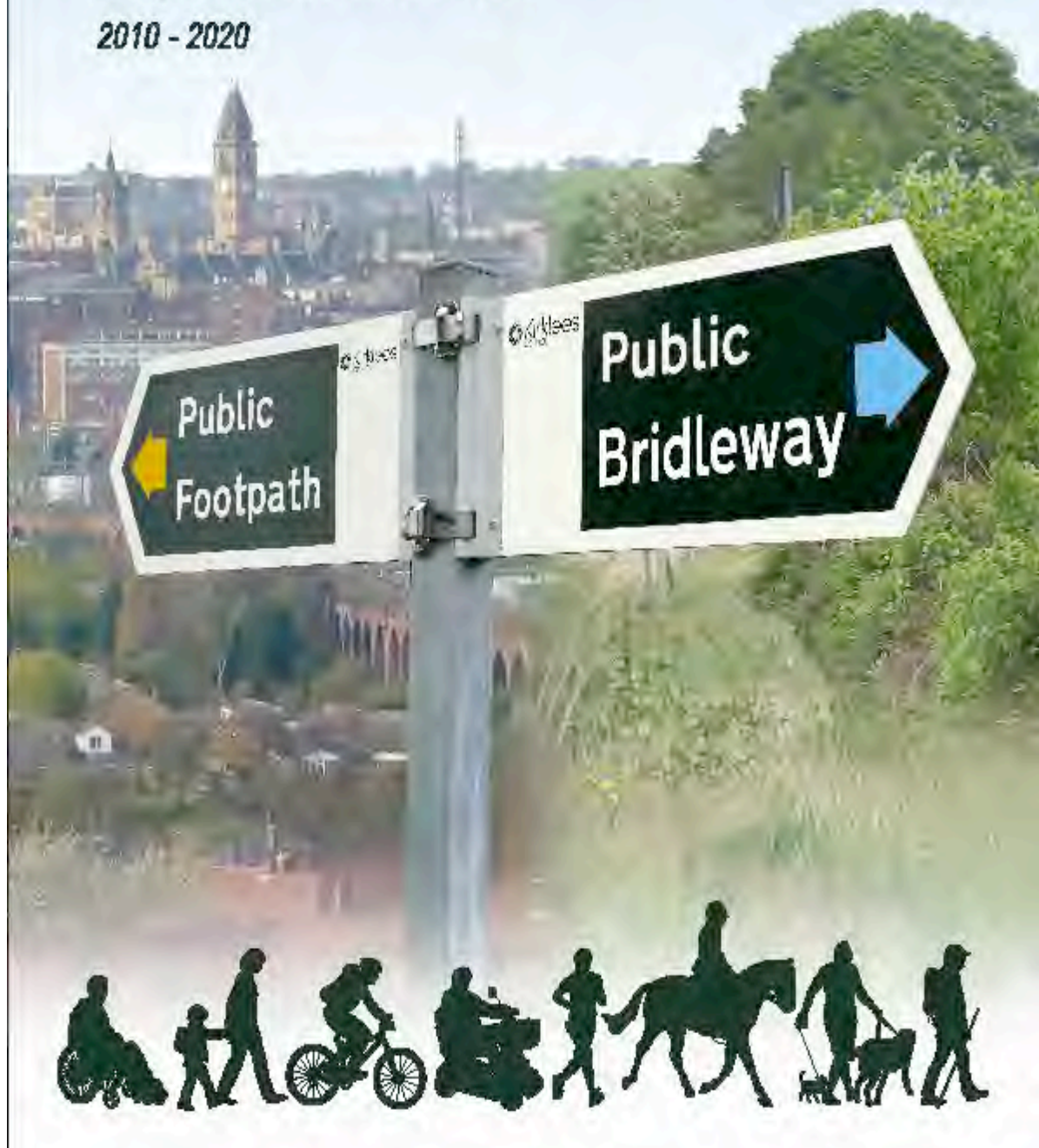


# Public Rights of Way

## *Improvement Plan*

2010 - 2020





## Foreword

Councillor David Sheard is Cabinet Member for Regeneration, Environment and Transportation with special responsibility for Highways.



The public rights of way network has always been an asset for recreation or for the purpose of everyday use such as getting to the local shop or to a bus stop for example. This valuable resource, often taken for granted, now plays an even more important role with regards to people's health and well being and can significantly contribute towards reducing carbon emissions by encouraging travel on foot or by bicycle rather than by car.

Public Rights of Way help to boost tourism and thus contribute towards the local economy and without them it would be difficult for residents and visitors alike to access the wonderful countryside we have in and around Kirklees.

The purpose of this Rights of Way Improvement Plan is to identify what is required to allow people to get out and about in the surrounding countryside and to enjoy the many local attractions Kirklees has to offer. It also means making sure the network meets with the needs of local people who use it to get to school, work and to local facilities or other services and to ensure no one is excluded from using the network by making it accessible to everyone.

In finishing I would like to thank Roy Malkin, the main author of this plan who has laboured long and hard to produce this document, the first Rights of Way Improvement Plan (ROWIP) for Kirklees. Many thanks Roy !

Councillor David Sheard  
Chair of Highways and Transportation Service



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## Executive Summary

The public rights of way network is a significant part of Kirklees' heritage and a major recreational resource. It enables people to get outdoors and away from increasing motor traffic and to enjoy the countryside which they would not otherwise have access - or simply to use it for fresh air and exercise. These rights of way are also important in the daily lives of many people who use them for travelling, particularly on short journeys, to shops, schools and other facilities as well as being an important link between neighbourhoods and settlements.

As part of Kirklees Vision, the Rights of Way Improvement Plan is to have a rights of way network; that is accessible for all, helps towards improving the health and well being of our residents, supports the economy through tourism and helps to reduce Kirklees' "carbon footprint". It aims towards improving sustainable transport with member authorities within West Yorkshire as well as working with other neighbouring authorities whose aims and objectives are the same or similar. The aims of the plan are to:

1. Protect, improve and develop the rights of way network as an important means of access both within urban areas and the wider countryside to meet with the present and future needs of the public.
2. Ensure the condition of the rights of way network is maintained and enhanced in keeping with the needs of local communities.
3. Afford opportunities for safe and sustainable travel and for access to work, schools, shops and other facilities and amenities as well as providing further opportunities for outdoor recreation and enjoyment of the area.
4. Improve the accessibility of rights of way for all members of the community in particular those from ethnic and deprived areas and especially for those with mobility problems or other impairments.
5. Identify opportunities to further improve public access in Kirklees by working with partners and volunteer groups in providing well-connected, well maintained, traffic free routes that are safe, attractive and well used by residents and visitors.
6. Enable and encourage people to enjoy the benefits of regular exercise whilst going about their daily business and to take advantage of the wide variety of countryside that exists within Kirklees.
7. Ensure the rights of way network contributes to the development of economic opportunities in Kirklees through tourism.

Each highway authority is required to prepare "A Statement of Action" for the management of its Rights of Way Network and for securing improvements to local rights of way, with particular regards to the matters dealt with in the criteria contained in the Countryside and Rights of way Act 2000.





## Section 1- Introduction

The public rights of way network provides the public with opportunities to explore the countryside. It enables people to get away from urban areas for fresh air and tranquillity and to enjoy the countryside by way of recreational/leisure interests. Equally, the rights of way network still functions as its original use for travelling to work, school, church, local markets etc. Rights of way can also be seen as an important historical and cultural asset from both a local and national perspective.

Kirklees has over 2000 recorded rights of way (sometimes called public paths) covering 1100 kilometres (700 miles). The network is made up of a wide range of routes from short tarmac urban “snicketts”, medium distance natural surfaced paths in rural areas to long and often rough surfaced paths in exposed upland areas. Sections of national trails with other footpaths, bridleways and byways also forms valuable links to communities’ in between.

Kirklees is a good example of where rights of way perform both a utilitarian and recreational function having equal amounts of large conurbations and large areas of countryside.

Kirklees public rights of way are recorded on the Definitive Map and Statement (see Issue 1 under Section 6) and historically by Parishes and the former Urban/Rural District Council areas - shown on maps at Appendix 15. The status and length of paths are shown by Parish/District and by Ward at Appendix 1. However, there are many other routes which are not legally recorded on the Definitive Map that are used regularly by the public.

### 1.1 Rights Of Way Improvement Plan

The Countryside and Rights of Way Act 2000 placed a duty on all highway authorities to produce a Rights of Way Improvement Plan.

Rights of Way Improvement Plans are intended to identify changes to highway authority’s public rights of way (PROW) network in line with the Governments aims for better provision for walkers, horse riders, cyclists and people with mobility and other problems.

The Rights of Way Improvement Plan (ROWIP) considers:

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

Although there is a duty to produce a Rights of Way Improvement Plan, there is no such duty to implement it and consequently no Central Government funding is available. Therefore, funding for implementation will have to be raised through partnership working, external funding bids, sponsorships and existing local authority budgets.

Whilst the Council’s statutory duties regarding public rights of way are not diminished, this new duty provides an opportunity for Kirklees to move forward and build on the day to day work already being carried out, plan strategically on how we manage and improve Kirklees’ rights of way and other access, promote and publicise the wider network in line with what the local people would like and at the same time meeting the Council’s overall ambitions for Kirklees.

Kirklees Rights of Way Improvement Plan is also loosely based on the “Milestones”<sup>1</sup> principles that all rights of way should be legally defined, properly maintained and well publicised as this concept is of great value to people who live in and visit the countryside. A poorly maintained network can cause many problems not only for users, who may be deterred from visiting, but also for farmers and land owners who may suffer trespass and damage as a result.

Rights of way improvement plans are intended to be the means by which highway authorities will identify changes to be made in respect of the management and improvements to the local rights of way network in order to meet with the government’s aims of providing better provision for walkers, equestrians, cyclists and people with mobility problems.

The guidance from the government does not define what “improvement” is and for Kirklees it is therefore envisaged that the following is a basic assumption:

- A correct record of routes and trails
- A reduction in the number of obstructions
- An improvement in signposting, way marking and visual attraction
- Review of path repair and maintenance regime
- The creation or improvement of existing links to the strategic network
- The removal of barriers and improved access for those with mobility and other impairments
- Improved information, promotion and publicity
- Improving the network to take account of sustainable transport
- Improve the network towards health benefits
- Improvements to attract tourism in support of the local economy

Although Kirklees rights of way network has significant provision for walkers, it is poor and fragmented for horse riders and off-road cycling. The network is also very limited for those with mobility and sensory impairments.

The Rights of Way Improvement Plan should take account of local and regional objectives/strategies which includes; Kirklees Countryside Strategy, Tourism Strategy, Green Space Strategy the West Yorkshire Local Transport Plan, Local Development Framework, , Leeds City Region Transport and Regeneration Framework.

The “Statement of Action” within the plan, identifies the action the Council intends to take towards future management and improvement of the network based on the criteria mentioned above.

Within ten years of the first publication of the ROWIP (and subsequently not more than ten years thereafter) highway authorities are required to review their plans and decide whether to amend them or not.

<sup>1</sup> The Milestones Statement was an initiative by the Countryside Agency (now Natural England) which was part of their Recreation 2000 Policy to have *all rights of way legally defined, properly maintained and well publicised by the end of the century (year 2000)*. It was obvious that local authorities would not be able to achieve the target so the “Milestones” Initiative was launched. There was no duty to do this although many local authorities (including Kirklees) did produce a “Milestones Statement”. The ROWIP is a duty and a further attempt to get the rights of way network in order but refocused with present day and future needs.

## 1.2 Rights of Way Assessment and Evaluation

**Rights of way survey** - a condition survey of Kirklees' entire rights of way network was undertaken in 2007 and much information was gathered about the legal alignment and physical condition. This information will be used as a baseline to measure the progress of general improvements and "Actions" identified in the Statement of Action - a summary of issues identified at the time of the survey and the present situation is given at Appendix 2.

**Rights of way improvement plan consultation** - formal consultation was carried out by way of a questionnaire given to Kirklees "Talkback" Panel during 2005 and feedback from various Highways Customer Care questionnaires during 2009 and user group forums. Informal consultation was carried out during 2010 with various user groups, meetings with officers from other council services, outside organisations and agencies and certain individuals. Public consultation on the "Draft" ROWIP was between June and August 2010 and as well as paper copies and CD's being available it was put onto the Council's "Have Your Say" website and the availability of the draft was advertised in the local newspaper - mainly for the benefit of the general public. Each Ward Member was consulted. The response rate to the draft consultation was minimal (approximately 8%) and in most cases very positive which would indicate that Kirklees' ROWIP is on the right track. The majority of the suggestions and comments received have been incorporated in this final document. A list of those consulted and a summary of responses is given at Appendix 16.

**Evaluation** – the evaluation and assessment of the ROWIP identified "issues" (see Issues Section) which were then assessed and formulated a conclusion and, together with key points in broad terms, formed the basis for the recommended actions that should be taken to resolve the issues.

The assessment and development of the ROWIP for Kirklees has been influenced by a number of factors:

- The Council's (as highway authority) statutory duties
- Government statutory guidance
- Natural England's (formerly the Countryside Agency) advice
- Stakeholder consultations
- Public consultation
- Kirklees Public Rights of Way Forum
- West Yorkshire Pennines Local Access Forum
- Various other agencies and organisations
- Other Kirklees Council Services
- Relevant corporate strategies and plans
- Kirklees' Aims and Ambitions
- Funding opportunities
- Local Transport Plans
- Local Development Framework

In evaluating the scope of the ROWIP, much consideration was given to user's needs and demands, results of consultation, the Council's objectives, analysis of the condition survey measured against the outstanding issues and the present state of the network. Key issues identified were:

- In many areas the Definitive Map does not accurately depict all the paths which are used on the ground,
- The network is fragmented with high concentrations in some areas and very little provision in others.

- The network for horse riders (and consequently off-road cycling) is extremely poor.
- There is a need for short circular routes.
- Better integration of the rights of way network with the road network.
- The network of local rights of way is generally inaccessible to disabled/elderly users.
- There is a particular need to develop paths within regeneration areas.
- Provide better signposting with place names and distances.
- Better public information with regards to rights of way is required.
- Removal of obstructions should be a high priority.
- Ensure cyclists have equal opportunities to use the highway network and other available access.

**Rights of way hierarchy and priority** - rights of way fall into two distinct uses; utilitarian and recreation and they are also categorised into urban, urban fringe and rural and as such have to be managed and maintained differently.

In order to prioritise resources and to meet with the Council's aims and ambitions, an assessment matrix showing each individual public path link has been devised and an extract from it is given at Appendix 9.

Whilst the assessment determines the overall value of individual paths with regards influencing factors such as its value to the local community (by way of access to facilities and amenities) links to public transport, recreational value etc; other factors such as footpaths having the potential to become multi-use by way of upgrading them to bridleway status will also be included in the scoring – the overall aim being to prioritise routes into a strategic network following the “A, B, C” system of classification attributed to the road network.

It is expected the results of the priority assessment will show the average volume of use to be:

Urban routes – 50%  
 Urban fringe – 25 %  
 Promoted routes – 10%  
 Rural – 13%  
 Upland – 2%

### **1.3 Rights of Way and Other Access**

Kirklees district has over 2000 recorded public rights of way covering almost 1100 kilometres (700 miles). However, there are many other routes, both formal and informal which are not recorded on the definitive map that are used by the public.

The public rights of way network in Kirklees is quite varied and ranges from well surfaced paths in urban areas, natural earth paths in rural pasture and woodland settings to peat or rough mineral paths on remote moorland.

The rights of way network is used for both utilitarian and leisure purposes, providing key links for people to go about their daily business, whether this is a journey to a bus stop, school, work, shops, walking the dog etc. or undertaking a range of recreational activities such as walking in the countryside, a cycle ride, horse riding or simply being able to get to some other facility for

leisure purposes for example; a rock face used by climbers or a place for anglers. Access opportunities available:

- Public Rights of Way – Footpaths, Bridleways, Restricted Byways and Byways Open to All Traffic (BOAT)
- Cycle tracks – specific paths mainly for cyclists
- Greenways – multi user, easy access to off-road routes and trails
- Permissive and other paths such as those provided by canal towpaths or through woodlands and parks, paths provided by landowners within the Countryside Stewardship scheme
- Open Land – Open Access Land and Registered Common Land
- Minor road network of unclassified highways (white roads)

There are many paths and access to land not recorded legally but are used by members of the public or used with some agreement of the landowner:

**Unrecorded Paths** – these are paths which were either missed off the original definitive map or have been established since then. They are often called “claimed” rights of way and generally have been used by members of the public without consent of the landowner or have nothing which prevented or impeded passage. There is a statutory process which enables such paths to be “claimed” and added to the definitive map - see list of outstanding claims at Appendix 3.

**Permissive Paths** – these are paths (which also include “Greenways”) which landowners have agreed to give “permission” for members of the public to use. They often link to rights of way or to some attraction or place of interest. They can be of any “status” and be subject to conditions of use. They do not become rights of way and the landowner can withdraw permission at any time or subject to the terms of a formal agreement. The permissive path agreements within Kirklees (most of the Greenways in Kirklees are actually permissive paths) are as follows:

- Footpath - Leak Hall Crescent, Upper Cumberworth
- Footpath - Holme Styes Wood, Hade Edge
- Footpath - Woodend Farm, Shepley
- Footpath - Jordan and Oliver Woods, Whitley
- Footpath - Deffer Woods, Clayton West
- Spen Valley Greenway
- Spen Ringway
- Meltham Greenway
- Calder Valley Greenway (part)

**Countryside Stewardship** – this scheme was set up by the Ministry of Food Agriculture and Fisheries (MAFF) now called DEFRA, which offered payments to land owners to improve the natural beauty and diversity of the countryside. It also allows for public access to land under the scheme or for permissive routes to be created - there is approximately 22 hectares of land and one permissive bridleway under countryside stewardship in Kirklees.

**Canal Towpaths** – some canal towpaths are recorded on the definitive map as footpaths, however most are considered either as permissive paths, a public place or part of the navigable waterway. The value of these paths cannot be overestimated as generally they are level, usually well maintained, and on most sections, ideal for those with mobility problems. They also offer some interest from an historical or wildlife aspect.

**Woodland Trust** – The Woodland Trust allows permissive access to approximately 60 hectares of woodland in its ownership within Kirklees district.

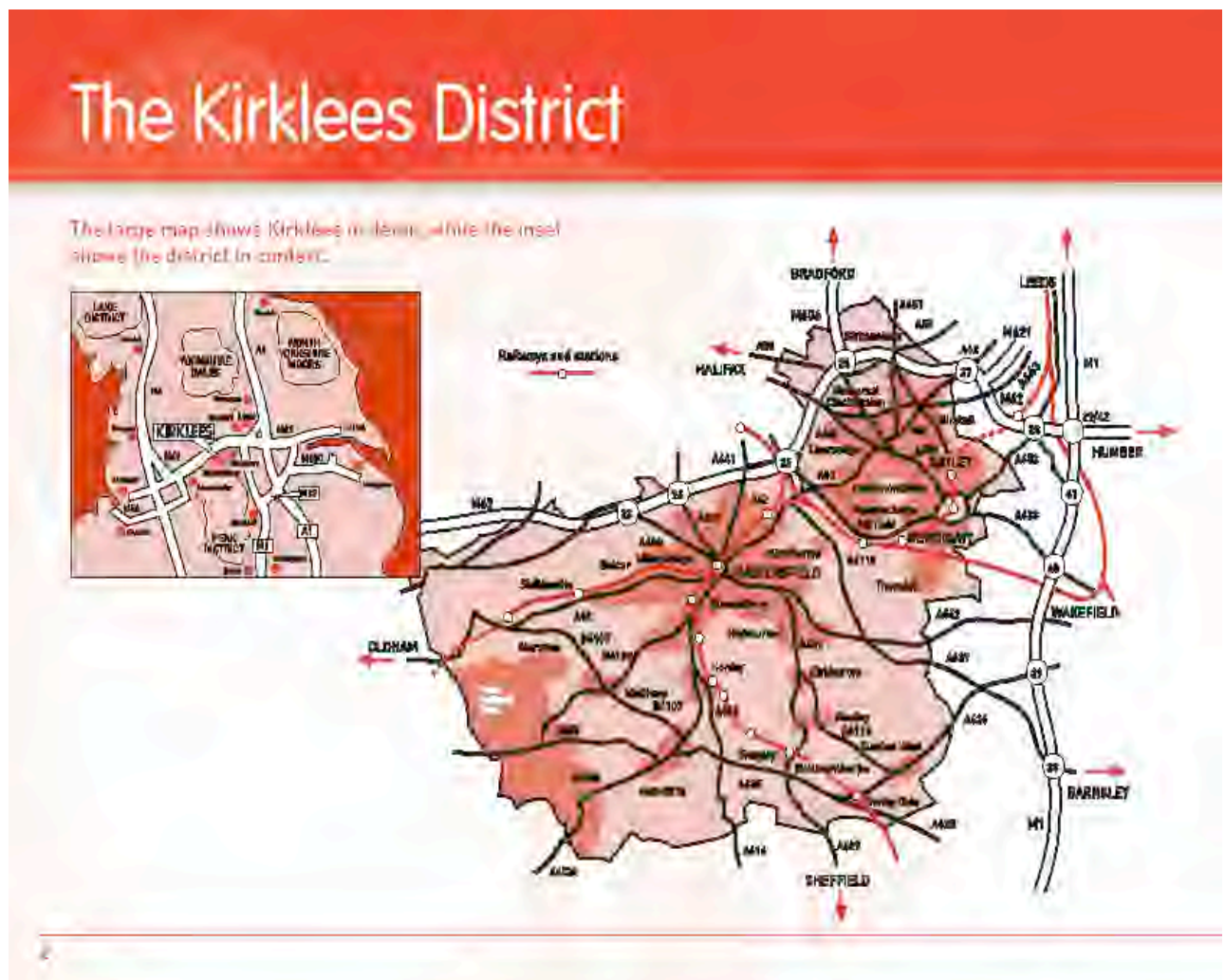
**Open Spaces** - open areas/places where the public have access such as public parks and gardens, sports fields, village greens, children’s play areas, allotments etc. - see section 3.9 Strategy for Culture.

**Green Corridors** - these are sites that offer opportunities for walking, cycling and horse riding whether for leisure purposes or travel and they can also provide for wildlife habitat and include rights of way, canal towpaths, river banks, permissive paths road and rail corridors and walking and cycling routes within towns. They provide connectivity links to other access and transport routes and can be used for a specific purpose or be part of multifunctional open space areas. The general ease of use can therefore offer access availability for those with mobility problems.

**Greenways** are largely off-road routes connecting people to facilities and open spaces around towns and the countryside and are available to people of all abilities on foot, horseback or bicycle for commuting, recreation and leisure. They are identified either as part of a section of green corridors or as a stand alone provision usually within the urban fringe areas of Kirklees. There is approximately 26 km (16 miles) presently available with approximately 6.5 km (4 miles) in development and these include:

Public rights of way and Greenways compliment one another with regards to Green Travel Plans as they provide links to or form part of the Green Corridor Strategy.

## Section 2 - Background information



### 2.1 Kirklees as a Place to Live, Work and Enjoy Life

Kirklees is located in the South Pennines and is at the heart of the Pennine Corridor, covering an area of 408 square kilometres (157 square miles) and is a Metropolitan Borough of West Yorkshire. Neighbouring authorities are Barnsley and Derbyshire to the south, Oldham to the west Bradford, Calderdale and Leeds to the north and Wakefield to the east. The south western part of Kirklees falls within the Peak District National Park.

Kirklees has the largest population (401,000) of the 36 metropolitan districts and the 8<sup>th</sup> largest population of the 376 local authorities. It includes the settlements of Batley, Birstall, Cleckheaton, Denby Dale, Dewsbury, Heckmondwike, Holmfirth, Huddersfield, Kirkburton, Marsden, Meltham, Mirfield and Slaithwaite. Huddersfield is the largest of the settlements and is the centre of local government administration.

There is a wide range of industries across Kirklees, although much of the heavy industry that characterised the area in the 19<sup>th</sup> and 20<sup>th</sup> century such as textiles and engineering has disappeared, to be replaced by a broader range of innovative manufacturing and service industries.

Having excellent communication road and rail links and in particular the M62 motorway in the North, the M1 to the east and a direct rail link from Huddersfield to Manchester Airport - Kirklees is easily accessible from Manchester, Leeds, and Sheffield offering a central location for touring and exploring.

## **2.2. Countryside Landscape Character**

There are fairly large areas of varied countryside that is enjoyed by both residents and the many visitors which “encircle” urban conurbations, ranging from a rural patchwork of arable, grazing and woodland through to exposed moorland. Many of these areas are designated as Special Protection Areas (SPA) Sites of Special Scientific Interest (SSSI) or other form of conservation protection providing a wealth of diverse wildlife habitats. Much of the land outside the urban areas is designated “Green Belt” and therefore is offered some protection from development.

## **2.3 Parishes, Wards and Localities**

Historically, “Kirklees” is made up of eleven districts which consist of Parishes, the former Huddersfield Borough and former Urban and Rural District Councils and to which the rights of way network is legally identified and recorded on the Definitive Map.

Kirklees district presently has 23 Wards and now has 6 Town and Valleys Committee areas and now that local people can have more of a say in the management of their area, it is intended that public rights of way will be managed more in partnership with these areas. Overview maps of Parishes, Wards and the Town and Valleys Committee areas are shown at Appendix 15.

## **2.4 Peak District National Park**

The Peak District National Park was the first National Park designated in 1951 and is renowned for its dark rough gritstone edges, beautiful heather moorlands and gentle limestone dales. It is managed by the Peak District National Park Authority as an independent body funded by central government. Whilst it is not the Highway Authority, it is nevertheless the Planning Authority for the area it covers within Kirklees and is responsible for:

- Conserving and enhancing the natural beauty, wildlife and cultural heritage of the area.
- Promoting opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.
- Fostering the economic and social well-being of local communities.

With more than 22 million visitor days each year, The Peak District National Park is one of the most visited in Europe. It is estimated that 16 million people live within an hours drive, making the Peak district an easy place to reach. Most visits are by day trippers and approximately 90% arrive by private car thus inevitably leading to traffic congestion and parking pressures.

Visitors are attracted by the area’s outstanding scenery, its peace and tranquillity and for taking outdoor recreational activities such as walking, horse riding, cycling, rock climbing and caving. The network of public rights of way, trails and access to open land, provides a valuable resource for both visitors and residents alike.

The area of Kirklees within the Peak District National Park is over 55 square kilometres (17 square miles) and approximately 60 km (37 miles) of Kirklees public rights of way lies within the Park boundary.

Both Kirklees Public Rights of Way and Countryside Units have fostered good working relationships with officers of the Peak District National Park and will continue to do so, along with officers from other Council services.



## 2.5 Attractions

Apart from the beautiful and varied countryside which surrounds the built up areas of Kirklees, there are many other attractions ranging from Country Parks, Museums and Historic Houses, council owned woodland together with a variety of sporting and recreational facilities. Access to many of these attractions is usually via public rights of way or has rights of way passing through them – some of the most popular attractions are listed at Appendix 8.



## 2.6 Promoted Routes

Kirklees is well served by a variety of promoted routes from short circular walks for families to long distance or multi user routes for those who seek more of a challenge. Promoted routes have been devised not only by Kirklees Council but other organisations such as The Ramblers Association, National Trust, Yorkshire Water, Civic Societies and other private individuals or organisations.

There are many people who are familiar with or happy and confident to visit the countryside. However, there are equally as many who find it daunting for a variety of reasons – for instance “getting lost”.



Promoting specific routes is a way of encouraging people to “get out into the countryside” and to give them some guidance by way of providing relevant signing/waymarking, leaflets and books and other forms of publicity.

