

Appendices

- The estimated year of implementation is based on a notional allocation of £60,000 a year from the Local Transport Plan (LTP) (This is subject to annual formal approval).
- Years 1 to 3
 - Recording of Existing routes - £10,000 a year
 - Creation of New routes - £32,500 a year
 - Improvements of routes - £17,500 a year
- Years 4 to 10
 - Creation of New routes - £39,000 a year
 - Improvements of routes - £21,000 a year
- All schemes are listed in order of priority within Tables 2, 4 and 6.
- Those schemes marked by an asterix (*) indicate those schemes that fall within or close to future proposed development sites.

Appendix A

Table 1 – Describes existing routes, which are considered rights of way and need Recording on the Definition Map

Table 2 – Identifies costs for recording existing routes

Appendix B

Table 3 – Describes new routes, which would fill the gaps in the current rights of way network based on the priorities identified within the ROWIP

Table 4 – Identifies the costs for the creation of new routes which fill the gaps in the current rights of way network based on the priorities within the ROWIP.

Appendix C

Table 5 - Describes the improvements identified to the current rights of way network and also to those existing routes, which have yet to be recorded

Table 6 - Identifies the improvement costs to the current rights of way network and also those existing routes, which have yet to be recorded

Appendix D

Map 1 - Shows currently recorded rights of way, existing routes to be recorded and desired new routes to be created, which can be achieved over the next 10 years through LTP Funding

Map 2 - Strategic Walking Network Plan (Northern Area)

Map 3 - Strategic Walking Network Plan (Southern Area)

Table 1 – Recording of existing routes

The following 60 km of paths run over Council land and the majority were constructed during the days of Cleveland County Council. The public have used the routes for many years and believe them to be public highways. Both Cleveland and Middlesbrough Highway Authorities have over the years undertaken various amounts of maintenances on the paths referred to.

Through the actions of the landowner and by the acceptance of the public these routes have by default become public rights of way and are simply waiting for the paperwork to catch up. These rights of way can be recorded in a number of ways: -

- Through the making of a Definitive map modification order (Schedule 14 applications)
- Dedication by the landowner; or
- Deposit with the Council of a section 31(6) declaration.

Once the routes are recorded, as Public Rights of Way some minor surface improvements will be required as well as the installation of signage and replacement of some furniture

A - Fairy Dell / Marton West Beck

There is a stone path, which runs from the current public footpath Middlesbrough No. 36 in a south easterly direction running past Fairy Dell lake to its junction with Gunnergate Lane. The path then continues upstream from Gunnergate Lane to Stainton Way. There are also a number of other paths which link to local housing estates, run through Fairy Dell Park and crisscross the Fairy Dell nature reserve. The intention is to record an estimated 10 km of paths as Public Footpaths.

B - Marton West Beck

The path runs from Stainton Way in a south easterly direction, following the beck to Brass Castle Lane and the open access land. There are a number of other paths through local woodland and across agricultural land, which link the two areas of housing. The intention is to record an estimated 2 km of paths as Public Footpaths.

C - Blue Bell Beck / Saphwood Beck

Back in the late 1970's Cleveland County Council constructed a number of stoned paths running the length of the Blue Bell Beck corridor and running from Mandale Road to Low Lane. The paths run on both sides of the beck in most areas and also runs along part of Saphwood Beck. The intention is to record an estimated 10 km of paths as Public Footpaths.

D - Spencer Beck

This is another route, which was constructed by Cleveland County Council back in the late 1970's. The path runs along Spencer beck from Middlesbrough Road in the north to Normanby Road in the south. The route links residential areas predominantly in the south to a large industrial area in the North. The route is also part of the promoted Tees Link route which links the Teesdale Way to the Cleveland Way. The intention is to record an estimated 3 km of paths as Public Footpaths.

