



## JLAF05: Agenda item 6: The Joint Local Transport Plan

### Extract from draft guidance.

Source: Transport plans: Second edition - Full Guidance (DRAFT). Published: 2 August 2004. Available at: [http://www.dft.gov.uk/stellent/groups/dft\\_control/documents/contentservertemplate/dft\\_index.hcst?n=10941&l=2](http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=10941&l=2)

Please also refer to the "DRAFT Rights Of Way Improvement Plan Framework" in the papers of the last meeting at Agenda item 8. This is online at [www.jlaf.org.uk/meetings](http://www.jlaf.org.uk/meetings).



### Annex C: Rights of Way Improvement Plans - The 2005 Report

With the exception of inner London authorities, and those rated 'excellent' in Comprehensive Performance Assessment, all local authorities in England are required to publish a Rights of Way Improvement Plan (ROWIP) covering all of their area by November 2007.

ROWIPs are not about rights of way in isolation; they are intended to deliver an integrated network of routes in and between town and country. Authorities are therefore required by the ROWIP process to:

- assess the extent to which local rights of way meet the present and future needs of the public;
- assess the opportunities provided by local rights of way for exercise and recreation;
- and assess the accessibility of local rights of way to all members of the community, including those with visual impairments or mobility problems.

Local authorities are now able to integrate the development of their ROWIP into the Local Transport Plan for the area. This offers new opportunities for authorities to maximise the contribution that local rights of way can make to the delivery of transport objectives, including the shared priorities set out in this Guidance, and to wider quality of life issues such as healthier communities and better public spaces. In particular, the improvement of footpaths and bridleways can make an important contribution to the development of better walking and cycling networks. Therefore, the Department would encourage those developing new LTPs to consider including prioritised rights of way improvements, and to report on the delivery of those improvements in subsequent Annual Progress Reports. As for all LTP proposals, the funding source should be indicated; LTP block capital funding may be used to support capital schemes included in the LTP programme.

However, not all of the planned improvements identified by the development of the ROWIP will be relevant to transport priorities, and for this reason a full ROWIP will need to be produced by November 2007, as a separately identifiable product within the LTP process. Further guidance on this will be published in due course. DfT and Defra anticipate that a full integration of local transport and rights of way planning requirements will take place from 2010 onwards, building on the development of full ROWIPs.

The Government recognises that it would be unreasonable to expect authorities to have completed ROWIP work by July 2005 - but most will have begun work. As a first stage of integration, new LTPs should include short progress reports from the authorities serving the LTP area on their progress towards developing a ROWIP.

The reports should:

- include a high level statement of policy and objectives for improving the rights of way network
- identify the stage that the authority has reached in preparing their ROWIP
- provide, where possible, an initial audit and assessment of the key issues to be addressed locally in the ROWIP
- identify how the authority is proposing to ensure the integration of ROWIPs in to the LTP process at the local level
- identify how any rights of way improvement proposals in the main body of the LTP would deliver the transport shared priority objectives and wider quality of life issues.

Where an LTP area covers more than one authority responsible for rights of way, the Government invites those authorities, where possible, to demonstrate in reports (or through a single report) that they have sought to co-ordinate their approaches. By doing so, they may be able to demonstrate that any rights of way improvement proposals included in the LTP have been considered and prioritised in a consistent way.

