



Rights of Way
improvement plan
2009 - 2019

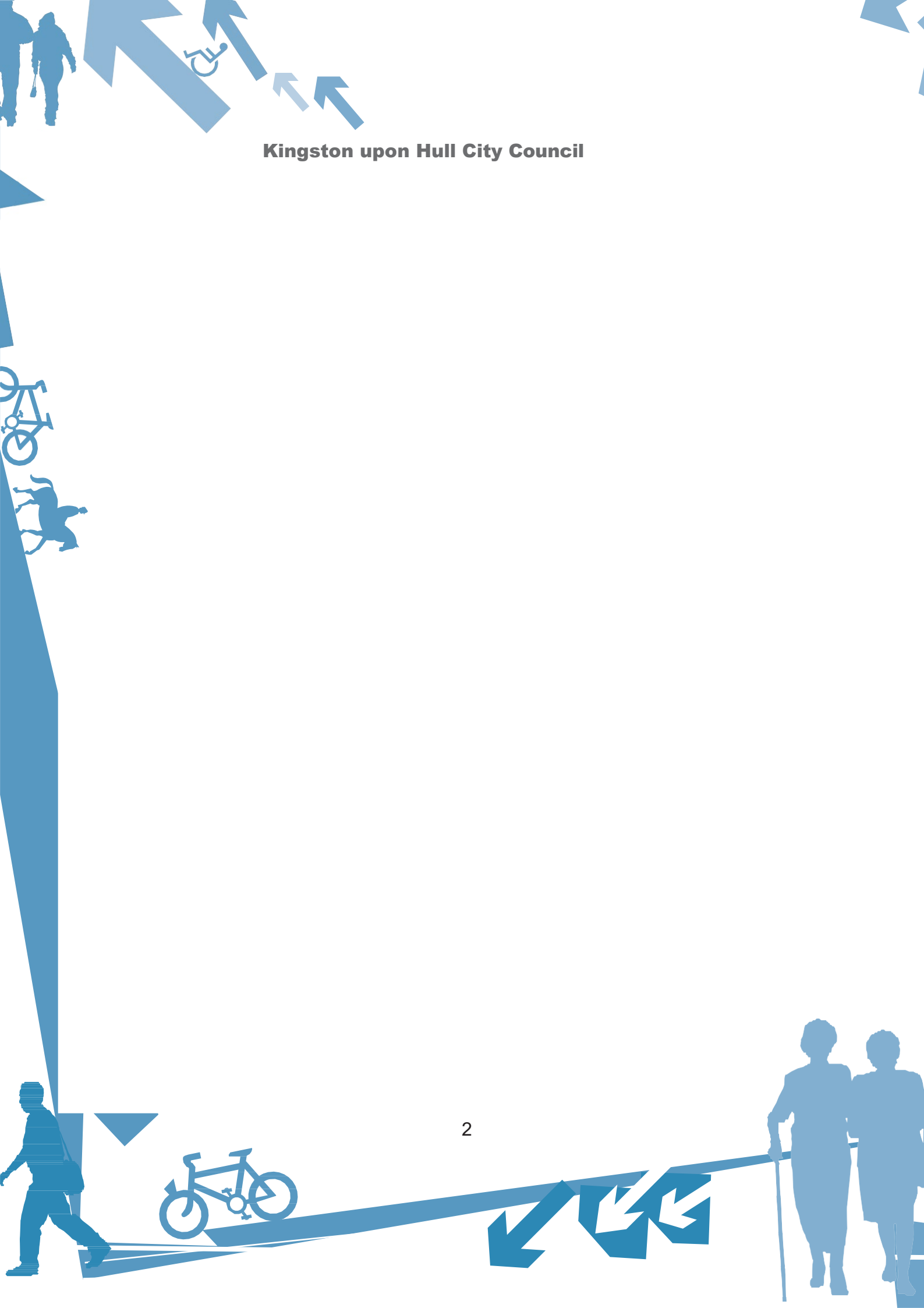


Hull
City Council



Rights of Way Improvement Plan 2009 - 2019

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Section 1

Introduction

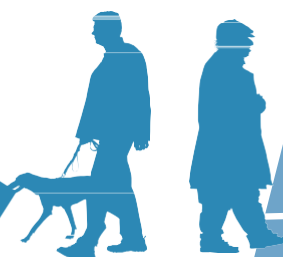
Public Rights of Way are both a significant part of our heritage, a key part of the sustainable transport network and a major recreational resource. They enable people to get away from roads used mainly by motor vehicles and are becoming more important as increases in the volume and speed of traffic are turning many routes into unpleasant places for walkers, cyclists and equestrians. Local rights of way can also provide a convenient means of travelling, particularly for short journeys, in both rural and urban areas. They are important in the daily lives of many people who use them for fresh air and exercise on bicycle, foot or horse, to walk the dog, to improve their fitness, or to visit local shops and other facilities.

The Rights of Way Improvement Plan provides an opportunity to develop the links between Public Rights of Way within Kingston upon Hull utilising sustainable travel to access recreation facilities and public open space, both formal e.g. East Park and informal e.g. Rockford Fields.

Although not extensive, the Public Rights of Way within Kingston upon Hull form a valuable part of the wider transport network



PRoW No. 7, Setting Dyke



Legislative Background

Section 60-62 of the Countryside and Rights of Way Act 2000 requires every local highway authority to prepare and publish a Rights of Way Improvement Plan containing:-

a) the authority's assessment of:

- the extent to which local rights of way meet present and likely future needs of the public;
- the opportunities provided by local rights of way (and in particular by footpaths, cycle tracks, bridleways and restricted byways) for exercise and other forms of open air recreation and the enjoyment of their area;
- the accessibility of local rights of way to blind or partially sighted persons or others with mobility problems; such other matters relating to local rights of way as may be directed by the Secretary of State.



PRoW No. 3, Oak Road: Motorcycle rider misuse of right of way

b) a statement of the action the authority proposes to take for the management of rights of way, and for securing an improved network of 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.

An authority is required to make a new assessment and review their Rights of Way Improvement Plan, and decide whether or not to amend them, not more than ten years after its first publication, and subsequently at intervals of not more than ten years. On such reviews, the authority should, if they decide to amend the plan, publish it as amended or, if there are no amendments, publish a report of their decision and their reasons for it.

Statutory Guidance

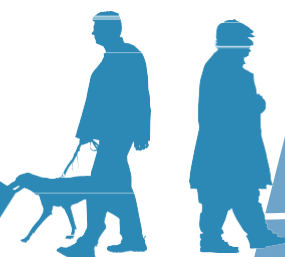
The Department for Environment, Food and Rural Affairs (DEFRA) published a document entitled "Rights of Way Improvement Plans - Statutory Guidance to Local Authorities in England" in November 2002.

Background

The Rights of Way Improvement Plan is intended to be a mechanism for improving the network of public rights of way and other non-motorised routes in line with the requirements of all types of users. It is not designed to provide individual detailed solutions to access problems but rather a strategic approach to managing public access.



PRoW No. 3, Oak Road: East Riding of Yorkshire & Kingston upon Hull Joint Local Access Forum site visit.





Kingston upon Hull City Council

Regulatory bodies, government departments, agencies and statutory undertakers

- Defra
 - Natural England
 - Environment Agency
 - Associated British Ports
 - Rivers Authority
 - Byways and Bridleways Trust
 - British Horse Society
 - Open Spaces Society
 - The Ramblers Association
 - The Pedestrian Association
 - Auto-Cycle Union
 - Cyclist Touring Club
 - The Ramblers Association
 - British Driving Society
 - British Telecom plc
 - Northern Gas Networks
 - Northern Electric
 - Yorkshire Water Services
 - Kingston Communications
- 

Definitions of Public Rights of Way (PRoWs)

A Public Right of Way is a route over which the public has “the right to pass and repass” at any time for the purposes of enjoyment and recreation. All Public Rights of Way are highways and should appear on the Definitive Map and Statement - the legal record of public rights of way.

There are several types of Public Rights of Way:-

Footpath: A highway over which the public have a right on foot or in an invalid carriage only, other than such a highway at the side of a public road.

