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Metropolitan Council **Directorate of Planning, Engineering and Transportation**

~~Metropolitan Council~~ **DEPARTMENT - MINUTE SHEET**

Director of Administration

Our Reference **IP/KPH/5**

Report to

Our Reference **HP.20/1/6**

Expenditure

This matter is being dealt with by **Mr. Peggion**

Int. No. **013 (Wkfd. 74761)**

SUBJECT

**National Parks & Access to the Countryside Act 1949
Pt. IV. Survey of Public Rights of Way
Huddersfield Provisional Map**

In reply to your minute of the 6th May, it is very difficult to say when the map and statement are likely to be ready for a deposit at the Definitive Stage.

Briefly the position is that only a single copy of a composite 6" to 1 mile scale map is available. The routes are shown in colour with out-of-date notations and with classifications which are non-standard. The whole is quite incapable of translation to monochrome in negative form.

The statement is a lengthy and tedious description of each path often describing unnecessary details with great accuracy (some paths require a full foalcap sheet). The essentials are quite overlaid by extraneous matter and, for example, some routes are given the unrealistic width, in parts, of 1 foot longonly.

In some cases, paths described in the statement do not appear to be shown on the map at all.

The classifications of routes as between F.P., F.P.(CRP) & B.W. appear to depend purely on the physical characteristics with no regard to historical use either probable or actual.

To enable an accurate assessment to be made of the likely past use of each way it would be essential to walk at least 20% of the 595 paths listed and to try to get much more local information thereon.

However, as such a course is impracticable at present, it is proposed that a reasonable assessment be made on a logical basis and then await the outcome of the deposit.

It will, therefore, take some months of very detailed and careful work with a full team plus a whole-time typist to produce maps and statements in a satisfactory state ready for a deposit.

It is felt that Mr. Gumbley may wish to discuss at an early date the form and degree of detail to be incorporated and also the minimum width of path that should be recorded.



Executive Director
Transportation & Traffic

5th June, 1974

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