

## LOCAL TRANSPORT PLAN 4 – PROGRESS REPORT ONE (10<sup>TH</sup> SEPTEMBER 2019 – 31<sup>ST</sup> AUGUST 2020)

### 1.1 BACKGROUND

Moving Rutland Forward, Rutland's fourth local transport plan (LTP4) was approved by Full Council on 9<sup>th</sup> September 2019, along with the Passenger Transport Strategy and Rights of Way Improvement Plan.

A year has now passed since the documents were approved, and this report sets out progress against the actions within each of the documents' implementation plan.

### 1.2 2020 OVERVIEW

2020 has been a year like no other. With the ongoing pandemic, the way we live has been disrupted and seen significant change.

In responding to Covid 19, the focus of our Transport and Highway Teams, particularly during the early stages of lockdown, were redirected towards essential works associated with social distancing and supporting the council's wider approach to helping our community through the crisis.

This, in combination with other emerging urgent work streams, staff changes and capacity, has unfortunately resulted in some project areas falling behind schedule – such as our Local Cycling and Walking Infrastructure Plan and Highway Design Guidance.

Travel patterns during the pandemic have also changed. During the early stages of lockdown there was less traffic on the road and reduced bus services, with fewer passengers. In turn, these changes have impacted on our ability to deliver some work areas, projects and policies – as they require accurate and representative travel data, which at the moment isn't available.

Appendix A provides an update on each of the actions set out within the implementation plans of the LTP4, Passenger Transport Strategy and the ROWIP, and where required (and possible), a revised delivery date.

Despite the challenges, risks and uncertainties that Covid 19 has brought, we have however continued to deliver our essential services – ensuring our highway provisions remain safe and well maintained and that our transport services support the essential journeys our residents need to take. On top of our core provision we have also delivered a number of positive projects and initiatives, which the remainder of this document summarises.

## 1.3 ACHIEVEMENTS

Within this section we highlight some of the key outcomes that have been achieved since LTP4 was approved.

### 1.3.1 POST ADOPTION REPORT

As part of LTP4's development, a Strategic Environmental Assessment (SEA) was carried out to identify and address any environmental impacts that could potentially result from the plan's implementation. A requirement of SEA legislation is that a post adoption statement is prepared and published once the plan has been adopted – outlining how environmental considerations were integrated within the plan. Due to other work priorities during the start of the pandemic, the post adoption statement was delayed. However, the statement has now been finalised and will be promoted and made available, as per the requirements of the SEA legislation.

### 1.3.2 PLANS, POLICIES AND STRATEGIES

In the year since LTP4 was adopted, a number of plans, policies and strategies have been produced, updated and approved on target:

- [Skid resistance strategy \(December 2019\)](#) - Our Skid Resistance Strategy and Operational Guidance sets out the Council's approach to managing skid resistance levels of its A Class roads carriageway surfaces, and provides detailed guidance for the processes by which the strategy will be applied.
- [Highway Asset Management Plan \(updated November 2019\)](#) - Our Highway Asset Management Plan (HAMP) sets out how we will manage our highway infrastructure, in order to maintain our road network as cost effectively as possible.
- [Performance management framework \(December 2019\)](#) - The Performance Management Framework for Highway Asset Management provides performance indicators, standards, performance targets to demonstrate continuous improvement and a better quality highways maintenance service.

Along with the Skid Resistance Strategy, the Performance Management Framework forms part of the highway asset management regime which is designed to deliver and demonstrate best value for our highway assets. They are also part of the evidence necessary to demonstrate to the Department for Transport that Rutland is still a Band 3 highway authority with respect to Incentive Fund requirements.

- [Road safety guide \(January 2020\)](#) - Our Road Safety Guide is a public facing document, designed to help communities understand how we can work together to address road safety concerns within and around Rutland's villages and towns. A desktop published version is currently being produced and will be uploaded to the

council website in due course.