E – Hemlington Lake

There are a number of paths within the parkland of Hemlington Lake & Recreation Centre, which link the various housing estates in the area together and provide both recreational and commuter routes. The paths run through the 39 acres of parkland and woodland and more recently a new path was constructed around the southern edge of the lake. The intention is to record an estimated 3 km of paths as Public Footpaths.

F - Ormesby

There are currently a number of existing paths within this attractive green corridor and they provide useful links from East Middlesbrough to James Cook University Hospital and also from Landgate Lane to Longlands Road. The intention is to record an estimated 3 km of paths as Public Footpaths.

G - River tees path

Historically there has been a route, which followed the River Tees, part of which made up the 'Sailors Trod' and runs from the Tees Barrage in an easterly direction to Teesaurus Park. The old sunken road, which runs from Forty Foot Road to the river, has also historically provided access. The intention is to record an estimated 5 km of paths as Public Footpaths.

H – Middlebeck

The path runs from High Street to Bournemouth Avenue along the beck and in several areas it runs on both sides. It has existed since the 1930 and has been incorporated within the layout of the housing estates. The intention is to record an estimated 2 km of paths as Public Footpaths.

I - Dawsons river path

The historic path, which ran along the river Tees from the Barrage, also ran through what is now Dawson's Port and through Middlesbrough Dock. The Dawson's river path has recently had a permanent road closure on it to protect the public but yet still requires to be recorded. The intention is to record an estimated 1 km of paths as Public Footpaths.

J – Stainton Area

There are a number of paths, which crosses Council owned sites in the Stainton area, such as Stainton Wood and Stainton Quarry; and the public have had access to these sites for many years. The intention is to record an estimated 2 km of paths as Public Footpaths.

K – Acklam Hall Area

There are a number of paths, in and around Acklam Hall which the public have had access to for many years these include The Avenue of Trees, Acklam Hall East Wood and the paths near the Cochranes Sports & Social Club. The intention is to record an estimated 6 km of paths as Public Footpaths.

L – Newham Grange Farm

In the last 5 years the Council has created a stoned route around the edge of Newham Grange Farm between the farm and the Parkway. The intention is to record an estimated 1 km of paths as Public Footpaths.

M – Other Town Wide Routes

There are many routes, which have been constructed over the last 30 years both during Cleveland County Council days and by Middlesbrough Council. Most if not all of these routes have not been recorded on the definitive map either because they fell within the once excluded area of Middlesbrough or because at the time it was considered not necessary. The intention is to record an estimated 12 km of paths as Public Footpaths or Public Bridleways. These routes are:-

- 5 Footpaths in the Bonny Grove Park 1.5 km
- 3 Footpaths in the Sandy Flats Farm Area 2.5 km
- 15 Footpaths in the Saltersgill/Marton West Beck Area 4 km
- 13 Footpaths, 4 km

Table 2 – Cost of Recording Existing Routes (subject to funding availability)

Scheme Name	Map ref. no.	Description	Approx Distance	Estimated cost	Estimated year of implementation
Fairy Dell/Marton West Beck	A	12 Footpaths	10 KM	£5,000	2014/2015
Marton West Beck	B	5 Footpaths	2 KM	£2,000	2014/2015
Blue Bell Beck*	C	15 Footpaths	10 KM	£3,000	2014/2015
Spencer Beck	D	4 Footpaths	3 KM	£2,000	2015/2016
Hemlington Lake	E	7 Footpaths	3 KM	£1,000	2015/2016
Ormesbey Beck	F	9 Footpaths	3 KM	£2,000	2015/2016
River Tees path*	G	7 Footpaths	5 KM	£2,000	2015/2016
Middlebeck	H	6 Footpaths	2 KM	£2,000	2015/2016
Dawsons path	I	1 Footpath	1 KM	£1,000	2015/2016
Stainton Area	J	4 Footpaths	2 KM	£2,000	2016/2017
Acklam Hall Area	K	7 Footpaths	6 KM	£1,000	2016/2017
Newham Grange Farm	L	1 Footpath	1 KM	£1,000	2016/2017
Borough Wide	M	36 Footpaths	12 KM	£6,000	2016/2017
		Total =	60KM	£30,000	

