

# Norfolk Local Access Forum

<b>Report title:</b>	<b>Transport Asset Management Plan (PROW section)</b>
<b>Date of meeting:</b>	<b>24 October 2018</b>
<b>Responsible Officer:</b>	<b>Steve Miller – Assistant Director, Culture and Heritage</b>
<b>Strategic impact</b> Small but significant changes in determining priorities for addressing reported issues affecting public rights of way.	

## Executive summary

Norfolk's Transport Asset Management Plan gives no guidance on (1) what priority should be given to dealing with unlawful actions affecting the use of the public rights of way network, and (2) gives no finite time for dealing with issues defined as having low priority. Proposals are made for amending the guidance to address these omissions.

### **Recommendation:**

**To request Norfolk County Council to amend its Transport Asset Management Plan priorities for response to issues affecting the rights of way network.**

## 1. Proposal (or options)

- 1.1. To request that Norfolk County Council amend the priority schedule in its Transport Asset Management Plan (TAMP) as follows.
  - 1 To amend the High priority category to read "High - if it affects a nationally, or regionally, promoted route, or if there has been unlawful action (eg a ploughed out Restricted Byway, failure to clear a path across a cropped field or an obstruction on a public right of way)"
  - 2 To consider an amendment to the Low priority category so that a finite time is specified by which every issue will be addressed.

## 2. Evidence

- 2.1. Norfolk's Transport Asset Management Plan (TAMP) has only one paragraph concerning the maintenance of public rights of way, which reads as follows.
  - 9.1.1.1.7. Public Rights of Way
    - 9.1.1.1.7.1. Work programmes are based on a risk assessment of the severity of the problem and the likelihood of its affecting others. Issue logged for attention as follows:
      - Immediate – if it has health and safety implications
      - High – if it affects a nationally, or regionally, promoted route
      - Medium – if it affects a well-connected or well used path
      - Low – if it affects only an isolated generally unused path or one that runs alongside another path

*(There is a separate list in Part 2, 22.7.2 Renewal or Replacement:*

*22.7.2.1. Surfaces and structures are renewed or replaced based on continual monitoring or reports from the public. These are logged for attention as follows:*

- *Immediate - if it has health and safety implications.*
- *High - if it affects a Norfolk Trail spinal route.*
- *Medium - if it affects a Norfolk Trail associated route.*
- *Low - if it affects only an isolated generally unused path or one that runs alongside another path.)*

In recent times, officers responding to reported issues have indicated that they are following the TAMP to guide their prioritisation when dealing with those issues with limited resources. Based on anecdotal evidence from people reporting issues, two concerns have emerged.

The first is that there is no reference in the priorities to how action which is legally required will be dealt with. The second is that there is no time limit on how long a low priority issue remains unaddressed, and in the face of limited resources, low priority issues may never get addressed, especially given that rural footpaths are routinely checked only every 5 years.

### **3. Financial Implications**

- 3.1. None if the change is managed by re-ordering priorities.

### **4. Issues, risks and innovation**

- 4.1. No issues or risks - external reporters of problems would be pleased to see the issues they have reported being addressed.

### **5. Background**

- 5.1. Given above

### **Officer Contact**

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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