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### 1.3.3 GRANTS

During 2020 we have submitted bids under the following grants:

- **Department for Transport Emergency Active Travel Fund – Tranche 1:** Through Tranche 1 of the Emergency Active Travel Fund we received £2500 to help with the provision of temporary cycle parking (a 3 bar rack in Oakham, near to the library, and a 5 bar rack in the Yarn Market car park in Uppingham), signage and other temporary highway measures to help facilitate social distancing within our towns.
- **Department for Transport Emergency Active Travel Fund – Tranche 2:** We also submitted a bid under Tranche 2 of the Emergency Active Travel Fund, through which we have sought £98, 060 to develop two joint cycleway footways within our market towns: Burley Road, Oakham and Ayston Road, Uppingham. The outcome of this bid is expected in autumn 2020.
- **Department for Transport Rural Mobility Fund:** Together with Lincolnshire County Council we have submitted a bid under phase one of the Rural Mobility Fund. Through the bid we are seeking project funding to deliver both new and improved Demand Responsive Transport (DRT) services across south-west Lincolnshire, Rutland and small parts of Northamptonshire and Peterborough. Assessment of the applications has been put on hold as a result of Covid 19. A revised assessment deadline has not yet been published.

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### 1.3.4 NEW PROJECTS

Alongside business as usual tasks, work has also been carried out on a number of new projects and work streams, including the establishment of a Public Rights of Way network hierarchy and developing a risk based approach to safety inspections of public rights of way. Through this approach, the frequency of inspection is based on a paths category within the network hierarchy.

Another very positive project initiated since LTP4s launch is the 'E bike' scheme through which Rutland residents can loan (at low cost) an electric bike. Prior to loan, all applicants also receive one to one training on an e bike to show them how the controls work and provide advice on how to safely use them. To date (since April 2020) there have been 24 applicants to the scheme with a significant amount of additional interest from our residents.

## 1.4 CONCLUSION

2020 has proved a challenging year, however in spite of this, we have continued to deliver essential services, along with a number of new policy documents and projects. We have also put forward bids under a number of grants – of which we are awaiting the outcome for two.

As we progress into LTP4's second year, we will work on the upcoming actions in the implementation plans, and also work to address any delays that have resulted over the last 6 months.

As they are announced, we will also review future funding and grant opportunities and if successful with our current grant bids, set to work to deliver the exciting projects that will emanate from them.

## LTP4 PROGRESS REPORT - APPENDIX A: PROGRESS ON IMPLEMENTATION PLAN ACTIONS

This document outlines progress to date on the actions outlined in Local Transport Plan 4 (LTP4), our Passenger Transport Strategy and Rights of Way Improvement Plan.

Progress is identified on a traffic light system: green – on target/ amber – slight delay/ red – behind target.

### 1.1 ACTIONS OUTLINED IN THE MOVING RUTLAND FORWARD (RUTLAND'S FOURTH LOCAL TRANSPORT PLAN) IMPLEMENTATION PLAN

Table 1 – Actions and initiatives to be delivered during the first implementation plan (LTP4)

| Ref.              | Action  | RCC lead   | Timeframe                        | Progress   | Revised delivery date |
|-------------------|---|--|----------------------------------|--|-----------------------|
| MRF –<br>IMP - 01 | Develop a more robust internal consultation process for new planning applications (including the assessment of transport modelling reports, and highways and transport assessments) – including the development of criteria to assess a planning applications compliance with policies outlined within MRF, Rights of Way Improvement Plan (ROWIP), road safety strategy (once produced), Passenger | Transport strategy (including road safety and sustainable travel). | 6 months after MRF is published. | Completed.<br>Improvements made - wider feedback sought.<br>Criteria has not been set - but responding officers consider applications in line with the approved policies and strategies. | NA                    |

| Ref.           | Action  | RCC lead                  | Timeframe                         | Progress   | Revised delivery date |
|----------------|---|---------------------------|-----------------------------------|--|-----------------------|
|                | Transport Strategy, highway design guidance (once adopted), and future local cycling and walking infrastructure plan (LCWIP) (once produced). |                           |                                   |  |                       |
| MRF-IMP-02     | Consider alternative delivery options for providing school transport.   | Transport operations.     | From plan adoption, then ongoing. | On going.<br>Team continue to consider alternative procurement and delivery options. However, a number of challenges have resulted from Covid 19 that the team have worked around – including the removal of pupils from scheduled local bus services. | NA                    |
| MRF-IMP-03     | Produce a skid resistance policy.   | Highways                  | Late 2019.                        | Completed.<br>Approved by Cabinet on 23 <sup>rd</sup> December 2019.   | NA                    |
| MRF – IMP - 04 | Update the highways asset management plan (HAMP) –  | Highways (including PROW) | Late 2019.                        | HAMP updated in November 2019, however PROW assets not incorporated. PROW assets to be   | October 2021.         |