Bridleway: A highway over which the public have the following, but no other, rights of way, that, is to say, a right of way on foot, in an invalid carriage, on a non-mechanically propelled bicycle (but giving way to pedestrians and persons on horseback) and a right of way on horseback or leading a horse, with or without a right to drive animals of any description along the highway.

Byway Open to All Traffic (BOAT): A carriageway with a public right of way for vehicular traffic but which is used mainly for the purpose for which footpaths and bridleways are so used.

Restricted Byway: A carriageway for all users, including horse drawn carriages, but excluding mechanically propelled vehicles.

Definitive Map and Statement: The Definitive Map and Statement, along with the orders legally modifying them (subsequently referred to here as the Definitive Map) are the legal record of public rights of way (Footpaths, Bridleways, Restricted Byways and Byways Open to All Traffic (BOATs) . Periodically the Definitive Map is republished to incorporate any legal changes that have been made since the last publication.

The inclusion of a way on this legal record is legally conclusive evidence of the existence of a public right at the status shown. However, the absence of a route is not conclusive evidence that a public right does not exist.

Other Public Rights of Way (PRoWs)

Highway: A way over which the public have a right to pass and repass.

Carriageway: A way constituting or comprised in a highway, being a way (other than a cycle track) over which there exist footpath and bridleway rights and a right to pass in or on a vehicle.

Footway: A way set aside at the edge of a carriageway, better known as a "pavement", which provides a public right of way on foot or on an invalid carriage only.

Cycle Track: A right of way with a pedal cycle and on foot unless segregated. Also known as a "cycleway". In this report, a cycle track is used where the route is not along or adjacent to a carriageway.

Green Lane: A term with no legal meaning - it is a physical description of an un-surfaced track, often hedged. Such a way may be a footpath, bridleway or carriageway or it may carry no public right of way at all.



PRoW No.12 South Bridge Road looking towards the River Hull

Section 2

About Kingston upon Hull

The City and County of Kingston upon Hull is located to the north of the Humber Estuary on the country's eastern coast and shares a boundary with East Riding of Yorkshire only.

Kingston upon Hull City Council is one of the largest urban unitary councils in the Yorkshire and Humber sub region. Covering an area of 7374 hectares / 28.5sq miles, the nature of the Authority is predominantly densely urban with suburban villages/towns immediately beyond the boundary in the East Riding of Yorkshire.



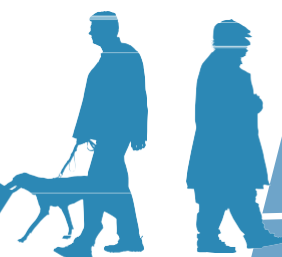
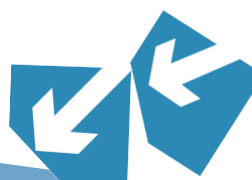
PRoW No.23 Hull Marina

Hull is a unique city, with a proud heritage, which grew rapidly during the second half of the 19th Century, as the port became a focus for international trading. This maritime history, with its great merchants and industrialists and, of course, William Wilberforce, the internationally renowned antislavery campaigner, have all had a significant impact on Hull, which is reflected in its unique culture and identity.

In recent years, Hull has been experiencing a period of significant growth and regeneration and the City's character is changing. As a result, our communities will become increasingly diverse and addressing inequalities will continue to remain a priority for us, so that no-one is excluded from the benefits of our society. Changes in the population will bring about changes in their needs and aspirations. As well as the requirement to create new homes and new jobs, there will be increasing demand from the residents of Hull on our public services, facilities and supporting infrastructure.

In recent years, the City has been transformed through exciting new developments, including the KC Stadium, The Deep, the BBC Centre at Queen's Court and Hull's new transport interchange which includes the successful St Stephen's retail development. The physical shape of the City is continuing to change rapidly, creating an attractive and vibrant City with new developments planned on Quay West, The Marina and the eastern bank of the river Hull.

The Port of Hull remains an important part of the local economy, and is one of the biggest and fastest growing in the UK. Hull is benefiting from its global trading links with thousands of people employed within the growing key sectors of ports and logistics, healthcare, renewable energy, shared services, food and drink, manufacturing and chemicals.



Links with Local Shared Priorities

To ensure we continue to deliver high quality services which meet the needs of residents new and old it is vital that we have a clear vision, via the Community Strategy, Corporate Plan and Local Strategic Partnership, of how we want the City of Hull to look in the future.

The Council has identified its own mission statement, which sets out the Council's role in achieving the City-wide vision:

'Hull is a City which is living, learning, working, healthy and proud. One of the most important cities in Northern Europe, we are a gateway for global trade and the heart of a prosperous Humber sub-region'

In order to deliver this outcome, the Sustainable Community Strategy is organised into four key themes:

Earning - making sure that all local people thrive economically

Learning - guaranteeing that no person is left behind in achieving their full potential

Healthy - enabling everyone to make healthy lifestyle choices

Safe - helping local people to build strong communities and a city which is a safe place to live.

In order to secure the best for the people of Kingston upon Hull we need to work closely with everyone that shares an interest in improving the quality of life in the area. We achieve this through our role as partner in the Local Strategic Partnership, The Partnership brings together public bodies such as the Council and the police alongside community and voluntary groups and local businesses. The Community Strategy identifies three particular groups or "audiences" who will be targeted in such a way as to benefit most from the work of the Council and its partners :

Priority Audience 1: Children, Young People and their carers

Priority Audience 2: Older people, vulnerable people and their carers

Priority Audience 3: Black and minority ethnic people, disabled people and their carers and other traditionally marginalised and excluded groups.



Rights of Way Improvement Plan 2009 - 2019

Through the Rights of Way Improvement Plan, the Council, working with partners and the community, will seek to build on these priorities, as well as continuing to be a well managed authority, ensuring that funding is spent wisely to provide a well maintained public rights of way network that is open to all.

Corporate Priority: Safer

ROWIP: Ensure a safe and useable network for all users irrespective of mobility.

Corporate Priority: Healthy

ROWIP: Promote the healthy benefits of alternative travel with particular reference to rights of way and improvements in the network.

Corporate Priority: Earning

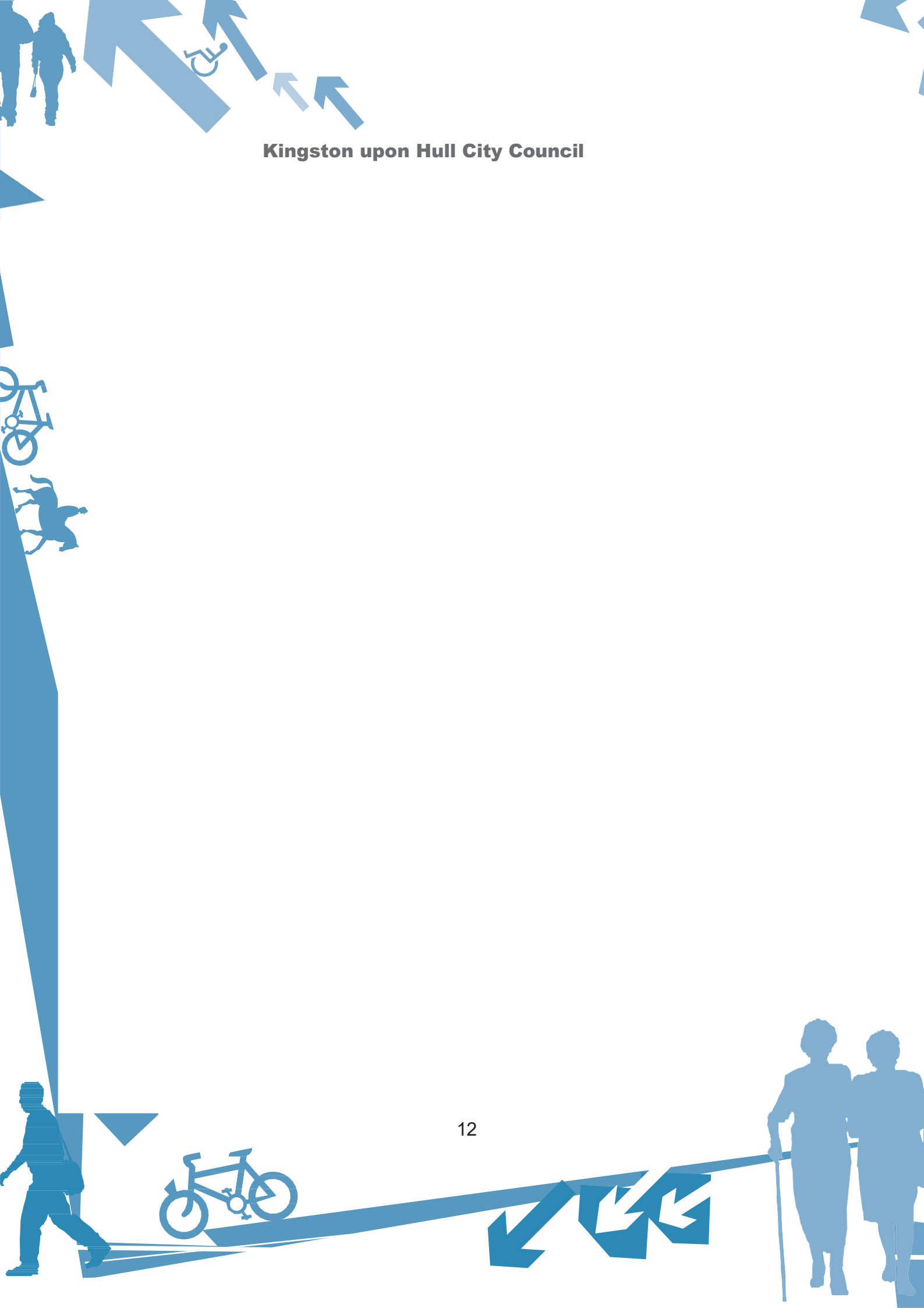
ROWIP: Promote alternative routes to work