Table 3 – New routes

During the assessment phase of the ROWIP and following consultation a number of conclusions were drawn which identified that a number of issues needed to be addressed to remove barriers to the public in using the rights of way network and to improve access for both recreation and commuting. The following conclusions were made in relation to the physical infrastructure: -

- The access network is sparse and fragmented, particularly in the countryside around Middlesbrough, which prevents long distances or circular walks and deters use
- Users and potential users of the local access network are deterred due to outdated furniture, which doesn't meet British Standards and in a number of cases is completely unnecessary.
- There is a lack of off road routes for horse riders and cyclists, which provide either circular or linear routes, close to riding facilities or even links to neighbouring authorities.

The following proposed 32 km of new footpaths and bridleways are intended to go some way to address the issues identified during the development of the ROWIP. Some of the proposed routes run over private land and so negotiations would need to take place.

N - Long Distance Bridleway (LDB)

The LDB is a multi user route, which runs through the heart of Middlesbrough's rural landscape from Redcar and Cleveland in the east to Stockton in the west. The route would provide both opportunities for leisure & recreation but also as a commuter route. With links to key development sites such as Hemlington Grange, Newham Hall and Grey Towers and also to North Yorkshire and the North York Moors national park.

The LDB is a distance of 8 km and is made up of 5 phases each of which would provide a key link in its own right. However within predicted funding envelopes only 2 of these phases are likely within the 10 year framework of this plan

- Phase 2: De Brus Park to B1365 near Larchfield Farm
- Phase 3: Larchfield Farm to Stainton Way near Stainton Grange

S1 - Bridleway link to North Yorkshire National Park

The scheme relates to the provision of a bridleway link from Nunthorpe to Great Ayton and would be part of a wider network of links connecting the Boroughs of Stockton and Middlesbrough to the North York Moors National Park via Great Ayton and Guisborough. The route would provide safe, easy access to "Gateways" to the North York Moors from the Teesside conurbation either directly (front door to National Park) or via public transport.

The Scheme is made up of 4 phases each of which would provide a key link in its own rights. Within the predicted funding constraint only phase 1 is considered deliverable within this 10 year plan.

- Phase 1: Church Lane to Existing Public Footpaths near Nunthorpe Hall Farm

T - Grey Towers Estate

The developer who is developing the fields around Grey Towers Farm is committed to keeping existing rights of way and providing a series of new circular routes within the site. Much of this new network is proposed to be created within the woodland copses. Other routes will follow the alignment of existing hedgerows. The creation of these new routes

would provide much needed opportunities for recreation and leisure activities.

Table 4 – Costs of New routes (Subject to funding availability)

Scheme Name	Map ref. no.	Description	Approx Distance	Estimated cost	Estimated years of implementation*
Grey Towers Estate*	T	Circular Routes within the site	3 KM	£10,000	2014/15 – 2018/19
Bridleway link to North Yorkshire National Park Phase 1	S1	Church Lane to Redcar Boundary	1.2 KM	£70,000	2014/15 – 2016/17
Long Distance Bridleway Phase 2*	N2		2.1 KM	£130,000	2016/17 – 2019/20
Long Distance Bridleway Phase 3*	N3		2.6 KM	£160,000	2019/20 – 2023/24
		Total =	8.9 KM	£370,000	

- Subject to funding availability

Table 5 – Improvements to existing routes

Following an assessment of the current rights of way network in 2012 a number of improvements were identified to the surface, signage and furniture of many of the current rights of way and also to the routes identified in Table 1. One of the key issues identified within the ROWIP was that users and potential users of the local access network are deterred due to outdated furniture, which doesn't meet British Standards and in a number of cases is completely unnecessary.