| Ref.           | Action  | RCC lead                                    | Timeframe  | Progress  | Revised delivery date |
|----------------|---|---|------------|---|-----------------------|
|                | including the incorporation of PROW assets.   |   |            | included in next version due for review in October 2021.  |                       |
| MRF-IMP-05     | Produce a Performance Management Framework  | Highways                                    | Late 2019. | Completed.<br>Approved by Cabinet on 23 <sup>rd</sup> December 2019.  | NA                    |
| MRF-IMP-06     | Produce a Resilient Network Policy  | Highways                                    | Late 2019  | Not started.<br>Delayed due to staff turnover and capacity.   | Late 2021.            |
| MRF – IMP - 07 | Investigate and adopt highway design guidance.  | Highways.                                   | Early 2020 | Delayed due to staff capacity and pandemic.   | Late 2021             |
| MRF – IMP - 08 | Investigate an alternative to the Wheels to Work Scheme.  | Transport operations.                       | Early 2020 | Completed.<br>E bike scheme currently in trial.   | NA                    |
| MRF-IMP-09     | Produce a new road safety strategy, setting out our approach to road safety and 'vision zero'. The strategy will adopt a safe | Transport strategy (including road safety). | Late 2019. | Completed.<br>Road safety guide approved by Cabinet in January 2020. Design work currently awaiting sign off. | TBC.                  |

| Ref.       | Action  | RCC lead       | Timeframe   | Progress   | Revised delivery date |
|------------|---|----------------|-------------|--|-----------------------|
|            | systems <sup>1</sup> approach to road safety and will also set out our policies on traffic calming. |                |             | Further 'technical appendix' required. New action and delivery date to be set.   |                       |
| MRF-IMP-10 | Produce a highway and transport communication plan.   | Communications | Early 2020. | <p>No longer required.</p> <p>The intention is that all work will carry with it an expectation of clear, timely and appropriate communication as embedded practice and so a strategy is unnecessary.</p> <p>Additional communication improvements include:</p> <ul style="list-style-type: none"> <li>- A dedicated bus user group.</li> <li>- Portfolio holder updates on road closures.</li> </ul> | NA                    |

<sup>1</sup> A safe systems approach looks to manage road safety through 5 pillars: road safety management, safer roads and mobility, safer vehicles, safer road users and post - crash response. Source: Department for Transport (2015), *Working Together to Build a Safer Road System British Road Safety Statement Moving Britain Ahead*, available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/487949/british\\_road\\_safety\\_statement\\_web.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/487949/british_road_safety_statement_web.pdf), (Accessed: November 2017)

| Ref.              | Action  | RCC lead   | Timeframe  | Progress  | Revised delivery date                     |
|-------------------|---|--|------------|---|---|
| MRF –<br>IMP - 11 | Produce market town plans – with involvement from local stakeholders.                     | Economic Growth.   | Mid 2020.  | Restrictions and impact of Covid 19 has delayed this. Council's role in developing Market Town Plans will be to facilitate and support 4Oakham and Uppingham First in leading this for their respective communities.  | Late 2021                                 |
| MRF –<br>IMP - 12 | Develop and publish our LCWIP.  | Transport strategy (including road safety and sustainable travel). | Late 2020. | Work delayed due to: <ul style="list-style-type: none"> <li>- Other work priorities resulting from the Covid 19 pandemic.</li> <li>- Staff absence reducing available officer time to work on project.</li> <li>- Other 'un planned' work priorities such as DfT grant bids to the Emergency Active Travel Fund.</li> </ul> | Late 2021                                 |
| MRF –<br>IMP - 13 | Investigate opportunities to deliver additional concessionary travel privileges for those | Transport operations.  | Late 2020. | No progress made due to Covid 19 as unable to assess normal concessionary travel usage during lockdown.   | TBC once transport usage begins to settle |

| Ref.           | Action  | RCC lead  | Timeframe  | Progress  | Revised delivery date |
|----------------|---|-----------|------------|---|-----------------------|
|                | residents with disabilities or SEND.  |           |            | A new timeline for this needs to be discussed as enhancements will cost more money going forwards and will not be realistic until public transport usage settles into a new normal. | into a new normal.    |
| MRF – IMP - 14 | Work in partnership with surrounding local authorities and Local Enterprise Partnerships to seek opportunities to improve the A47, where it is demonstrated as necessary, through the Department for Transport (DfT) funding such as the Major Road Network and Large Local Majors programmes investment programme. | Highways. | Late 2020. | On track. Considered via Transport for East Midlands partnership.   | Ongoing               |
| MRF – IMP – 15 | Work with our partnership highway authorities to deliver an upgrade to motorway standard for the A1 between Peterborough and the M62 for both safety and economic   | Highways. | Late 2020. | On track. Considered via Transport for East Midlands partnership.   | Ongoing               |