Corporate Priority: Learning

ROWIP: Ensure a safe and useable network for use in travelling to and from places of learning.



PRoW No.15 Glenwood Close to Hathersage Road



Section 3

Assessment of the current Network

Consultation has identified that the City's Public Rights of Way Network, of just less than 38km, is very fragmented when viewed in isolation. However it was also noted that the existing network does provide important traffic free links in conjunction with the wider network of off-road cycle routes and other designated footpaths, such as the disused railways or drains and footpaths through social and private housing estates.

Key Priority

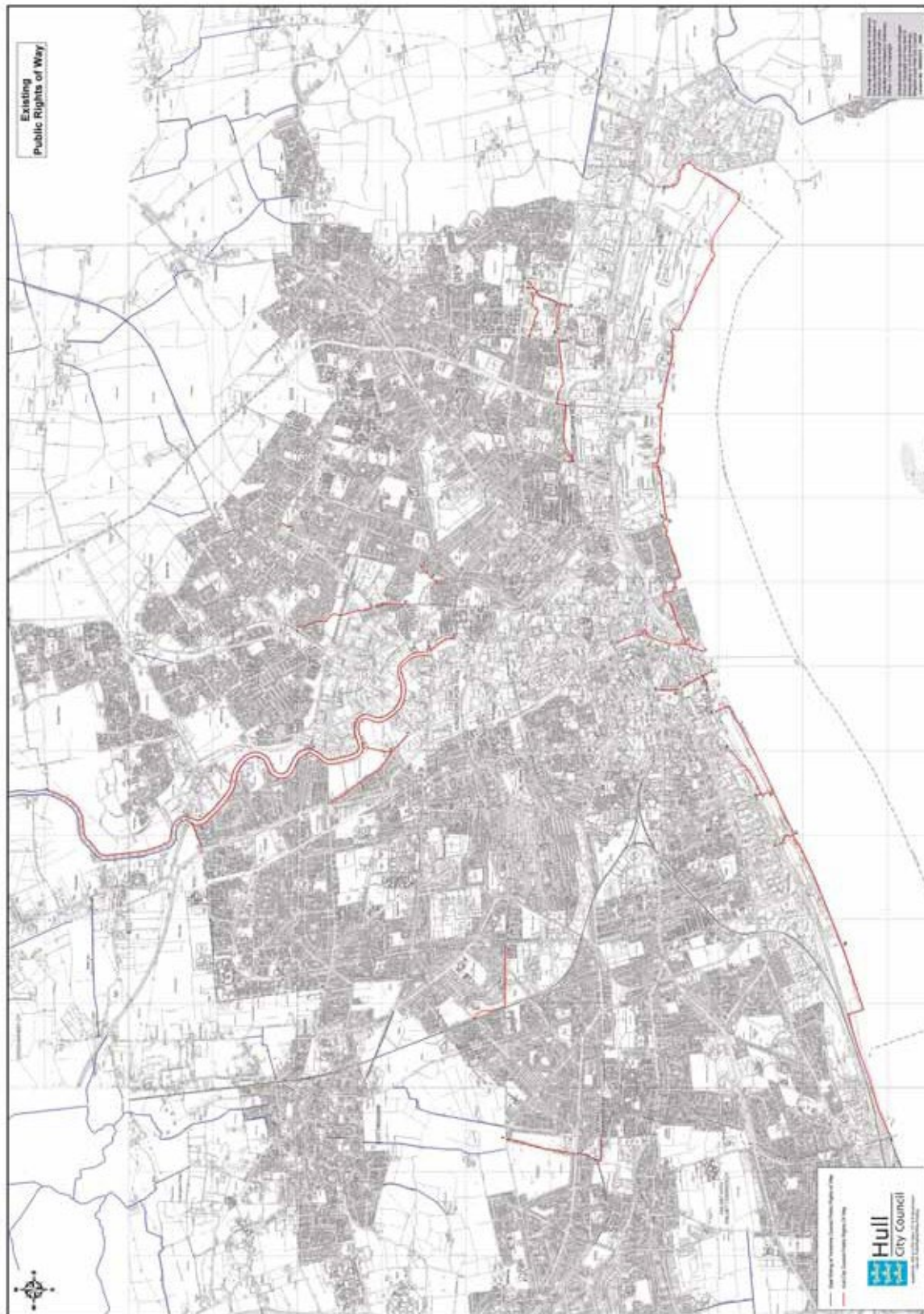
To improve connectivity within the network