There are many routes which are promoted by the Council’s Countryside Unit as well as those by private individuals or organisations and tailored to the various user, walker, horse rider, cyclist, family group etc. They vary in theme from “challenge” on remote uplands to a leisurely stroll in or around a Country Park or to take in some attraction, history or just the scenery. More recently the Countryside Unit has produced some short easy circular local walks with health aspects in mind to encourage people to take exercise within their own locality - as most promoted routes tend to be either over rough terrain or require a car/transport to get to the start.

It is intended that the ROWIP will review and provide more “walking for health” routes and cater for those with disabilities. Brief details of some of the main promoted routes approved by the Council are given at Appendix 6.

## **Section 3 - Policies and Strategies relevant to the Rights of Way Improvement Plan**

The Rights of Way Improvement Plan compliments many other council strategies, plans and initiatives which have reference to and are relevant to public rights of way and also with regards to access and recreation. The ROWIP has the potential to deliver on several of the aims and objectives expressed in the current council priorities and are integral to the Local Development Plan/Local Development Framework and Local Transport Plan.

Government guidance recommends that Rights of Way Improvement Plans be developed within the context of other plans and strategies produced by the Council and with particular reference to healthy living, leisure and recreation, sport, tourism, transport, countryside and disability. This plan should therefore influence the above areas of responsibility especially where they are relevant to the economic, social and well-being of local communities.

The fundamental purpose of the ROWIP is to ensure that the rights of way network meets with the present and future needs of all our communities and in particular those which are disadvantaged. It also encourages the development of partnerships within and outside the Council in delivering its aims and the aspirations of local people.

The value of public rights of way for walking, horse riding and cycling as a means of low carbon, sustainable travel as an alternative to the car is well recognised.

### **3.1 Unitary Development Plan**

The Unitary Development Plan (UDP) sets out the Council's policies and proposals for the use and development of land and buildings. It constitutes the statutory development plan for Kirklees, with the exception of the Peak District National Park (where the national park plans are in force).

The Unitary Development Plan (UDP) was adopted on 1 March 1999. As a result of a Direction issued by the Secretary of State for Communities and Local Government in 2007, UDP policies were revised. Some policies were saved and remain in place. Key policy issues from the Unitary Development Plan relating to the Rights of Way Improvement Plan are shown at Appendix 10.

### **3.2 Local Development Framework**

The Planning and Compulsory Purchase Act 2004 states that each council must prepare a Local Development Framework (LDF) to replace its existing statutory development plan, currently the UDP. The LDF is a collection of local development plan documents (DPDs) which deliver the spatial planning strategy for its area. The Core Strategy is the key plan within the LDF and sets out the overall vision for the area together with a spatial approach setting out how development is intended to happen. Once adopted documents will be reviewed and updated individually as necessary.

The Local Development Scheme (LDS) identifies the timetable of the Local Development Framework (LDF) and indicates when the new policies will be in place. The Council has consulted on the draft options for the Core Strategy. This included related aspects to this document such as strategy for open spaces etc.

### **3.3 Regeneration Areas**

It has been recognised that some areas of Kirklees for various reasons have fallen behind with regards to economic growth, prosperity and social issues. Dewsbury has been specifically identified by the Council as in need of priority regeneration. This will include attracting new businesses, creating better homes and infrastructure. Local rights of way can play a part in this

regeneration from the concepts mentioned in this document - recreation, utilitarian, social exclusion and health.

### **3.4 Cycling Strategy**

Kirklees Council has a Strategic Cycling Network Plan which shows existing cycle routes, both on-highway and off-road together with proposed routes for future development. Over the past 12 years Kirklees Council has built/provided;

3.5 km bus/cycle lanes  
40 km cycle lanes  
6 km other cycle facilities

The cycling network includes the Kirklees Greenway Network (see under 1.3 Green Corridors) which provides traffic-free routes linking urban areas and providing corridors to access green spaces and to the wider countryside and are recognised National Cycle Network (NCN) routes.

There are other disused railway corridors recently completed or in development and which could become part of the "Greenway" routes and some are protected under land use in the Councils UDP.

In addition to the above Kirklees promotes leisure cycling routes many of which are sign posted some having National Cycling Network recognition:

West Yorkshire Cycle Route is a sign-posted long distance route 241 km (150 miles) around the boundary of West Yorkshire of which 47 km (29 miles) passes through Kirklees.

The Pennine Cycleway (South Pennines) is a 199 km (124 miles) route promoted by Sustrans (NCN 68) and passes north-south through Kirklees via Scammonden, Slaithwaite, Meltham and Holmfirth.

Kirklees Eastern Riding Route (KERR) is 48 km (30 miles) signed route using quiet roads and bridleways linking Denby Dale, Kirkburton, Emley and Shepley.

North Kirklees Riding Route is an unsigned route using quiet roads and bridleways. Kirklees also provides free cycle parking stands for short-stay parking and cycle lockers for longer stay parking in town centres.

### **3.5 Kirklees' Countryside Strategy**

Kirklees Countryside Unit is currently producing a draft strategy for countryside recreation and this section of the ROWIP will be updated accordingly when the final document is available.

The predominant land use in Kirklees is countryside, covering over 70% of the area. The diverse range of groups with an interest in the countryside include; the farming community, residents of rural towns and villages, rural businesses and the urban residents who use their local countryside for leisure.

A Countryside Strategy is highlighted as a key action plan within "Vision 2012 - Our community strategy for Kirklees". The Department of Culture Media and Sport would also like local authorities to publish countryside recreation strategies as a sub-document of their cultural strategies. The Countryside Agency in 2000 produced guidance on the preparation of local authority countryside recreation strategies. This well researched guidance is used as the outline for this Kirklees Countryside Recreation Strategy.

**Kirklees Countryside** - in Kirklees the countryside and urban environment of the district are so closely linked that it is a very subjective task separating the two geographically and economically. Fingers of land with a distinctly countryside character extend into the towns, providing potential countryside experiences for Kirklees residents at little or no cost. Many businesses in the countryside depend on spending by a combination of external and local visitors, plus people who have made their homes in attractive Kirklees villages and commute to the surrounding towns and cities.

The vision of the Countryside Strategy is to provide a quality countryside experience which is accessible to everyone and with the following aims;

- To get more people actively involved in the local areas of countryside
- To contribute to the development of a diverse countryside heritage
- Remove barriers to active enjoyment of the countryside
- Promote the value of the countryside as a life long learning opportunity

**Countryside Recreation** - there is a wide range of countryside recreational activities, which people can do in the countryside. Walking is the most popular activity, but other pastimes and sports such as cycling; horse riding, hang gliding, fishing, canoeing, golf, nature study, visiting heritage attractions and picnicking attract vast numbers of participants. All these activities depend on the resources of the countryside and careful management of these resources and sensitive promotion is required if we are to pass on a countryside of value to future generations.

**The Benefits of the Countryside** - the urban fringe and wider countryside of Kirklees benefits, or has the potential to benefit all sections of society:

- The countryside is potentially very accessible.
- The diverse countryside attracts visitors and enhances the profile of the district, which benefits the wider economy of Kirklees.
- People with low disposable incomes can enjoy the countryside.
- There are proven physical and psychological health benefits from visiting the countryside and living in a green environment.
- Opportunities for physical recreation range from gentle "health walks" in rolling countryside such as Kirkburton and Denby Dale to strenuous days out in the more upland parts of Kirklees.
- Trees in the countryside can trap particulate pollutants on their leaves, absorb carbon dioxide on a long-term basis and break up the movement of stale air.
- The diversity of wildlife in the countryside acts as an environmental barometer, for monitoring changes in land use and the impact of pollutants.

### **3.6 Tourism and Visitor Strategy**

There is a clear interface with tourism, the countryside and public rights of way. The Council's Regeneration and Economic Development Service is in the process of rewriting their Tourism and Visitor Strategy.

The Regional Development Agency has highlighted Tourism and the Visitor Economy as one of the priority areas for investment. Funding is accessible through the area tourism partnerships (for Kirklees this is the West Yorkshire Tourism Partnership), and for the first time activity across the region is focussed on common goals and marketing themes:

- Outdoors
- Sport

- Heritage
- Family
- Indulgence
- Artistic
- Delicious (food & drink)
- City life

The visitor economy is a key part of Kirklees' economic growth potential and important to many other aspects of life. Visitors and residents alike enjoy attractions; events, restaurants and markets. Access to the countryside and waterways provides opportunities to learn; explore and take some exercise and vibrant towns have a greater potential to attract inward investment.

Local residents as well as visitors from other areas benefit from facilities on offer in the district – local attractions, countryside walking, cycling routes and the culture, arts and events that are held throughout the year. These contribute also to the health agenda, aiding people to explore and exercise in the local area, as well as enabling local people to learn more about history, heritage and the diversity that Kirklees has to offer.

### **3.7 Health**

The government's Chief Medical Officer's report of 2004 highlighted the importance of taking regular exercise and stressed that increasing activity levels can improve physical and mental health and even small amounts of physical activity can reduce the risk of disease and disability. Further research has shown the positive effect nature and green spaces can have on people's sense of well being. Encouraging more people to take more physical exercise is essential in reducing the cost of ill health to the economy.

A lack of exercise is a key contributor to poor health and 70% of the population in England do not take enough exercise to benefit their health and well being. Walking and cycling are particularly good forms of exercise as they are relatively inexpensive; require little or no equipment and can be built into daily routines.

Use of the public path network provides a free and accessible means of exercise available to everyone regardless of age, size or physical condition. There is therefore a very positive benefit to be gained from being in the natural environment whether engaging actively in walking and cycling or merely having a picnic or enjoying the views. Kirklees' Community and Leisure Service has produced several "Walks to Health" leaflets in line with the national "Change for Life" initiative to encourage less active people to take up some form of exercise – leaflets and other publications currently available are given at Appendix 7.

### **3.8 Strategy for Culture**

Kirklees' Culture and Leisure Services key objectives also contribute to the Council's overall vision and aims and in particular to promote, develop and improve leisure, recreation and cultural opportunities for people who live, work or visit Kirklees. The rights of way and highway networks play an important role in accessing the many culture and leisure assets (in particular parks and open spaces) that the Council manages:

- 33 Parks
- 260 Play area
- 152 playing fields/sports pitches
- 6 local nature reserves
- 38 woodlands
- 7 picnic areas
- 100 allotment sites
- 28 bowling greens

- 73 tennis courts
- 2 skateboard parks
- Wilton Park Butterfly Conservation Centre
- 1 cycle speedway circuit
- Bradley Park Golf Club and Driving Range
- 1 pitch and putt course
- 3 all weather pitches
- 15 floodlit multi-courts
- 3 sports centres
- 23 libraries
- 3 museums
- 2 historic houses
- Town Halls
- 8 mobile libraries
- 3 home service libraries
- Castle Hill Monument
- Registration of births, deaths and marriages
- Various other premises and public amenities

### **3.9 White Rose Forest**

The White Rose Forest was established on 1 August 2000 with the launch of a West Yorkshire wide strategy that aimed to realise the full economic, social and environmental value of a well-wooded landscape.

Kirklees has signed up to a “Joint Venture Agreement” partnership within the Leeds City Region and aspires to:

1. Become a leader in sustainable economic development by working towards a low carbon economy in a high carbon landscape, where people want to live, businesses want to invest and environmental assets are utilised and valued.
2. Help local communities to be involved in the planning, management and recreational use of green space and greenways - encouraging more healthy lifestyles, community cohesion and quality of life.
3. Ensure that the region’s green infrastructure will be of such a scale and quality that it will protect and enhance biodiversity and reduce the impact of climate change on people and places.

The White Rose Forest builds on the above and works closely with relevant organisations such as the Woodland Trust in providing greater access to woodlands in the region.

The White Rose Operational Manager in Kirklees is presently engaged on several access initiatives, one notably working with Yorkshire Water and Kirklees’ Public Rights of Way Unit towards improvements to rights of way and access around Scammonden reservoir.

### **3.10 Rights of Way Policies**

Several policies are being produced or are in revision to effect better management of the rights of way network:

- Rights of Way Disabled Access Policy
- Rights of Way Enforcement Policy
- Definitive Map Procedures and Priorities

- Working with Volunteers
- Open Access Land Management

### 3.11 West Yorkshire Local Transport Plan

The second West Yorkshire Local Transport Plan (LTP2) sets out a programme of wide ranging improvements to local transport from 2006 to 2011 and will also be an important step towards the longer term vision for transport. It is a statutory requirement to include the ROWIP within the Plan. LTP3 is currently in the proposals stage and will replace LTP2 in April 2011.

Kirklees is bordered north and east by the M62 and M1 motorways and has other major trunk roads passing through such as the A58, A62, A629, A635. The public rights of way network is a key part of the local transportation infrastructure, providing connections, both for people without cars and those with cars who wish to reduce their carbon footprint – see Issue 4.

West Yorkshire Local Transport Plan core strategy approaches relevant to rights of way are:

- A1 *Improve physical accessibility by making public transport accessible, improving the continuity and signage of cycle/walk routes.*
- A2 *Maintain and improve road, pavement and rights of way conditions for pedestrians, cyclists, vehicle and freight users,*
- C3 *Encourage more cycling and walking by dealing with existing barriers, promoting the benefits and integration with public transport.*
- S2 *Provide relevant skills for driving, riding, walking and cycling.*
- M7 *Maintenance of Rights of Way.*



## Section 4 - Use and Demand

**Population** – Kirklees has the eighth largest population of the 376 local authority districts not based on a major city. The population is generally centred in the larger urban areas of Huddersfield, Batley and Dewsbury. Large urban populations place a greater pressure on the countryside and the access network within it which is dwindling due to urban sprawl. However, it opens up opportunities for utilitarian use to work, schools and local amenities.

**Disadvantaged Groups** – social exclusion can be the result of a number of factors which combine to prevent individuals from benefiting from the opportunities most people take for granted such as; good health, regular income, good education, reaching services and amenities. The traditional factors which are seen as barriers to enjoying the countryside are:

- Unemployment and poverty.
- Lack of private transport.
- Lack of information.
- Fear of the unknown.

It is interesting that in areas which suffer from social exclusion; there is a low level of car ownership and the public transport service is lacking and as such there is a greater need to walk or cycle for local journeys. It is therefore very pertinent to improve local rights of way for both utilitarian and recreational use in these areas.

**Minority Ethnic Groups** – ethnic groups account for 16% of the population of Kirklees the majority of these being Asian. They tend to fall into the “non users” category due mainly to their cultural background and in particular for Asian women. To encourage ethnic minorities to use the public rights of way network and access to the countryside it is necessary to provide more in the way of publicity not only as to where to go but also explaining what rights of way are and the opportunities and benefit of going into the countryside.

**Healthy Living** – it is widely recognised that as part of a healthy lifestyle; moderate, regular exercise is necessary. The benefits of informal recreation, particularly walking and cycling are seen as a popular form of keeping fit. Access to the countryside is generally free and the rights of way network is available all day, every day.

It has also been recognised that health benefits are gained by just walking 30 minutes a day. Therefore, as part of encouraging more people to take up physical activity, “Walking the Way to Health” leaflets have been produced by the Council’s Countryside Unit which also includes people recovering from ill health problems. Local rights of way can play an important role in this respect.

**Older People** – the ageing population means that older people should be encouraged to take up some activities for their health and well being in particular those who have recently retired from work and have more leisure time. As mentioned previously, some of the rights of way network is not always available to certain groups of people such as the elderly for reasons not unlike those with disabilities. Nevertheless, routes can be devised to cater specifically for older people and structures such as stiles, steps, handrails on these routes should be reviewed to provide the “least restrictive” option.

**Safer Routes to School** – there is a special need to provide easier and safer routes for children going to and from school and the Public Rights of Way Unit has a limited specific budget to improve paths which are used by schoolchildren - although this is soon to end. Nevertheless, improvements should be continued as far as possible and at the very least, paths which have been improved or identified should be subject to an annual maintenance regime to

ensure the paths will remain useable for schoolchildren. The Rights of Way Unit works closely with Road Safety Officers with regards to “School Travel Plans” which involves trying to get more children to walk or cycle to and from school. It is hoped to work more closely with Schools to identify routes within the vicinity of their school.

**Children and Young People** - most children want to play and explore and the rights of way network and other access provision gives them the opportunity to do so. However, parents fears of not knowing where their children are and the fear of crimes against children, whether real or perceived, is relevant. Therefore, routes which can accommodate “family walks and rides” should be devised to ensure that children have access to the countryside which not only benefits their health and well being but also can be an education or learning experience.

Older children, teenagers in particular, should be encouraged more to take up walking and cycling activities and again the public rights of way network can provide for this. Because children appear to be fixated to computers these days, more by way of publicity and organised activities could help towards getting young people into the countryside for both health and interest reasons.

**Neighbourhood Paths** - the Public rights of Way Unit has over the years improved many paths specifically for people to access shops and facilities in their local neighbourhood. This very successful project, whilst coming to an end, is, hopefully, to continue under “localities” working by way of improving local rights of way to the demand and wishes of local people.

**Latent Demand** - this is potential demand which has not yet been developed and as far as the ROWIP is concerned, falls within the statutory guidance of assessment of the nature and scale of the present and future needs of the public in relation to the rights of way network, both in terms of local people and visitors alike.

It is clear from consultation that current users would like the rights of way network to be further improved and developed and in particular with regards to maintenance and enforcement.

Reasons which prevent increased use by current and potential users are primarily based upon the experiences whilst using the network and the availability and attractiveness for those who do not use the network. However it is clear that both groups desire the improvement of existing routes rather than just providing more routes.

In 2000 the Countryside Agency (now Natural England) commissioned a “Use and Demand” survey and found that 70% of participants would increase countryside activities if more routes were made available. However, the survey concluded that such increase levels in activity would likely be higher for those already having an interest, although the level amongst non users would involve a significant increase.

The survey also revealed that the provision of additional routes and facilities would increase activity for a variety of purposes:

- For health, leisure and recreation.
- Travel to shops and other local amenities.
- Travel to work.
- Children travelling to school.

It is also envisaged that the revised Tourism Strategy will promote more use of the public rights of way network and thus highlight the recreational need of the network - especially in areas such as the Holme and Colne Valleys whose economy is to some degree dependant upon tourist visitors.

There also appears to be a latent demand for access to water for canoeists for example. This would involve possible creations or negotiating access through permissive agreement.

## Section 5 - Users Needs

The needs of people using public rights of way vary greatly for many reasons and as mentioned previously, they are valued either for utilitarian or recreation purposes or both. Whilst the aim is to provide as many “multi-user” routes as possible, physical, financial and more importantly legal reasons are barriers which are often difficult to overcome.

Factors that influence use are identified as follows:

*Location* – routes can commence from outside the home or may require some form of travel to get to the start. There may be facilities available along or at the end of the route such as car parking, toilets, café or pub. The route may have some place of interest on, adjacent to or near it, for example; viewing point, historic monument, wildlife/nature interest or cultural significance. The route may also provide for other leisure interests such as getting to a place to fish or for jogging etc.

*Connectivity* – routes that link rights of way with the road network should be available for all types of users - walkers, horse riders and cyclists and ideally for those with mobility problems.

*Terrain* – routes may vary considerably from very flat to steep slopes. There may be natural obstacles such as streams and rivers to cross which may limit access to less-able people.

*Surface* – routes may be even with smooth tarmac surface or rough and uneven with only an earth surface. They may also be subject to being wet and muddy and therefore the surface is a deciding factor on type of use - especially for those with mobility problems or people with pushchairs.

*Length* – routes again may vary due to their length from very short “snicketts/ginnels” to long promoted routes and can be linear or circular.

*Width* - the width of the route may also be a deciding factor (recorded rights of way have a defined width) as these vary considerably. Even on wide paths there may be “pinch points” such as narrow gaps, bridges or some natural feature.

*Access controls* – stiles to prevent escape of stock and barriers to prevent illegal use can be a problem to some users.

*Safety* – there is a whole raft of issues concerning public safety from the physical condition of the route, confrontation with animals, lack of lighting of urban routes, egress onto busy narrow roads to simply getting lost in isolated areas.

*Signposting* – signposting and way marking gives confidence to users and the lack of such can deter people from using the network.

*Information* – providing relevant and useful information about routes, raising awareness of the countryside, together with education and responsible use of the network.

A brief description of the different types of user is given below which includes issues associated with each sub group:

### 5.1 Walking

Walking is a very popular recreational pastime and a valuable alternative mode of transport especially in urban areas; providing access to local amenities. The needs of walkers must always be a priority as everyone is fundamentally a “pedestrian” (people who use mobility scooters are also classed as pedestrian). Walkers form a large and diverse group and have differing needs from the rights of way network. Pedestrians have the advantage of associated

access such as to parks/ green space areas, reservoirs, common land, woodland and generally have access to almost anywhere in the district where allowed on foot.

As well as a recreational or utilitarian purpose, walking also has an impact on reducing the carbon footprint – reducing the need of motor vehicles - health and well being and social and community benefits.

**Utilitarian Users** – this category is for people who walk for a purpose other than for leisure; to get to work, to the shops, doctors' surgery, bus stop, railway station, church or other facility. They may also visit friends and relatives using the path network – most people inevitably fall into this category and the paths they use are generally in urban areas and therefore require a higher standard of management - often being well surfaced, have street lighting and often an increased provision of safety aspects where appropriate. This sometimes is in contrast to utilitarian paths in rural areas, often these being poorly surfaced, unlit and usually connecting to unlit narrow roads with little or no safety aspects being taken into consideration.

**Schoolchildren** – although schoolchildren use public rights of way from a utilitarian aspect, they deserve a special mention as it is important that schoolchildren be encouraged to walk (and cycle) to and from school for several reasons:

- For their personal health. Children tend to be less active today than in previous generations and therefore walking/cycling gives them the opportunity to get some physical exercise and fresh air.
- To help reduce pollution and congestion on the roads as a result of being taken to/picked up from school by car.
- It also allows children the opportunity to socialise by interacting with others on the journey to school and encourages a feeling of independence.
- Makes them more aware of their local community and the countryside.

Such paths need to be in very good condition with regards to width of the path, smooth surfacing - especially for infant and junior school children who may be accompanied with a parent or elderly grandparent (possibly with a pushchair) together with good lighting, signposting and safe crossing points. Therefore, these paths should as far as possible integrate with homes and the school and be away from busy roads.

In previous years specific funding under the Safer Routes to School scheme has been made available and the Public Rights of Way Unit has over several years worked closely with Road Safety in trying to encourage schoolchildren to walk or cycle to school and ensure they do so in a safer and easier manner.

**Recreational Walkers** – although these people walk mainly for pleasure, they can be categorised into differing needs; people who walk for specific health reasons or to keep fit, sightseeing, to get to some location in order to follow an hobby or activity such as, bird watching, fishing, rock climbing, kite flying, canoeing for example, or just for fresh air, peace and tranquillity.

Recreational walking also varies; from short family walks to long and challenging walks and both can be either linear or circular. There should be accommodation facilities on routes which incorporate long or challenging routes such as National Trails.

Recreational type paths tend to be in the countryside areas and these particular paths should be managed in character within the rural setting. Nevertheless, there is a requirement for better signage than in the urban areas and to ensure proper maintenance of gates, stiles etc. is carried out as tourists are attracted to the countryside in and around Kirklees. There is also a need to consider public transport availability to the rural network and in particular to the more remote areas of the district.

**Dog Walkers** – dog walkers have particular needs and this activity is often seen in a social context - meeting with other dog walkers or as a family walk. Ideally, routes are circular and not particularly long, free from traffic and with minimum barriers such as stiles and ideally on routes where there is no conflict with livestock. There is a growing need for educating dog walkers as to their responsibilities - in particular to fouling footways, public footpaths and in particular control of dogs on farm land.



### Walkers Needs:

#### Sub Group

#### Issues

Utilitarian walkers

Hard surfaced well maintained paths free from encumbrances - dog fouling, dust bins, parked cars, overhanging vegetation, nettles, standing water.

Free from litter and hazards e.g. broken glass.

Wide enough for pushchairs/buggies.

Well lit.

Providing well maintained handrails on steps.

Recreational walkers

*Day Walkers*

Short circular or well connected routes.

Start from home or formal car park.

Accommodate family groups.

Accommodate organised groups.

Route should have some historic, cultural and wildlife/nature aspect.

Easy going /gentle terrain.

Access to local transport.

Well signposted and way marked.

Well maintained surface.

Well maintained stiles, gates, bridges.

Routes free from obstructions.

*Hill Walkers*

Require longer often more challenging routes – can be circular or linear.  
 Remote/upland areas preferred.  
 Parking facilities.  
 Availability of public transport to/from remote areas.

*Dog Walkers*

Circular routes of varying lengths.  
 Adapting stiles for dogs.  
 A requirement for “dog bins”.

*Family Walkers*

Routes to accommodate differing ages of children.  
 Flat well surfaced (not necessarily tarmac) routes.  
 Access for pushchairs.  
 Toilet facilities required on or near routes.  
 Points of interest along route.  
 Country Parks and Open Spaces.

*Older Walkers*

Gentle, gradients.  
 No stiles and easy opening gates.  
 Handrails on steps and/or long gradients.  
 Well maintained surfaces.  
 More information of relevant routes.  
 Local public transport availability.  
 Country Parks and Open Spaces.

*Younger Walkers*

Mix of safe easy to challenging routes.  
 Leading to places of interest/facilities/activities.  
 Country Parks and Open Spaces.  
 Interesting / educational routes.

**Wheelchair/Mobility Scooters (Can be both Utilitarian and Recreational)**

Access to surfaced parking area.  
 Accessible toilet facilities.  
 Accessible gates on route.  
 Requirement for more details of/and on routes.  
 Seating for helpers.  
 Suitable widths.  
 Gradient consideration (wheelchairs)  
 Routes connected to road network.

**5.2 Horse Riding**

Bridleways can be considered “multi-user” being available to pedestrians, horse riders and cyclists. Kirklees bridleway network is very poor and fragmented and therefore horse riders have little choice with regards to riding along or across unsuitable roads especially for long journeys. The need to ride on the carriageway obviously brings them into conflict with motor vehicular traffic - there are over two million horse riders in the UK and approximately 3000 accidents annually involving horses on the road and therefore the safety of horse riders must be a consideration within the rights of way improvement plan. Added to this, is the poor state of

the bridleways network, either the surface condition, overhanging tree branches or the infrastructure, for example poorly maintained or unsuitable opening of gates. Most of the bridleway network is signposted but there is need of further way marking. There is also a need to consider parking facilities for horse boxes near to bridleways start and end points.

Bridleways in Kirklees amounts to only 8% of the network and this low figure is probably due to many bridleways being wrongly recorded as footpaths in the past. Most of the bridleway network is made up of short sections unconnected routes many which have now been tarmacked following development. Access for horse riders on byways is no better being just 1.6% of the entire public rights of way network and access on Greenways is limited. There is scope for using highway verges for horse riders either as a safe route or to link with existing bridleways.

Unfortunately, horse riding is naturally viewed primarily as a leisure pursuit and therefore does not attract the designated funding which is made available for transportation. Maintenance of the existing bridleway network and efforts to create more bridleways is therefore considered a lower priority by the Council, although it must be remembered that bridleways also accommodate cycling - which is becoming an increasing activity both in terms of leisure and “green” travel.

There is clearly a need for a “Bridleway Strategy” to be produced, not only from a maintenance perspective, but with regards to connectivity by way of upgrading exiting footpaths and creation of new bridleways and also incorporating “white” roads into the bridleway network.



### **Horse Riders Needs:**

#### **Sub Group**

#### **Issues**

Experienced Riders

Medium to long distance rides.  
Horse Box parking facilities.  
Livery facilities.  
Well signposted.  
Easy opening gates (from mounted position)  
Overhanging tree branches.  
Appropriate and well maintained surfaces.  
Traffic calming on “quiet” roads.

