

## EXTRACT – STEPPING FORWARD – STAKEHOLDER WORKING GROUP REPORT

Natural England Commissioned Report NECR035 (2010)

### THE LIST OF STREETS AND LOCAL STREET GAZETTEER & DEALING WITH INCOMPLETE RECORDS

"One way of dealing with this would be to make sure that all such routes are recorded on the definitive map and statement. **However, doing this would be a major undertaking for many authorities and is not necessarily a good use of public funds**, particularly when many of the routes in question are already identified within other highways records".

"Both the list of streets and local street gazetteer are open to public inspection; access to the national street gazetteer is limited. **None of these records is definitive as to the legal status of a public right of way**, and entries **do not normally expressly distinguish between carriageways and other types of route**"

"There is nothing to preclude overlap..... **In practice there is a lack of consistency over which routes are included in the different records**. The separation between the definitive map and statement and list of streets/local street gazetteer is often compounded by their being the responsibility of different local authority departments."

"A common assumption is that there is no need to record a public right of way on the definitive map and statement if it is shown on the list of streets/local street gazetteer. **In reality, this approach fails to offer due protection to these public routes**"

"It is assumed that by doing this the so-called 'other routes with public access' (ORPAs) shown on modern Ordnance Survey maps would effectively be protected, since this information is derived from the list of streets."

"The lists of streets/ local street gazetteer **are not always fully correct**, complete and up to date."

"Where all or part of a route is no longer maintainable by the highway authority, **it may have been removed from the list of streets without any corresponding move to record the status of the route on the definitive map and statement.**"

"Another cause for concern is the **difficulty of locating records** where there have been boundary changes following local government reorganisation. In this situation the list of streets for some areas **may be incomplete or missing altogether**, so these records cannot be relied upon to provide the necessary breadth of exemption."

'Omnibus orders' or the 'York procedure' generally result in a single modification order recording without objection a significant number of paths in a given area. The Group recognises the value of such initiatives and would like to see them applied more widely where the circumstances allow.