| Ref.           | Action  | RCC lead              | Timeframe   | Progress  | Revised delivery date                |
|----------------|---|-----------------------|-------------|---|--------------------------------------|
|                | reasons at the earliest opportunity.  |                       |             |   |                                      |
| MRF – IMP - 16 | Produce and keep up to date a network management plan – including within it reference to a new utilities permit scheme.                                   | Highways.             | Late 2020.  | Work currently in progress on a utilities permit scheme. Network management plan to be started.   | Network management plan – late 2022. |
| MRF – IMP - 17 | Investigate opportunities to work with community and voluntary transport providers to maximise the transport offer available to our vulnerable residents. | Transport operations. | Early 2021. | On-track.<br>2 meetings have taken place during lockdown to discuss initial ideas.  | NA                                   |
| MRF – IMP - 18 | Undertake a strategic parking review and develop a new parking strategy.  | Parking services.     | Mid 2021.   | Slightly delayed as a result of other work emanating as a result of Covid 19.   | Autumn 2021                          |
| MRF – IMP - 19 | Review our post 16 education transport provisions and prepare a new post 16 education transport policy.   | Transport strategy.   | Late 2021.  | Project behind schedule.<br>Work would ideally start this during the autumn school term. However due to Covid it is not viable to review transport patterns | Late 2022.                           |

| Ref.           | Action  | RCC lead   | Timeframe   | Progress  | Revised delivery date |
|----------------|---|--|-------------|---|-----------------------|
|                |   |  |             | and requirements until a new normal has been established. |                       |
| MRF – IMP - 20 | Develop and keep under review a sustainable travel statement.   | Transport strategy (including sustainable travel and road safety). | Early 2022. | On track.   | NA                    |
| MRF – IMP - 21 | Identify priority routes where more frequent verge cutting and spraying may be beneficial for the purpose of safety and, subject to funding, look to implement these. | Transport strategy (including road safety and sustainable travel). | Late 2023   | On track.   | NA                    |

Table 2 – Business as usual actions (annual and ongoing) (LTP4)

| Ref.              | Action  | RCC lead   | Progress  |
|-------------------|---|--|---|
| MRF –<br>BAU - 01 | Deliver and keep under annual review the sub documents and strategies of MRF.   | Relevant policy author/ team.                                      | On track.   |
| MRF –<br>BAU - 02 | Provide an annual progress update on MRF, this implementation plan, and the implementation plans of MRF's associated strategies.  | Transport strategy.  | On track.   |
| MRF –<br>BAU - 03 | Operate a Highways and Transport Working Group through which local highway and transport concerns will be considered.   | Transport strategy.  | On track – however changes to the process are currently being considered.   |
| MRF –<br>BAU - 04 | Continue to deliver and expand our pedestrian travel training programme.  | Transport Operations   | On-track  |
| MRF –<br>BAU - 05 | Assist schools and colleges with the development and revision of travel plans.  | Transport strategy (including road safety and sustainable travel). | On track.<br>Support offered where required.<br>We will be working with schools across the county to update their travel plans - helping to encourage active modes of travel and alleviate parking issues and congestion around school entrances. |
| MRF –<br>BAU - 06 | Undertake a rolling review of existing walking, cycling and horse riding provisions. Results to be recorded in our asset management systems and where appropriate take remedial action. | Transport strategy (sustainable travel) and PROW                   | PROW and walking routes up to date.   |

| Ref.              | Action   | RCC lead                  | Progress   |
|-------------------|--|---------------------------|--|
|                   |  |                           | Cycling routes require further review.   |
| MRF –<br>BAU - 07 | Identify grant opportunities.  | All.                      | On track.<br>The following grants have been applied for:<br><ul style="list-style-type: none"> <li>- Emergency Active Travel Fund – tranche 1</li> <li>- Emergency Active Travel Fun – trance 2</li> <li>- Rural Mobility Fund.</li> </ul> |
| MRF –<br>BAU - 08 | Seek further opportunities to enhance dialogue with Network Rail to ensure we are aware of any potential changes at an early stage.  | Transport strategy.       | Keeping abreast of consultations.<br>Communication between Cross Country Trains and Transport Operations during Covid 19 to assess impact of school travel on rail demand.<br><br>Further opportunities to be explored going forward.      |
| MRF –<br>BAU - 09 | Maintain our highway infrastructure as per our highways inspection policy, highway asset management plan, winter service policy, ROWIP and PROW maintenance plan (once written). | Highways (including PROW) | On track.  |