Young, Disabled or Less Experienced Riders

Short safe routes.  
Country Parks.  
Routes close to riding stables.



### 5.3 Cycling

Cycling can either be utilitarian or for recreational purposes. There are over 3 million people who cycle every week and there is opportunity to make cycling safer and more enjoyable to encourage people to make more journeys by bicycle in order to reduce use of vehicles and hence reduce traffic congestion and in particular carbon emissions. Cycling is also healthier and a good form of physical exercise.

Much improvement work has already been undertaken in providing routes specifically for cyclists by way of greenways and cycle-ways (see 1.3 above). As mentioned previously, the bridleway network is poor and fragmented for horse riding and improvement of the bridleway network will obviously benefit cyclists, especially for leisure use.



There can be conflict between cyclists, horse riders and walkers using the public rights of way network and with land owners where cyclists are trespassing over private land or cycling on footpaths without authority. However, this can be addressed by providing better information on their rights and responsibilities and with regards to their own and other users safety.

Although much is being done in Kirklees with regards to cyclists by way of creating greenways and cycle ways, nevertheless, and as previously mentioned, the public rights of way network is poor for cyclists. This can be addressed by either the use of Cycle Track Orders in converting footpaths to Cycle Tracks or (and together with horse riders in mind) by creating new bridleways and, where appropriate, upgrading footpaths to bridleways.

**Utility cycling** – mainly cycling to and from work but equally to the shops and visiting friends for example and most tend to use the road network and designated cycle ways. However, there is little in the way of connectivity for cyclists when leaving roads especially if not on a “mountain bike” as the bridleway network is poor and the surface of bridleways is usually unmade and normally earth or rough material. Nevertheless, work is ongoing to improve the provision and safety of cycling through the towns and urban areas of Kirklees.

**Recreational cycling** – cycling for leisure purposes can be both on and off-road. Routes have been devised for “road” cycling and attempts to reduce motor vehicle speed on quiet roads (for horse riders and walkers also) is being considered.

Off-road provision for cyclists is limited and reliant on the bridleway network and, as previously mentioned above, the bridleway network is poor and fragmented. However, the “Dark Peak Link” (section of Pennine bridleway feeder route) is an example of bridleway development.

The use of Greenways for recreational cycling, especially for family groups, is very popular. However some are “permissive” paths and do not afford the legal protection as does public rights of way.

**Cyclists Needs:**

<b>Sub Group</b>	<b>Issues</b>
Utilitarian Cyclists	<ul style="list-style-type: none"> <li>Hard surface</li> <li>Direct routes to place of work/facilities/amenities</li> <li>Changing facilities at work</li> <li>Secure cycle storage</li> <li>Integrated cycle network</li> <li>Road crossing points</li> <li>Links from home to network</li> <li>Routes available to all age groups</li> <li>Good signage warning motorists</li> <li>Links to Railway Stations and facilities to carry bikes on trains.</li> <li>Road environment to encourage cycling (e.g. cycleways)</li> </ul>
Road Recreational/Sport	<ul style="list-style-type: none"> <li>Well maintained hard surface</li> <li>Varying challenging routes</li> <li>Various scenic routes</li> <li>Avoiding busy roads</li> <li>Well signed routes</li> </ul>
Off Road (Mountain Bikes)	<ul style="list-style-type: none"> <li>Wide range of terrain</li> <li>Varying length of routes</li> <li>Car parking facilities</li> <li>Links to trains</li> <li>Circular routes</li> <li>Accommodation facilities</li> <li>Signage to avoid conflicts/accidents</li> </ul>
Children or Family Groups	<ul style="list-style-type: none"> <li>Flat or gentle terrain</li> <li>Good surfacing</li> <li>Safer routes</li> <li>Consideration of access control for various types of cycle such as "Tag-alongs"</li> <li>Country Parks</li> <li>Away from water edges</li> <li>Free from vehicular traffic</li> </ul>
Mobility Impaired Cyclists	<ul style="list-style-type: none"> <li>Available range of cycle designs e.g. hand propelled, tandem, trike</li> <li>Good level surfacing</li> <li>Consideration of barrier design</li> <li>Car parking facilities</li> </ul>

**5.4 Carriage Drivers**

The Countryside and Rights of Way Act 2000 conferred a new status of right of way being "Restricted Byway" which gives a right of way to walkers, horse riders, cyclists and includes horse carriage drivers – motor vehicles are excluded. Kirklees has no recorded restricted byways and no claims for such have been received to date. However, if such rights do become available in future in Kirklees, this aspect will be dealt with on individual merits and/or within the review of the rights of way improvement plan.

Carriage drivers have no legal access to bridleways and in any event most would be unsuitable or impassable to them. In the absence of any Restricted Byways in Kirklees which would

provide safer use, carriage drivers want at least to be able to use byways or quiet lanes. However, although more robust than a horse rider, they still nevertheless come into conflict with motor vehicles.

## **5.6 Recreational (off-road) Motorists**

Byways Open to All Traffic (BOAT) amount to 1.6% of Kirklees network – the level of lawful vehicular use amounts to 5% of the national network - These are available for all users but the surface may not be suitable for the average car or heavy vehicles. There is a general feeling that motor vehicles are inappropriate in the countryside and detrimental to walkers and horse riders' enjoyment to quiet tranquillity and fresh air. Unlawful use by motor vehicles in particular motor cycles has increased the conflict with both users and landowners - not only on public rights of way but on open country and other land. Due to the lack of facilities for recreational vehicular users responsible drivers are concentrated to the few available byways and consequently, conflict with other users and maintenance is becoming more of a problem.

Many of the BOATs in Kirklees now have a tarmac sealed surface and street lighting on them and therefore, these should be fully "adopted" and removed from the Definitive Map - as they are considered all purpose carriageways other than by name.

It is unlikely that provision for recreational motor vehicles will increase in Kirklees the future and in fact is counter to the "green" issues which is incorporated in Kirklees' policies and visions. Nevertheless, existing provision should be well maintained, signed (almost all the BOATs in Kirklees have been signed) and available for use.

## Section 6 – Key Issues and Actions

In the process of producing the Rights of Way Improvement Plan for Kirklees, all the information gathered was evaluated which includes the following:

- All available access – rights of way, permissive paths, public open space etc.
- Types of user – walkers, horse riders, cyclists, non users etc.
- Users needs and demands – older people, disabled, safer routes to school etc.
- Comments from consultation.
- Condition of the network and infrastructure requirements.
- Interface with external organisations – Police, Metro, NHS etc.
- Working with partners.
- Major landowners.
- Stakeholders.
- The Council' statutory duties.
- Local economy.
- Promotion of the network.
- Green travel initiatives.
- Volunteers

From the evaluation, “issues” emerged and a brief explanation, together with a conclusion, was given for each issue. Key points were identified which formed the basis of the “actions” the Council proposes to take and which are identified in the “Statement of Action” at Section 7.

Also mentioned within each “issue” are the following:

- The people who are involved in taking forward each item in the “Statement of Action”.
- Partners.
- Estimated costs.
- Resources and funding.
- A single priority item from each issue.
- Policy and other relevant links.
- Some additional information/reference.

## Issue 1: Definitive Map and Statement

The National Parks and Access to the Countryside Act 1949 introduced a duty on local highway authorities to produce a “definitive map and statement” for their area. These two legal documents are conclusive evidence of the existence of a public right of way and are the reference points for rights of way issues.

The map and statement (written description of the routes) was first produced in 1952 and excluded areas such as Huddersfield and Dewsbury - being large urban areas – which have now been mapped and recorded. As well as errors and anomalies there were many paths missed off the map for various reasons and many rights of way have been established over time since the first map (and subsequently the revised map of 1985) was produced.

Although the intention was that the definitive map was to be reviewed every ten years this did not happen and as a result, the Wildlife and Countryside Act 1981 conferred a duty to “continuously” revise the definitive map and statement in order to provide an accurate and up-to-date record of all public paths.

The continuous review of the Definitive Map for Kirklees involves the following:

- Identifying and correcting errors and omissions.
- Investigating and processing “claims” - paths established over 20 years of uninterrupted use by members of the public.
- Processing outstanding Definitive Map Modification Orders to show the changes resulting from Legal Event Orders (diversions, extinguishments and creations etc.) since the definitive map was first published.
- Consolidation of various definitive maps into a single map and statement for Kirklees.
- Adding to the Definitive Map public rights of way recorded on the “Street Register” but not on the Definitive Map and Statement.

Under the Countryside and Rights of Way Act 2000 provision is made to extinguish all unrecorded rights of way, the cut off date being 2026. To try and record as many historic rights of way as possible before the cut-off date a project called “Discovering Lost Ways” has been initiated by Natural England and an Archive Research Unit has been set up to research historic rights of way not currently shown on the definitive map. This involves gathering evidence and submitting those with sufficient evidence to local highway authorities to process.

This project does not create new rights of way; merely provides historical evidence to what already exists and for various reasons not recorded on the definitive map. If the highway authority is satisfied with evidence and merits of a particular path or way application it will then add the path or way to the definitive map through existing legal procedures.

### Assessment 1 - Definitive Map and Statement and network development

**Conclusion:** The Definitive Map and Statement are the legal records of public rights of way and it is very important to keep these documents accurate and up to date. Kirklees’ Definitive Map and Statement do not accurately depict the nature of the public rights of way network on the ground as used by the public.

#### Key points:

1. Kirklees has two separate Definitive Maps from the legacy of the former West Yorkshire County Council and the previously excluded area of Dewsbury North.

2. There is a need to review and prioritise all outstanding Definitive Map work with regards to public path orders (PPO) legal event orders (LEMO), definitive map modification orders (DMMO) review files and anomalies.
3. Improve the existing availability of digitised map of rights of way and other rights of way information for the benefit of the general public.
4. A need to secure improvements from developers through the planning process to facilitate improvements to existing routes and to secure new routes.
5. There are several public rights of way that are now “fully adopted” carriage roads and therefore which need to be removed from the Definitive Map and Statement.
6. There are many rural Unclassified County Roads & White Roads which would be of great benefit to the public rights of way network and should be added to the Definitive Map as a footpath, bridleway, restricted byway or Byway Open to All Traffic.
7. There is a duty to make available in electronic form, registers of applications and declarations relevant to the Definitive Map and Statement.
8. There are many rights of way recorded on the “Street Register” that are not recorded on the Definitive Map.
9. There may be a requirement to Investigate and process any rights of way which are applied for under “Discovering Lost Ways”.
10. There is a need to simplify and improve the internal procedures (notwithstanding any legal requirements) with regards to definitive map work.
11. Develop programmes to identify and explore opportunities for path creation, dedication (and diversion – where it is to benefit public) particularly those affecting the strategic network.
- 12 Working more closely with Highways Development Management can secure improvements to existing paths and/or create new paths with developers at planning application stage.

<b>Who is involved:</b>	Public Rights of Way staff, Legal Services, Colleagues in Strategic Investment Service.
<b>Partners:</b>	Adjoining Local Authorities.
<b>Estimated costs:</b>	Difficult to ascertain as this will mainly be staff costs within a revenue budget.
<b>Resources/funding:</b>	As most of definitive map work is a duty and guided by statute, funding will come from existing revenue budget or as other budgets allow. However, funding improvements to existing and the creation of new paths can be secured through Planning/Highways Development Management.
<b>Statement of Action Priority:</b>	<b>DMS 2</b> - Work more closely with Highways Development Management to identify and ensure that the Council maximises planning sustainability and maintenance with regards improvements to existing rights of way and the creation of new public paths as may be required.

<b>Policy and other links:</b>	National Parks and Access to the Countryside Act 1949, Wildlife and Countryside Act 1981, Countryside and Rights of way Act 2000, DOE Circulars 1/83, 2/93, 18/90, Corporate IT, Milestones Statement, Local Development Framework, Discovering Lost ways, Town and Country Planning Act 1990.
<b>Additional information:</b>	Appendix 1 - PROW Number and Length by Parish/District. Appendix 1 - PROW Number and Length by Ward. Appendix 3 - Outstanding Map Modification Orders (DMMO). Appendix 4 - Priority Matrix for applications to change the Definitive Map and Statement. Appendix 12 - The WYPLAF proposals with regards the guiding principles for ROWIPs. Appendix 13 - Overview maps showing; Whole path network, Footpaths, Bridleways and Byways. Appendix 15 – Overview maps showing Parish and Districts, Wards and Town and Valleys Committee Areas.

## Issue 2: Mobility and other Impairments

The Countryside and Rights of Way Act 2000 places a duty on local highway authorities to have regard to the needs of blind or partially sighted people and those with mobility problems. The Disability Discrimination Act 1995/2005 classified public rights of way as a service and therefore local authorities must take responsible steps to provide “reasonable” access for disabled people.

The nature of the countryside and in particular the topography of Kirklees together with the character of public rights of way means there are relatively few paths suitable for use by those with mobility or other impairment problems. It is difficult to accommodate people who are totally blind on the overall rights of way network other than providing “talking” information panels on specific routes. However, minor improvements can be carried out for partially sighted persons for example; painting handrails in an appropriate colour, painting steps, ensure signage is in appropriate font size and colours.

Major limitations to disabled users is the number of stiles, narrow footbridges, uneven and poorly maintained surfacing other concerns such as heavy farm gates. However, a policy document is currently being produced to highlight the least restrictive options on the rights of way network and take account of the management, maintenance and improvement together with relevant promotion and publicity of local rights of way.

Routes can be a single path or way, on roads and have defined start and end points such as a car park or viewing point for example. Therefore an audit of the network needs to be carried out to ascertain feasibility and to ensure improvements result in a complete and useable route.

Nevertheless, Kirklees Council has already made attempts to meet with the legislation Culture and Leisure Services in partnership with Highways have made most of the paths on Castle Hill Monument (a very high profile attraction) accessible to those in wheelchairs.

The Public Rights of Way Unit has also constructed a footpath and is in the process of construction a viewing area to allow wheelchair users and those with mobility scooters, to gain access to Open Access Land at Slaithwaite Moor. Other paths are being identified for wheelchair users and where possible brought up to standard. Such paths are then identified by adding the disabled logo to signposting.





The issue with regards to blind or partially sighted people is difficult to address for example; trials for a “tapping rail” along a path was found to be a trip hazard for others. However, revision of colours for signage and more information in Braille is being investigated. Kirklees’ Highway Service has its own Disability Liaison Group and therefore has a good working relationship with its members and the Council’s Access Officer not only with regards to public paths but the whole highway network.

## **Assessment 2 - Development and improvement of access for users with limited mobility**

**Conclusion:** The public rights of way network in Kirklees is generally inaccessible to those in wheelchairs. The presence of stiles and other structures limits accessibility to the network not only for wheelchair users but also to others with mobility problems. Improving paths for wheelchair users also improves them for the elderly, children and family and group outings.

### **Key points:**

1. There is a need to carry out an audit on the path network and other access sites to assess access provision for those with mobility problems.
2. The Public Rights of Way Disability Access Policy should be completed as soon as possible.
3. Improve surfaces to wheelchair standard (where reasonable) on identified routes especially those on strategic routes.
4. Provide disabled access information for inclusion on the Public Rights of Way Web site.
5. Produce leaflets of promoted trails/routes specifically relevant to those with mobility problems.
6. Continue to work with disability groups and maintain input at the Disability Liaison Group meetings.
7. Many stiles are difficult to use by older/less agile people especially ladder stiles and consideration with regards this should be given to new or replacement stiles or ideally provide pedestrian gates instead.
8. Some bridleways are ideal for use with mobility scooters and wheelchairs.
9. It is recognised that people with disabilities should have equal opportunities to visit the countryside and use rights of way for leisure and not just utilitarian purposes.
10. There is very little consideration for blind or partially sighted persons and a few paths could be identified for recreational use by this group of people.

### **Who is involved:**

Public Rights of Way Staff, Colleagues in Streetscene, Colleagues in Strategic Investment Service, Corporate IT, Community and Leisure Service, Kirklees’ Access Officer

### **Partners:**

Disability Groups, Volunteers, Major Landowners, Fieldfare Trust, West Yorkshire Pennine Local Access Form.

### **Estimated costs:**

To be determined.

<b>Resources/funding:</b>	PROW revenue budget and as other budgets allow, Local Transport Plan, Local Enterprise Partnership, Fieldfare Trust.
<b>Statement of Action Priority:</b>	<b>MOB 1</b> - Carry out an audit on all routes to assess the feasibility of improvements for those with mobility problems and in particular those in wheelchairs. This can be done either as a project to ensure connectivity or on an individual path basis.
<b>Policy and other links:</b>	Disability Discrimination Act 1995/2005, Local Transport Plan, PROW Disability Policy. Statement of Action 5 – Bridleway Strategy.
<b>Additional information:</b>	Appendix 12 - The WYPLAF proposals with regards the guiding principles for ROWIPs.

### **Issue 3: Current Non Users**

Whilst the use of rights of way is free, some sections of the population choose not to - simply because of the cost in getting to specific parts of the path network or wider countryside. Many people in poor health believe walking involves long or difficult routes and therefore consider it too strenuous an activity. There are many people who are not aware of rights of way network outside their community. Those of a different culture, particularly of Asian origin who are either not aware or do not understand the purpose of rights of way network, especially in the countryside, as a recreation asset.

There are other factors why people choose not to use the rights of way network;

- Poor condition and lack of maintenance/signposting.
- Unsure of where they can go and their rights.
- Fears of being on a narrow enclosed or conversely, on open and isolated path.
- Cultural differences.
- Disadvantaged groups.
- Lack of awareness of the network.
- Intimidation by animals and other users/landowners.
- Health issues.

### **Assessment 3 - Encourage non users to use the public rights of way network and other access facilities**

Conclusion : There are many people who do not use access facilities because of the nature of their culture, health issues, for fear of crime, due to poor maintenance, perceived cost in getting to the wider countryside or simply that they are not aware of what is available in and outside their locality.

#### **Key points:**

1. There is a need to identify people who do not use the public rights of way network and the reasons why and to find ways in which to encourage them to do so.
2. Areas identified for regeneration should incorporate improvements to existing and possible creation of new access, especially for the benefit of ethnic minorities and disadvantaged groups.
3. Information specifically aimed at non-users could help both in terms of explanation of the path network and the benefits of using such.
4. There are many people who do not use rights of way because of health problems and who could be encouraged to take up exercise.
5. Leaflets of "walks to health" have already been produced but could be extended to ensure routes are devised in every locality.

#### **Who is involved:**

Public Rights of Way Staff, Colleagues in Strategic Investment, Community and Leisure, Colleagues in Streetscene.

<b>Partners:</b>	Community groups, Volunteers, NHS (Hospital Trusts and Surgeries) Kirklees Housing Associations.
<b>Estimated costs:</b>	To be determined.
<b>Resources/funding:</b>	-
<b>Statement of Action Priority:</b>	<b>NON 3</b> - Work closely with the District Hospital and doctors surgeries to encourage those with health issues and those residents who do not take part in any form of exercise, to use the public rights of way network positively towards improving their health generally and to assist those in poor health or recovering from a previous illness.
<b>Policy and other links:</b>	Kirklees' Vision, Local Transport Plan, Health Initiatives.
<b>Additional information:</b>	

## Issue 4: Local Transport /Green Travel

The new Local Transport Plan (LTP3) guidance recognises the role of active travel solutions such as walking and cycling. There is now an opportunity for local authorities to take a broader, more holistic approach to transport and address the rights of way network as an integral part of urban and rural transport systems and in contributing to the achievement of all the national transport goals:

- reducing carbon emissions;
- supporting economic growth;
- promoting equality of opportunity;
- contributing to better safety, security and health; and
- improving quality of life and a healthy natural environment

The urban rights of way network is extremely valuable. Walking and cycling are important to everyone and especially to those without cars – elderly, children, disabled and those on low incomes. They provide important links between communities and workplaces.

Improved routes which can be accessed by people with mobility problems will naturally improve access for and be more attractive to other users.

The Rights of way Improvement Plan can contribute to the Local Transport Plan and links the main Government 's transport aims of reducing congestion, reducing pollution/poor air quality, reducing noise and reducing physical inactivity and the growing levels of obesity.

Key issues are as follows:

- Deliver a more sustainable transport system, with growth in the use of alternatives to the private car including bus and the use of trains.
- Provide improved accessibility to jobs and key facilities such as hospitals.
- Improve road safety and reduce road casualties.
- Reduce vehicle emissions and improve air quality in those areas worst affected by pollution.
- Improve journey safety and security.
- Deliver better travel information through the use of modern technology.
- Provide better facilities for pedestrians and cyclists.
- Improve the condition of the local highways and bridges.

**Assessment 4 - Develop the Rights of Way Network to meet with the Government's aims, the Council's own aims and objectives and the Local Transport Plan 3 objectives to reduce the district's "carbon footprint" and encourage "greener travel".**

Conclusion: Rights of way can contribute significantly to Kirklees' overall reduction of the district's "carbon footprint". Improving the condition and connectivity and integration with the road and rail network would encourage people to walk, cycle and use public transport as an alternative to travelling in cars.

**Key points:**

1. Review the existing network and other access facilities with regards to connectivity.
2. Prioritize the network to provide strategic walking and cycling routes.
3. Prioritize those paths which link to the Core Transport Corridors.
4. Continue with the development of the Greenways programme for Kirklees.
5. Investigate and develop the integration of rights of way with the road / rail network.

**Who is involved:**

Public Rights of Way Staff, Colleagues in Strategic Investment Service.

**Partners:**

West Yorkshire Local Transport Plan Partnership, METRO, Sustrans, PROW Forum, West Yorkshire Pennines Local Access Forum.

**Estimated costs:**

To be determined.

**Resources/funding:**

Local Transport Plan, as other budgets allow.

**Statement of Action Priority:**

**LTP 6** - Complete the rights of way priority assessment and categorise paths with an "A, B, C" route classification system.

**Policy and other links:**

Local Transport Plan, Local Development Framework, Health initiatives, Walking/Cycling, Carbon reduction, Public Transport.

**Additional information:**

Appendix 9 - Path Priority Assessment.  
Appendix 10 - Unitary Development Plan (PROW) Policies.

## **Issue 5: Bridleway Network**

Due to the poor and fragmented bridleway network in Kirklees, it is felt that a specific strategy should be produced to address this issue - especially as bridleways also offer a facility for “off road” cycling. Horse riding is seen only as a recreational activity and is not recognised within transportation plans and therefore does not attract funding.

Improving the existing network of bridleways and increasing the number through creation and dedication will also be of benefit to other users. As mentioned previously, there would be better provision for off-road cycling, better access for those with mobility problems and walkers would also benefit. Another benefit of bridleways is their width as they are usually quite wide and therefore gives a feeling of “openness” as opposed to most footpaths which are generally narrow and often enclosed so giving opportunities for family and group walking.

There is an economic base with regards horse riding with requirements for stabling, livery businesses, riding schools, lease of grazing land, and events/shows etc.

Providing more bridleways, especially as part of a well connected network, would take horse riders off the roads and reduce conflict with vehicles.

In order to improve the bridleway network, the following items should be included in the strategy:

- Maintenance of the existing bridleway network in good condition and made easily accessible
- Increased promotion of the bridleway network
- Identify routes that should have been recorded as bridleways on the original Definitive Map and effect a programme to deal with this issue
- Assess connectivity to existing bridleways
- Identify and improve links to and promoted more use of Greenways
- Identify routes which link to the Pennine Bridleway via the “Dark Peak Link”
- Identify and negotiate dedication/creation of routes which can accommodate bridleway use
- Identify stables and livery/blacksmith facilities
- Identify road verges that can be used for horse riders

### **Assessment 5 - Provide better provision for horse riders**

Conclusion : Horse riders in Kirklees are not very well provided for due to the lack of bridleway provision and the fragmented nature of the existing bridleway network. Support is unavailable from the LTP. Bridleways also accommodate cyclists and walkers and many are suitable for wheelchair users and therefore have a “multi-use” value.

**Key points:**

1. There is a need to produce a specific strategy for bridleways with regards to missing links and increase bridleway network through creation, upgrading, dedication or Section 106 agreements to ensure a well connected, well maintained bridleway network.
2. Because bridleways are considered multi user, priority should be given to “upgrading” claims for bridleways.
3. Produce leaflets of promoted trails/routes specifically relevant to horse riders.
4. Investigate traffic calming measures on quiet roads used by horse riders and the safety aspects of road crossings at the junction with a bridleway.
5. Roadside verges could be used for horse riders and this should be Investigate feasibility of using more of the roadside verge for horse riders.
6. Stables and Liveries should be contacted with a view to partnership work on bridleways.
7. Many bridleways were recorded as footpaths on the original and subsequent definitive map and research should be undertaken to identify and redress this issue.

**Who is involved:**

Public Rights of Way Staff, Colleagues in Strategic Investment Service, Colleagues in Streetscene, Community and Leisure Service, Legal Service.

**Partners:**

Equestrian Organisations, Livery Outlets, Stables, Riding Schools, Land Managers, Volunteers.

**Estimated costs:**

To be determined.

**Resources/funding:**

Natural England grant funding, available internal funding, local sponsorships, Regional Development Agency.

**Statement of Action Priority:**

**BRI 2** - Prioritise claims for upgrading of footpaths to bridleway status and also when processing any bridleway creation/ dedication.

**Policy and other links:**

Section 71 Highways Act 1980, Statement of Action 1(DMS 10).

**Additional information:**

Appendix 1 - PROW Number and Length.  
Appendix 12 - The WYPLAF proposals with regards the guiding principles for ROWIPs.  
Appendix 13 - Overview map of bridleways,



## Issue 6: Maintenance

### Condition of the Network

Section 130 of the Highways Act places a duty on the highway authority to protect and assert the rights of the public to the use and enjoyment of a highway (public rights of way are by definition highways) and Section 41 of the Act places a duty to maintain all highways which are maintained at public expense.

Many people are discouraged from using public paths due to issues such as; obstructions, overhanging and surface vegetation which prevent easy passage; drainage and poor path surfaces making passage difficult; litter, graffiti, enclosed and dog-leg routes which makes paths unattractive to use. People not familiar with the area may be deterred from using a path simply due to the lack of signposting.

The PROW condition survey carried out during 2007 highlighted many defects ranging from lack of maintenance, obstructions and path alignment issues - current outstanding issues as at September 2010 by Parish/District are given at Appendix 2.



### Maintenance

Maintenance plays a vital role with regards to the use of the network as overgrown, poorly drained or badly eroded paths are unlikely to be used and may lead to people trespassing. A well maintained network is therefore a main component of the ROWIP.

Maintenance also needs to be considered along with regards to the character of the route, environmental impact, conservation and the use of appropriate and sustainable/recycled materials and in particular those within a rural setting. Annual or regular maintenance regimes can reduce complaints and overall costs.

There is a requirement to move from a “reactive” to a more “proactive role if it is to meet the demands of the ROWIP and also a need to reassess working practices and procedures in line with innovation, efficiency and best value working.

The rights of way network plays an important part in the local economy through tourism and the promoted routes should be maintained to a high standard to encourage more visitors and to ensure they have a good experience.

## **Assessment 6: Ensure that the existing public rights of way network is kept in good condition**

Conclusion: In order that people can use and be encouraged to use public rights of way, it is important that the network is well maintained relative to the character of individual routes.

### **Key Points:**

1. *Surface Vegetation* – the removal of nettles, brambles and other weeds has been a constant concern over the years. The lack of resources and unclear procedures has resulted in delays in the clearance of surface vegetation. The low number of routes which can be cleared within the existing budget is also of concern especially during the summer months when path usage is at its highest. Therefore there is a need to review the procurement and procedures regarding this activity to meet with the aims of the ROWIP in line with current available resources.
2. *Surfacing* – this is the most costly aspect of path maintenance and the type of materials used and standard of construction varies as to whether it is urban or rural. Urban paths require a higher standard because of the general utilitarian use and tend to have more associated structures such as steps and handrails. Many of these paths require “reconstruction” and funding such work has to rely heavily on external or other funding.  
  
