

EXTRACT FROM: *"Managing Bradford' Rights of Way 1999/2000"*

Published in response to the 'Milestones Survey'

RECORDING AND PROTECTING

R1.1 Keeping the definitive map accurate and up to date ...continued

The overall situation:

It is particularly difficult to estimate the resources needed to address deficiencies in this area of work.

At present the Council has around 1,070 km of recorded public rights of way, forming 5,123 individual path links.

79 per cent of the network, or 845 km, is recorded on the definitive map and forms 2,535 individual path links.

21 per cent or 225km is not formally recorded on a definitive map and comprises 2,588 individual path links. Most of these are in the Former Bradford County Borough area which was excluded from the definitive map under former legislation, but for which the Council now has a duty to prepare a definitive map.

There is a large backlog of other apparent anomalies and inaccuracies of recording on the definitive map in addition to formal applications. This includes:

- issues raised when the map was last reviewed prior to the publication of the Modified Definitive Map in 1985. Due to changes in legislation, the comprehensive review was abandoned and contentious issues were not resolved. These issues are mostly still unresolved and total at least 200 individual cases to be investigated.
- Anomalies identified over the years by rights of way staff, and routes which are apparently public but for which no formal application has been made, totalling over 120 issues.
- Inaccuracies identified through the network survey - over 250 cases.

Although it is likely that there is a significant degree of overlap in these lists, this represents a considerable volume of work, as each must eventually be investigated and resolved.

It is also likely that once active progress is made on these issues, the resulting publicity will attract further applications, all of which will need investigation.

The backlog of legal event modification orders includes at least 60 events following diversion of routes under the Highways Act or the Town and Country Planning Act since the relevant date of the definitive map.

The targets given in the following sections assume continuation of the current resources of three Area Rights of Way Officers and one Strategic Routes Officer. However, due to the time consuming nature of these issues, and other pressures on staff time, considerably quicker progress could be made if an additional member of staff were recruited to specifically address this work.