| Ref.              | Action   | RCC lead   | Progress  |
|-------------------|--|--|---|
| MRF –<br>BAU - 10 | Deliver enhanced and clearer promotion of our public transport provisions and highway network.   | Transport operations.  | On going.<br>We continue to seek new opportunities to promote local transport services in a clear and accessible way.                   |
| MRF –<br>BAU - 11 | Update and review our sustainable modes of travel strategy (SMOTS).  | Transport strategy (including sustainable travel and road safety). | Delayed due to staffing capacity.<br>Will look to assess as soon as possible.   |
| MRF –<br>BAU - 12 | Periodically review casualty data – enabling us to identify the road users and locations most at risk, as well as identifying collision cluster sites. | Transport strategy (road safety).                                  | On track.<br>Low level of cluster sites within the county.<br>Consideration to be given to new ways of identifying safety enhancements. |

| Ref.              | Action  | RCC lead  | Progress  |
|-------------------|---|---|-----------|
| MRF –<br>BAU - 13 | Work with partners to promote walking and cycling (including the delivery of joint events). | Transport strategy (including road safety and sustainable travel) and PROW. | On going. |
| MRF-<br>BAU-14    | Keep up to date a winter service policy.  | Highways.   | On track. |

## 1.2 ACTIONS OUTLINED IN THE PASSENGER TRANSPORT STRATEGY IMPLEMENTATION PLAN

Table 3 – Business as usual actions (annual and ongoing) (Passenger Transport Strategy)

| Action   | RCC lead             | Time               | Progress (e.g: behind/ on track/ complete)  | Revised delivery date  |
|--|----------------------|--------------------|---|--|
| Review of potential baseline transport delivery elements or package of services, supported bus services and concessionary travel support | Transport operations | Late 2019 onwards  | Planning works for the Passenger Transport Strategy (PTS) project took place in time and were due to be rolled out in March 2020.<br><br>Due to Lockdown, all work on the PTS project ceased due to lack of bus service operation and advice not to use them. | TBC – In order for a review of bus usage to take place, lockdown needs to be completely over and bus usage assessed over a significant period. |
| Implement revised baseline transport service or package of services.   | Transport operations | Early 2020 onwards | As above  | TBC – as above.  |
| Implement revised supported local bus network and concessionary travel support   | Transport operations | Early 2020 onwards | As above  | TBC – as above.  |

| Action  | RCC lead             | Time                                      | Progress (e.g: behind/ on track/ complete)  | Revised delivery date  |
|---|----------------------|---|---|--|
| Provide and maintain passenger transport infrastructure   | Transport operations | As required                               | On-going, on-track  | NA   |
| Review Uppingham bus interchange  | Highways             | Within first year of implementation plan. | Scheme awaiting initial assesmentting through the Highway and Transport Concern process.  | Late 2021.   |
| Monitor developments in multi-operator and smart ticketing, and liaise with operators as appropriate                      | Transport strategy   | As required                               | No updates at present.  | NA   |
| Monitor usage and make service changes to maximise value for money on baseline transport services or package of services. | Transport operations | Annually or as required                   | Due to Lockdown, usage figures will not represent normal travel patterns due to lack of bus service operation and advice not to use them. | TBC – In order for a review of bus usage to take place, lockdown needs to be completely over and bus usage assessed over a significant period. |

| Action  | RCC lead             | Time    | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|---|----------------------|---------|--|-----------------------|
| Monitor usage and make service changes to maximise value for money on supported local bus network | Transport operations | Ongoing | As above.                                  | As above.             |
| Deliver enhanced and clearer promotion of our public transport provisions                         | Transport operations | Ongoing | On-going & on-target                       | NA                    |

### 1.3 ACTIONS OUTLINED IN THE RIGHTS OF WAY IMPROVEMENT PLAN

Each of the statement of actions outlined in section 5 of the Rights of Way Improvement Plan (ROWIP) has an associated set of tasks – which have been identified in the tables below.