Rural paths mainly have a “natural” surface; earth, grass and tend to be subject to weather erosion and become muddy, waterlogged and severely rutted.
3. *Drainage* – the nature of the topography of Kirklees lends itself to many drainage problems on public paths. Again this is quite costly exercise to address all the issues although the PROW Rangers carry out significant amounts of this type of work.
4. *Structures* - bridges, steps, revetments (supporting structures) on public paths in the past were overlooked with regards to maintenance and replacement. However, the Public Rights of Way Unit now works closely with the Structures Section to jointly manage this aspect. Sponsorship from the Peak and Northern Footpaths Society, has enabled the construction of new or replacement footbridges in several locations in the district.
5. *Signposting* – signposting is extremely important as it shows the status of the path and gives confidence to those who use public rights of way and also helps to prevent trespass. There are requests for signs to show destination and distance.
6. *Waymarking* – is equally important as this can prevent people getting lost on a route and prevent accidental trespass onto private land and is especially useful to guide people through farmyards for example.
7. *Volunteers* – volunteers can assist the PROW Unit in maintaining the network and are a valuable and useful asset. They fill the gap where the Council cannot resource works or have other priorities.
8. *General* – there needs to be consideration for general day to day maintenance issues such as litter and rubbish and to effect an annual maintenance regime on paths which have been specifically improved such as routes to school paths and routes which are promoted by the council.
9. There is a large backlog of issues and problems (as identified at Appendix 2) on the rights of way network and a method and /or programme should be devised in order to try and reduce this.

<b>Who is involved:</b>	Public Rights of Way Staff, Streetscene, Legal Services, Community and Leisure.
<b>Partners:</b>	Land Managers, Volunteers, Community Groups, Community Payback.
<b>Estimated costs:</b>	To be determined.
<b>Resources/funding:</b>	Maintaining rights of way is a duty of the Council and relies on limited available internal budgets. However, this can be supplemented by external funding from; Natural England grant funding, local partnerships, Town and Valleys Committees, Regional Development Agency.
<b>Priorities:</b>	<b>MTN 8</b> - Produce regular inspection regimes especially on paths used by the disabled, schoolchildren and other strategic routes with regards to routine maintenance.
<b>Policy and other links:</b>	Section 130 and S41 Highways Act 1980, S27 Wildlife and Countryside Act 1981, Local Transport Plan.
<b>Additional information:</b>	Appendix 2 - Outstanding issues. Appendix 12 - The WYPLAF proposals with regards the guiding principles for ROWIPs.

## **Issue 7: Promotion and Publicity**

There are many publications and points of information with regards to promotion of rights of way. However, these tend to be dispersed and produced on an individual basis. Whilst this is acceptable for specific routes, there is a need for better co-ordinated and targeted information to be made available to as many people as possible and to work more corporately or in closer partnership with those who produce such information.

There are many paths and areas of land which have public access and which are not formally recorded, promoted or publicised. This wider available access is not generally promoted due to it being managed by other public or private bodies or organisations. Differing standards of signage and promotion often leads to a lack of awareness of the existence or extent of such access.

The countryside is generally well served by public transport as many services pass through rural areas and towns. This gives opportunity for many people to access the countryside and other attractions. Joint working with METRO and other public transport providers needs to be encouraged further within the Local Transport Plans to promote sustainable alternatives to the private car.

Kirklees is currently improving the rights of way information on its website which includes a digitised map showing all rights of way and this should extend to other types of access in the future. Other information should be provided which explains what rights of way are and how to use them together with information encouraging responsible use of rights of way or when in the countryside, for example dog fouling, polluting rivers, disturbance of wildlife, setting fires etc.

Joint working with Tourism and the Countryside Unit with regards to promotion is very important to ensure the targeting of non-user, under represented, disadvantaged and ethnic groups together with promoting healthier lifestyles.

Community and Leisure Services produce and hold various publications with regards to promoted walks and a list is given at Appendix 7.

### **Assessment 7 - Increase information, promotion and publicity of the PROW network.**

**Conclusion:** There is a need to improve the level and quality of information about the public rights of way network and other available access and to provide information educating people on their rights and responsibilities.

#### **Key Points:**

1. There is a need to provide more information at a local level about benefits to health, and the social and environmental advantages of walking, and cycling.
2. There is a need to provide information which educates the public on their rights and responsibilities when using rights of way or out in the countryside.
3. Improvements to the Council's website to include more walks relative to key issues such as the disabled, routes to schools, health etc.
4. Work more closely with other organisations such as the NHS and Education.
5. Provide a central point for information on local user groups and other organisations involved in walking.

<b>Who is involved:</b>	Public Rights of Way Staff, Community and Leisure, Colleagues in Strategic Investment.
<b>Partners:</b>	Natural England, West Yorkshire Pennines Local Access Forum.
<b>Estimated costs:</b>	To be determined.
<b>Resources/funding:</b>	Natural England grant funding, available internal funding, local sponsorships, partnerships, Regional Development Agency.
<b>Statement of Action Priority:</b>	<b>PRO 1</b> - Work closely with other agencies such as the National Health Service and Education in providing more information of the benefits to health and well being and the social and environmental advantages of walking and cycling with emphasis on local routes.
<b>Policy and other links:</b>	
<b>Additional information:</b>	Appendix 6 – Main Promoted Routes. Appendix 12 - The WYPLAF proposals with regards the guiding principles for ROWIPs.

## **Issue 8: Partners**

The value of partnership working is extremely important, not just from a joint funding point of view, but from a sense of sharing objectives, improving communication, understanding and valuing others perspective on issues and mutual support. Partnerships may be just between PROW and an individual landowner, with an adjoining local authority, a single large organisation such as Yorkshire Water or to multi- partners.

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

The Kirklees LAA is a three year agreement between the organisations which make up the Kirklees Partnership and central government i.e. West Yorkshire Police, Health Trusts, Voluntary Action Kirklees and certain private sector representatives. It sets out our shared priority targets that need to be achieved to improve the quality of life in Kirklees.

The LAA will focus partnership working on the priorities that matter most to Kirklees. It is only through developing ways of working together and using resources in an effective, coordinated manner that we will begin to tackle some of the more difficult and cross cutting issues. The public rights of way network can contribute to the LAA themes:

- Children and young people
- Safer stronger Communities
- Healthier communities and older people
- Economic development and the environment

Partnerships generate many advantages:

- A more strategic interface.
- Effective joined-up working.
- Collective range of skills and expertise.
- Mutual support and trust.
- Wider and better opportunities for successful funding bids.
- Greater understanding of issues.
- Developing better links with other Council Services
- Share intrinsic aims and ambitions.

Partners can be within the Council or external bodies ranging from landowners to volunteer groups:

#### **Internal:**

Town and Valleys Area Committees  
 Countryside Unit  
 Community and Leisure  
 Environment Unit  
 Parish/Town Councils  
 Ward Members

#### **Main External:**

British Waterways  
 Community Safety  
 Country Landowners Association  
 Dartmouth Estates  
 Farnley Estates  
 Natural England

National Farmers Union  
 National Health Service  
 Peak District National Park Authority  
 Pennine Prospects  
 National Trust  
 Network Rail  
 METRO  
 Saville Estates  
 SUSTRANS  
 Thornhill Estates  
 West Yorkshire Police  
 Yorkshire Water

#### **Other Groups and Organisation:**

*National user groups* - Ramblers Association, British Horse Society, Cycling Touring Club, Byways and Bridleways Trust, Peak and Northern Footpath Society, Open Spaces Society, Auto-Cycle Union, British Driving Society, LARA, South Pennine Packhorse Trails Trust.

*Local user groups* - Action for Rural Rights of Way (ARROW), North Kirklees Ramblers, Huddersfield Ramblers, Kirklees Cycling Tourist Club, Huddersfield Rucksack Club, Kirklees Bridleways Group, Denby Dale Parish Walking Group,

*Volunteer groups* - Pathways Day Services, Kirklees Countryside Volunteers, Holme Valley Rotary Club, Local Scout Groups, SUSTRANS Volunteer Rangers, Conservation Kirklees.

*Community groups* – Denby Parish Community Action Group, Newsome Horse, Slaithwaite Spa Bottom, Netherton and South Crosland Village Association, Colne Valley Riverside Project, Brockholes Village Trust, Honley Village Trust, Birkenshaw Village Association.

#### **Civic Societies:**

Batley and Birstall Civic Society  
 Colne Valley Society  
 Dewsbury Civic Society  
 Honley Civic Society  
 Holme Valley Civic Society  
 Huddersfield Civic Society  
 Kirkburton and District Civic Society  
 Meltham and District Civic Society  
 Mirfield and District Civic Society  
 Spenn Valley Civic Society

#### **Assessment 8 – Aim to increase partnership working on public rights of way**

Conclusion: Working with partners both within and outside of the Council can bring unique benefits towards the promotion and maintenance of the public rights of way network.

Working with partners is extremely important with regards to rights of way management, not only from a funding aspect but also fostering goodwill and joint working. It also opens other avenues for resource issues and can be used as a mediating factor with conflicts or difficult situations.

#### **Key Points:**

1. Engaging local communities in public rights of way can be of benefit to the Council, not only by involving them on maintenance matters but by them taking "ownership" may help towards reduce such issues as litter, fly tipping etc.

2. User groups should be regarded as a valuable asset due to their willingness to be involved with specific project work such as way marking or carrying out surveys etc.
3. Working more closely with other Services not only from a funding point of view but also strengthens joined-up thinking on the aims and ambitions of the Council.
4. Unlawful activities and anti-social behaviour is increasing on public rights of way and therefore there is a need to work more closely with the Police and Community Safety.
5. There is a need to develop enhanced relationships with Council Members both in terms of information with regards to rights of way and practical solutions to issues within their Wards.
6. Continue to work with Area Committees not only from a funding point of view but also to the overall benefit of local people.
7. The benefit of working with Volunteers cannot be stressed enough. Engaging more volunteers from User Groups, Community Groups etc. can contribute to the management of the PROW network.
8. Larger organisations such as Yorkshire Water and large landowners such as Dartmouth and Farnley Estates do and others can contribute significantly towards the management of the network not just from a joint funding aspect but more importantly from mutual working relationships.

<b>Who is involved:</b>	Public Rights of Way Staff, Colleagues in Strategic Investment.
<b>Partners:</b>	As per above lists.
<b>Estimated costs:</b>	To be determined.
<b>Resources/funding:</b>	Natural England grant funding, available internal funding, local sponsorships, Town and Valleys Committees, Regional Development Agency.
<b>Statement of Action Priority:</b>	<b>PAR 5</b> - Improve working relationships with Council Ward Members to the betterment of local needs and improvements to the local network either on an individual basis or through Area Committees.
<b>Policy and other links:</b>	
<b>Additional Information:</b>	Appendix 12 - The WYPLAF proposals with regards the guiding principles for ROWIPs.



## Issue 9: Open Countryside

**Open Country** - This is a term used to describe land which mainly consists of mountain, moorland, heath or down and is not registered common land and which has been made available either by statute or by agreement and usually contains some restrictions and/or limitations as to its use by statute or specific local bylaws - depending upon the nature of the land concerned. An overview map showing open country (Open Access Land and Registered Common Land) is given at Appendix 14.

**Open Access Land** – The Countryside and Rights of Way Act 2000 designated land which conferred a right for people (on foot only) to access previously excluded land and termed “Open Access Land”. Maps have been produced by the Countryside Agency (now Natural England) and deposited with the appropriate highway authority and in Kirklees can be viewed in both electronic and paper format.

There is approximately 24 square kilometres (9.2 sq miles) of Open Access Land within Kirklees of which approximately 15 square kilometres (5.8 sq miles) is situated in, the Peak District National Park. Open access land is administered overall by Natural England and managed by “Access Authorities” which is Kirklees as the highway authorities or where the land is in a National Park by the National Park authority.

Although there is no duty on highway authorities to actively manage access land, they have powers to ensure access is made available and can carry out works as may be necessary. This is usually undertaken with cooperation of landowners and with partners and often grant funded by Natural England.



**Common Land** - land owned collectively or by one person, but over which other people have certain traditional rights, such as to allow their livestock to graze upon it, to collect firewood, or to cut turf for fuel. Historically, there was much legal confusion concerning common land which led to the Commons Registration Act 1965 which established a register of common land.

However, the term "commons" has come to be applied to other resources which a community has rights or access to. Common Land is a term often used for any land where the public has access. Much of the common land in England is owned by the National Trust.

### Assessment 9 – Review value of Open Access Land as a recreational asset

**Conclusion:** Designated Open Access land now gives people the opportunity to walk in the open countryside offering much in the way of relative peace and tranquillity, fresh air and exercise and therefore this resource should be managed in line with Common Land.

**Key Points:**

1. Because most of Open Access Land in Kirklees was within the Peak District National Park it was not properly recognised as a valuable resource and very little was done with regards to its management.
2. There are many very small “pockets” of land of no significance which should be removed from the map and some areas missed which should be added.
3. Open Access Land abuts Common Land both of which have different limitations and signing is required and publicity needs to be produced providing advice on this.
4. Much of the Open Access Land cannot be accessed easily either due to the lack of “access points” from the roadside or is well away from any convenient access and therefore would require the creation of a route to it. Negotiations with landowners should be undertaken to establish access points or new routes to Open Access Land.
5. There has been no publicity or promotion of Open Access Land within “Kirklees” jurisdiction and reflects badly on Kirklees at the boundary with other adjoining local authorities especially with the Peak District National Park.
6. Volunteers can play an important role in the management of Open Access land.

**Who is involved:**

Public Rights of Way Staff, Colleagues in Strategic Investment, Community and Leisure, Landowners.

**Partners:**

Natural England, Volunteers.

**Estimated costs:**

To be determined.

**Resources/funding:**

Natural England grant funding, available internal funding, local sponsorships, Town and Valleys Committees, Pennine Prospects. Regional Development Agency (Yorkshire Forward).

**Statement of Action Priority:**

**OAL 2** - Complete wheelchair access path at Cupwith Reservoir (Slaithwaite Moor).

**Policy and other links:**

Countryside and Rights of Way Act 2000

**Additional Information:**

Appendix 12 - The WYPLAF proposals with regards the guiding principles for ROWIPs.  
Appendix 14 – Open Access Land (overview map)

## Issue 10: Enforcement

A major concern for path users is obstructions and nuisances which prevent or deter passage or are hazardous or dangerous. These cover many facets from electric fences to buildings on the path.

The highway authority has a duty under section 130 of the Highways Act 1980 to “assert and protect the rights of the public to the use and enjoyment of any highway” and “to prevent so far as possible unauthorised stopping up or obstruction”. Where problems arise on rights of way initial attempts will be made to resolve them on an advisory basis. However, should discussions fail to resolve the matter, Kirklees Council, as the Highway Authority can take further action with the various powers available.

### Assessment 10 – Ensure the public path network is kept open and available for use

Conclusion: Without proper enforcement of the public rights of way network, paths will increasingly become unavailable to the public. Many, especially those built on, are all but lost and requires an inordinate amount of effort to open up or resolve the issue. A robust enforcement policy must be produced and supported by the Council before the available network is gradually eroded away.

#### Key Points:

1. The current PROW enforcement policy and internal procedures should be reviewed and to include dealing with buildings unlawfully obstructing rights of way and other “nuisances” together with default action on confirmed public path and modification orders.
2. Working closely with Planning and Highways Development Management is crucial to ensure developers/applicants are fully aware of the existence of rights of way and options available.
2. A more proactive role should be adopted to actively protect the network and prevent obstructions - fully supported by management and Council Members.
3. Ideally, a specific post should be created to tackle enforcement on public paths as there are too many distractions of officers who currently deal with this.

<b>Who is involved:</b>	Public Rights of Way Staff, Colleagues in Strategic Investment, Legal Services.
<b>Partners:</b>	-
<b>Estimated costs:</b>	To be determined.
<b>Resources/funding:</b>	As this aspect of work is a duty, funding has to come from available budgets.
<b>Statement of Action Priority:</b>	<b>ENF 1</b> - Review the current PROW enforcement policy and internal procedures and include major obstructions, other nuisances and default action with regards to confirmed public path and modification orders.
<b>Policy and other links:</b>	Highways Act 1980,

**Additional Information:**

Appendix 2 – Outstanding issues (see under obstructions)

Appendix 5 – Priority Enforcement Matrix and Enforcement Policy Guidelines.

Appendix 12 - The WYPLAF proposals with regards the guiding principles for ROWIPs.

## Issue 11: Volunteers

Volunteers assisting in maintaining (and management of) the public rights of way network are a valuable asset. They fill the gap where the Council cannot resource works or have other priorities. Volunteers have been involved in carrying out various surveys and also on specific tasks such as the Denby Dale Waymarking Project together with undertaking minor improvement and maintenance work.



Their flexible approach enables them to deal with a variety of tasks which range from urban “ginnels” to work on remote upland paths. Many paths have been “lost” for many years under dense vegetation etc. and have been opened up due only to the work undertaken by volunteers. Some paths have been improved for the single benefit of schoolchildren.

Volunteers have many skills between them and have demonstrated their ability to carry out variable tasks asked of them to a high quality:

- Erecting and maintaining stiles
- Erecting way marker posts
- Drainage
- Minor path surfacing
- Revetments
- Step building
- Erecting and maintaining fencing
- Dry stone walling
- Surface and overhanging vegetation clearance
- Constructing boardwalks
- Ditch crossings

The partnership with some volunteer groups are of mutual benefit for example members of Pathways day Care Centre have gained skills and the ability to interact socially and become more confident in their daily lives. Scouts have used the opportunity to carry out tasks for the local community or towards their Duke of Edinburgh’ Award.

## **Assessment 11 – Incorporate volunteers into the management of the PROW network.**

Conclusion: Volunteers play an important role in the management of the public rights of way network and although there is a cost to the Council this is minimal outlay/supervision for the amount of excellent work they do. They also connect very well with the community and path users and become ambassadors for the Council.

### **Key Points:**

1. Using volunteers is not totally cost free and would need someone to co-ordinate the recruitment, training, programme of tasks and supervision etc.
2. There are many groups, organisations and individuals who are willing to volunteer their time and these should be encouraged to come forward.
3. There is a requirement to provide tools and equipment and materials and a small budget should be allocated.
4. Other than carrying out maintenance type tasks, they can be valuable in carrying out surveys such as monitoring the condition/improvements of the network - similar to the former Best Value Performance Indicator 178.
5. Continue to support the existing groups of volunteers who are engaged on public rights of way maintenance.
6. Complete Volunteer Policy document.
7. Increasing the number of volunteers in the community is a priority for Kirklees Council and is reflected by two key National Indicators and the Local Area Agreement.

### **Who is involved:**

Public Rights of Way Staff, Colleagues in Strategic Investment, Community and Leisure.

### **Partners:**

User Groups, Community Groups, Local Organisations and Individuals, Landowners.

### **Estimated costs:**

Minimal outlay – tools and materials.

### **Resources/funding:**

Requires an officer to manage/co-ordinate use of volunteers. One-off cost for tools and equipment plus a minimal annual cost for materials and tool replacements.

### **Statement of Action Priority:**

**VOL 1** - Identify an officer to take on role of co-ordinating the Volunteers.

### **Policy and other links:**

National Indicators -LAA-NI 06 Participation in regular volunteering and LAA-NI 07 Creating a strong and vibrant voluntary sector.

### **Additional Information:**

## Issue 12: Funding

Funding rights of way has relied heavily upon available Council budgets. A small amount was previously allocated by central government through the Formula Grant Funding for Highways, but this is now only for the road network. Funding was also dependant upon grants from the former Countryside Commission/Countryside Agency (now natural England) and helped towards improving the public rights of way network. However, there is no longer such funding available for public rights of way and is once again reliant on the limited allocation from the Council's budgets.

Although the Council has a statutory duty to maintain right of way, no new funding is available to local authorities for the implementation of their Rights of Way Improvement Plans. It is expected that funding will come from the existing capital and revenue budgets but these are limited and uncertain in the future.

### Assessment 12 – Funding opportunities available for public rights of way.

Conclusion: The budget for public rights of way maintenance and improvements is very limited and therefore it is imperative to seek additional external funding to support future works programmes.

#### Key Points:

1. Future capital funding is more important than ever with regards to improving the rights of way network.
2. There is a need to identify internal budget streams available which can support the existing prowl budget in delivery of improvements to the public rights of way network.
3. Working closely with Town and Valleys Committees ensures local rights of way are improved to meet with local needs.
4. There is a need to attract further external funding from agencies and outside organisations, through partnership working, sponsorship, grant schemes etc. especially for improvements to the rural network.

#### Who is involved:

Public Rights of Way Staff, other Council Services.

#### Partners:

Natural England, Pennine Prospects, National Trust, Yorkshire Water, Peak District National Park, Private Estates, Adjoining Local Authorities, Regional Development Agency.

#### Estimated costs:

-

#### Resources/funding:

Requires an officer to seek and identify sources of funding, liaise with partners and manage the processes.

#### Statement of Action Priority:

**FUN 3** - Continue to attract external funding and increase partnership working with regards to improving public rights of way especially the rural network.

**Policy and other links:**

**Additional Information:**

See under Issue 5 (Partnership working)



## **Issue 13: Conflict of Interests**

### **Landowners and Farming Interests**

Land Managers (landowners, tenants, farmers, agents) face many challenges in managing livestock or crops where there is public access. They have an important role to play in looking after rights of way, being responsible for maintaining stiles, gates etc, across paths on their land, reinstating the line of paths after ploughing and keeping paths clear of crops.

All land which is crossed by a right of way is owned by someone and, with regards to farming or forestry, this is a place of work. The involvement of landowners and the farming community is extremely important towards a successful public rights of way network. The willingness and attitude of the landowning and farming community is also crucial in obtaining public path dedications or agreements or at least reducing confrontation.

Many landowners accept rights of way across their land and some even support and encourage their use. The general feeling of landowners however, is that they suffer many problems with; litter, dogs, damage to property, disturbance of livestock, people wandering (trespassing) about off the path route etc. and other problems which occur even without public access for example; fly tipping and unauthorised motor bikes.

There is therefore, a perception that rights of way and countryside access is problematic and as such, the majority of landowners are now unwilling to dedicate additional access. Therefore, a much more co-operative attitude must be developed by working more closely with landowners and their agents, together with representatives of the National Farmers Union and Country Landowners Association which may help towards achieving the Council's aim for more and better access.

As well as farming and forestry considerations with regards to rights of way, there is also the need to consider conservation issues such as Special Protection Areas (SPA) and Sites of Special Scientific Interest (SSSI) local nature reserves and other wildlife/heritage sites.

### **Users**

Due to the linear and somewhat restrictive nature of public rights of way there is always the potential for conflict between different users and this can occur in a number of situations:

- Competition between different classes of users.
- As a result of high volumes traffic on a particular route.
- Individual prior experiences.
- Individual bias.
- With landowners/managers.
- Walkers and disabled users on paths with vehicular rights.
- Inappropriate or reckless behaviour.
- Illegal use.
- Events (authorised or otherwise).

Where such conflicts arise, the Council will try to minimise this by providing signage, publicity and in severe cases, or where safety is an issue, the possible physical segregation of users.

### Assessment 13 – Reducing conflict on the public rights of way network.

Conclusion: There is considerable conflict in the countryside and on public rights of way which distracts officers from carrying out their normal duties and which is costly in officer time.

#### Key Points:

1. Increasing anti-social and irresponsible behaviour on the path network leads to confrontation and unlawful actions.
2. Trespass and damage to property causes distress and alienates landowners and communities.
3. Landowners are reluctant to dedicate or create new paths.
4. Conservation and protected areas are under increasing threat.

#### Who is involved:

Public Rights of Way Staff, colleagues in Strategic Investment Service, Community and Leisure, Legal Service, Community Safety.

#### Partners:

Natural England, Landowners, West Yorkshire Police, National Trust, Yorkshire Water, Peak District National Park, Private Estates, Adjoining Local Authorities, Regional Development Agency, National Union of Farmworkers, Country Landowners Association.

#### Estimated costs:

-

#### Resources/funding:

Requires an officer to seek and identify sources of funding, liaise with partners and manage the processes.

#### Statement of Action Priority:

**CON 3** - Work with landowners and their agents to secure better relationships and reduce the need for enforcement action.

#### Policy and other links:

#### Additional Information:

See under Issue 7 (Promotion and Publicity), Issue 8 (Partnership working), Issue 10 (Enforcement).

## **Issue 14: Stakeholder Liaison**

In order to improve working relationships with various user groups, landowners and other interested parties, Officers from the Rights of Way Unit of way attend various meetings whether they are a one-off or regular, local or regional.

There are several Forum/Group meetings which have an interest in the use, management and promotion of the public rights of way network:

*Local Access Forum* – the Countryside and Rights of Way Act 2000 required every council to set up a Local Access Forum to advise local authorities on issues relating to the provision and improvement of public access to the countryside in its area. Members of the Forum should represent a mix of interests including nature conservation, land managers and people with disabilities as well as different types of user; walking, horse riding and cycling. Kirklees, together with Bradford and Calderdale, formed a joint forum called the West Yorkshire Pennine Local Access Forum (WYPLAF) and includes a Council Member from each authority. The forum meets four times a year alternately in Bradford, Halifax or Huddersfield and is open to the public.

*Public Rights of Way Forum* - this Forum was set up circa 1996 to create the opportunity to discuss policies and strategic issues relating to Kirklees' public rights of way network. It mainly consists of representatives from the walking and horse riding groups, together with representatives from the National Farmers Union and Country Landowners Association - cycling group representatives now attend. The PROW Forum meets three times a year with a surgery once a year to allow members of user group to discuss individual or specific issues.

*Kirklees Cycling Forum* – a group representing the interests of cyclists throughout Kirklees and liaises with the Highways Service on road safety and other traffic issues etc. Meetings are held four times a year and are open to the general public.

*Heavy Woollen Countryside Forum* – the Heavy Woollen District Countryside Forum provides a dialogue between Kirklees Council and organisations with an interest in conserving and promoting access to the countryside in North Kirklees. In addition the Forum seeks to enable such voluntary sector organisations and the Council to work in partnership, to acquire external funding in support of appropriate countryside conservation and access projects.

*Highways Disability Liaison Group* – a group specifically for people with disabilities to give them the opportunity to discuss with council officers, access issues both on the road and public rights of way networks.

### **Assessment 14 – Improve consultation/liaison with stakeholders.**

Conclusion: Stakeholder groups play an important role in the management of access, not only in strategic planning but also to advise on the Council's policies, procedures and priorities. They are also valuable as a point of consultation particularly on where specific matters require a "second opinion".

#### **Key Points:**

1. It is important that Rights of Way Officers have positive working relationships with Stakeholders who have an interest in public rights of way and other access and the countryside.
2. There are presently several forums which whilst having specific interests, nevertheless are linked with regards to access issues. Consideration should be given to merging these to maximise the overall consensus on access matters.

3. There is a clear need to involve more of the general public at forum meetings.

<b>Who is involved:</b>	Public Rights of Way Staff, colleagues in Strategic Investment Service, Community and Leisure, Legal Service, Community Safety.
<b>Partners:</b>	Natural England
<b>Estimated costs:</b>	-
<b>Resources/funding:</b>	A small budget allocation is required to service the forums e.g. venue refreshments and where appropriate expenses.
<b>Statement of Action Priority:</b>	<b>STA 1</b> - Encourage more of the general public to attend Kirklees Public Rights of Way Forum.
<b>Policy and other links:</b>	-
<b>Additional Information:</b>	Appendix 12 - The WYPLAF proposals with regards the guiding principles for ROWIPs.