It is intended that by addressing the surface defects and by improving the signage and furniture on the following routes, a seamless network will be created that will be fit for purpose and increase walking levels within Middlesbrough: -

Replacement of furniture across the network:

Much of the furniture across the network (both existing and unrecorded) is over 25 years old and does not meet recommended British standards. This has resulted in items of furniture which are in a poor condition and which discouraging people from using the network. By replacing all furniture we will ensure that furniture, which is still necessary, will be long lasting and fit for purpose.

Replacement of signage across the network:

Much of the existing network has had its signage replaced in the last 5 years but most of the unrecorded network has no signage at the beginning or end of the routes, which is a legal requirement. Much of the network (both existing and unrecorded) is lacking in way markers, along the routes, which act to reassure the public that they both have a right to use the route and that they are going in the right direction. The purchase of the new design of way marker discs would both enable the Council to publicise key promoted routes cost effectively and also meets the equality act.

Middlesbrough No. 31 Footpath:

This key right of way connects Brass Castle Lane to Turnberry Way and has long been used by both horse riders and cyclists. The footpath was surfaced with stone by Cleveland County Council back in the 80's and over the last 30 years has slowly been covered by mud and grass. For a small cost the path could be upgraded to a bridleway and then cleared and restoned to provide a suitable multi-user surface.

Hemlington lake

Recently a new stoned path has been constructed around the southern side of the lake, including a bridge over the beck. A new link would be beneficial along the beck to link back towards the Hemlington shops and provide a circular route. Other improvements along the routes include the installation of seating, signage and interpretation

Stainton Area

The current unrecorded routes that wind their way around Stainton Quarry and Stainton Wood have been open to the public for many years. A large amount of work has been undertaken in the Quarry to improve access and this has resulted in the Quarry receiving the Green Flag Award for many years. There are still a number of improvements that could be made to enhance the existing access and facilities within the Quarry.

Stainton Wood is a young woodland which requires a programme of woodland management. The maintenance track ways, which are used by walkers, are straight and edged by trees and hedges on both sides, which make users feel enclosed, and prevents the tracks from being dried out by the wind. The wood needs thinning to encourage the development of a layered woodland structure and improve the walking experiences. The surfacing of some areas where water logging is an issue should be undertaken and also the installation of seating, signage and

Acklam Hall Area

The paths in and around Acklam Hall are a mixture of tarmac, stone and grass. Improvements in the surface of a number of the paths would benefit the public but in areas like the avenue of trees this may not be possible due to it being a conservation area. Other improvements along the routes include the installation of seating, signage and interpretation boards.

River Tees path

The long existing footpath, which runs along the side of the River Tees from the Tees Barrage to Teesaurus Park and known as the sailors trod has existed for many years. A section of the footpath was tarmaced back in the late 90's and more recently the section from Newport Bridge to Teesaurus Park has been surfaced in stone.

Due to an issue of landownership, there is a gap in the surface of the path and this needs to be surfaced in stone. Part of the promoted route "The 8 Bridges Way" follows the riverside footpath and needs some general improvements such as seating, signage and interpretation boards.

Table 6 – Costs of path improvements (Subject to funding availability)

Scheme Name	Description	Approx Distance	Estimated cost	Estimated years of implementation*
Furniture Replacement	Stiles, Gates, Steps & Bridges	(300 items)	£35,000	2014/15 - 2015/16
Signage Replacement	Finger posts & waymarkers	(500 items)	£25,000	2016/17 - 2017/18
Middlesbrough No. 31	Re-Surface Work	1 km	£50,000	2017/18 - 2019/20
Hemlington Lake	Surface and Furniture Work	1 Km	£15,000	2019/20 – 2020/21
Stainton Area	Surface and Furniture Work	2 Km	£15,000	2020/21 – 2021/22
Acklam Hall Area	Surface and Furniture Work	5 Km	£20,000	2021/22 – 2022/23
River Tees path	Surface and Furniture Work	5 Km	£40,000	2022/23 – 2023/24
	Total =	14 KM	£200,000	

*Subject to funding availability