*Table 4: Actions relating to: A rights of way network infrastructure maintained to a high standard through the efficient use of available resources (ROWIP)*

| Action | Task  | Completion date | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|-----------------|--|-----------------------|
| 1A     | <p><b>Establish a Public Rights of Way network hierarchy:</b></p> <p>The Code of Practice for Highway Maintenance considers a network hierarchy to be the foundation of a coherent, consistent and auditable maintenance strategy.</p>  | 2020            | Complete                                   | NA                    |
| 1B     | <p><b>Develop a risk based approach to safety inspections of public rights of way, whereby frequency of inspection is based on a paths category within the network hierarchy:</b></p> <p>The establishment of an effective inspection regime is considered to be the most crucial component of highway maintenance.</p> | 2020            | Complete                                   | NA                    |

| Action | Task   | Completion date  | Progress (e.g: behind/ on track/ complete)                        | Revised delivery date |
|--------|--|--|---|-----------------------|
| 1C     | <p><b>Review seasonal mowing programme in accordance with the new network hierarchy:</b></p> <p>Whilst it's not a legal requirement as such, regular mowing of our paths makes them more appealing, encouraging more people to use them, and prevents the establishment of woody shrubs that might become obstructions. A network hierarchy can be used to set priorities for routine maintenance like the annual mowing programme so that the frequency with which a path is mown is determined by its position in the hierarchy.</p> | <p>Initial review in 2020. Periodic reviews thereafter.</p>        | <p>Not started.</p> <p>Impact of pandemic on work priorities.</p> | TBC                   |
| 1D     | <p><b>Explore viability of a headland management grant scheme, paying landowners to clear headland paths across their land:</b></p> <p>Many other authorities have found that paying farmers to mow the paths across their land can be better value for money than</p>   | <p>Establish viability by 2024. Commence by 2026 if justified.</p> | <p>On track.</p>  | NA                    |

| Action | Task  | Completion date   | Progress (e.g: behind/ on track/ complete)  | Revised delivery date |
|--------|---|---|---|-----------------------|
|        | undertaking the work themselves and this is something we feel should be explored.   |   |   |                       |
| 1E     | <p><b>Explore the viability of providing new waste bins on local rights of way where we recognise that there is a serious dog fouling issue:</b></p> <p>Dog fouling was listed as one of the public's top three priorities to improve on in a national perception survey<sup>2</sup>. It's also probably the most common complaint we hear from landowners who have paths across their land. By working with our colleagues in Environmental Services to provide waste bins on rights of way people we hope to reduce the amount of fouling on rights of way.</p> | Promote scheme to landowners / parish councils by 2022. | On going. Work in this area has taken place with Environmental Services.<br>Promotion required. | NA                    |
| 1F     | <b>Establish and periodically review management agreements for PROW passing through Sites of Special Scientific Interest (SSSi):</b>  | Review relevant sites / operations and                  | On track.   | NA                    |

<sup>2</sup> Keep Britain Tidy (2012), The View from the Street, <http://bit.ly/2hDoe6d>

| Action | Task  | Completion date                          | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|--|--|-----------------------|
|        | <p>Sites of special scientific interest (SSSIs) are protected by law and where public bodies request to carry out operations which have been identified as potentially damaging to their special interest features assent must be obtained from Natural England (NE). Management agreements for regular programmed maintenance operations over a defined period are an efficient way of avoiding having to make repeated applications for assent.</p> | <p>approach Natural England by 2024.</p> |  |                       |

Table 5: Actions relating to: An accurate and up to date definitive map and statement (ROWIP)

| Action | Task  | Completion date                               | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|---|--|-----------------------|
| 2A     | <p><b>Publish an consolidated definitive map and statement using up to date base mapping and incorporating changes since the relevant date:</b></p> <p>When the definitive map and statement require modification as a consequence of legally authorised changes we should periodically prepare and publish an updated copy of that map and statement so that interested parties can rely on the accuracy of our legal records.</p> | Publish an updated map and statement by 2026. | On track.                                  | NA                    |
| 2B     | <p><b>Publish a statement of priorities / exception criteria in relation to applications for definitive map modification orders (DMMOs):</b></p> <p>If a surveying authority fails to determine an application for a definitive map modification order within one year of receipt an appeal may be made to the Secretary of State. In considering the appeal they take into account any statement made by the authority setting</p> | 2022.   | On track.                                  | NA                    |

| Action | Task  | Completion date | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|-----------------|--|-----------------------|
|        | <p>out its priorities for bringing and keeping the definitive map up to date. Our statement will ensure that we can justify the prioritisation of applications with the potential to deliver the greatest benefits to the network.</p>  |                 |  |                       |
| 2C     | <p><b>Publish a policy statement setting out criteria to be met in order for the authority to accept an application for a diversion and also for the prioritisation of applications that have been accepted:</b></p> <p>Local authorities have discretion in how they exercise their powers to divert right of ways. Such decisions should not be taken lightly and when resources are limited so the ‘do-nothing’ option is going to appear far more appealing unless an application has clear public benefit. Otherwise we're using our resources on a power, to the advantage of owners and occupiers, whilst possibly having to neglect our statutory duties which have wider benefits.</p> | 2022.           | On track.                                  | NA                    |