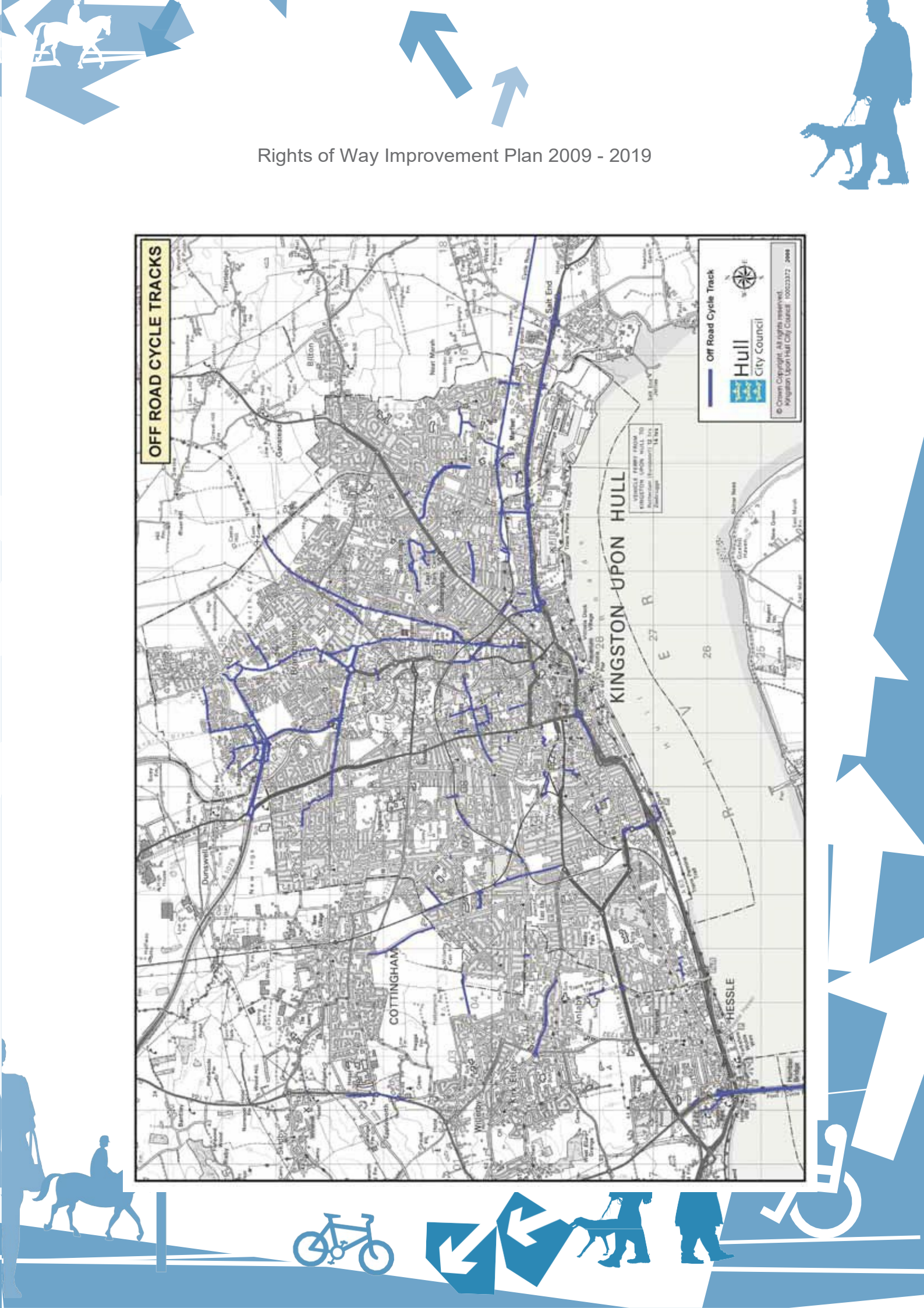
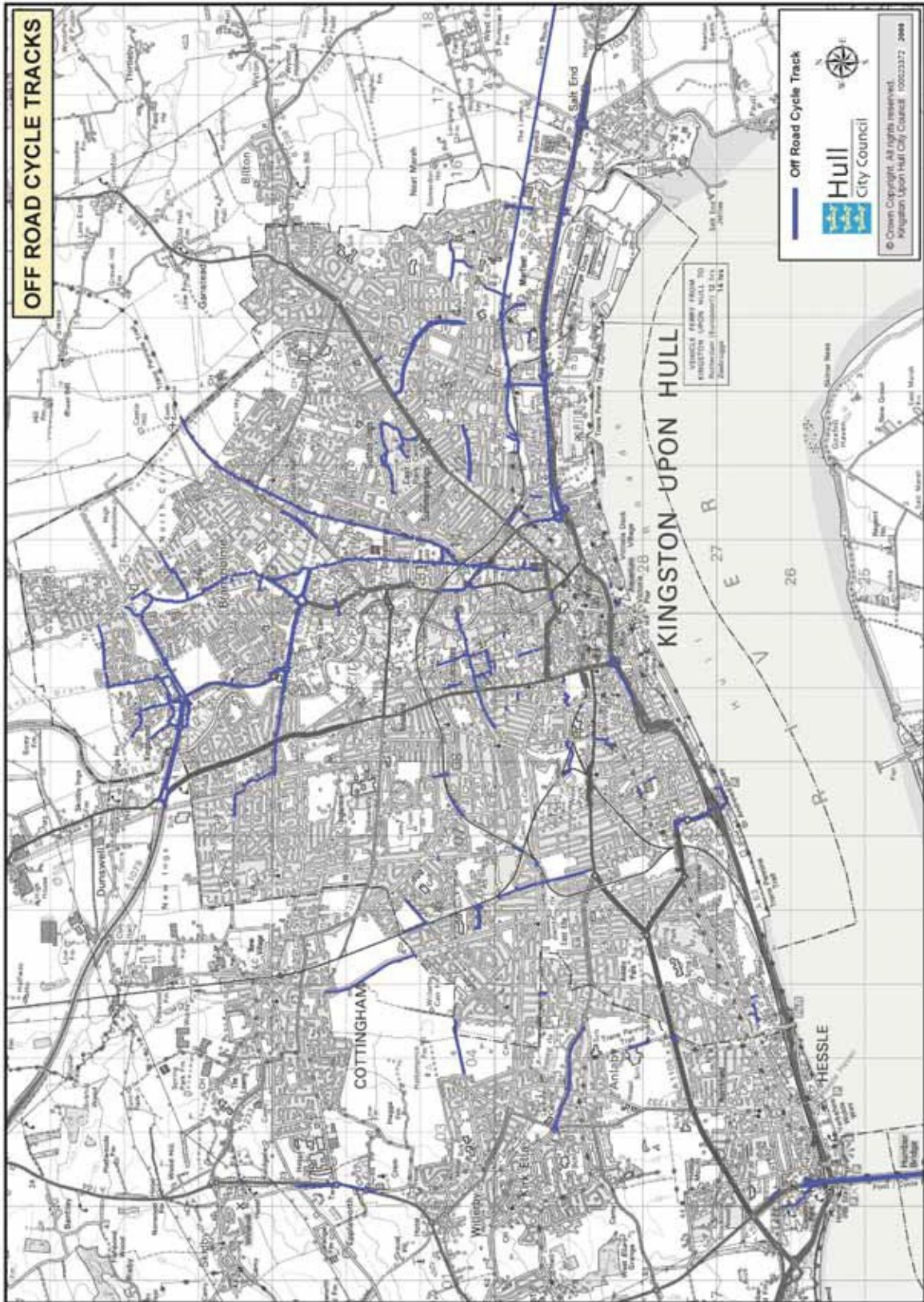
PRoW No.11 River Hull



Kingston upon Hull City Council



Rights of Way Improvement Plan 2009 - 2019



Signing

Signing is a significant issue in relation to PRowS in Hull. Some signs are either missing, damaged or in a poor state of repair. Few signs, if any, give a destination point and even fewer give details of the distance and/or time to travel that route which could help to increase levels of use.

Over the years signs have been vandalised or removed and as many of the PRowS are in isolated locations, damaged or missing signs invariably go unnoticed and under reported for periods of time. The RoWIP should help address these problems.



PRow No.1 Beverley Road to River Hull, poor or non existent signs

Key Priority

To ensure Public Rights of Way are correctly signposted

Maintenance

During the consultation process it was identified that maintenance of PRowS is currently largely reactive. Reactive maintenance often results in initial higher costs as the work required on the PRow is often more than normally expected. However proactive maintenance may result in unnecessary expenditure so a clearly identified inspection regime needs to be established to ensure a correct balance between supply and demand is achieved.

Additionally poor maintenance of the vegetation on adjacent land can result in deviation of the route to poorer surfaces such as PRow No.6 along the River Hull bank. Regular maintenance of vegetation on routes needs to be systematically addressed ideally with the introduction of a clear maintenance programme to avoid the reactive maintenance currently required.



PRow No.1 Beverley Road to River Hull

Key Priority

To ensure Public Rights of Way are clear of obstructions or well maintained.

Obstructions

As a result of development, neglect, or lack of use, there are a number of obstructions which are impeding the rights of way within the City, the most evident example being PRoW No. 11, the walkway adjacent to the River Hull from North Bridge to Sammy's Point where part of the boardwalk structure has collapsed and is currently closed as it is unsafe for users.

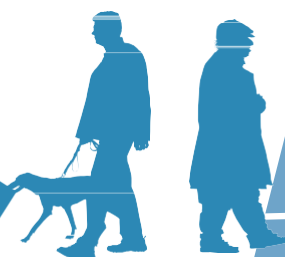
Other obstructions that can be problematic, include the tide (particularly high tides can make parts of the PRoWs impassable) such as PRoW No 28 along the Humberbank / Trans Pennine Trail to the west of St Andrews Quay towards New Clough. High tides can also have a significant impact on PRoWs although temporary, at lock gates. On the working docks up to an hour on either side of high tide to allow the docks to recharge, allow the movement of waterborne traffic and relieve pressure on the lock gates it is necessary to open the lock gates.