## Section 7 – Statement of Action

Each highway authority is required to prepare “A Statement of Action” for the management of its Rights of Way Network and for securing improvements to local rights of way, with particular regards to the matters dealt with in the assessment.

It is intended that this should be a statement of how Kirklees proposes to take forward the management of public rights of way along with the assessment work upon which it is based.

Many of the actions are relevant to more than one of the assessment outcomes and therefore will meet more than one of the aims and objectives. The assessment enables a number of conclusions to be reached and to identify where action is required.

For each conclusion the highway authority must set out:

- The proposed action.
- The estimated costs.
- The key organisations involved in the proposed action.
- The timescale required to complete the proposed action.

It should be remembered that there is no duty on the Council to implement the Rights of Way Improvement Plan and in any event, whatever proposals the Statement of Action may contain, will depend upon the current available resources during the life of the ROWIP. Therefore, because of this, only one action from each of the statements has been prioritised.

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# Kirklees Rights of Way Improvement Plan

## STATEMENT OF ACTION

2010 – 2020

**Kirklees Rights of Way Improvement Plan Statement of Action is based on the criteria contained in the Countryside and Rights of Way Act 2000:**

The extent the local rights of way network meets with the present and future needs of the public.

The opportunities provided by local rights of way for exercise and other forms of open air recreation and enjoyment of the area.

The accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.

It is also loosely based on the Milestones principle that all Public Rights of Way should be legally defined, properly maintained and well publicised.



## Statement of Action 1 - Definitive Map and Statement

Est. cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. Cost £
DMS 1	Add the registers of applications for legal event orders (diversions and extinguishments) and claims to amend the definitive map and statement (additions, upgrading and deletions) to the Council's website to comply with the duty to provide such information in electronic form available to the public.	PROW, Corporate IT	2011	A
DMS 2	Work more closely with Highways Development Management to identify and ensure that the Council maximises planning sustainability and maintenance with regards improvements to existing rights of way and the creation of new public paths as may be required.	PROW, Planning, Highways Development Management	On-going	A
DMS 3	Develop a programme to identify and explore opportunities for public path creation/dedication in particular where they may affect the strategic network.	PROW,	2011	A
DMS 4	Ensure that public rights of way play an important part in the Local Development Framework	PROW, Local Development Framework	On-going	A
DMS 5	Make improvements to the digitised map of rights of way and other electronic information by way of simplifying, updating and maintaining information and in particular the addition of the Definitive Statement and make available on the Council's website.	PROW, Corporate IT	On-going	A
DMS 6	Review and simplify procedures (within the constraints of legal requirements) with regards to all definitive map work.	PROW, Legal Service	On-going	A
DMS 7	Carry out research and identify Unclassified County Roads and "White Roads" which should be classed as a footpath, bridleway, restricted byway or byway open to all traffic which should be added to the Definitive Map.	PROW, Highway Registry, Streetscene	2012	B

DMS 8	Identify public paths which are recorded on the "Street Register" and transfer these onto the Definitive Map.	PROW, Highways Registry	2015	B
DMS 9	Identify those rights of way which have been fully adopted as all purpose carriage roads and should be removed from the Definitive Map.	PROW, Highway Registry	2020	A
DMS 10	Identify and adopt a clear priority programme and set targets for dealing with; <ul style="list-style-type: none"> <li>a. Legal Event Modification Orders (LEMO)</li> <li>b. Definitive Map Modification Orders (DMMO)</li> <li>c. Definitive Map anomalies</li> </ul>	PROW	2011	A

## Statement of Action 2 - Mobility and Other Impairments

Est. Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. cost £
MOB1	Carry out an audit on all routes to assess the feasibility of improvements for those with mobility problems and particularly those in wheelchairs. This can be done either as a project to ensure connectivity or by individual path..	PROW, Volunteers	2012	A
MOB 2	Improve and prioritise identified routes that can accommodate wheelchairs and in particular those which link to the strategic network and public open space.	PROW, Streetscene,	2015	D
MOB 3	Identify and improve Bridleways which can be used by people with mobility problems.	PROW, Streetscene	2011	D
MOB 4	Identify and replace or modify any stiles which are too high with stiles which are accessible to elderly users or (ideally) with easy to use gates and ensure any new stiles authorised are within reason useable for those with mobility problems.	PROW, Streetscene	On-going	C
MOB 5	Identify routes which can be used by people in wheelchairs and mobility scooters specifically for leisure purposes.	PROW, Volunteers	2011	A
MOB 6	Complete the Rights of Way policy document with regards to disability and access.	PROW	On-going	A
MOB 7	Identify paths which can be "adapted" to accommodate blind or partially sighted persons.	PROW, Corporate IT	2015	A
MOB 8	Produce promotional and other information (and where appropriate details of the type of terrain) on routes and trails that are accessible to people with mobility problems Once identified, publish route accessible to wheelchairs on the Council's website	PROW, Community and Leisure,	2015	A
MOB 9	Continue to engage with disability groups and maintain input to regular disability liaison meetings.	PROW, Disability Groups, Access Officer	On-going	A
MOB 10	Work closely with major landowners to secure routes accessible to those with mobility problems for example permissive paths.	PROW, Countryside Unit, Major Landowners	On-going	B

## Statement of Action 3 – Non- users

Est. Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. cost £
NON 1	Carry out research to identify non-users and find ways in which to inform and encourage them to use both the urban and rural networks.	PROW, Community and Leisure	2012	A
NON 2	Identify priority areas and the assess feasibility of improvements to public paths in regeneration areas.	PROW, Regeneration, Kirklees Housing	2012	B
NON 3	Work closely with the District Hospital and doctors surgeries to encourage those with health issues and those residents who do not take part in any form of exercise, to use the public rights of way network positively towards improving their health generally and to assist those in poor health or recovering from a previous illness.	PROW, NHS, Community and Leisure Service	2012	A
NON 4	Work closely with ethnic and minority groups to encourage understanding and use of the PROW network.	PROW, Local Community Groups	2012	B

## Statement of Action 4 - Local Transport Plan/Green Travel

Est. Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. cost £
LTP 1	Review the rights of way network and other access facilities with regards to connectivity.	PROW	2012	B
LTP 2	Investigate and develop a strategy with regards to the integration of rights of way with the road and rail network.	PROW, Transportation	2012	C
LTP 3	Identify and prioritise strategic walking and cycling routes and devise a programme of improvements.	PROW, Transportation	2012	C
LTP 4	Prioritize those paths which link with the Core Transport Corridors.	PROW, Transportation	2011	A
LTP 5	Continue with the development of the Greenways programme.	PROW, Transportation, SUSTRANS	On-going	B
LTP 6	Complete the rights of way priority assessment and categorise paths with an "A, B, C" route classification system.	PROW	2011	A

## Statement of Action 5 - Bridleway Network

Est . Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By whom	Start	Est. cost £
BRI 1	Produce a specific strategy for bridleways with regards to increasing bridleway provision, improving access and safety and to ensure the development of a well connected and well maintained bridleway network for Kirklees.	PROW	2015	C
BRI 2	Prioritise claims for upgrading of footpaths to bridleway status and also when processing any bridleway creation/ dedication.	PROW	On-going	A
BN 3	Investigate traffic calming measures on quiet roads used by horse riders and safety aspects at road crossings.	PROW, Road Safety	2015	A
BRI 4	Identify roadside verges which can be used by horse riders and adopt a programme of works.	PROW, Highway Registry, Streetscene	2015	A
BRI 5	Contact stables and livery etc. to foster partnership working on bridleways.	PROW	2011	A
BRI 6	Identify routes which can be specifically promoted for horse riders and produce information/leaflets relevant to horse riding in Kirklees.	PROW, Leisure and Community	2012	A
BRI 7	Contact major landowners to negotiate dedication and/or creation of new bridleways or upgrading existing footpaths (if feasible) to bridleways.	PROW Legal Services	On-going	A
BRI 8	Identify, where feasible, better provision for horse riders (bridleway status) when negotiating Section 106 Agreements.	PROW, Legal Services	On-going	A
BRI 9	Identify and improve Bridleways which can be used by people with mobility problems.	PROW, Streetscene	2011	D

## Statement of Action 6 – Maintenance

Est . Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. cost £
MTN 1	Complete roadside signposting programme in line with statutory duty and carry out survey of replacement signs and review and increase programme of way marking.	PROW Streetscene	2015	D
MTN 2	Produce an annual prioritised list of paths most in need of repair which will benefit most users.	PROW Streetscene	2011	A
MTN 3	Identify the paths which are in the catchments of the strategic transport corridors and produce a programme of improvements.	PROW Streetscene	2011	B
MTN 4	Review the list of annual surface vegetation clearance to include timing and frequency of cut and identify methods in which to improve this area of work.	PROW Streetscene	2011	A
MTN 5	Review use of materials with regards to sustainability, value for money and environmental impact and produce a code of work.	PROW Streetscene	2011	A
MTN 6	Review maintenance of promoted routes with relevant partners/organisations taking into consideration available external funding.	PROW Streetscene	On-going	A
MTN 7	Review and monitor the system of requests for action and improve customer care.	PROW Streetscene	On-going	A

MTN 8	Produce regular inspection regimes especially on paths used by the disabled, schoolchildren and other strategic routes with regards to routine maintenance.	PROW Streetscene	2011	A
MTN 9	Continue to work with Structures Section on maintenance of PROW structures.	PROW Streetscene	On-going	A
MTN 10	Continue to support Volunteers engaged on PROW surveys and maintenance work and encourage more communities to become involved with work on their local network.	PROW Streetscene	On-going	B
MTN 11	Move towards a more proactive role on PROW maintenance by way of regular inspection of drains and ditch clearance, culverts and water bars and surface erosion etc. and produce an annual programme of maintenance.	PROW Streetscene	2011	C
MTN 12	Prioritise National Trails and promoted paths and other strategic routes into "A" category and ensure maintenance is a priority on these.	PROW Streetscene	2011	B



## Statement of Action 7 - Promoting a Better Understanding and Use of the PROW Network.

Est. Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. cost £
PRO 1	Work closely with other agencies such as the national Health Service and Education in providing more information of the benefits to health and well being and the social and environmental advantages of walking and cycling with emphasis on local routes.	PROW, Community and Leisure, NHS, Education	2011	A
PRO 2	Provide more information of the rights and responsibilities of people who use the public rights of way or go to the countryside.	PROW Community and Leisure	2011	A
PRO 3	Make improvements to the Council's website by including more information on walks specifically aimed at routes to school, healthy walking routes and routes for the disabled.	PROW, Community and Leisure, Corporate IT	2012	A
PRO 4	Provide a central information point for rights of way user groups and other groups and organisations involved in walking.	PROW, User Groups, Corporate IT	2015	A
PRO 5	Provide information on available access specifically for blind or partially sighted persons either in Braille or "talking book" formats.	PROW, Community and Leisure, Corporate IT.	2012	A

## Statement of Action 8 - Partnership Working

Est . Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. cost £
PAR 1	Contact community and volunteer groups with a view to working together on the management of their local PROW network.	PROW	2011	B
PAR 2	Continue to encourage user groups in assisting the Council in the management of the public rights of way network and other access.	PROW	On-going	A
PAR 3	Work more closely with the Police and Community Safety with regards to public rights of way affected by unlawful activity or anti-social behaviour.	PROW	2011	A
PAR 4	Develop further working relationships with Parish and Town Councils, Civic Societies with regards to future involvement of with public rights of way.	PROW	2011	A
PAR 5	Improve working relationships with Council Ward Members to the betterment of local needs and improvements to the local network either on an individual basis or through Area Committees.	PROW	On-going	A
PAR 6	Continue to support Volunteers engaged on PROW maintenance and encourage more people or groups to become involved.	PROW	On-going	A
PAR 7	Ensure cross-service communication and closer working is maintained or improved with regards to rights of way and especially with Streetscene and Legal Services.	PROW	On-going	A
PAR 8	Investigate better working arrangements with partner organisations and major landowners with regards to the public rights of way network and other available access.	PROW	2012	A

## Statement of Action 9 - Open Access Land

Est . Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. cost £
OAL 1	Re-assess all the Open Access Land in Kirklees and complete the management plan.	PROW	2012	A
OAL 2	Complete wheelchair access path at Cupwith Reservoir (Slaithwaite Moor).	PROW	2010	B
OAL 3	Identify access routes to Access Land where needed and formulate a programme to create such paths.	PROW	2012	A
OAL 4	Assess the interface between Open Access Land and the rights of way network and public transport.	PROW	2012	A
OAL 5	Provide general information and produce leaflets (to include maps) specific to Open Access Land,	PROW, Community and Leisure	2012	A
OAL 6	Identify and develop a programme of works to provide access points, signage, furniture and fire points.	PROW, Streetscene, Volunteers	2013	A

## Statement of Action 10 – Enforcement

Est. Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. cost £
ENF 1	Review the current PROW enforcement policy and internal procedures and include major obstructions, other nuisances and default action with regards to confirmed public path and modification orders.	PROW, Legal Services.	2011	A
ENF 2	Improve communications with Planning and Highways Development Management to ensure planning applications which affect rights of way are taken into account early on and that the applicant is fully aware of the existence of rights of way and options which are available in dealing with them.	PROW, Planning, Highways Development Management.	2010	A
ENF 3	Engage in a more proactive role when dealing with public path enforcement by way of actively protecting the rights of way network and preventing obstructions and other nuisances occurring.	PROW, Legal Services, Community and Leisure.	On-going	A

## Statement of Action 11 – Volunteers

Est. Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. cost £
VOL 1	Identify an officer to take on role of co-ordinating the Volunteers.	PROW	2010	B
VOL 2	Encourage volunteers to take on other work other than maintenance tasks such as surveys, waymarking, Best Value Performance Indicator monitoring.	PROW	On-going	A
VOL 3	Actively recruit more volunteers from various groups, organisations and individuals.	PROW, Community and Leisure	2011	A
VOL 4	Complete the PROW Volunteer policy document.	PROW	On-going	A
VOL 5	Encourage local community groups to become involved with their local public rights of way network.	PROW	2011	A

## Statement of Action 12 – Funding

Est . Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. cost £
FUN 1	Continue to use Local Transport Plan funding to improve the rights of way network	PROW, Colleagues in Strategic Investment	On-going	A
FUN 2	Identify and maximise internal budgets which can help to support the existing PROW maintenance budget.	PROW	On-going	A
FUN 3	Continue to attract external funding and increase partnership working with regards to improving public rights of way especially the rural network.	PROW	On-going	A
FUN 4	Continue to work closely with Area Committees to ensure rights of way are improved to meet with "local" needs.	PROW	On-going	A

## Statement of Action 13 - Conflicting Interests

Est. Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. cost £
CON 1	Produce a new strategy to try and reduce conflict on the rights of way network and in the countryside to include closer working with relevant organisations and Council Services.	PROW, Police, Community Safety, Various Council Services.	2015	A
CON 2	Produce publicity to highlight rights and responsibilities of both landowners and path users - especially when out in the countryside.	PROW	2015	A
CON 3	Work with landowners and their agents to secure better relationships and reduce the need for enforcement action.	PROW	On-going	A

## Statement of Action 14 - Stakeholder Liaison

Est . Cost key: A = £0-£10k B = £11-£25k  
C = £26-£49k D = £50k +

ID No	Action	By Whom	Start	Est. cost £
STA 1	Encourage more of the general public to attend Forums that cover Kirklees' rights of way issues.	PROW, Community and Leisure.	2011	A
STA 2	Consider merging the various forums into one generic to gain maximum interest in access issues.	PROW, Colleagues in Strategic Investment	2011	A
STA 3	Review the working relationship with the West Yorkshire Pennine Access Forum.	PROW, West Yorkshire Pennines Local Access Forum.	2011	A



## Section 8 - Monitoring and Review

The council must review the Rights of Way Improvement Plans every ten years and must make a new assessment of the criteria mentioned at 1.1 above and decide whether or not to amend the Plan. In consideration of this it is intended to introduce the following:

- Carry out (using volunteers) an annual sample condition survey based upon the former Best Value Performance Indicator (BVPI) 178 “The percentage of total length of footpaths and other rights of way which were easy to use by members of the public” to measure any physical improvements to the network throughout the time of this current plan and if felt necessary, carry out a full condition survey before the next review of the ROWIP.
- Produce an annual report detailing the progress of the actions over the ten year period of the ROWIP.
- Monitor the Statement of Action to see what progress is being made for each item contained therein and review priorities which may be brought about by financial, political or regional changes during the lifetime of the Rights of way Improvement Plan.

## Summary Conclusion

It is quite clear that rights of way play an important part in many people's lives and is fundamental to many, if not most, of the Council's strategies, aims and objectives. The inter-relationship of health and well being, green travel, leisure and recreation, disabled access, disadvantaged groups and utilitarian use of rights of way, has in the past been taken for granted or underestimated.

There is a growing requirement for the carbon footprint to be reduced globally and encouraging green travel can go some way locally to address this problem. There is also the need to encourage people to lead a more healthy and active lifestyle which would indirectly help towards greener travel and may help reduce the costs to the National Health Service by way of benefit to the well being of the nation.

It is also evident that there is an interface between public rights of way, the countryside, tourism and the economy. There is also a need to consider latent demand previously neglected in strategies - for example; access to water for canoeists.

This is the first time a "rights of way strategy" for Kirklees has been written as previously, rights of way were only included, where appropriate, and in various forms in other strategies. Now that the Rights of Way Improvement Plan brings together all of the above aspects into one document, clearly, there needs to be closer working with other Services and Partners in consolidating the Council's aims and objectives and it is hoped that in future, Council strategies will refer to and or include the ROWIP.

There is also a need to produce or review existing relevant policy statements which will reinforce the ROWIP and in particular the action plans.

Because resources are always insufficient, it is intended that an assessment is made of each path to ascertain its strategic value to the network and thus its priority for improvement by way of a classification into a hierarchy matrix based on that shown at Appendix 9.

## Glossary

### Key to terms and definitions:

This glossary defines the “highways” and other paths or ways first and all other definitions and terms thereafter in alphabetical order.

**Bridleway (public)** – a right of way on foot, riding or leading a horse or riding a pedal cycle.

**Byway Open to All Traffic (public)** – often called a “BOAT” a right of way for all users. Mainly used as a footpath or bridleway but motor vehicles can use them. However the surface of BOATS may not all be suitable for a car.

**Claimed Path** – a route which the public have used but not yet proven to be public. Such routes must have been used by the general public for 20 years or more and requires someone to submit a “claim” to the highway authority for it to be recorded onto the Definitive Map.

**Cycle Lane** – that part of the carriageway set aside for pedal cyclists.

**Cycle Track** – a right of way specifically for the use of pedal cycles which may or may not have pedestrian rights along it.

**Cycle Way** - a route which can be used by cyclists.

**Carriageway/Carriage Road** – all purpose highway available to all classes of users.  
*It should be noted that people in wheelchairs or using powered mobility transport are classed as pedestrians and therefore can use (subject to the character/surface etc.) public footpaths.*

**Footpath (public)** – a right of way on foot only with normal pedestrian accompaniments such as a dog, pushchair etc.

**Green Lane** – a generic term for an un-surfaced track usually between hedges, ditches or walls which may or may not have public rights.

**Greenways** – vehicle free off road routes which connect people to facilities, places in and around towns and the countryside for shared use by pedestrians, horse riders and cyclists and mainly used for commuting but also for leisure.

**Highway** – a strip of land over which the public have a right to pass and re-pass according to its status – this includes all categories of public rights of way.

**Occupation Road** – such roads are primarily for the use of occupiers of land to gain access to it or for the local inhabitants and which may or may not have public rights.

**Permissive/Concessionary Path** – a path which a landowner has given permission for the public to use – it can be any status and may have certain restrictions. It does not automatically become a public right after prolonged use.

**Private Road** – a road having no rights of way and maintained by the landowner/occupier.

**Private Street** – a road which may have public rights of way over it but is maintained by the landowner/residents.

**Quiet roads/lanes** – these are minor rural roads with very little vehicular traffic. They can be made more attractive to walkers, horse riders and cyclists and which ideally link into other off-road routes.

**Restricted Byway (public)** – a right of way on foot, with a horse, pedal cycle, horse drawn carriage but excludes motor vehicles.

**Road Used as a Public Path (RUPP)** – These were ways mainly used for walking or horse riding but motor vehicles could use them. Under the Countryside Act 1981 these were to be reviewed and reclassified as a Footpath, Bridleway or Byways Open to All Traffic. Under the Countryside and Rights of Way Act 2000 and Rupp's not reclassified automatically became a "Restricted Byway".

**Towpath** – canals are classed as "navigable" highways, however, towpaths along canals are not rights of way unless they have been dedicated either expressly or by long use and any such grant of a right of way is subject to the needs of navigation.

**Unclassified County Road (UCR)** – rural all purpose highway which is not classified as A, B or C road.

**Undefined paths** – rights of way which are not recorded on the "Definitive Map".

**White Road** – a route, usually surfaced and often between boundaries which may or may not have public rights – shown uncoloured of Ordnance Survey maps.

#### **Other Terms:**

**Access Land** – specific area of land referred to as "Open Access Land" designated under the Countryside and Rights of Way Act 2000 giving access on foot only.

**Country Land Owners and Business Association (CLA)** – representing the interests of landowners

**Countryside Stewardship** – part of the government's programme (administered by Natural England on behalf of DEFRA) of financial incentives to land managers for the protection and enhancement of the natural environment. Creation of "permissive paths" for conservation walks can be part of the stewardship agreement.

**Definitive Map and Statement** – the legal records of public rights of way which shows their position, status and limitations of use. It is conclusive evidence in law of the existence of a public right of way.

**Department for Environment Food and Rural Affairs (DEFRA)** – government department responsible for the environment, for food and farming and for rural matters.

**Discovering Lost Ways** – a project to research historical rights of way which are not currently shown on the Definitive Map and to have them put on before closure of the map in 2026.

**Local Area Agreement** – An agreement between the organisations which make up Kirklees Partnership and central government.

**Local Access Forum** – a statutory body established under the Countryside and Rights of Way Act 2000 to provide advice on improvements with regards to rights of way, access to the countryside and outdoor recreation. Members are drawn from a variety of groups, landowners and individuals representing a diverse range of expertise and interest in access matters.

Kirklees is in a joint forum with Bradford and Calderdale and it is called the West Yorkshire Pennine Local Access Forum (WYPLAF).

**Local Transport Plan (LTP)** – This is a strategic document setting out the proposals for managing transport. The second phase document (LTP2) covers the period 2006.....

**Local Development Framework (LDF)** – the Local Development Framework (LDF) is the statutory development plan currently under preparation. The Local Development Framework (LDF) is made up of a number of documents covering particular topics or areas to better suit local circumstances and local distinctiveness. The Local Development Framework (LDF) will replace the Unitary Development Plan (UDP).

**Unitary Development Plan (UDP)** – the Unitary Development Plan (UDP) sets out the council's policies and proposals for the use and development of land and buildings. This will be replaced by the adoption of the Local Development Framework (LDF).

**National Union of Farmers (NFU)** – represents farmers and growers in England and Wales.

**National Trails** – are long distance routes for walkers, cyclists and horse riders through the finest landscapes of England and Wales. They are managed by Natural England.

**Natural England (NE)** – the merger of the former Countryside Agency and Rural Development Agency and aims to conserve and enhance the natural environment for its intrinsic value, the well being and enjoyment of people and the economic prosperity it brings.

**Peak District National Park Authority (PDNPA)** – works with local people, businesses and organisations to ensure the Peak District can be enjoyed today in ways that look after it for the benefit of future generations. Whist it is not the Highway Authority, it is the Planning Authority.

**Promoted Route** – a specific route which has been usually endorsed by the Council and has accompanying information (leaflets, guide books etc.) or is promoted in other ways.

**Street Register** – a register of all highways (this includes public rights of way) kept by the highway authority which it has a duty to maintain – often referred to as “adopted” highway.

**SUSTRANS** – a leading charity organisation promoting “sustainable transport”.

**User Groups** – national and local groups and organisations which represent the different types of users for example; Ramblers Association, British Horse Society, Cycling Touring Club, Trail Riders Fellowship, Peak and Northern Footpaths Society.