Table 6: Actions relating to: A safer, more connected and accessible network for all (ROWIP)

| Action | Task  | Completion date  | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|--|--|-----------------------|
| 3A     | <p><b>Develop our network by creating new routes that make it easier for people to access the services they need and link the places they live with the surrounding countryside:</b></p> <p>Public rights of way are a key component in the network of routes used for walking and cycling in Rutland, and if we're to cater for an increased demand from our current and future population it seems inevitable that we will need to create new routes. Our resources are limited and it's unlikely that any new routes can be created without a source of external funding. Proposals that connect the places where people live with the surrounding countryside and with the essential everyday services they need will be prioritised.</p> | From 2020 onwards (subject to availability of external funding). | On track.                                  | NA                    |
| 3B     | <p><b>Modernise the existing network by making improvements to the drainage and surfaces of routes to facilitate use at all times of the</b></p>  | At least one route each year from 2020                           | On track.                                  | NA                    |

| Action | Task  | Completion date       | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|-----------------------|--|-----------------------|
|        | <p><b>year by the widest possible section of the community:</b></p> <p>Poorly drained, muddy, and uneven surfaces can discourage people from using the rights of way network, particularly those mobility problems. Prioritisation of improvements to routes will be determined by their position in the rights of way network hierarchy.</p>   | (subject to funding). |  |                       |
| 3C     | <p><b>Engage equestrian users at the earliest possible stage when designing schemes that affect road-side verges to ensure that important links between bridleways are protected:</b></p> <p>We understand that horse riders and cyclists may need to use rural roads to make connections in a fragmented network. We must give sufficient consideration to their needs when planning highway improvements and protect locally important margins / verges. We feel that no scheme should benefit one class of user at the expense of another.</p> | From 2020 onwards.    | On track.                                  | NA                    |

| Action | Task  | Completion date  | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|--|--|-----------------------|
| 3D     | <p><b>Only structures adhering to the current British Standard for gaps, gates and stiles (BS5709:2006) will be authorised:</b></p> <p>Structures meeting the standard cause the minimum of inconvenience to users whilst preventing the passage of animals. By applying the standard we can also be sure that we're complying with our duties under the Equalities Act, so that our network is accessible to users with limited mobility.</p>  | Continuation of action 3B from the first ROWIP (2007).                       | On track.                                  | NA                    |
| 3E     | <p><b>Actively seek to reduce the number of structures on the network that might act as barriers to some users:</b></p> <p>Physical barriers can take many forms and consultation has revealed that they are not just an issue for the disabled. Reducing the number of physical barriers can open up the network to a wider section of the community, with the potential to improve access to services and reduce the social exclusion experienced by people with mobility problems.</p> | Continuation and extension of actions 3C and 3D from the first ROWIP (2007). | On track.                                  | NA                    |

Table 7: Actions relating to: Protecting the network and influencing development (ROWIP)

| Action | Task  | Completion date                              | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|--|--|-----------------------|
| 4A     | <p><b>Publish a policy describing how the authority will assert and protect the public’s right to use a rights of way network free from illegal obstructions and unreasonable interference:</b></p> <p>We’re proposing to publish an enforcement policy that will deliver a high level of service in terms of dealing with breaches of legislation whilst adhering to the principles set out in the Regulators Code<sup>3</sup>. Through our policy we will ensure that rights of way remain open and available for public usage and to ensure that complaints from the public about such breaches are dealt with promptly and effectively and in line with the network hierarchy and internal prioritisation guidelines.</p> | Review and update existing policies by 2024. | On track                                   | NA                    |
| 4B     | <p><b>Ensure that new development not only preserves but enhances the local rights of</b></p>   | Continuation and extension                   | On track                                   | NA                    |