PRoW No.11 River Hull Examples of obstructions (above, above right)



PRoW No. 22, Alexandar Dock lock gates



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Types of surface

The surfaces of the various PRowS are of concern to some users as they consist of a wide range of materials including earth e.g. Oak Road, which can become difficult to negotiate when wet. Some public footpaths are metalled, which can present problems when deterioration occurs.



PRow No.6 River Hull



PRow No.7 Setting Dyke

Key Priority

To improve accessibility through improved surface materials, safer crossings etc

Publicity

Currently information on the existing public rights of way network is not widely available and there are no comprehensive local maps however there is the opportunity to access existing Public Rights of Way routes on the Council's website. There is the opportunity to include public right of way information on existing maps e.g. Hull Bus Map, Hull Cycle Map, City Centre Map etc.

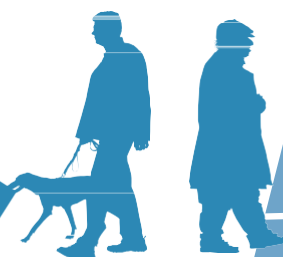


PRoW No8 Springhead Golf Course

Key Priority

To utilise the Council website and publications more effectively

To improve awareness of public rights of way through production of maps



Rights of Way History

With the exception of PRoW No. 11 River Hull Walkway, North Bridge to The Deep, existing public rights of way historical information/interpretation is not widely available and there are no comprehensive local maps. Consequently very few residents are aware of the existence of the right of way or background information.



PRoW 22 River Hull

Key Priority

To provide more interpretation on selected routes

Benefits of Rights of Way

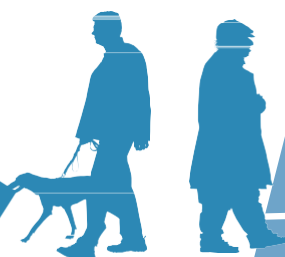
The many known benefits of active travel and getting away from busy traffic can assist in improving the quality of life physically, mentally and socially of the residents of Hull, amongst whom there are above national average levels of physical and mental disability. The PRowS can help address this imbalance in health, along with biodiversity and natural habitat. Currently there is little publicity that identifies these benefits and the RoWIP aims to rectify this.



PRow No. 3, Oak Road

Key Priority

To promote benefits of public rights of way



Kingston upon Hull City Council

Definitive Map and Statement

The existing Definitive Map and Statement was produced in 2nd July 1990. It has since been identified that there are some omissions and discrepancies which require to be rectified. These include omissions of widths in description, public path creation orders and modification orders that have yet to be appended to the map.

Consultees also considered that there should be increased levels of communication and the Council's Task and Finish Group recommended joint working between Streetscene Services and the local area teams in the delivery of advice and services relating to public rights of way.



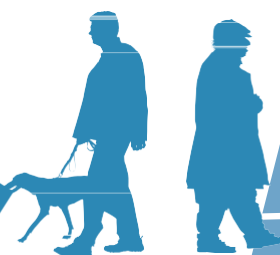
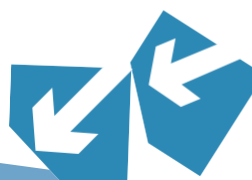
PRoW No. 7, Setting Dyke

Key Priority

To clearly identify processes regarding the creation and modifying of public rights of way

Public Rights of Way in Hull.

PROW No	Between		Length (metres)
	From	To	
1.	Beverley Rd	River Hull	320
2.	City boundary (north)	Ferry Lane	4700
3.	Beverley Rd	Oak Rd	1250
4.	Clive Sullivan Way	Wm Wright Dock	80
5.	Oak Rd	River Hull	370
6.	City boundary (north)	Stoneferry Rd	6950
7.	Hotham Rd North	National Ave	1150
8.	Carr Lane	Springhead Ave	1400
9.	Holwell Rd	Leads Rd	1360
10.	Woodhall St	Foredyke Stream	60
11.	North Bridge	Sammy's Point	1100
12.	River Hull (11)	Earles Rd (22)	1650
13.	Church St	Robson Way	170
14.	Church St	Chamberlain St	60
15.	37 Hathersage Rd	50 Glenwood Cl	60
16.	55 Glenwood Cl	82 Rockford Ave	200
17.	Southcoates Lane	Burma Drive	1850
18.	Greatfield Lane	Preston Road	600
19.	Poorhouse Lane	Marfleet Lane	600
20.	Poorhouse Lane	Marfleet Lane	350



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PROW No	Between		Length (metres)
	From	To	
21.	Preston Rd	Poorhouse Lane	60
22.	Earles Rd	Lords Clough	5300
23.	Minerva Pier	Castle St	400
24.	Minerva Terrace	Wellington St	140
25.	Castle St	Whitefriargate	260
26.	St james St	Wm Wright Dock	800
27.	West Dock St	River Humber	250
28.	Wellington St	City boundary (west)	6000
29.	Etherington Drive	Oak Road	38
31.	Grove Street	Pearson Park	40

Public Rights of Way not confirmed or pending public inquiry

PROW No	Between		Length (metres)
	From	To	
30.	Victoria Avenue	Park Avenue	Not confirmed
32.	Lyric Close	Lyric CClose	12

Key Priority

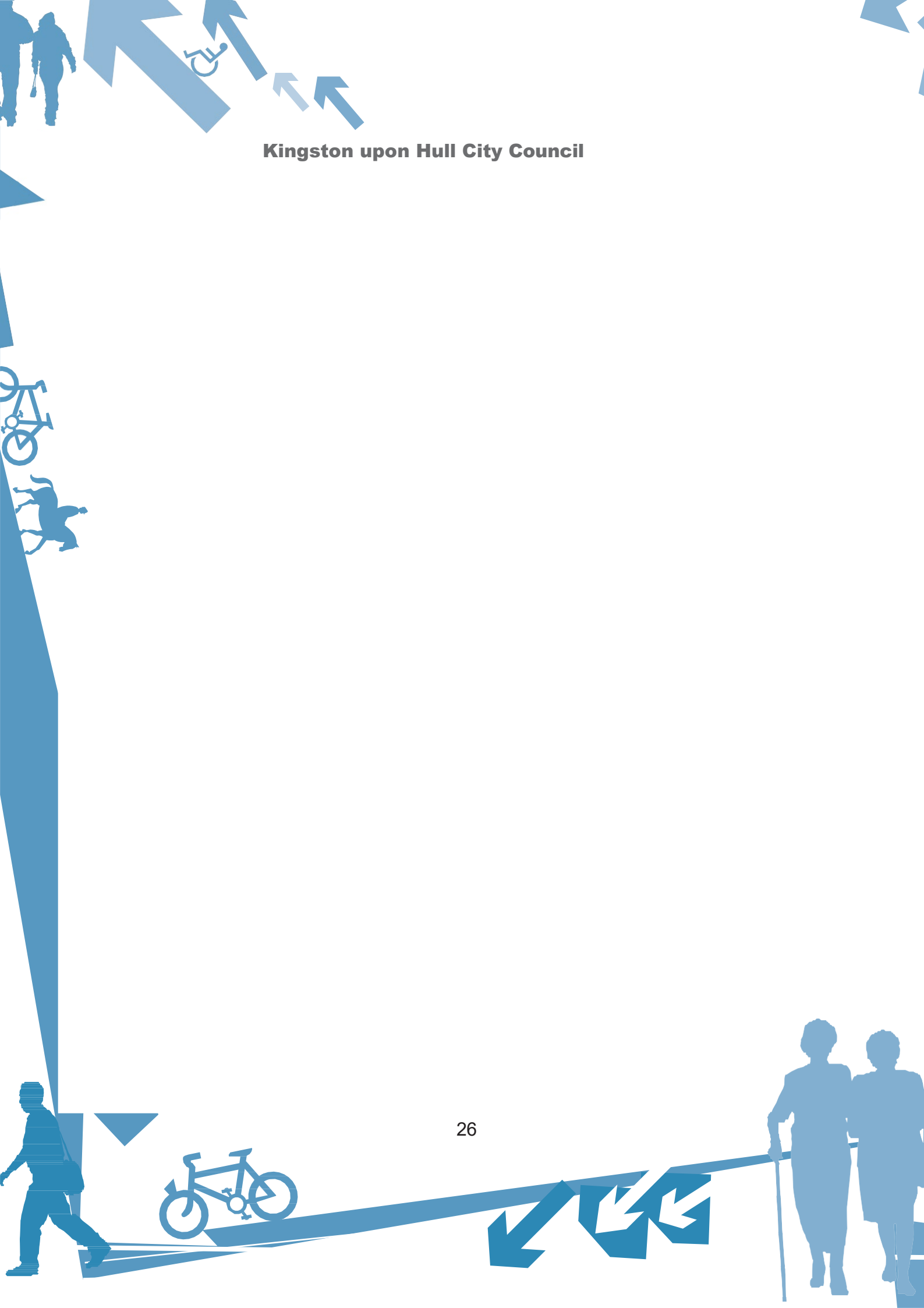
To carry out review of definitive map and statement