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# APPENDICES

- 1 Public Rights of Way Statistics – Path Number and Length
- 2 Public Rights of Way Statistics – Outstanding Issues
- 3 Outstanding Definitive Map Modification Order (DMMO) Claims
- 4 Public Path Order Priority Matrix
- 5 Enforcement Priority Matrix and Guidelines
- 6 Promoted Routes in Kirklees
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- 10 Unitary Development Plan (PROW) Policies
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- 12 West Yorkshire Pennine Local Access Forum Proposals
- 13 Public Rights of Way Overview Maps
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- 15 Parishes, Wards and Town and Valleys Committee Areas Maps
- 16 Consultation



**APPENDIX 1-1 Public Rights of Way Number and Lengths by Parish/District as at 30 September 2010**

Parish / District	FOOTPATHS		BRIDLEWAYS		BYWAYS		TOTAL	
	Number	Length (m)	Number	Length (m)	Number	Length (m)	Number	Length (m)
Batley	56	30,442	4	4,271	1	806	61	35,519
Brighouse	6	2,103	0	0	0	0	6	2,103
Colne Valley	222	166,193	9	13,743	0	0	231	179,936
Denby Dale	126	100,111	12	10,883	1	1,426	139	112,420
Dewsbury	122	39,867	23	11,411	1	216	146	51,494
Elland	3	109	0	0	0	0	3	109
Gunthwaite and Ingbirchworth	0	0	1	66	0	0	1	66
Heckmondwike	26	5,532	0	0	0	0	26	5,532
Holmfirth	199	170,147	9	8,119	4	4,585	212	182,851
Huddersfield	396	128,234	29	9,873	30	14,034	455	152,141
Kirkburton	216	109,638	22	14,952	1	1,233	239	125,823
Meltham	69	39,672	12	14,953	0	0	81	54,625
Mirfield	81	28,569	11	10,384	0	0	92	38,953
Morley	3	183	1	698	0	0	4	881
Saddleworth	0	0	1	262	0	0	1	262
Spensorborough	160	94,971	11	7,501	0	0	171	102,472
Tong	3	623	1	512	0	0	4	1,135
<b>Totals</b>	<b>1,688</b>	<b>916,394</b>	<b>146</b>	<b>107,628</b>	<b>38</b>	<b>22,300</b>	<b>1,872</b>	<b>1,046,322</b>

**APPENDIX 1-2 PROW Number and Lengths by Ward as at 30 September 2010**

District	FOOTPATHS		BRIDLEWAYS		BYWAYS		TOTAL	
	Number	Length (m)	Number	Length (m)	Number	Length (m)	Number	Length (m)
Almondbury	88	29,028	5	2,064	4	1,852	97	32,944
Ashbrow	70	21,953	8	2,440	6	1,090	84	25,483
Batley East	41	17,468	3	1,970	2	1,022	46	20,460
Batley West	16	4,357	1	753	0	0	17	5,110
Birstall & Birkenshaw	47	24,480	7	4,142	0	0	51	28,622
Cleckheaton	61	30,659	12	4,945	0	0	73	35,604
Colne Valley	243	177,977	15	11,480	2	1,425	260	190,882
Crosland Moor & Netherton	50	16,003	5	1,096	6	4,107	61	21,206
Dalton	87	2,877	6	2,893	6	1,895	99	7,665
Denby Dale	133	98,855	19	14,190	2	2,251	154	115,296
Dewsbury East	43	12,625	2	656	1	216	46	13,497
Dewsbury South	77	25,912	20	10,737	0	0	97	36,649
Dewsbury West	19	8,096	1	584	0	0	20	8,680
Golcar	81	23,785	8	2,638	5	1,381	94	27,804
Greenhead	34	7,875	5	1,507	2	382	41	9,764
Heckmondwike	47	1,652	0	0	0	0	47	1,652
Holme Valley North	134	86,370	17	16,005	1	1,215	152	103,590
Holme Valley South	161	131,069	12	10,243	6	3,037	179	144,349
Kirkburton	199	101,908	25	13,508	1	1,233	225	116,649
Lindley	47	10,964	5	2,035	4	2,520	56	15,519
Liversedge & Gomersal	89	45,318	7	2,875	0	0	96	48,193
Mirfield	87	29,903	19	11,861	0	0	106	41,764
Newsome	79	22,597	5	1,199	3	1,508	87	25,304
<b>Totals</b>	<b>1,933</b>	<b>931,731</b>	<b>207</b>	<b>119,821</b>	<b>51</b>	<b>25,134</b>	<b>2,188</b>	<b>1,076,686</b>

**APPENDIX 2-1 Issues by Type and Parish/District found at PROW Survey as at 30 May 2007**

	Bat	Bri	Col	Den	Dew	Eil	Gui	Hec	Hol	Hud	Kir	Mel	Mir	Mor	Sad	Spe	Ton	TOTALS
Deposit/CommercialDumping																1		1
Deposit/Machinery		1	4	3					1		1							10
Deposit/DomesticDumping	1		1							11								13
Deposit/IndustrialDumping									1							3		4
Deposit/Litter										1								1
Deposit/Minerals	1		7		1				1	2	4					3		19
Deposit/Vehicle	1			2	1					2	1	1				1		9
Deposit/Other			4	2	1					3	1	3				1		15
IntimidatingOrMisleading/Beast			3	2					1									6
IntimidatingOrMisleading/Sign			11	2	3			1	4	11	3	4	2			2		43
LandUse/Crops	3			22	4						12					2		43
LandUse/Forestry Plantation			1	1					1		1					1		5
LandUse/Other	3		3		1				2	1	4							14
LandUse/Ploughed	2			2					1		6					1		12
LandUse/Quarry											1							1
Maintain Alongside/Wall																		0
Maintain Drain/Culvert																		0
Maintain Gate/Bridle/Wood										1								1
Maintain Gate/Kissing/General				1														1
Maintain Other/Barrier/Other	1								1									2
Maintain Other/Barrier/Rail										1								1
Maintain SignNotRoad/Fpost/Wood				1														1
Maintain SignNotRoad/Fpost/Metal																1		1
Maintain SignNotRoad/W/M Disc/General	1										1							2
Maintain SignRoad/Fpost/LampPost			1													5		6
Maintain SignRoad/Fpost/Metal	1		3		1				2	1						10		18



**APPENDIX 2-2 Issues Outstanding by Type and Parish/District as at 30 September 2010**

	Bat	Bri	Col	Den	Dew	Eil	Gui	Hec	Hol	Hud	Kir	Mel	Mir	Mor	Sad	Spe	Ton	TOTALS
Deposit/CommercialDumping																1		1
Deposit/Machinery		1	4	3					1		1							10
Deposit/DomesticDumping	1		1							11								13
Deposit/IndustrialDumping									1							3		4
Deposit/Litter										1								1
Deposit/Minerals	1		8		2				1	2	4					3		21
Deposit/Vehicle	1			2	1					2	1	1				1		9
Deposit/Other			4	2	1					3	1	3				1		15
IntimidatingOrMisleading/Beast			3	2					1									6
IntimidatingOrMisleading/Sign			12	2	3			1	5	11	3	4	2			2		45
LandUse/Crops	3			22	4						12					2		43
LandUse/Forestry Plantation			1	1					1		1					1		5
LandUse/Other	3		3		1				2	1	4							14
LandUse/Ploughed	2			2					1		6					1		12
LandUse/Quarry											1							1
Maintain AlongsideWall																		0
Maintain Drain/Culvert																		0
Maintain Gate/Bridle/Wood										1								1
Maintain Gate/Kissing/General				1														1
Maintain Other/Barrier/Other	1								1									2
Maintain Other/Barrier/Rail										1								1
Maintain SignNotRoad/Fpost/Wood				1														1
Maintain SignNotRoad/Fpost/Metal																1		1
Maintain SignNotRoad/W/M Disc/General	1										1							2
Maintain SignRoad/Fpost/LampPost			1															6
Maintain SignRoad/Fpost/Metal	1		3	1	1				2	3						10		21





### APPENDIX 3 Outstanding Map Modification Orders (DMMO) as at 30 September 2010

Parish	Intended Effect	Claimed Status	Location of application	Town/Village
Batley	Add	Footpath	Brownhill End, Batley	Batley
Batley	Add	Footpath	Upper Batley Low Lane, Disused Railway	Batley
Batley	Add	Footpath	Solway Road, Soothill	Batley
Batley	Add	Footpath	Bromley Road, Hanging Heaton	Hanging Heaton
Batley	Add	Footpath	Commonside, Batley	Batley
Batley	Upgrade	Bridleway	Howley Mill Lane, Batley	Batley
Batley	Add	Byway	Grange Road	Hanging Heaton
Batley	Add/delete	Footpath	Jail Road, White Lee	Batley
Batley	Add	Footpath	Monk Ings	Birstall
Colne Valley	Upgrade	Bridleway	Pole Moor Bridleway	Pole Moor
Colne Valley	Add	Bridleway	Deer Hill	Marsden
Colne Valley	Add	Footpath	Banks Road, Linthwaite	Linthwaite
Colne Valley	Add	Footpath	Hoyle Ing	Linthwaite
Colne Valley	Add	Footpath	Lakeside, Marsden	Marsden
Colne Valley	Delete	Footpath	The Hey	Marsden
Colne Valley	Delete	Footpath	Lydgate Rifle Club	Marsden
Colne Valley	Add	Footpath/Bridleway	Moorvale, Old Wood Yard	Marsden
Colne Valley	Add	Footpath	Cellars Clough	Marsden
Denby Dale	Add	Footpath/Bridleway	Cuttlehurst	Scissett
Denby Dale	Add	Footpath	Langley Lane, Scissett	Scissett
Denby Dale	Delete	Footpath	Denby Dale 100	Denby Dale
Denby Dale	Add	Footpath	Bagden Hall, Scissett	Scissett

Parish	Intended Effect	Claimed Status	Location of application	Town/Village
Denby Dale	Add	Footpath	Kitchenroyd	Denby Dale
Denby Dale	Add	Footpath	Denby Lane, Upper Denby	Upper Denby
Denby Dale	Add	Footpath	Back Lane	Upper Denby
Denby Dale	Add	footpath	Woodbine Terrace	Clayton West
Denby Dale	Add	Footpath	Cliffe Wood	Clayton West
Dewsbury	Add	Footpath	Savile Pit Lane	Dewsbury
Dewsbury	Add	Bridleway	Ravensthorpe Road, Thornhill	Thornhill Lees
Dewsbury	Add	Footpath	Calder Navigation	Dewsbury
Dewsbury	Add	Footpath	Heath Road, Chickenley	Dewsbury
Dewsbury	Add	Footpath	Princess Lane, Earlsheaton	Earlsheaton
Heckmondwike	Delete	Footpath	Hill Top, Heckmondwike	Heckmondwike
Heckmondwike	Add	Footpath	Kilpin Hill, (Robyn Lane)Heckmondwike	Heckmondwike
Holmfirth	Delete	Footpath	Dean Lane, Hepworth	Hepworth
Holmfirth	Delete	Footpath	Stubbin Lane	Holmbridge
Holmfirth	Add	Footpath	Brockholes Lane	Brockholes
Holmfirth	Add	Footpath	Norridge Bottom, Holmfirth	Holmfirth
Holmfirth	Add	Footpath	Netherlea Drive	Netherthong
Holmfirth	Add	Footpath	Oakes Avenue, Brockholes	Brockholes
Holmfirth	Add	Footpath	Birch Park, Brockholes	Brockholes
Holmfirth	Delete	Footpath	Old Moll Road, Honley	Netherton
Holmfirth	Add	Footpath	Hornfirth Cattle Market	Holmfirth

Parish	Intended Effect	Claimed Status	Location of application	Town/Village
Holmfirth	Add	Footpath	Butt Lane	Hepworth
Holmfirth	Add	footpath	Crown Street	Honley
Holmfirth	Add	Footpath	Wooldale Cliff	Holmfirth
Huddersfield	Add	footpath	Strike Lane	Skelmanthorpe
Huddersfield	Add	Footpath	Summer Street, Netherton	Netherton
Huddersfield	Add	Footpath	Fenay Beck	Huddersfield
Huddersfield	Add	Footpath	Edgerton Road	Huddersfield
Huddersfield	Add	Footpath	Clayton Fields, Edgerton	Huddersfield
Huddersfield	Add	Footpath	Reinwood Road	Huddersfield
Huddersfield	Add	Footpath	Church Street, Paddock	Paddock
Huddersfield	Add	Footpath	YMCA, Huddersfield	Huddersfield
Huddersfield	Add	Footpath	Emmanuel Terrace	Huddersfield
Huddersfield	Add	Footpath	Longley Lane	Huddersfield
Huddersfield	Add	Footpath	Longwood Gate	Longwood
Huddersfield	Add	Footpath	Spring Street, Huddersfield	Huddersfield
Huddersfield	Upgrade	Bridleway	Outlane Golf Course	Outlane
Huddersfield	Add	Footpath	Stadium Path	Huddersfield
Huddersfield	Add	footpath	Boothroyd Drive Crossland Hill	Huddersfield
Huddersfield	Add	Footpath	Dick Wood	Fixby
Huddersfield	Add	Footpath	Penistone Road, Waterloo	Waterloo
Huddersfield	Add	Footpath	Jilley Royd	Fixby

Parish	Intended Effect	Claimed Status	Location of application	Town/Village
Huddersfield	Downgrade	Footpath	Bryan Road	Edgerton
Huddersfield	Add	Footpath	Farnlee	Lindley
Huddersfield	Upgrade Add	Bridleway	Nettleton Hill	Scapegoat Hill
Huddersfield	/Upgrade	Bridleway	Thewlis Lane	Crosland Hill
Huddersfield	Add	Footpath	Stocks Walk	Almondbury
Huddersfield	Add	footpath	Springdale Street	Thornton Lodge
Huddersfield	Add	Byway	Spinneyfield	Fixby
Huddersfield	Add/delete	Byway/footpath	Red Doles Lane	Leeds Road
Huddersfield	Downgrade	Bridleway	Nether Moor Farm	South Crosland
Huddersfield	Add	Footpath	Dog Kennel Bank	Almondbury
Huddersfield	Add	Footpath	New Laithe Shrogg	Almondbury
Kirkburton	Upgrade	Bridleway	Kirkburton 195	Shelley
Kirkburton	Add	Footpath	Lepton Thorn	Lepton
Kirkburton	Add	Footpath	Houses Hill	Kirkheaton
Kirkburton	Add	Footpath	Botany Lane, Lepton	Lepton
Kirkburton	Add	Bridleway	Moor Lane	Farnley Tyas
Kirkburton	Add	Footpath	Healey	Shelley
Kirkburton	Add	Footpath	Clough Gate Farm	Grange Moor
Kirkburton	Add	Footpath	Grange Moor, Playing Fields	Grange Moor
Kirkburton	Add	Footpath	Reliance Precision	Fenay Bridge

Parish	Intended Effect	Claimed Status	Location of application	Town/Village
Kirkburton	Add	Footpath	Clough Cottage, Greenside Road	Thurstonland
Kirkburton	Add	Footpath	Storthes Hall	Thunder Bridge
Kirkburton	Add	Footpath	Mount Pleasant Lane	Fenay Bridge
Kirkburton	Add	Footpath	Low Fold	Kirkheaton
Kirkburton	Delete	Footpath	Folly Hall, Kirkburton	Kirkburton
Marsden	Delete/Add	Footpath	Wessenden Lodge	Wessenden
Mirfield	Add	Footpath	Taylor Hall Lane	Mirfield
Mirfield	Add	Byway	Francis Street, Mirfield	Mirfield
Mirfield	Add	Footpath	Hand Bank Lane, Hopton	Hopton
Mirfield	Add	Footpath	Lee Green, Mirfield	Mirfield
Mirfield	Add	Footpath	Balderstone Hall Lane, Mirfield	Mirfield
Mirfield	Upgrade	Bridleway	Woodbottom	Lower Hopton
Spensborough	Add	Footpath	Roberttown Recreation Ground	Roberttown
Spensborough	Add	Footpath	Fusden Lane, Gomersal	Gomersal
Spensborough	Add	Footpath	Temperance Fields, Scholes	Cleckheaton
Spensborough	Add	Footpath	Ing Field, Oakenshaw	Oakenshaw
Spensborough	Add	Footpath	Ings Road	Liversedge
Spensborough	Add	Footpath	Kenmore Drive	Cleckheaton
Spensborough	Add	Footpath	Croft Street	Birkenshaw



**APPENDIX 4 Priority Matrix for Applications Affecting Public Rights of Way made under: Wildlife and Countryside Act 1981, Highways Act 1980, Town and Country Planning Act 1990 and Countryside and Rights of Way Act 2000 as at 30 September 2010**

Score	0	1	2	3	Total
<b>A</b> Criteria in legislation satisfied	-	Partially	Completely	-	
<b>B</b> Benefit to applicant or land owner	-	Path through gardens, minor inconvenience	Previous error, building over path, etc	Planning application, crime problems, property sale, etc	
<b>C</b> Benefit to network	No benefit	Some benefit	Good link	Essential link	
<b>D</b> Previous commitment	None	-	No consultation but permission granted	Full consultation with PROW or officer commitment	
<b>E</b> Threat to route	No threat	Land owners challenge	Way fenced or outline planning	Building works pending / commenced	
<b>F</b> Criminal activity / school security	-	-	-	Demonstrable problem / other CROW criteria satisfied	

**Total score** \_\_\_\_\_





# APPENDIX 5-1 Priority Enforcement Matrix as at 30 September 2010

<b>Parish &amp; Path</b>	<b>Link</b>
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- PRIORITY 1 - Dangerous/Hazardous - Serious Injury/Life Threatening
- PRIORITY 2 - Action against developers erecting permanent obstructions
- PRIORITY 3 - Opening new paths from Modifications OR following failed diversions
- PRIORITY 4 - Repeat Offender
- PRIORITY 5 - Major Obstruction (Buildings, Walls etc.)

<b>SCORE</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>Score</b>
<b>Likelihood of Injury /Damage</b>	NO RISK TO PERSON OR PROPERTY	RISK OF DAMAGE TO CLOTHING ETC.	RISK OF MINOR INJURY eg.Cuts, Bruises, Elec shocks, Risk to health from dumped slurry/manure	RISK OF MEDIUM INJURY eg. Damage to eye, Sprains	
<b>IMPACT ON USERS</b>	MINOR eg. Misleading Notice, Barbed Wire/Electric Fence alongside Path, Minimal Overhanging Veg Ploughed out path but useable	PATH IMPASSABLE NOT BY BUILDINGS but by long term obstructions	INCONVENIENCE eg. Stile steps missing, low level crop, OH veg on stiles, electric/BW alongside; encroachment restricting use to less than min width (1m Foot path 2m Bridleway), ploughed out or where there is an alternative available	MAJOR INCONVENIENCE eg. any fence/wall or object across route and impossible to surmount, or go round; route through rape crop; ploughed out field edge path/ bridleway	
<b>NUMBER OF REQUESTS</b>	FIRST REQUEST	2 DIFF WITHIN 3 MONTHS or via User Group Rep	5 -10 DIFF IN 6 MONTHS	10 + DIFF WITHIN 6 MONTHS or Receipt of Petition	
<b>PROMOTED ROUTE</b> On any part of route where obstruction	STANDARD WAYMARKS inc. routes in publications	PROMOTED LOCALLY eg. village walks and trails HV, CV, Bronte, Spen V	COUNCIL DESIGNED & PROMOTED e.g. Kirklees Way	NATIONALLY RECOGNISED e.g. Pennine Way	
<b>VALUE OF PATH TO NETWORK</b> leisure & commuting	NO OBVIOUS PURPOSE eg. routes round buildings only Cul-de-Sac paths	NORMAL LINK	CONVENIENT LINK	ESSENTIAL LINK eg. Neighbourhood path, School path Paths to amenities, Bridleways - as these are few & multi use	
<b>No Of OTHER PROBLEMS ON PATH LINK</b> – could also refer to a number of landowners if known instead of problems	<b>NO OF OTHER PROBLEMS</b>	2 PROBLEMS	1 PROBLEM	NO OTHER PROBLEMS	
					<b>TOTAL SCORE</b>

## **APPENDIX 5-2 Kirklees Public Rights of Way Enforcement Guidelines as at 30 September 2010**

### **1. BACKGROUND**

- 1.1 Users of Public Rights of Way (PROWs) can encounter a variety of problems when making use of the network in Kirklees. These include the unauthorised removal of signposts or waymarkers, erection of barbed wire and other unauthorised obstructions, overhanging vegetation and even buildings erected over the alignment of the PROW. Interference with the path surface, dangerous or intimidating animals and misleading notices may also require enforcement action to be taken.
- 1.2 Kirklees Metropolitan Council as the Local Highway Authority has the duty, under section 130(1) of the Highways Act 1980, " ... to assert and protect the rights of the public to the use and enjoyment of any highway ...".

### **2. AUTHORISATION**

- 2.1 The duty to assert and protect public rights of way is normally performed by officers working in the Public Rights of Way Unit. The Director of the Environment and Transportation Service and Assistant Director Highways and Transportation have the delegated powers to authorise Statutory Enforcement Notices for the protection of Public Rights of Way.

### **3. PROCEDURES**

- 3.1 Enforcement decisions should be consistent, balanced, fair, and relate to common standards that ensure the public's right to use the PROWs. In coming to a decision on the most appropriate action to be taken, officers will consider the seriousness of offence, the location of path and the level of public use, any history of previous offences or of non-compliance.
- 3.2 Whenever Notices and subsequent action are involved, liaison is necessary with contractors carrying out any work, and the Authority's Debt Recovery Unit to ensure that all reasonable costs incurred in taking action are recovered.

#### 4. **INFORMAL ACTION**

- 4.1 Informal action to secure compliance with legislation will include offering advice, verbal and written warnings/guidance letters, and site meetings.
- 4.2 Unless the problems/obstructions are a risk to public safety, or the offender has repeatedly and deliberately obstructed PROWs (as owner or tenant) it may be more appropriate to use informal methods prior to any enforcement action or prosecution.
- 4.3 Informal Action will consist of :
  - Identification of the landowner and a request to take remedial action. The CLA and/or the NFU will be contacted if necessary.

The issue is confirmed in writing with a polite but firm letter detailing the following :

- The exact nature of the offence.
  - The relevant details of the PROW affected.
  - The legislation and the Authority's duty.
  - The actions that are required.
  - A deadline by which the work must be carried out (max. of 14 days).
  - What action may be taken if works are not done within the required time limit.
- 4.4 The deadline for works should take into account weather conditions and the amount of work required.
  - 4.5 If the landowner contacts the PROW Unit with valid reasons for non-compliance within the timescale, then an extension of time may be given which should be confirmed in writing.
  - 4.6 There will be an intervening period following the deadline before formal action is initiated. This will allow time for the officer make enquiries and to carry out a site inspection.
  - 4.7 If a landowner cannot be identified then a copy of the letter should be posted on the PROW, ideally in the vicinity of the offence, stating whom to contact.

## 5. FORMAL ACTION

- 5.1 Formal action consists of Statutory Notices, with a covering letter being issued to the offender or on-site if the offender is unknown.
- 5.2 If informal action fails to achieve resolving the offence, Ward Members will be informed that formal action is required.
- 5.3 Formal action will be taken after informal action has failed, or where the offender has persistently and/or repeatedly offended (e.g. in the case of crops or ploughing it may be an annual offence).
- 5.4 Formal action consists of a formal notice signed by a Senior Officer (with the delegated powers to do so) which details : -
  - Nature of offence and its location.
  - Details of the legislation that is being contravened.
  - Deadline by which the obstruction/problem must be removed/resolved (usually a statutory period).
  - What further action may be taken should the required works not be carried out.

A plan will accompany the notice identifying the path name and number, the alignment of the path and the location of the obstruction/problem.

This will be sent with a covering letter (sent by recorded delivery) referring to any relevant previous correspondence, and details of the lack of action which has led to the issue of the formal notice.

- 5.5 If the requirements of the notice have **not** been met with within the stipulated time, the Authority shall take the relevant action/works recovering all reasonable costs and make a decision on whether prosecution is appropriate.

## 6. PROSECUTION

- 6.1 Prior to making the decision to prosecute advice must be sought from Legal Services. The process of making a decision to prosecute, and pursuing legal action will inevitably have an effect on timescales in resolving some issues.
- 6.2 The circumstances that are likely to warrant prosecution may be characterised by one or more of the following:
  - Where the offence involves a flagrant breach of the law, i.e. deliberate.
  - Where the offence involves a failure to comply in full or in part with the requirements of a statutory notice.

- Where there is a history of similar offences.
  - Where there is a history of non-compliance with statutory notices
  - Where it is considered that a prosecution would be more appropriate than taking enforcement action, e.g. when a public right of way has been built over.
- 6.3 When circumstances have been identified which may warrant a prosecution, all relevant evidence and information must be considered, to enable a consistent, fair and objective decision to be made.
- 6.4 Before a prosecution proceeds, the officer responsible for deciding on enforcement action, and the Solicitor to the Council, must be satisfied that there is relevant, admissible, substantial and reliable evidence that an offence has been committed by an identifiable person or company.
- 6.5 In addition there must be a positive decision, based on the relevant criteria, that it is in the public interest to prosecute.
- 6.6 If prosecution is to be pursued, Ward Members will be informed that formal action is required.

## **7. REVIEW**

- 7.1 Officers shall monitor and report on the effectiveness of this guidance and undertake a review one year after it is formally adopted.

**TERRY BROWN**  
**Assistant Director - Highways and Transportation**

June 2005



## APPENDIX 6 Promoted Routes in Kirklees as at 30 September 2010

Below are the main or popular routes promoted by Kirklees Council or by other organisations and individuals which are in partnership with or recognised by Kirklees Council. The list therefore does not include many publicised routes as some are in development or not approved by Kirklees. Please note that many routes merge with or cross each other and, in the case of circular routes, can begin at any point other than the advertised “start point”.

### National Trails:

These are devised by government agency (presently Natural England) that promote and part fund maintenance. There are two within Kirklees:

*Pennine Way* – the first of a long-distance footpath route which runs from Edale in the Peak District to Kirk Yetholm at the Scottish borders. It is 429 km (268 miles) and 13.5 km (8.3 miles) passes through Holme and Colne Valleys.

*Dark Peak Link (Pennine Bridleway Feeder Route)* – the Pennine Bridleway skirts Kirklees near to the boundary with Oldham. Several “feeder routes” have been specifically devised to enable horse riders to link into the Pennine Bridleway itself. The section through Kirklees is still in development and will be km long when completed.

### Other Routes:

*Kirklees Way* – a 116 km (72 mile) circular walk surrounding areas of Huddersfield, Holmfirh, Shepley, Denby Dale, Holme, Marsden, Brighouse, Cleckheaton, Batley, Dewsbury, Emley, Clayton West and Scisset.

*Standedge Trail* – a very popular circular route 17 km (10.5 miles) which takes in both interesting history and countryside. Starts and finishes in Towngate Marsden via Old Mount Road crossing Rocher Moor to Digley then Standedge, Pule Hill and Tunnel End.

*Colne Valley Circular* – a 21 km (13 miles) circular walk taking in the history of moor and mills, clough and canal as well as the South Pennine countryside. Starts at the Museum at Golcar through Linthwaite, Marsden, Butterley reservoir, Upper Slaithwaite, Merrydale and Wilberlee.

*Meltham Way* – a 14 km (9 miles) waymarked circular walk in the countryside around Meltham taking in some history and flora and fauna – please note that sections are on permissive paths.

*Holme Valley Circular* – a circular walk 39 km (24 miles) starting from Castle Hill, taking in Farnley Tyas, Thurstonland, Hepworth, Hade Edge, Cartworth Moor, Holme, Digley, Uppertong, Netherthong, Honley and Berry Brow.

*Hills and Hamlets* – a 16 km (10 mile) circular walk around the Holme Valley to the south of Huddersfield visiting Holmfirh, Netherthong, Thongsbridge and New Mill.

*Holme Valley Riverside Way* – a 10 km (6 miles) linear walk starting from Magdale and finishing at Digley reservoir going through villages including Honley, Holmfirh and Holmbridge.,

*Station to Station Walk* – a 14 km (9 miles) linear walk from Marsden Railway Station (West Yorkshire) to Newhey railway Station (Lancashire) taking in moorland scenery.

*Bronte Way* – a well known long distance walking route some 69 km (43 miles) from Oakwell Hall Country Park Birstall to Gawthorpe Hall Padiham Lancashire. It links places which played a part in the lives of the Bronte family. There are various circular walks which lead from the Bronte Way.

*Spenn Valley Heritage Trail* – a 34 km (21 miles) circuit and valley path extension of the former borough of Spennborough and the Spenn, a tributary of the River Calder, the Way concentrates on the history of this old textile manufacturing area, visiting Scholes, East Bierley and Gomersal through a varied mixture of urban areas, parkland and farmland.

*Dearne Way* – a long distance walking route 48 km (30 miles) long following the River Dearne from its source at Birds Edge through Denby Dale and Clayton West via Bretton Country Park (Wakefield) then through Barnsley to Mexborough in Doncaster.

*Shelley Welly Walk* – originated as a sponsored walk to raise money for the local community now a popular walking route about 13 km (8 miles) on footpaths roughly around Shelley village boundary.

*Skelmanthorpe Village Trail* – a short circular family walk 5 km (3 miles) family walk starting from the Council Office in Skelmanthorpe taking in some of the village and countryside north of the Kirklees Light railway line.

*Emley Village Trail* – A short circular route 5 km (3 miles) starting from the Stone Cross in the village centre to Upper Crawshaw, Kirkby Grange, Grange Farm, through the old Iron Workings.

*Emley Boundary Walk* – a 22 km (14 miles) walk around Emley and its surrounding countryside skirting Flockton, Clayton West, Skelmanthorpe, Roydhouses, Thornciff and Six Lane Ends.

*Kirklees Eastern Riding Route* – a 48 km (30 miles) route mainly for horse riders and cyclists which forms a rough figure of 8 having two separate loops, 21 km (13 miles) and 27 km (17 miles) respectively taking in Upper Denby, Denby Dale, Shepley, Shelley, Kirkburton, Lepton, Houses Hill, Whitley Lower, Flockton, Emley and Skelmanthorpe.

*North Kirklees Riding Route* – a 29 km (18 miles) circular route for cyclists with a 13 km (8 miles) option along the Calder Valley (Ravensthorpe to Colne Bridge) starting at Oakwell Country Park via Nunroyd, Dewsbury Moor, Ravensthorpe, Northorpe, Kitson Hill, Mirfield Moor, Little Thorpe, Hightown Heights, Hartshead Moortown, Scholes, Moorend and Hunsworth. There is a further option to divert through Liversedge onto the Spenn Valley Greenway.



## APPENDIX 7 Kirklees Promoted Routes Current Publication List as at 30 September 2010

The publications listed below can be obtained from and enquiries made to:

Community and Leisure Services, Stadium Business & Leisure Complex, Stadium Way, Huddersfield HD2 2UW  
Tel: 01484 234077. Some are also available at Kirklees Tourist Information Centres.

Please note most are free however there is a charge for some of the items as marked.