<sup>3</sup> Department for Business, Innovation and Skills (2014), The Regulators Code, <http://bit.ly/Q5z5IR>

| Action | Task  | Completion date   | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|---|--|-----------------------|
|        | <p><b>way network, either within the limits of development or beyond, and publish guidance for developers defining best practice. Existing paths within the limits of development should be improved by the dedication of additional width and/or higher rights, whilst off-site improvements should focus on the creation of new routes to integrate the development in to the wider network:</b></p> <p>Development is often seen as detrimental to the rights of way network, and perhaps in the past we haven't always fully appreciated its value. We believe that in the future developers should be required to enhance rights of way affected by their proposals in anticipation of increasing levels of use and raised expectations.</p> | <p>of action 9A from the first ROWIP (2007). Guidance for developers to be published by 2024.</p> |  |                       |
| 4C     | <p><b>Review locations where the rights of way network meets the primary road network and consider whether we can make them</b></p>   | 2026.   | On track                                   | NA                    |

| Action | Task  | Completion date | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|-----------------|--|-----------------------|
|        | <p><b>safer for vulnerable users through enhanced signage and improved visibility:</b></p> <p>You have told us that road safety should be a priority in Rutland and in response we're aiming to reduce the number of people injured in collisions on our roads. Safety concerns are a significant barrier to achieving our aim of getting more people walking and cycling more often. Furthermore we recognise that the consequences of involvement in a road traffic collision are far more severe for vulnerable road users such as walkers, cyclists and horse riders.</p> |                 |  |                       |
| 4D     | <p><b>Proposals to close footpaths and bridleways that cross the railway without providing a safe and convenient alternative route will not be supported:</b></p> <p>The Railway Upgrade Plan is described by Network Rail as the biggest sustained programme of rail modernisation since the Victoria era. Guidance from the Office of Rail Regulation (ORR) suggests that the</p>   | 2020.           | On track.                                  | NA                    |

| Action | Task  | Completion date | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|-----------------|--|-----------------------|
|        | programmes primary objective in relation to level crossings should be their elimination following the closure or diversion of a highway. Considering our aim of increasing levels of walking and cycling levels this sounds counterintuitive. |                 |  |                       |

Table 8: Actions relating to: Promote greater use of the network & increase availability of information (ROWIP)

| Action | Task  | Completion date | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|-----------------|--|-----------------------|
| 5A     | <p><b>Provide the public with accessible promotional information to assist them in exploring and enjoying the Rutland countryside:</b></p> <p>We will review and, if possible, extend the range of materials we currently provide promoting the rights of way network and countryside access.</p> | 2024.           | On track                                   | NA                    |

| Action | Task  | Completion date    | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|--------------------|--|-----------------------|
| 5B     | <p><b>Make it easier for the public to access an up to date and accurate definitive map &amp; statement for Rutland through a combination of electronic service delivery and by ensuring paper copies are held in all town &amp; parish council offices:</b></p> <p>Surveying Authorities are required to make copies of their definitive map and statement available for public inspection at their offices and, so far as appears practicable, in each of the parishes in their area. In addition, by providing a working copy of the definitive map, incorporating any changes made since the relevant date, on our website we can ensure that this information is available when and where the public want.</p> | 2026.              | On track                                   | NA                    |
| 5C     | <p><b>Work with partners to maximise awareness of opportunities and events in the county using or promoting the rights of way network:</b></p>  | From 2020 onwards. | On track.                                  | NA                    |

| Action | Task  | Completion date | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|-----------------|--|-----------------------|
|        | <p>Cross-sector coordination is going to be required to deliver Governments ambition for walking and cycling, involving stakeholders from areas including countryside management, sport, public health and transport. We will need to work with our partners to publicise our facilities, to motivate people to use them and maximise awareness of events in the county using or promoting the rights of way network.</p>   |                 |  |                       |
| 5D     | <p><b>Make the structures data available online in a suitable format:</b></p> <p>Accurate and objective information is important to everyone visiting the countryside, but without reassurance disabled people will often assume that it's not accessible to them. It's natural therefore that providing good information will have an effect on the number of visits disabled people make to the countryside (Fieldfare Trust Information Guidelines). Lack of accessible off-site information and physical barriers such as</p> | 2022.           | On track                                   | NA                    |

| Action | Task  | Completion date | Progress (e.g: behind/ on track/ complete) | Revised delivery date |
|--------|---|-----------------|--|-----------------------|
|        | gates and stiles have been described as some of the most common barriers limiting use of the outdoors by disabled people (CA215). Programs to promote walking and cycling should publicise available facilities and include information that people with impairments will require (Physical Activity: Walking and Cycling, PH41). |                 |  |                       |

