

# Rural way concept in Saxony-Anhalt

*Rural way concepts represent, as from the support period 2002, a support requirement for the permitting of applications for support in building rural ways outwith the countryside infrastructure reorganisation programme. Presented here are its aims and the realisation*



*Fig. 1: Pathway (bitumen construction) and willow plantings on community outskirts*

According to the directive on the permitting of allowances for support in rural areas (round enactment MRLU from 8. 2. 2001, enclosure C, Lfd. Nr. 7.1), community councils have to lay before the planning permission office a total conception showing plainly that the way development requiring support will later be able to be integrated within the framework of a rural infrastructure reorganisation and therefore represent no compulsion point.

## Aim of rural way construction

A network of rural ways, well-built economically practical and planned with regard to ecological requirements plays a role in strengthening the economy and guaranteeing the sustainability of land utilisation. Alongside the long-term securing of ecological functions this also ensures survival of rural areas for the following generations as well as the present.

Rural road and way networks should be so planned and constructed with consideration for different traffic systems that they meet all demands – from that of inter-community traffic networking right down to the management of farm and forest areas. At the same time they should serve leisure requirements in the open air because rural road network multifunctionality means economical and ecological efficiency.

## The rural way concept

The concept for such a network should include all the different rural district classifications of roads and ways within a council area. Thus, together with community streets and other public roads a symmetrical and self-enclosed traffic network is formed which respects property owning relationships in the area as well as ongoing land management conditions.

Special ingredients and aims of an integrated plan include interacting relationships and stress multifunctionality of the rural way networks. For example, farm roads, bicycle and walking routes are interrelated and form a single pattern. Rural ways should be built according to the requirements of land and fo-

rest management as well as cultural landscape. The joining of farmsteads to the road network has priority (outer joining). In the joining of farming and forestry areas (inner joining) farm-specific user requirements have to be considered as well as the management of the adjacent areas. There is also a special requirement to comply with the needs of nature protection – biotope connections – when planning such networks.

## I Stocktaking

1. The road and way network should be presented on the basis of digital aerial photographs and digital topographical maps (TK 10) in scale 1: 10000 to 1: 25000.
  - A) Roads: country roads, district roads, community streets, other public highways and byways and farm-public roads (Definitions according to highways law LSA § 3 (1) 1-4)
  - B) Rural ways: connecting roads, field ways, forest ways, other rural ways (paths, hiking routes, bicycle routes on classified roads, drove roads (Definition according to RLW 99 – DVWK-RL 137/99)
  - C) To be determined are the surface types for rural roads (bitumen, concrete, gravel) and their condition.
2. Existing protection areas (nature reserves, national parks, biosphere reserves, landscape protection areas, nature parks, nature memorials, water protection areas, flooding areas, and other similar protection areas) are to be presented with their borders.
3. Existing linear landscape elements and biotopes according to § 30 of the nature protection act are to be marked.
4. The area occupied by former ways which have been ploughed in has to be determined on the basis of ownership maps.

## II Recording of existing plans

1. To be presented are existing plans related to nature protection such as biotope linkage system plans and green plans.
2. Existing plans on rural ways are also to be presented. (e.g. LOCALE concepts)

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## Keywords

Rural way concept, integral planning, tools



Fig. 2.: Spurway with green grid paving and field hedge as vegetation

### III Plans regarding rural way concepts

An integrated rural way concept should be planned on the basis of the stocktaking. Hereby special attention should be paid to multiple utilisation of the rural way network and systematic development of a self-enclosed traffic network

Also to be considered are the necessary plans and the construction and type of surfaces (see RLW 1999).

### IV Consensus

A consensus has to be reached on the planned rural way concept with neighbouring district authorities, those in public offices as well as farmer representatives (farmers union and rural institutes). Residents must also be involved in the discussions within the context of citizen participation.

### V Implementation and choice of instrument

The area requirement for rural ways (on new plans) has to be determined. Here too should be considered the possibility of agreeing on attribution of ploughed-in ways. Next to be decided upon are the instruments of the realisation. (e.g. Rural infrastructure reorganisation).

### Summary

Responsibility for, and classification of, the ways (regulation enforcement) must be established. Recommendations for the development, the expansion and new building should be processed. Alongside the decisions and negotiations, concepts for responsibility, classification, role agreement and clarification of building responsibility, maintenance duties and requirements are important pillars of the „rural way concept“. Additionally required is a comprehensive presentation of the touristically-usable bicycle, hiking and riding ways. This has to be proces-

sed as part of the planning and agreed upon with local, regional, interregional, national and international connections. To be presented in text and map are recommendations for routes, for thematic classifications (e.g. romantic routes, water tourism).

This type of way concept can also be developed by the communities within the context of an agri-structural development plan. The concept will also help communities reach a consensus on classification of former ways. The rural way concept is the first step towards integral negotiations.

Because of its integrated and inter-community nature, the rural way concept can be applied as a partnership process between local authorities, other institutions, companies and citizens for the networking of planning and, above all, the reaching of agreements.

Agri-structural development planning, rural infrastructural reorganisation, special ownership regulations in the east of Germany and village renewal programmes offer partnerships in ground management. Through the bundling effect, state development efforts lead to financial advantages for everyone involved, activate the bringing together of financing possibilities from different sources to form a federation plan. The involvement of citizens ensures acceptance and strengthens self-responsibility. In the sense of helping to help oneself, here self-reliance in the regions can be mobilised and lead to the founding of many personal initiatives.