Rights of Way Improvement Plan 2009 - 2019

Public Path Creation Orders and potential known paths which may be declared /appended to Definitive Map and Statement

PROW No	Between		Length (metres)
	From	To	
33.	Commercial Rd	Wellington St	820
34.	Commercial Rd	Kingston St	90
35.	Foredyke Stream	Glenwood Cl	430
36.	Foredyke Stream	Chamberlain Rd	550
37.	Public footpath 32	Hornsea footpath /cycle route	370
38.	Cloverbank View	River Hull	11
39.	Church Lane	Elba St	330
40.	Nidderdale	Sutton Rd	250
41.	Sutton Rd (steps)	Chamberlain St	610
42.	Castlehill Rd	Fox Plantation	1600
43.	Footpath @Kestrel Ave	Castlehill Rd	150
44.	Earles Rd	River Humber	320
45.	Sextant Rd	River Hull	50
46	Thomas Clarkson Way	River Hull	60





Section 4

Consultation.

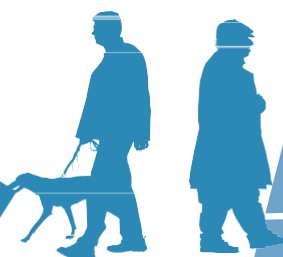
Consultation events took place between April 2008 and August 2009 and involved members of the Local Access Forum for Hull and East Yorkshire, statutory consultees and other interested parties.

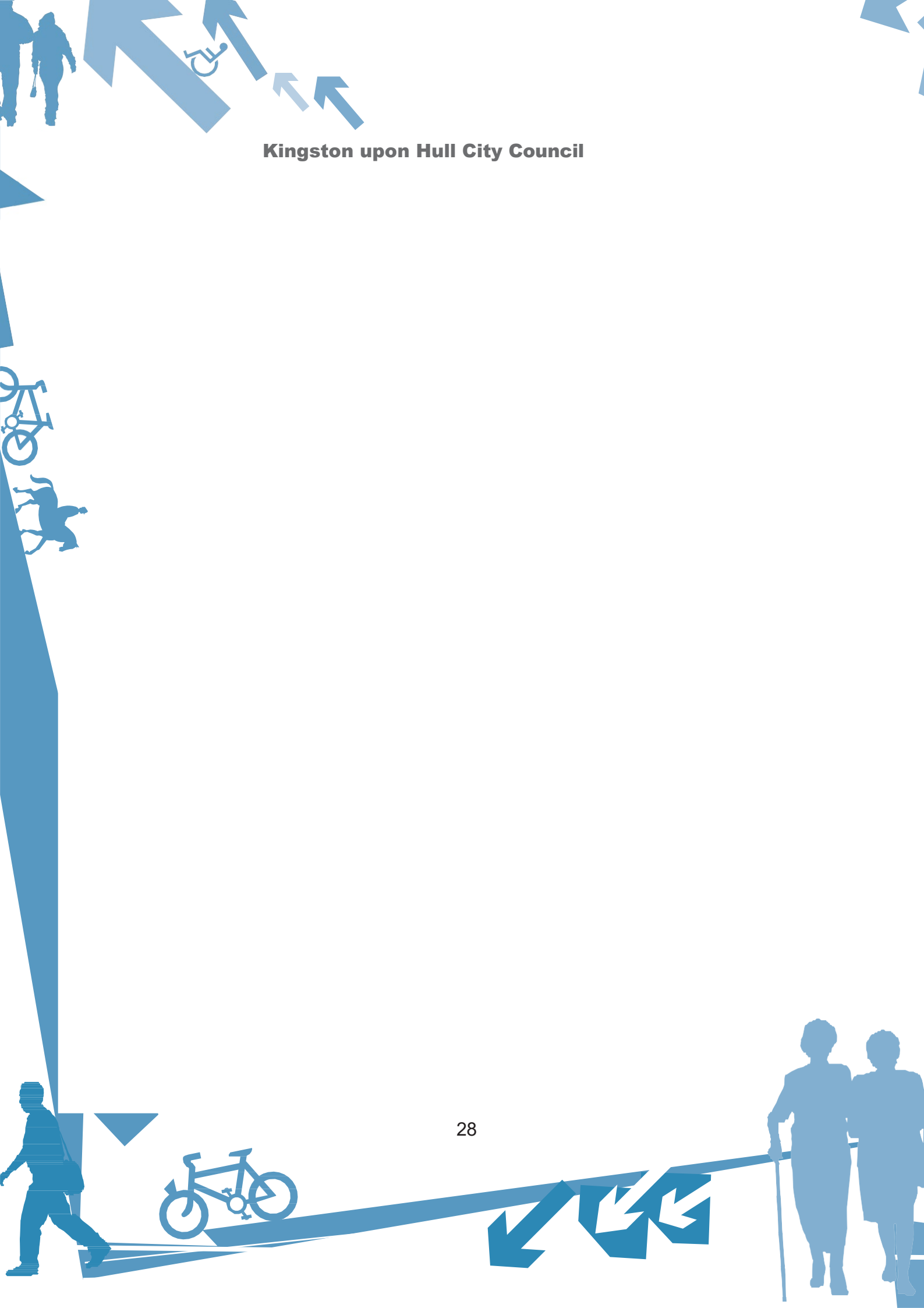
This included Kingston upon Hull City Council's Overview and Scrutiny Management Committee, Public Rights of Way Task and Finish group whose recommendations have been included in this document.

Areas for consideration within the improvement plan have been identified and a full summary of the feedback can be found in Appendix B



PRoW No 22 River Humber





Section 5

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

The Statement of Action (SoA) 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 utilise the routes. The consultation process asked for feedback on the proposed statement of action which will help set the priorities.

Producing an improvement plan will not in itself make things happen on the ground. Consensus, determination to deliver and funding take longer to put in place and a significant activity after publication will be to underpin the delivery of the Plan's activities with consensus building and identifying funding opportunities. The plan includes some actions which will deliver some early actions as well as identify longer term aims.

The results of the consultation revealed the following priorities :-


No	Statement of Action	% Score
SoA 1	To ensure public rights of way are clear and well-maintained.	14.5
SoA 2	To ensure public rights of way are correctly signposted.	13.3
SoA 3	To improve awareness of public rights of way through production of maps.	12.7
SoA 4	To promote benefits of public rights of way.	10.3
SoA 5	To improve accessibility through improved surfaces, safer crossings etc.	10.3
SoA 6	To improve connectivity within the network.	9.7
SoA 7	To carry out a review of definitive map and statement.	8.2
SoA 8	To clearly identify processes regarding implementing and modifying public rights of way.	7.6
SoA 9	To utilise the council website and publications more effectively.	7.3
SoA 10	To provide more interpretation on selected routes.	6.1

Implementation

The following table indicates the key actions in relation to the Statements of Actions (SoA's)

Key to Statement of Actions:

Resources

- 
- A Proposal can be achieved within current staffing and budget resources
 - B Proposal will require re-prioritisation of resources or where funding could be provided through LTP2 / LTP3
 - C Proposal will require significant additional resources and/or external funding

Targets are categorised as follows:

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.