- 3 Lunchtime Town Centre Walks
- 8 Postcards of Marsden - (Charge)
- A Circular Walk on Wholestone Hill
- A Circular Walk round Butterley Reservoir, Marsden
- A Walk fro Almondbury to Castle Hill
- Almondbury Pathways to Health
- Batley Heritage Trail
- Batley Pathways to Health
- Birkby Pathways to Health
- Chickenley Pathways to Health
- Clayton West Village Trail
- Conservation Kirklees – volunteers leaflet
- Conservation Kirklees Volunteer Leaflet
- Cowersley Pathways to Health
- Dalton/Rawthorpe Pathways to Health
- Dalton Bank Local Nature Reserve
- Denby Dale Pathways to Health (Jan 2007)
- Denby Dale Village Trail
- Dewsbury/Saville Town Pathways to Health
- Dry Stone Walling: The Essential Guide (DVD) - (Charge)
- Eight Circular Walks in Denby Dale Parish – (Charge)
- Emley Village Trail
- Fartown Pathways to Health
- Explore the Wildlands of Scammonden Water
- Golcar Appleyard picnic site
- Golcar Pathways to Health
- Hills and Hamlets: A 16.9 km walk in the Holme Valley
- Holme Valley: Holmbridge and Holme Walk

Honley Woods Circular Walk  
 Kirklees Eastern Riding Route (KERR) 3<sup>rd</sup> Edition  
 Landscapes by Stephen Bradnum (DVD) – (Charge)  
 Lindley Pathways to Health  
 Map of Mirfield Rights of Way  
 Marsden & Slaithwaite Calendar – (Charge)  
 Marsden Centred OS Map - (Charge)  
 Merrydale  
 Mirfield Meanders  
 Mirfield Pathways to Health (Jan 2007)  
 Newsome Pathways to Health  
 North Kirklees Riding Route (Cycle/Horse)  
 Oxley Trail – Skelmanthorpe  
 Paddock Pathways to Health  
 Picnic Walks in the Colne Valley  
 River of Life (Interactive CD)  
 Rotcher picnic site  
 Sampling the hills: A 3 km stroll to Upperthong  
 Saville Town Pathways to Health  
 Skelmanthorpe Village Trail  
 Spenborough/Cleck Pathways to Health  
 The Standedge Trail – (Charge)  
 The Upper Colne Valley Dry Stone Walling Trail – (Charge)  
 Thornhill Pathways to Health  
 Tunnel End picnic site  
 Viking villages and Summer Wine Country: 8 km  
 Walk the Kirklees Way – (Charge)  
 Welcome to the Spen Valley Greenway  
 Wild About Kirklees (WAK) 2 editions per year  
 Windy Bank Pathways to Health  
 Life on the Cut: The History and Heritage of our Canals (DVD) – (Charge)  
 Parks and Open Spaces Strategy Executive Summary  
 Upper Colne Valley Integrated Management Plan Executive Summary  
 Dalton Bank Local Nature Reserve Education Pack (for schools, voluntary groups etc)  
 I'd rather be cycling: 14 cycle routes in and around the Kirklees countryside (cheques to Huddersfield CTC) – (Charge)

## **APPENDIX 8 Main attractions in Kirklees as at 30 September 2010**

*Castle Hill* – this is a scheduled ancient monument situated on the hilltop overlooking Huddersfield and is regarded as one of Yorkshires most important early Iron Age forts. It has been a place of recreation for hundreds of years and the Jubilee Tower is discernible from almost everywhere in the district. Kirklees Culture and Leisure Service has recently refurbished all the footpaths on top of the hill to wheelchair accessible standard and, together with the Public Rights of way Unit, is to carry out improvement works to rights of way leading to the monument. “The Hill” as it is often called, hosts many events throughout the year.

*Oakwell Hall Country Park* – situated in the north of the district, this 110 acre park was formed from a mix of woodland, farmland and a reclaimed colliery. It surrounds the Elizabethan Manor House and gardens and hosts many varied events all year round. It has several public footpaths and bridleways running through it.

*Reservoirs* – There are several reservoirs, mainly south west of the district, most owned by Yorkshire Water which not only have public rights of way to or around them but also have “permissive” paths which have been created to allow greater access visits to these areas.

*Emley Moor and Holme Moss Television Masts* – although there is no public access to the actual sites, they attract many visitors both having spectacular viewpoints.

*Local Nature Reserves* – there are several nature reserves in Kirklees which are visited not only for an interest in nature, but are also used as an educational resource.

*Tolson Museum* – A Victorian Mansion House collection which includes; local history, Roman, archaeological, nature, scientific, transport, toys and dolls, military history and other artefacts which takes you through the history of Huddersfield from the earliest settlers.

*Crow Nest Park (Dewsbury Museum)* – An attractive and extensive park surrounding a Georgian Mansion now used as a museum dedicated to the theme of history through the eyes of children. The Park hosts a variety of events.

*Red House Museum* - This delightful, red-brick house, built in 1660, was home to the Taylor family who were cloth merchants and manufacturers with fascinating Brontë connections. Each of the rooms brings you closer to the 1830s, from the elegant parlour to the stone-flagged kitchen with its Yorkshire range, jelly moulds and colourful crockery.

*Kirklees Light Railway* – a popular family attraction located at Clayton West Station being a 6 kilometre (3.75 miles) narrow gauge railway ride to Skelmanthorpe together with other attractions and a second terminal at Shelly Station.

*Last of the Summer Wine Country* – Holmfirth and the surrounding countryside made famous by the long-running television programme.

Slaithwaite – Historic Mill Town made popular by the television programme *Where the Heart Is*.

*Canals* – there are several canals in or passing through Kirklees district which not only give pleasure to those who have boats but to those who fish or use the towpaths for recreation or even getting to work.





## APPENDIX 10

### Unitary Development Plan Policies as at 30 September 2010

**Transport** – the transport network has a vital role in the quality of life of our communities. It determines the ease with which people can move about the district and their ability to gain access to a range of facilities. It is also important to the economic prosperity of the area, providing links to the major towns and markets outside the district.

- T1 Priority will be given to:
- i *satisfying the needs of all sections of the community through an effective integrated transport system with emphasis on improving public transport and encouraging a modal shift away from travelling by private car.*
  - ii *promoting a transport network on which it is safe to travel and which causes minimal disturbance through danger, noise and air pollution.*
  - lii *Co-ordinating land use change with transport provision so as to minimise the need to travel and locating new development where it can be best served by public transport and where it minimises the need for expansion of the highway network.*
- T2 Highway improvements will be directed towards:
- i *improving the worst problems of personal accessibility with special emphasis on improvements which assist public transport, pedestrians and cyclists.*
  - ii *Meeting the requirements of industry and business and improving the quality of the strategic network ...*
  - iii *improving road safety for all users.*
  - iv *improving environmental conditions.*
- T14 The safety, convenience and attractiveness of pedestrian routes will be improved and new routes created. Priority will be given to linked urban schemes which improve accessibility to community facilities and public transport.
- T18 Strategic routes for pedestrians and cyclists are identified at:
- i *Huddersfield Town centre to Mirfield via Bradley - known as Birkby/Bradley/Calder Valley Greenway .*
  - ii *Mirfield to Cleckheaton through the Spen Valley - known as Calder Valley/Spen Valley Greenway Extension.*
  - iii *Dewsbury Town Centre to Kirklees boundary (Osset, Wakefield) – known as Dewsbury/Earlsheaton/Ossett Greenway.*

- iv *Dewsbury to Batley.*
- v *Batley to Huddersfield Road Birstall – known as Wilton Linear Trail.*
- vi *Showcase Cinema, Gelderd Road to Oakwell Country Park – known as Birstall to Oakwell Greenway.*
- vii *Kirkburton to Leeds Road, Huddersfield – known as Fenay/Dalton/Deighton Greenway.*

**Recreation** – the countryside in Kirklees provides a vital recreational resource for many residents. However, for those who do not live close to the countryside; do not have a car and have relatively low disposable income, only those parts of the countryside accessible by public transport are likely to have any value for recreation.

- R6 *When development is proposed which gives rise to a need for public open space, measures should be included to ensure that this need can be satisfied by establishing new areas of public open space either on site or a readily accessible location or by upgrading existing public open spaces.*
- R13 *In development proposals account will be taken of the potential for new links in the public rights of way network and of opportunities for increased enjoyment of the countryside. Development proposals which would affect a public right of way or public access area or which involves the creation of a public right of way or public access area should also take account of:*
  - i *the convenience of users of the right of way or access area.*
  - ii *the provision of facilities for people with disabilities.*
- R18 Proposals for development adjacent to canals and river should take account of:
  - i *the character of the waterside environment.*
  - ii *the existing or proposed recreational use of the canal or river.*
  - iii *the ecological and heritage value of the site and its surroundings.*
  - iv *Opportunities to improve public access to the canal or riverside including access by disabled people.*
- R20 *Development proposals within the vicinity of Tunnel End Marsden will be considered having regard to the potential of the area as a major visitor attraction.*
- R21 Proposals for the development within the boundary of Castle Hill should have regard to:



- i *the status of the hill as an ancient monument.*
- ii *the significance of the hill as a landscape feature.*
- iii *the effect on the local road network and pedestrian movement on the hill.*
- iv *the recreational and educational potential of the site.*



## **APPENDIX 11 Greenways as at 30 September 2010**

Spen Valley Greenway (11 Km) – a route along the old Spen Valley railway line which links the communities of Oakenshaw, Cleckheaton, Liversedge, Heckmondwike and Dewsbury. Opened in 2000 and provides a safe pleasant traffic-free route for walking, horse riding and cycling.

Calder Valley Greenway (7.5 Km) - a mainly off-road route provides a link from the Birkby/Bradley Greenway at Bradley to Ravensthorpe and Dewsbury. A short section (1.2 Km) of the route at Mirfield railway station to Shepley Bridge. A short section (2 Km) from Bradley to Brighouse boundary has yet to be completed.

Birkby Bradley Greenway (3.5 Km) – this route runs from the north edge of Huddersfield town centre through residential areas to Bradley.

Meltham Greenway (1.2 Km) – a former railway line from Station Street to Huddersfield Road at Meltham Mills, part tarmac for walking and cycling and adjacent special surface for horses. A 4.25 Km section from Meltham Mills to Lockwood is proposed.

Wilton Park Cycle Path (1 Km) – this route runs through Wilton Park in Batley.

Spa Bottom (500 m) – completed first section of the Fenay Greenway.

Spen Ringway (3 Km) – an off-road route which runs from Royds Park Littleton to High Street Heckmondwike and also provides a safer route to school.

Others under construction or in development:

Fenay Greenway  
Colne Valley Greenway  
Deighton/Dalton Greenway  
Earlsheaton/Osset Greenway



## **APPENDIX 12 Guiding Principles for ROWIPs: The West Yorkshire Pennines Local Access Forum Proposals to Authorities**

This document sets out the views of West Yorkshire Pennines Local Access Forum (WYPLAF) as to issues it feels that the Local Authorities might usefully address as part of their plan. In general, these are stated as broad objectives and we hope that the relevant Officers within each Authority might find these useful when devising that area's plan. Whilst the lists are reasonably extensive, they are by no means exhaustive, and one must not rule out other options to improve RoW and access. Where individual LAF members have proposals for a specific improvement based on their special knowledge of an area, these will be provided direct to the appropriate Officer for that area.

WYPLAF assumes that all definitive RoW are open, as that is a legal requirement placed on Highway Authorities. However, it is noted that the condition of some routes would benefit from improvement. Attention is also drawn to the requirement under 1968 Countryside Act S.27 (2) that a sign shall normally be provided where a RoW leaves a metalled road, plus the provision for installing signs elsewhere as required.

### General Issues

The following point represent aspect of RoW improvement work which the Forum believes are at the core of CRoW Act's intentions, which have real relevance to our area, and which are common to virtually all RoW. These are not shown in any order of priority as all are considered important. The Forum also accepts that needs and priorities may well vary across different parts of the three Authorities.

- 1) Authorities should consult widely with relevant parties regarding their perceptions of problems and needs.
- 2) Improve signing and way-marking – e.g. to show destinations and distances, provide signs at more path junctions away from roadsides, and by putting in way-marking where a RoW is difficult to follow.
- 3) Seek to provide 'missing links' in the RoW networks which, if made available, could significantly improve the countryside as a recreational facility for all potential users.
- 4) See if continuity can be established on cul-de-sac RoW, and on those where status changes mid route.
- 5) Aim to get *de facto* and permissive routes onto the definitive maps, as these have already shown that they are valuable to the public.
- 6) Explore the situation regarding routes believed by users to have RoW status of a particular category, but not included as such on definitive maps.
- 7) Produce good general information about access – particularly facilities not now on OS maps, and facilities for sectors of the public where provision for their particular needs is currently at low level.
- 8) Work to obtain safer crossings of busy roads for all categories of user, and add safe linking sections where RoW do not terminate opposite one another.

- 9) Look for opportunities to enable quieter, rural roads to be used safely and pleasurably by non-vehicular users – possibly involving speed control/traffic control measures, and/or provision of new/better footways.
- 10) Encourage users to check that they are entitled to use the routes they plan to travel, and that they use right of way responsibly.
- 11) Consider whether certain specific path diversions could produce benefits for both users and landholders.
- 12) Work with other bodies regarding facilities for many special categories of user including: families with young children, disabled persons and those who do not now take significant exercise.
- 13) Explore opportunities for improving the path environment. including the problems of: dog fouling, litter and overgrowth/undergrowth.
- 14) Work towards the creation of improved user statistics upon which future measures can be based.
- 15) Seek to set up a better reporting and prioritisation system for achieving action on RoWs with problems.

#### For Walkers

- 1) Ensure new Part 1 CRoW Act access land links to existing path networks (not S.58 of CRoW Act).
- 2) Identify all unmade county roads, plus stewardship (and similar) access land and publicise them.
- 3) Work towards better public transport facilities to the countryside.

#### For Equestrians

- 1) Identify and publicise all existing facilities including unmade county road and urban common (S.193) land with usable routes.
- 2) Explore possibilities for the provision of highway verge paths for horses (1980 HA S.71 (1)).
- 3) Seek opportunities for equestrian access in CRoW Act Part 1 land (S.7 of Schedule 2 and S.19 of the Act).
- 4) Seek other opportunities to increase the extent of the bridleway network in the countryside – especially where that can provide circular routes.

### For Cyclists

- 1) Identify and publicise unmade county roads and cycle tracks (currently often not shown on maps).
- 2) Seek opportunities for cycle access in CRow Act Part 1 land (S.7 of Schedule 2 and S.16 of the Act).
- 3) Seek opportunities to increase the extent of the bridleway network in the countryside – especially where that can provide circular routes.
- 4) Seek to improve bike carrying facilities on buses and trains.

### For the Blind and Disabled People

- 1) Improve the accessibility of RoW of blind and partially-sighted persons and others with mobility problems.
- 2) Work with other relevant bodies to encourage use of RoW by those who do not take significant exercise at present, but whose overall health might benefit from pleasant physical activity in the form of walking.
- 3) Seek opportunities to provide improved facilities for wheelchair users and parents with pushchairs.
- 4) Appreciate that whilst mobility disability and visual disability are highlighted in CRow Act S.60, more access opportunities could be created for those with many other forms of impairment by modest improvements to RoW infrastructure.

### Landowner/Farmer Issues

- 1) Identify problems resulting from access and seek solutions together – Highway Authority, user bodies and landholder.
- 2) Work to overcome user problems by education and use of informal visitor management methods.
- 3) Landowners/farmers should be encouraged to make RoW routes easier to follow.
- 4) Increase awareness that it is in their interests to ensure stiles/gates on RoW are appropriate to the situation and in serviceable condition.

## Conclusion

The Access Forum believes that the first Rights of Way Improvement Plan in any Highway Authority area is particularly important as it sets the tone for future work in access improvements for many years to come. It is natural that Councils will be concerned as to cost implications, but the Statutory Improvement Plan is not *per se* an undertaking that all the projects will be achieved in the short term. However, it is a measure of the needs of the area and, as such, is a useful tool in the constant striving to get improved outside funding for such work.

The Forum suggest that informal recreation in our more rural areas is a major recreational **resource and should rank alongside Swimming Pools, Sports Arenas and Leisure Centres** when spending issues are being considered. Published statistics relating to countryside areas with access shows that 121 million day visits were made to the countryside in Yorkshire and Humberside in 1998. Between 1993 and 2000 such visits had increased by 50%, though Foot and Mouth caused a dip later. Nonetheless, it is suggested that these are impressive figures and have a bearing of public health and tourism statistics also.

As these Improvement Plans are being evolved at broadly the same time as the new Access Land under 1 of CRoW Act comes into being, the importance of this work is further heightened. The three Districts combined will then have 19,925 hectares of land available for access on foot, or about 17½% of their total areas. Only 7 large Counties and 8 National Parks (out of over 160 Access Authorities) will have more open access land than our three Districts. It is, therefore, most important that this should be integrated with other forms of access.

That facility under Part 1 of the Act refers only to Walkers initially and the undoubted needs of other types of access users should not be sidelined because of this notable increase in facilities for Walkers. In many parts of our Districts, the RoW facilities for equestrians, cyclists and disabled people of various categories leaves much to be desired. Our comments on the preceding pages have suggested the general areas of activities which apply to all forms of access, but we have additionally focussed on the special needs of particular groups.

The membership of WYPLAF constitutes a considerable body of experience and has contacts stretching even further. This is at the disposal of the District Councils and their staff and it is hoped that there will be a mutually beneficial interchange of ideas and proposals over the period when the Improvement Plans are being prepared.

The Forum looks forward to the finished Plan being presented and having the opportunity to comment further at that stage.

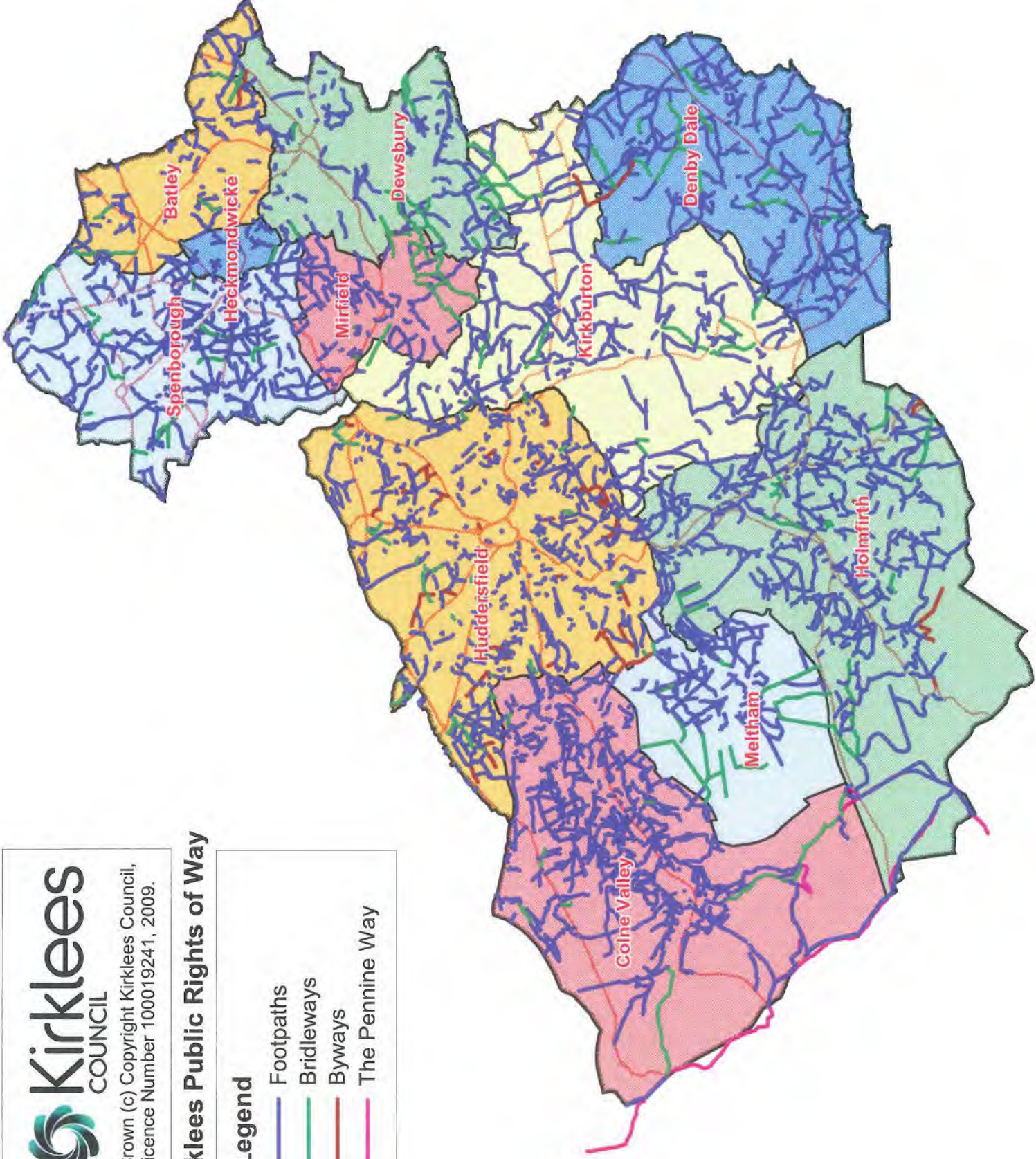




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### Kirklees Public Rights of Way

Legend	
	Footpaths
	Bridleways
	Byways
	The Pennine Way

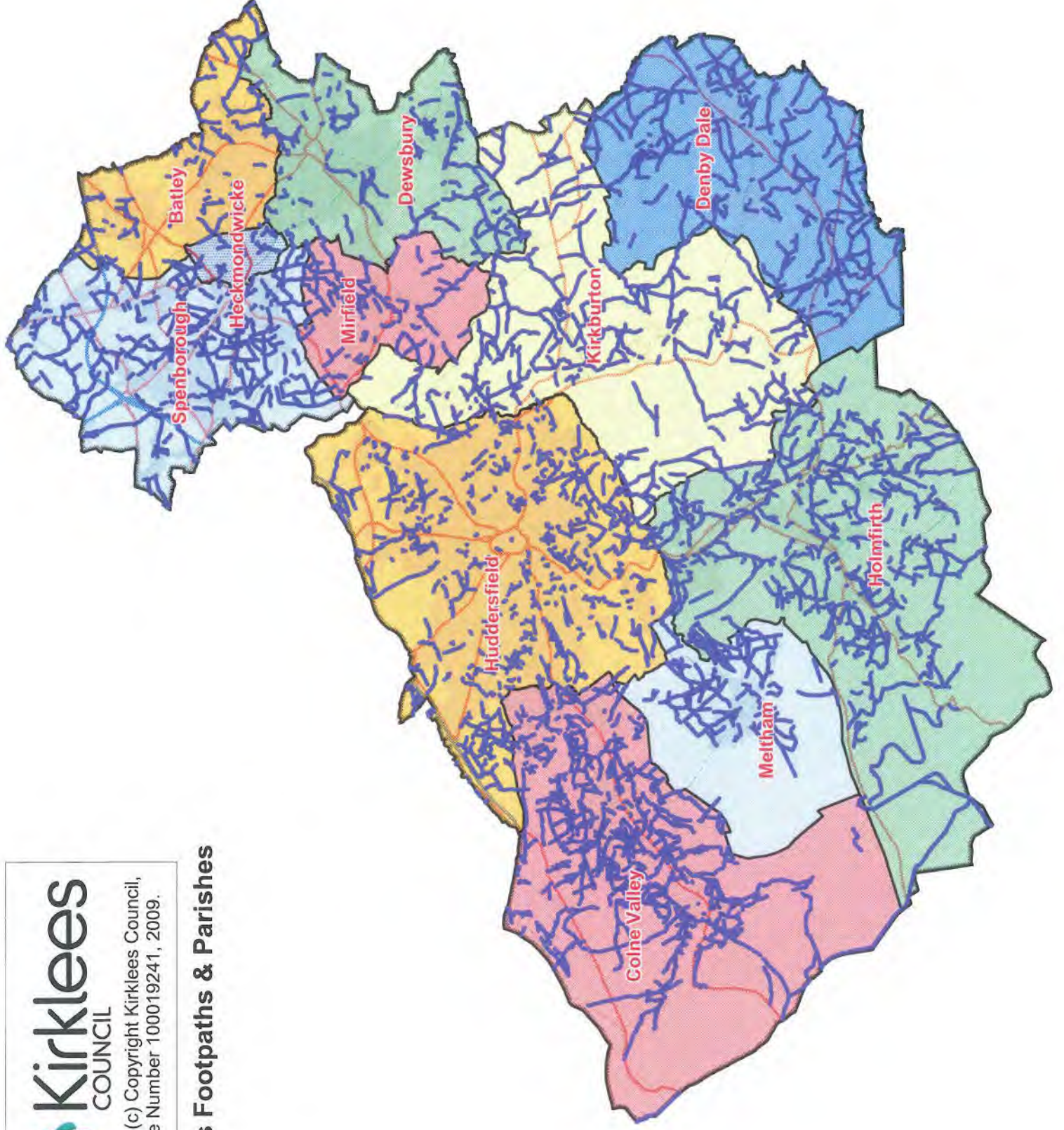






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## Kirklees Footpaths & Parishes

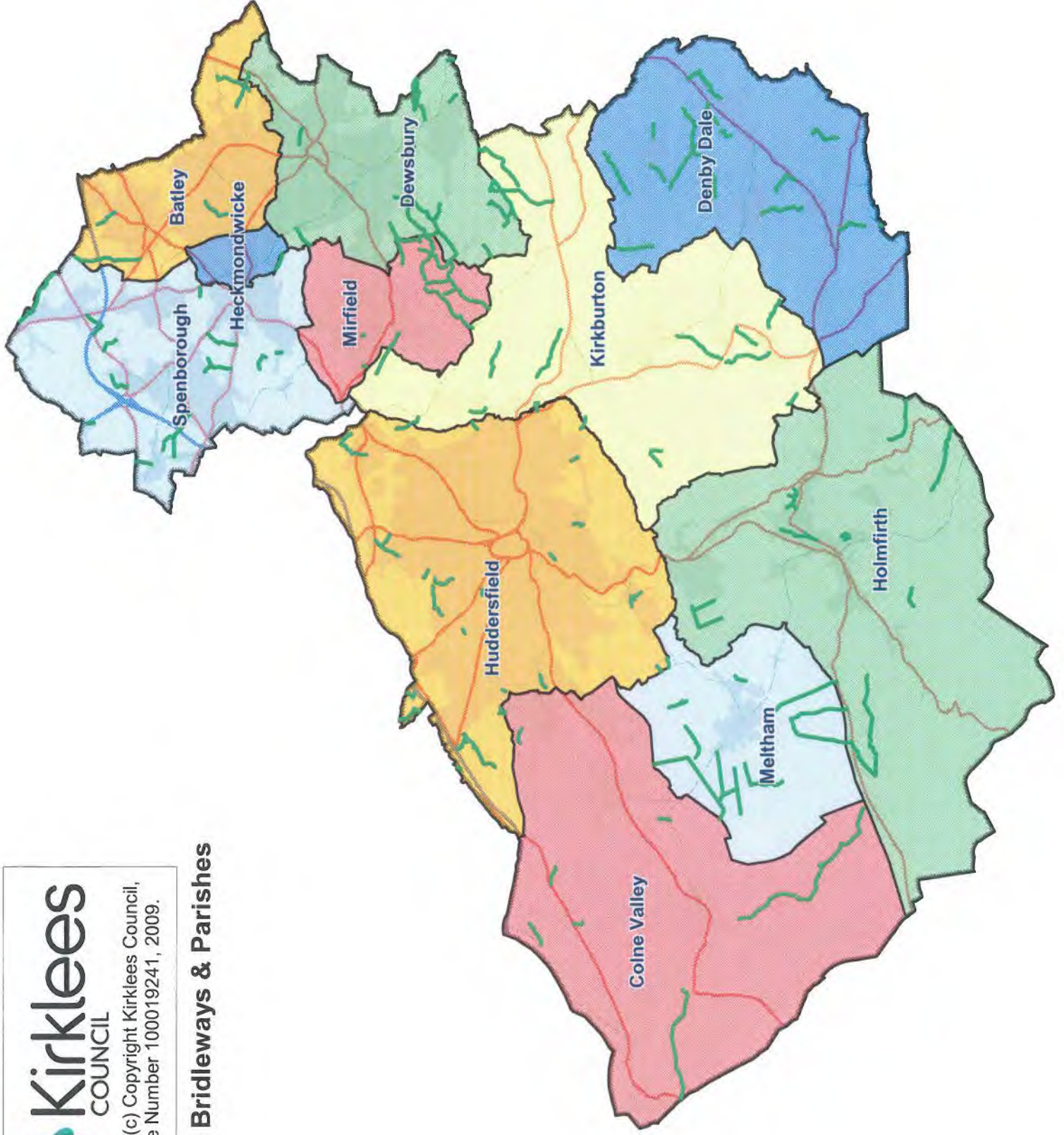






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## Kirklees Bridleways & Parishes

