs to be recorded to ensure someone does not embark on the journey only to find they cannot complete the route.

Section 5

Page 27, BS 5709:2001 has been withdrawn and replaced with BS 5709:2006





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Still on page 27, The Countryside Agency no longer exists, it has been replaced by Natural England and split into regions that was in 2006.

Section 1 – some of the known accessible routes are used particularly by scooter users. These routes keep people away from pavements and traffic

I would support this as a mechanism for improving the accessibility of the public rights of way network to disabled people

It would be useful, in section 2, to add in facts and figures around disability to demonstrate the importance of promoting, improving and increasing the accessibility of public rights of way. This is potentially important as disabled people makeup one of legislative background reasons for introducing the publishing of this type of plan

Rights of way will also now be covered by the Disability Discrimination Act and a structured improvement to their accessibility will be seen as one of the services positive commitments to the Local Authorities Disability Equality Duties (DED) under this Act. The service could include it in their service delivery plan aimed at the commitment in the DED action plan to provide an inclusive environment.

There is already a commitment in the current Disability Equality Scheme Action Plan 2006-2009 'A Level Playing Field'

Action EN 3.6.6

The City Council will promote the accessibility of the new and on-going network of cycle tracks linking up more areas of the City.

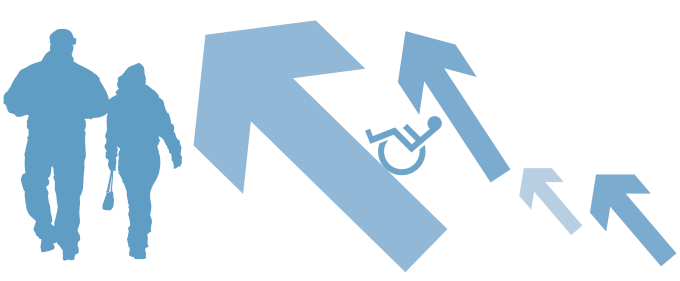
We do know that disabled people will use these routes if they are suitable. The increase in the availability and affordability of scooters does increase the options of many disabled people to get out and enjoy new things. I do however suspect that at the moment because there is little information about these rights of way that this is limited to cycle tracks. A number of disabled people also cycle for fitness and mobility purposes

you might need to update the section on the Corporate Plan because the new one is significantly different

Section 3 signing – I would support the idea of improving signage. Signage information can be very important to many disabled people. Ideally it would need to give details on distance, accessibility standard, destination etc.

Signage should be formed using the standards contained in the RNIBs 'Sign Design Guide' which is the standards set out in BS8300:2009

Maintenance is again obviously very important to many disabled people. if they start to use a



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path they need to know that they will be able to get to the other end, particularly if we have provided signage that give a standard to be expected on the route. Maintenance will need to include, surfaces, widths, overhanging shrubbery, removal of blockages, removal of glass etc it is likely that proactive will be the best option for maintenance with regard to disabled people however we need to have a good idea of the level of accessibility of the individual routes

It would appear that because of the different types of rights of way, in different locations and meeting different needs that standard for the differing types needs to be written and included in this plan. It would not be reasonably expected that predominately rural type routes would be to the same standard as purely urban routes on estates etc, though all could have a set level of accessibility commitment

I would certainly support many of the comments made during consultation, particularly linking with East Yorkshire and the promotion of them as a recreational route, but I would also add that they could be better promoted towards disabled people when they are accessible

It would also appear that there is scope to introduce additional rights of way that link up more areas, for example through the Gateway schemes and the 'Green Lung' concept. It would also be beneficial to provide more routes, particularly accessible ones, to both rivers and through some of the more historically industrial areas of the city which could then be potentially both recreational and educational

The idea of leaving tenfoots off the map is understandable because many residents fear security. Many have been gated over the past 6 or 7 years and are already causing difficulties for some of their own residents who have now aged or become disabled people since the gates installation. Some can find it very difficult, or sometimes impossible, to open or close the gates because of the choice of components eg locks, handles and weight

Tenfoots that have a good link to major rights of way should be considered for inclusion. Often people use rights of way if access to them is convenient, however if they are closed off because of gating they are likely to have less use if people need to travel further to get onto them