Costs at this stage are unknown consequently the estimated costs are categorised as follows:

- £ Where it is anticipated that the proposal will require less than £5,000 per year
- ££ Where it is anticipated that the proposal will require between £5,000 and £50,000 per year
- £££ Where it is anticipated that the proposal will require more than £50,000 per year

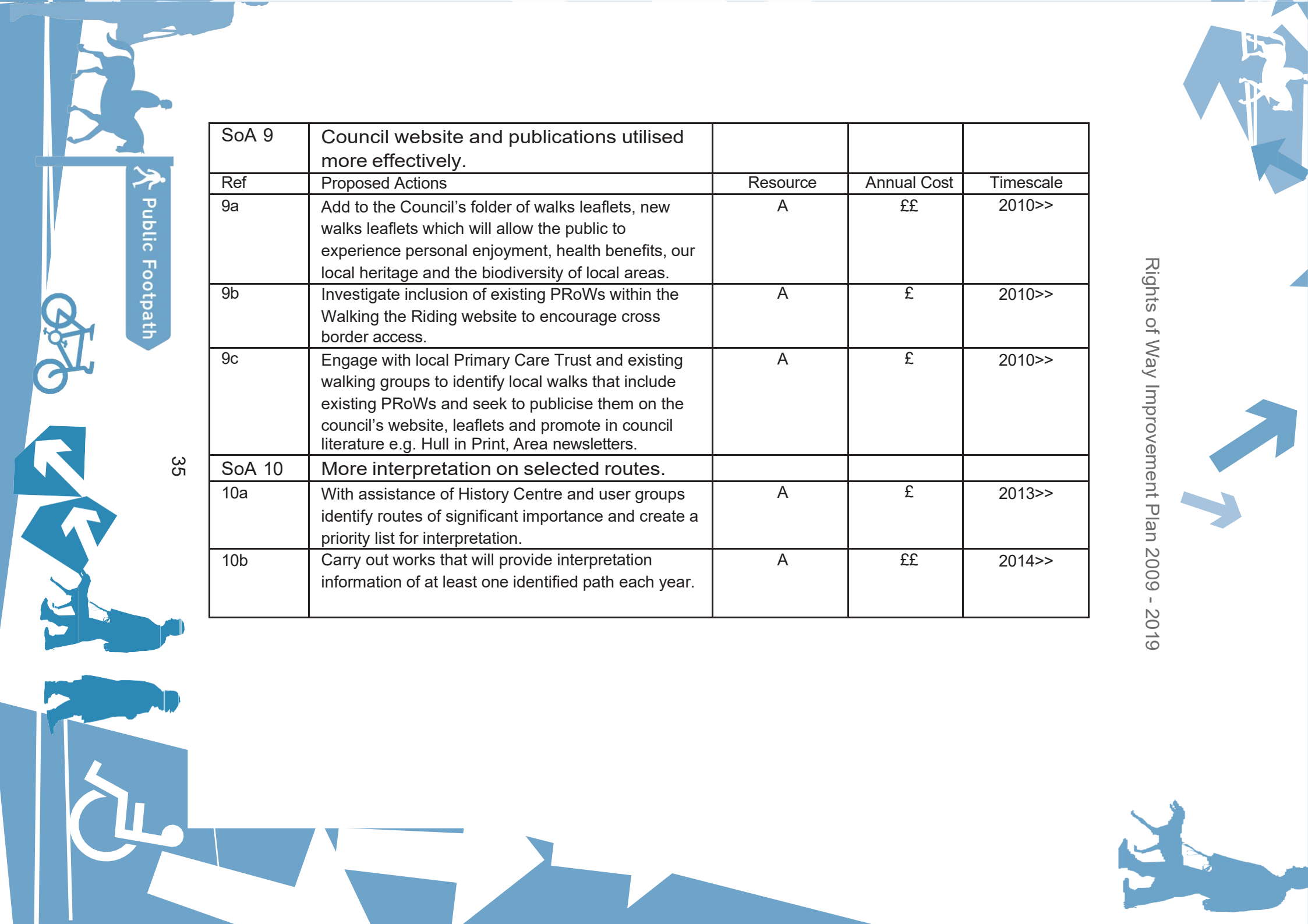
Ref	Proposed Actions	Resource	Annual Cost	Timescale
SoA 1	Ensure public rights of way are clear of obstruction and well-maintained.			
1a	Increase monitoring and survey work of the access network with bi-annual inspection of the entire Right of Way network.	A	£	2010>> Ongoing
1b	Effective use of volunteer groups to improve / inspect paths, which would otherwise not be addressed given limited resources. Need to achieve 'critical mass' to ensure that improvements are commensurate with officer time invested.	A	£	2012>>
1c	Increase delivery of pro-active maintenance work to the network by employing contractors/organisations e.g. BTCV and utilising local volunteers.	A	££	2015>>
SoA 2	Ensure public rights of way are correctly signposted.			
2a	Increase monitoring and survey work of the access network with bi-annual inspection of the entire Right of Way network.	Included in 1a	£	2010>> Ongoing
2b	Conduct a signing audit of all PRow with the assistance of Equalities Access officer and relevant user groups.	A	£	2010>> Ongoing
2c	Conduct a review of existing signing and investigate opportunity to provide increased information on signs to include destination/s distance/accessibility.	A	£	2010>> Ongoing
2d	Carry out works that will improve the signing of at least one identified path each year.	A	£	2011>> Ongoing

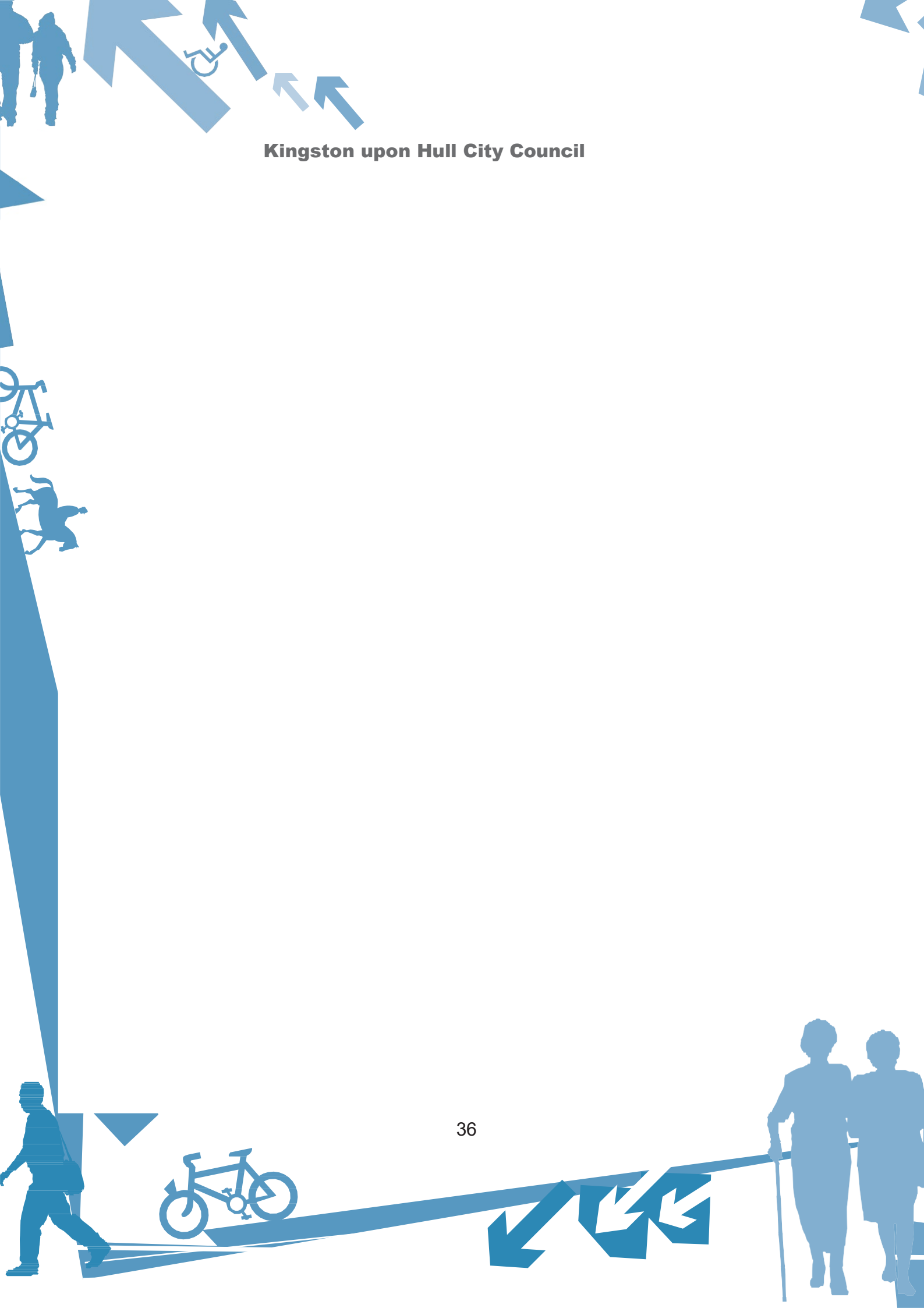
SoA 3	SoA 3 Improve awareness of public rights of way through production of map(s).			
Ref	Proposed Actions	Resource	Annual Cost	Timescale
3a	Produce local area maps identifying sustainable access modes, including PRoWs, walking, cycling and public transport to local facilities.	A	££	Complete by March 2010
3b	Develop the draft easy read guide as a leaflet for inclusion within the standard application pack, and for public display, for use as a promotional tool and is accessible via the Council's website;	A	£	Complete by December 2009
3c	Produce a Public Rights of Way exhibition to be held in the new History Centre in order to promote the issue to the residents of the City.	A	£	Completed by April 2010
SoA 4	SoA 4 Promote benefits of public rights of way.			
4a	In partnership with stakeholders e.g. NHS Hull, Health Advisors, Fit Fans, local walking groups etc produce suitable promotional literature.	A	£	2012>>
4b	Disseminate health and environmental benefits through existing networks of volunteer groups, health and sports partnerships.	A	£	2012>>
SoA 5	Improve accessibility through improved surfaces, safer crossings etc.			
5a	Conduct an accessibility audit of all PRoW with the assistance of Equalities Access officer and relevant user groups.	A	£	Complete by April 2010