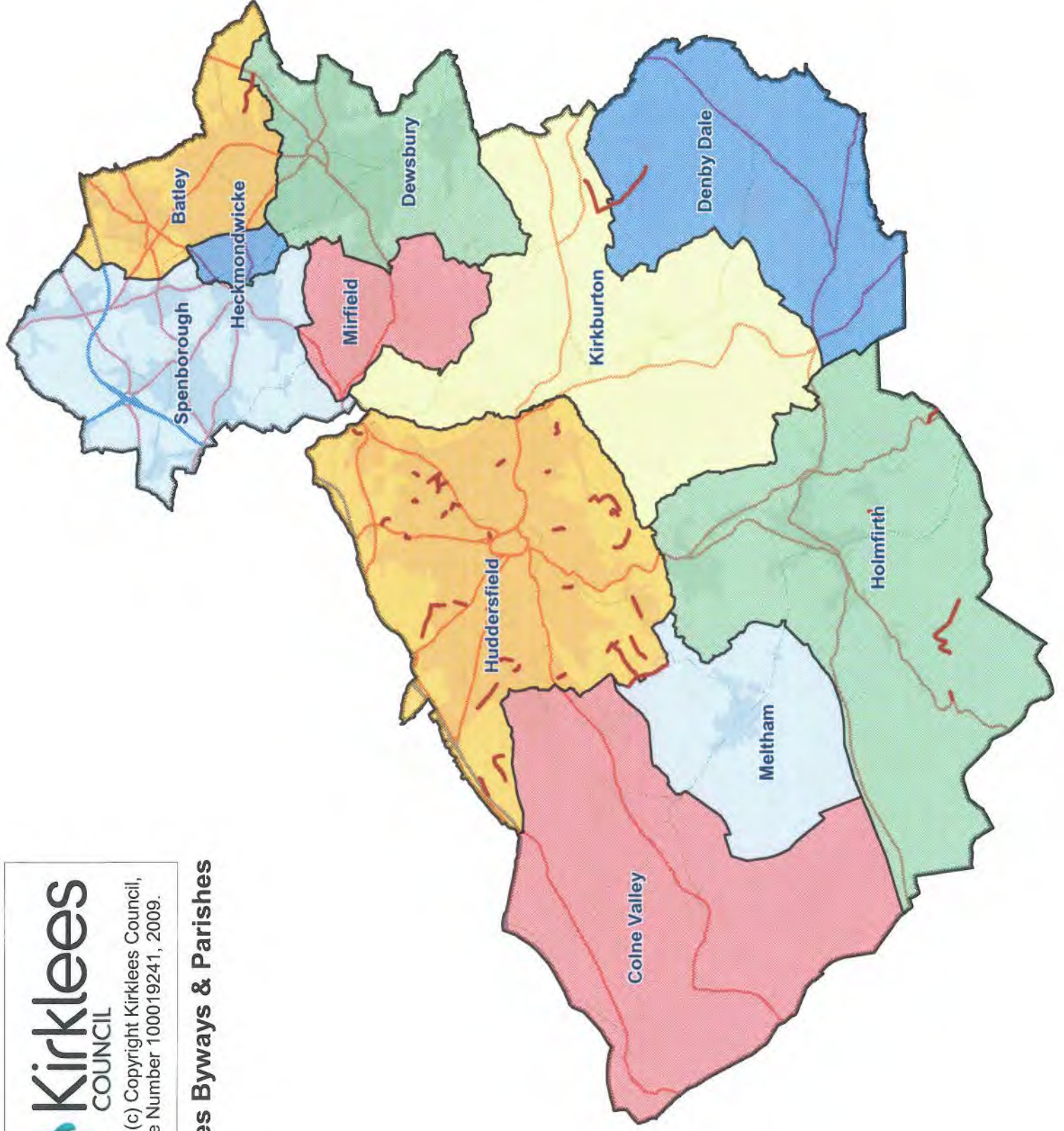




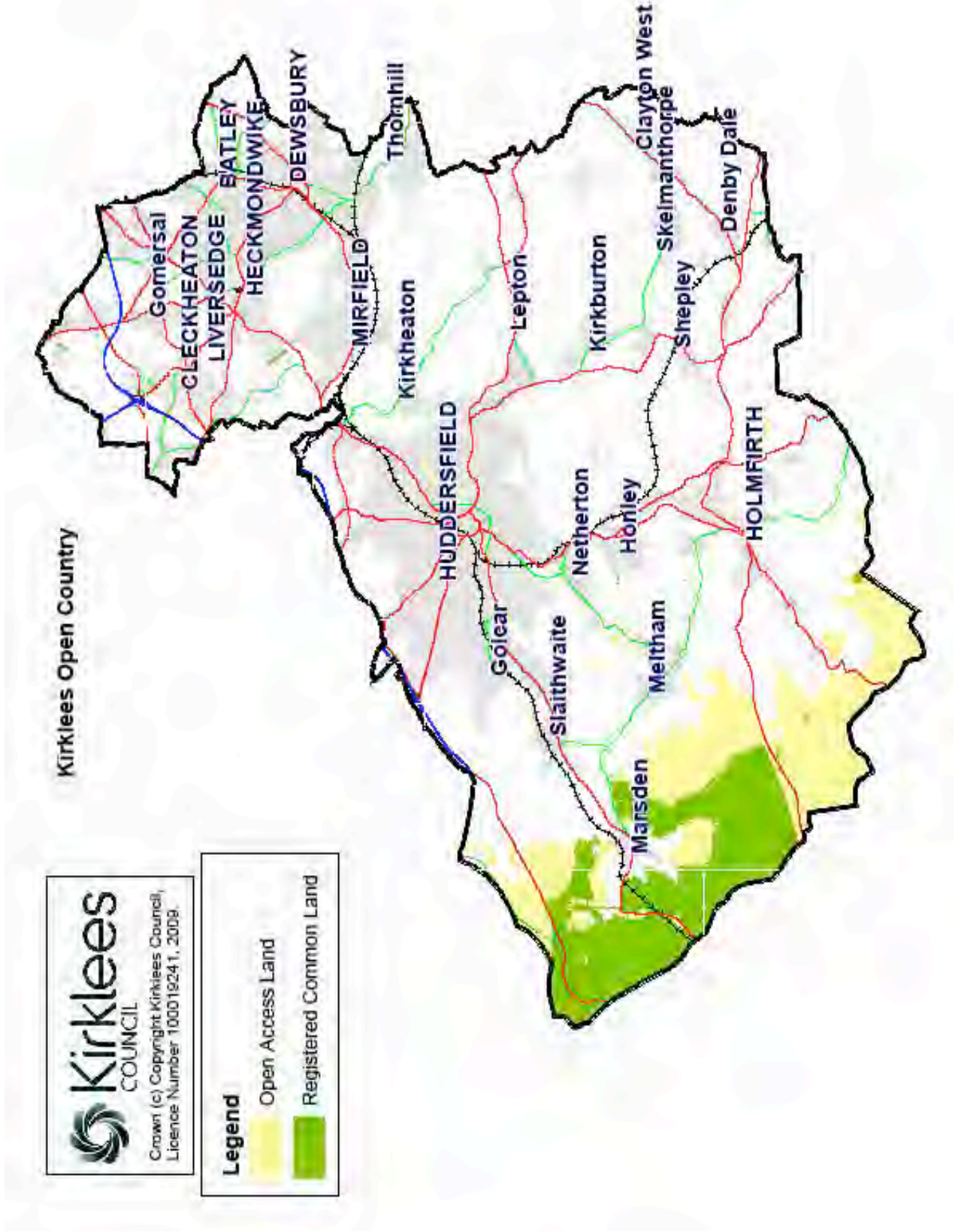


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## Kirklees Byways & Parishes

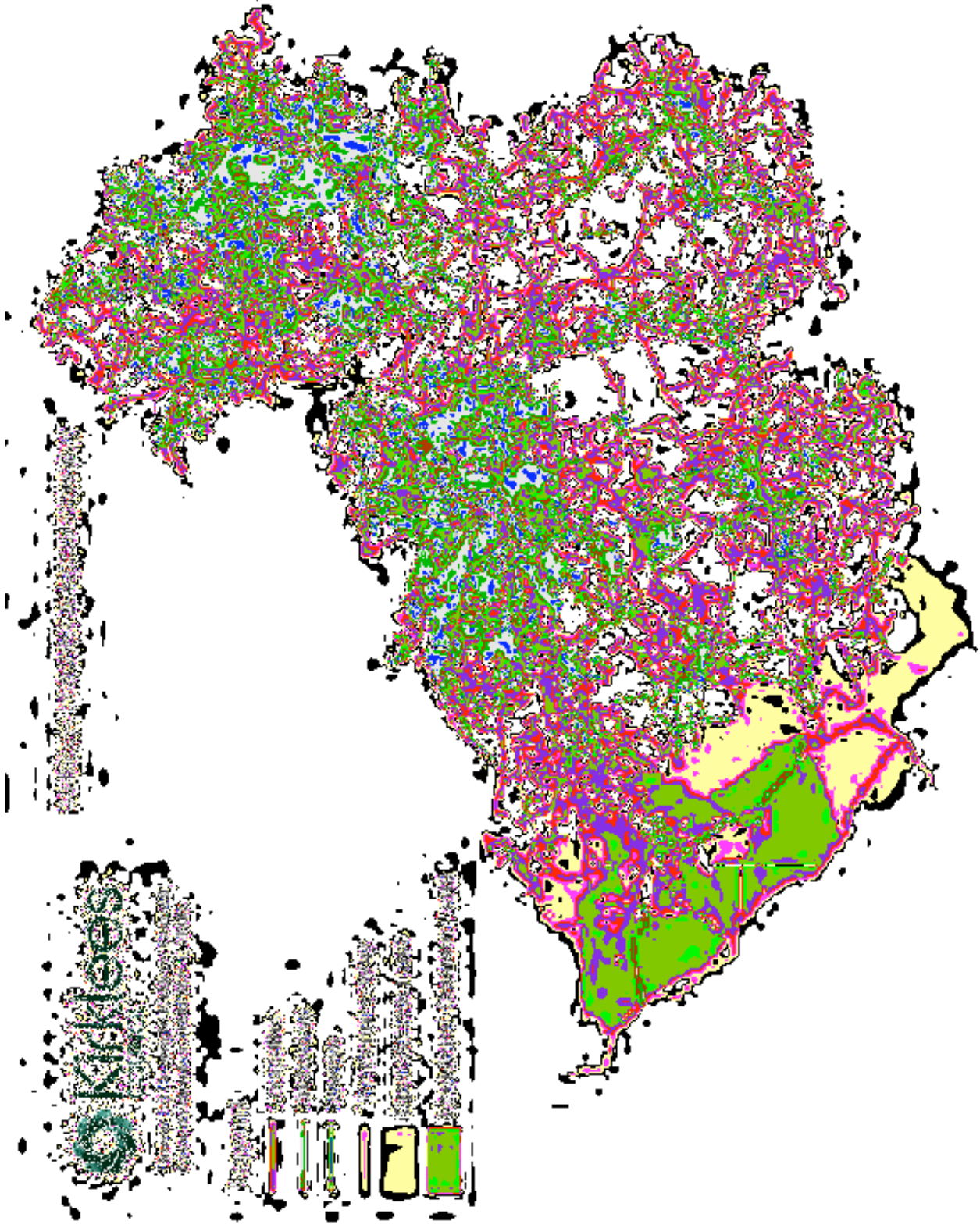


APPENDIX 14-1



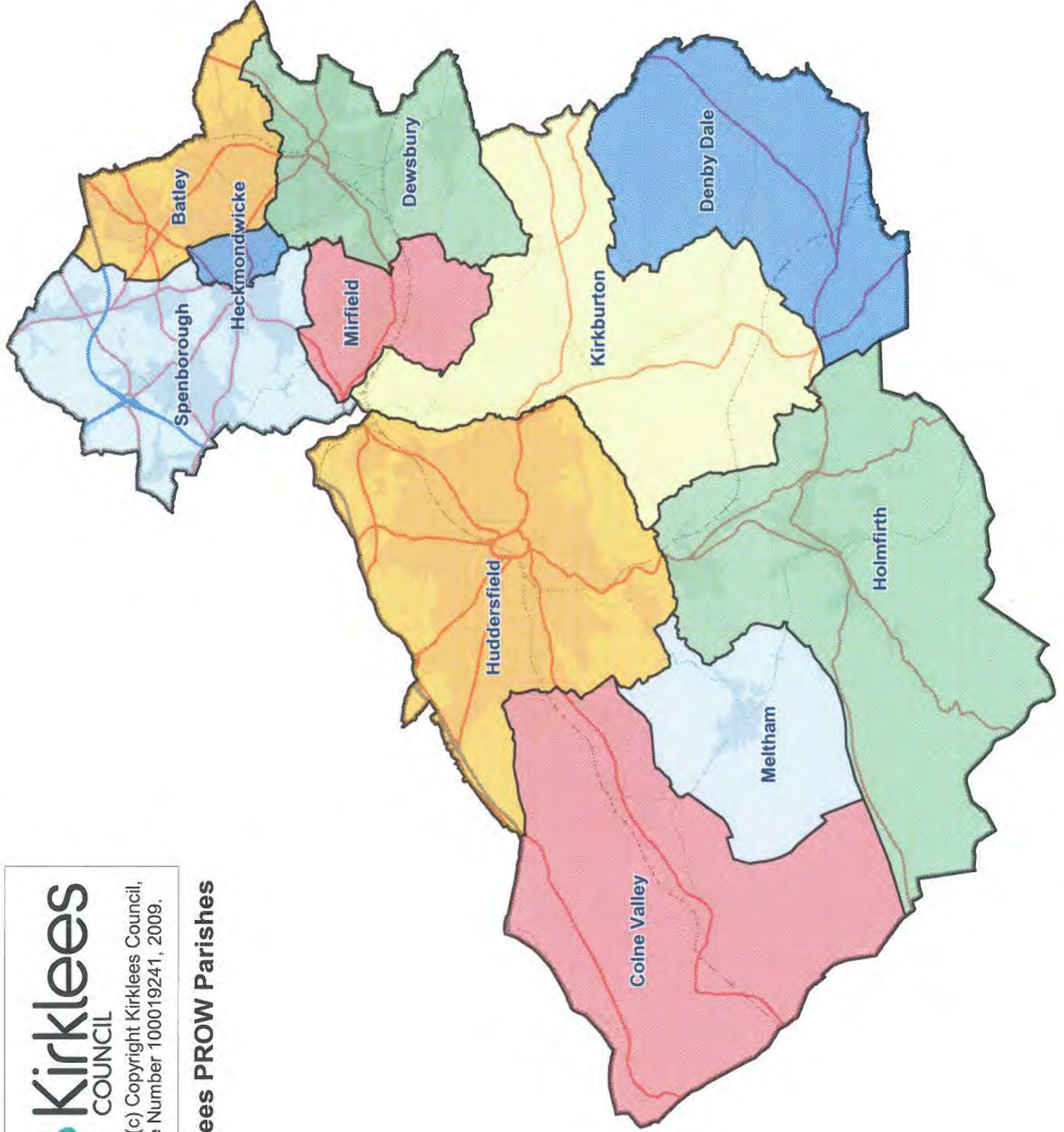


APPENDIX 14-2





## Kirklees PROW Parishes

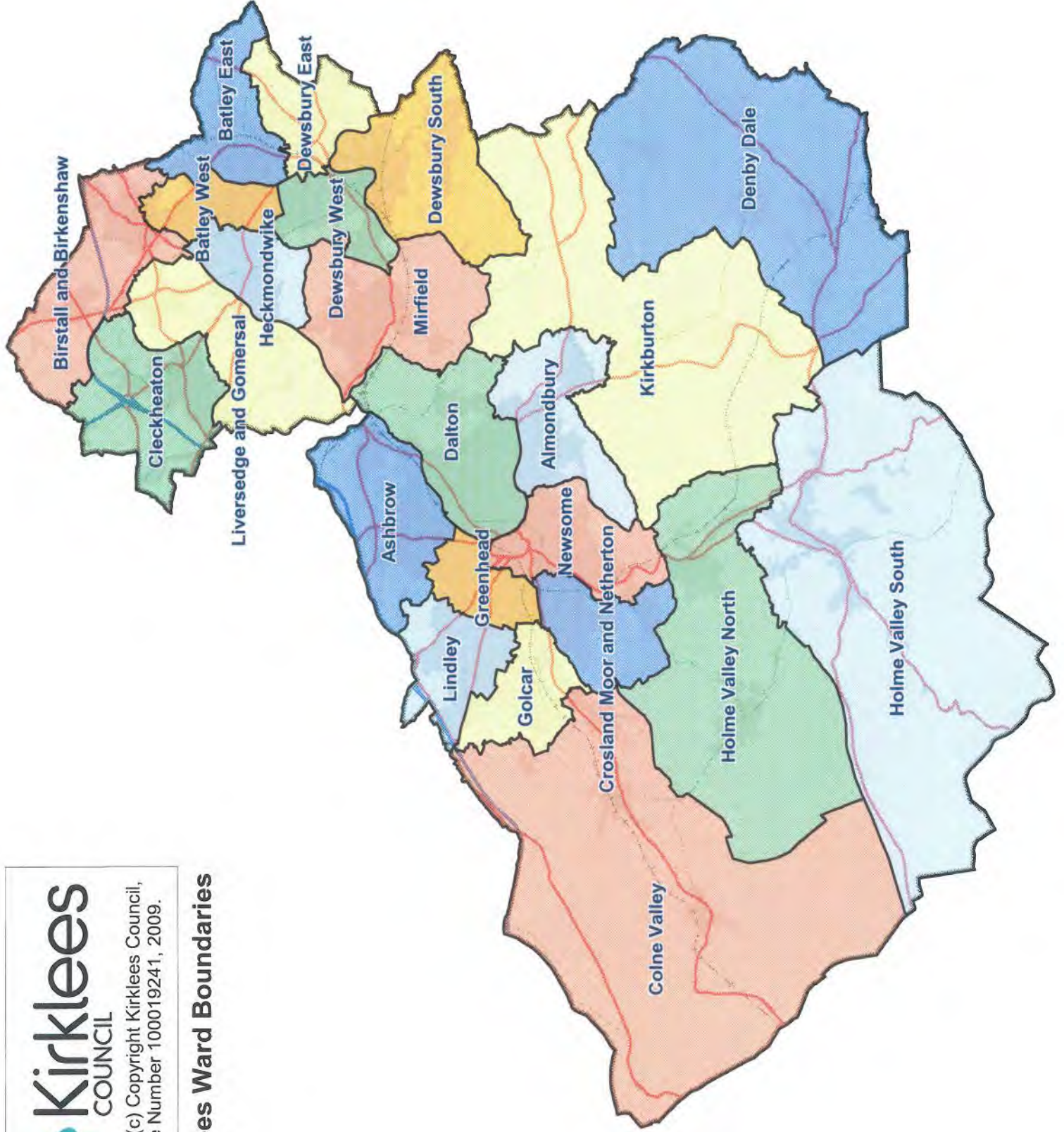






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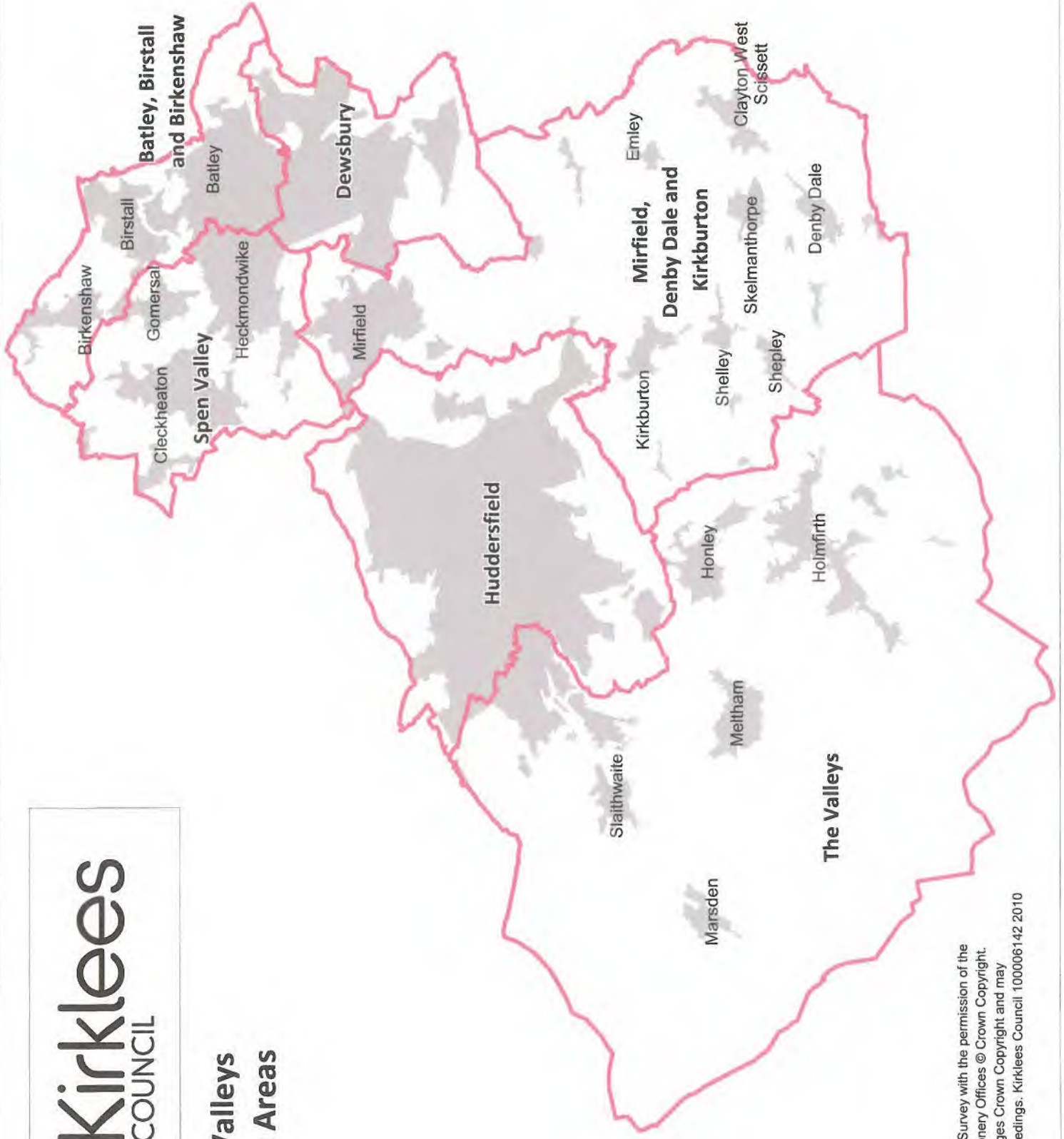
### Kirklees Ward Boundaries







## Town and Valleys Committee Areas



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## **APPENDIX 16-1 Consultation as at 30 September 2010**

Members of the public were consulted via "Have Your Say" on the Council's website and informed by newspaper advertisement.

The following is a list of the main organisations and groups consulted:

### **Internal:**

All Kirklees Council Members  
Planning (UDP)  
Culture and Leisure (Countryside Unit, Parks)  
Environment  
Transportation (LTP and Cycling)  
Community Safety  
Kirklees Neighbourhood Housing

### **Statutory/Prescribed:**

Peak District National Park Authority  
Peak District Local Access Forum  
West Yorkshire Local Access Forum  
Natural England  
Ramblers Association  
British Horse Society  
Cycling Touring Club  
Byways and Bridleways Trust  
Open Spaces Society  
Peak and Northern Footpaths Society  
British Driving Society  
Auto-Cycle Union

### **Relevant Others:**

Action for Rural Rights of Way (ARROW)  
Spen Valley Civic Society  
Heavy Woollen Countryside Forum  
PROW Forum

Cycling Forum  
Colne Valley Civic Society  
Huddersfield Rucksack Club  
Ramblers Association (North Kirklees Group)  
Ramblers Association (Huddersfield and District)  
British Horse Society (Local Group)  
Meltham Town Council  
Mirfield Town Council  
Holme Valley Civic Society  
Holme Valley Parish Council  
Kirkburton Parish Council  
LARA/ Pennine Packhorse Trust (Robert Halstead)  
Denby Dale Parish Council  
Denby Parish Community Action Group  
Country Landowners Association  
National Farmers Union  
National Health Service  
West Yorkshire Police  
National Trust  
Dartmouth Estates  
Saville Estates  
Thornhill Estates  
Farnley Estates  
METRO  
British Waterways Board

## **APPENDIX 16-2 Summary of Responses (both written and verbal):**

Individuals who responded are not named but organisations which did are:

Huddersfield Ramblers  
Action for Rural Rights of Way (ARROW)  
Open Spaces Society  
Holme Valley Parish Council  
Council Officers

### **Comments:**

There is a need for an up-to-date Definitive Map  
Prioritising paths would lead to many paths especially in rural areas being neglected  
Spenningsdale and Meltham Greenway not being in UDP  
In both the body of the document and the appendices, some wanted more information others less  
Creation of new routes should not be traded against extinguishments or diversions  
Requirement to prosecute more especially developers  
Transfer routes from Street Register to Definitive Map  
Clear all obstructions not selected ones  
Prioritise problems not paths  
Prioritise claims particularly bridleways  
Prioritise promoted paths and National Trails  
Recognise the value of bridleways to walkers  
Address the difficulties with height of stiles  
Make more use of the highway verges  
Need to produce a Bridleway Strategy  
Work more closely with major landowners/partners  
New methods for managing the network should be adopted  
Target enforcement  
Ensure that S106 agreements are implemented  
Public Rights of Way should have the ability to undertake bridge work  
Transfer routes from Street Register to Definitive Map  
Make more use of Volunteers  
Walkers are Welcome  
Increase working across agencies  
The ROWIP lacks "teeth"

Forge more partnerships  
Maps and leaflets required on Access Land  
The financial situation should not deter the Council from implementing the ROWIP  
Removing obstructions is a priority and a low cost activity and enforcement action should be used more frequently  
There is a definite need to cater for horse riders - as walkers and cyclists also benefit  
Greater use of volunteer groups can assist towards achieving management goals  
Improving signage should be a priority  
Swifter action should be taken with modification orders  
The backlog of maintenance problems should be tackled. Prioritising the easy, low cost issues can be done without too much consideration  
Engage more with partners  
Open Access Land should be properly managed and promoted.  
Provide copy of Definitive Map and other PROW information on-line  
Making List of Streets more available to public (on-line)  
More signposting and waymarking should be carried out  
Recognise the contribution of rights of way to the local economy  
Make more use of LTP funding  
Define how is the council is to carry out its statutory duties  
Concerns over the implementation of the ROWIP  
Include the potential role of the PROW Forum