

<b>SCRUTINY COMMISSION FOR RURAL COMMITTEE</b>	<b>Agenda Item No. 4</b>
<b>19 SEPTEMBER 2011</b>	<b>Public Report</b>

## **Report of the Executive Director of Operations**

Contact Officer(s) Amy Bowles

Contact Details Tel: 452272 email: amy.bowles@peterborough.gov.uk

### **DISCUSSION ON IMPROVEMENTS TO FOOTPATHS AND CYCLE ROUTES IN THE RURAL AREA OF PETERBOROUGH**

#### **1. PURPOSE**

- 1.1 To clarify the process leading to the allocation of funds for walking and cycling schemes in rural areas as requested by Scrutiny Commission for Rural Committee.

#### **2. RECOMMENDATIONS**

- 2.1 Note the content of the presentation and discuss a way forward.

#### **3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY**

##### **3.1 How does the report link to the Sustainable Community Strategy?**

Peterborough's Long Term Transport Strategy, Local Transport Plan 3, Transport Asset Management Plan and Rights of Way Improvement Plan are all Peterborough City Council documents that are in place and set out the Council's vision, objectives and strategy for transport improvements.

These documents share common aspirations and contribute to varying degrees towards the Sustainable Community Strategy goals to:

- Create opportunities – tackling inequalities
- Create strong and supportive communities
- Create UK's environment capital
- Deliver substantial and truly sustainable growth

##### **What National Indicators does the report help to achieve?**

Improvements to footpaths, rights of way and general accessibility in rural areas can contribute to improvements to the following National Indicators :

- NI47 Total killed and seriously injured
- NI48 Child killed and seriously injured
- NI177 Public transport patronage
- NI175 Access to services
- NI198 Mode share journeys to school
- BVPI 187 Footway condition

#### **4. BACKGROUND**

A number of documents outline the way in which decisions regarding potential improvements to footpaths and cycle routes in the rural area of Peterborough can be taken forward by the city council. The purpose of the presentation to the Scrutiny Commission for Rural Committee is to discuss a way forward regarding potential improvements to the infrastructure in rural areas.

##### **4.1 Long Term Transport Strategy and Local Transport Plan 3**

The Council adopted Peterborough's LTTS and LTP3 in April 2011.

The LTTS (2011-2026) is the 15 year plan of how transport provision can support the authorities sustainable growth agenda. This strategy was developed by assessing the Peterborough Core Strategy and producing the Integrated Development Programme (IDP).

The LTP3 (2011-2016) is a statutory document that the city council produces every five years. The LTP3 covers the short-term period set out in the LTTS and sets out the authorities transport policy and strategy for Peterborough.

The two documents combine to create an ambitious transport vision for Peterborough that can meet the following goals:

- Tackle climate change
- Support economic growth
- Improve quality of life and promote a health natural environment
- Contribute to better safety, security and health
- Promote equality of opportunity

LTP3 identifies the strategy items by mode, and details the slightly different approaches that are most appropriate for different areas of the city including rural areas.

A capital budget is allocated annually for integrated transport. The schemes delivered each year are identified via a number of means for the capital programme of works (please see Appendix 1)

### **Transport Asset Management Plan**

The Transport Asset Management Plan (TAMP) demonstrates how an effective approach to asset management, can help us to maintain the highway network in a condition to enable the safe passage of the travelling public.

Asset Management is defined as:

“Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers.”

Asset management is widely recognised as the rational approach that should be used to maintain assets to an agreed performance. The TAMP sets out how this approach should be applied to Peterborough’s transport asset maintenance.

The TAMP covers Asset Inventory, business processes, levels of service, lifecycle planning and financial management & reporting.

### **Rights of Way Improvement Plan 2006 to 2016**

The Countryside and Rights of Way Act 2000 requires all highways authorities in England and Wales to publish a Rights of Way Improvement Plan (ROWIP) for their area. The ROWIP identifies how the Council intends to improve the network for current and future needs of all people.

Rights of Way form a central part of the transport network and include:

- Public footpaths
- Public bridleways
- Byways open to all traffic
- Roads used as public paths (all roads used as public paths in Peterborough have been reclassified as either byways open to all traffic or as bridleways)

Each action identified in the ROWIP contributes to improving access and condition, increasing use, improving safety and improving communication and understanding between land owners and users as to how the Rights of Way network is managed. Peterborough’s ROWIP is a live document that will run to 2016 and is integrated into the third Peterborough Local Transport

Plan (LTP3).

**5. KEY ISSUES**

5.1 Not Applicable

**6. IMPLICATIONS**

6.1 Not Applicable

**7. CONSULTATION**

7.1 Not Applicable

**8. NEXT STEPS**

8.1 Discussion with Scrutiny Commission for Rural Committee

**9. BACKGROUND DOCUMENTS**

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- 9.1
- Long Term Transport Strategy and Local Transport Plan 3
  - Rights of Way Improvement Plan
  - Transport Asset Management Plan

**10. APPENDICES**

10.1 Appendix 1 Development of the Capital Programme of Works

This page is intentionally left blank