Ref	Proposed Actions	Resource	Annual Cost	Timescale
SoA 5	Improve accessibility through improved surfaces, safer crossings etc			
5b	Create a prioritised list of paths, with the assistance of Equalities Access officer, disabled people's organisations and parents' groups, which would benefit from the upgrade of their surfaces and furniture, and review the use, where possible, of barriers to their use by disabled people and people who use with prams and pushchairs.	A	£	Complete by September 2010
5c	Design a costed programme of works for those identified paths.	A	£	2011>>
5d	Carry out works that will improve the accessibility of at least one identified path each year.	A	££-£££	2011>> Ongoing
SoA 6	Improve connectivity within the network.			
6a	Carry out a city-wide path study to identify locations for new link paths and the upgrading of existing paths that would create a more connected network, improve access to important public destinations and provide routes for leisure use. The study will seek to find paths for all the different types of users including equestrians.	A	£-£££	Completed by Autumn 2012
6b	Draw up, using the findings of the study a list of potential new path locations and existing routes which need to be upgraded. Give priority to routes that lead to schools, bus stops, other public transport connection points.	A	£	Completed by Summer 2013
6c	Investigate inclusion of existing PRoWs within the Walking the Riding website to encourage cross border and countryside access.	A	£	2010
6d	Carry out works that will improve the connectivity of at least one identified path each year.	C	£-£££	2013>> Ongoing

SoA 7	Review of definitive map and statement.			
Ref	Proposed Actions	Resource	Annual Cost	Timescale
7a	Council considers reallocating resources in order to appoint a dedicated full time Public Rights of Way Officer or at the very least an officer is clearly designated with responsibility for Public Rights of way identification, management, monitoring and maintenance;	B	££	TBC
7b	Where the Council makes a Modification Order in the future and it becomes subject to public inquiry the Council supports the order it has decided to make unless advertisement of the order has brought to light new information, further evidence or valid objections which has caused the Council to conclude that confirmation is not justified;	A	£	2009>> Ongoing
7c	Publish an updated Definitive Map and Statement to include all current PRoWs and modification orders.	C	££	2019
SoA 8	Clearly identified processes regarding implementing and modifying public rights of way.			
8a	Create an easy read guide as a leaflet for inclusion within the standard application pack, and for public display, for use as a promotional tool and make it accessible via the Council's website.	A	£	Spring 2010
8b	Community Participation Officers are given appropriate training to explain the Public Rights of Way Modification Order process in order to inform and promote the issue to the local community and via the Council's Call Centre A-Z system.	A	£	2010>>

Ref	Proposed Actions	Resource	Annual Cost	Timescale
SoA 9	Council website and publications utilised more effectively.			
9a	Add to the Council's folder of walks leaflets, new walks leaflets which will allow the public to experience personal enjoyment, health benefits, our local heritage and the biodiversity of local areas.	A	££	2010>>
9b	Investigate inclusion of existing PRoWs within the Walking the Riding website to encourage cross border access.	A	£	2010>>
9c	Engage with local Primary Care Trust and existing walking groups to identify local walks that include existing PRoWs and seek to publicise them on the council's website, leaflets and promote in council literature e.g. Hull in Print, Area newsletters.	A	£	2010>>
SoA 10	More interpretation on selected routes.			
10a	With assistance of History Centre and user groups identify routes of significant importance and create a priority list for interpretation.	A	£	2013>>
10b	Carry out works that will provide interpretation information of at least one identified path each year.	A	££	2014>>





Section 6

Monitor and Review

This document has been produced to span the next ten years in relation to Kingston upon Hull's Rights of Way Network. However as a live and working document its effectiveness and achievements will be constantly monitored and reviewed. As part of this process we will analyse feedback from the public at large. If you would like to comment on any element of the Rights of Way Improvement Plan 2009 – 2019 please contact:

Highways and Open Spaces Asset Manager

Streetscene Services

Hull City Council

Kingston House

Bond Street

Kingston upon Hull

HU1 3ER

Telephone: 01482 300300

Fax: 01482 612424

More information about Public Rights of Way can be found on the website:

www.hullcc.gov.uk where you can also request further copies of the Rights of Way Improvement Plan

References

- e The Institute of Public Rights of Way Management Website www.iprow.co.uk

- e The BT Countryside for All Good Practice Guide to Disabled People's Access to the Countryside available from the Fieldfare Trust, 67a The Wicker, Sheffield, South Yorkshire, S3 8HT, telephone 0114 270 1668. A summary of the Guide is also on the Fieldfare Trust's web site at <http://www.fieldfare.org.uk>.

- e CA215 By all reasonable means: Inclusive access to the outdoors for disabled people available free from: Natural England Publications, Communisis Print Management, Balliol Business Park West, Benton Lane, Newcastle upon Tyne, NE12 8EW
Email: natural.england@communisis.com
Telephone: 0800 694 0505
Facsimile: 0191 201 5003
Or download from website www.naturalengland.org.uk

- e BS 5709:2006 - Gaps, gates and stiles available from the British Standards Institution, BSI British Standards, 389 Chiswick High Road, London, W4 4AL
For all enquiries
Telephone (0)20 8996 9001
Fax: +44 (0)20 8996 7001
Email: cservices@bsigroup.com
Web: www.bsigroup.com/en/Standards-and-Publications

- e The BT Increasing Access to the Wider Countryside for Disabled People: draft guidance for countryside managers available from the Countryside Agency summer 2003.

This document can be made available in other formats (large print, audio and Braille as appropriate).

Rights of Way improvement plan 2009 - 2019



Hull
City Council

This document can be made available in other formats (large print, audio and Braille as appropriate). Please telephone 300300

