



BUCKINGHAMSHIRE LOCAL ACCESS FORUM

**WEDNESDAY 11 JULY 2012 AT 10.00 AM
MEZZANINE ROOM 3, COUNTY HALL, AYLESBURY**

AGENDA

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| 5 Natural England Jennifer Hanwell, People & Partnerships Team | |
| 6 Rights of Way Group Report Helen Beevers, Senior Definitive Map Officer, Joanne Taylor Operations Team Leader and Jonathan Clark, Strategic Access Advisor. | 7 - 30 |
| 7 LAF Members Report | 31 - 40 |
| 8 Any Other Business | |
| 9 Date of Next and Future Meetings The next meeting will be held on Wednesday 28 th November 2012, 10am, Mezzanine Room 3, County Hall, Aylesbury | |



Buckinghamshire County Council

Minutes

BUCKINGHAMSHIRE LOCAL ACCESS FORUM

MINUTES OF THE MEETING OF THE BUCKINGHAMSHIRE LOCAL ACCESS FORUM HELD ON WEDNESDAY 29 FEBRUARY 2012, IN MEZZANINE ROOM 2, COUNTY HALL, AYLESBURY, COMMENCING AT 10.05 AM AND CONCLUDING AT 12.39 PM.

MEMBERS PRESENT

Mr J Elfes, in the Chair

Mr D Briggs, Mr N Harris, Mr C Hurworth, Mr A T A Lambourne, Mr R Pushman and Mr J Coombe

OFFICERS PRESENT

Mr M Walker, Mr J Clark, Mr S Kidd, Ms H Beevers and Ms J Taylor

1. APOLOGIES FOR ABSENCE

Apologies of absence were received from Peter Challis, Viv Lynch and Gavin Caspersz.

Members were asked to note that Mr Plumbridge, who had been invited to attend for Item 6, Crow Act 2000 Restrictions Review – Consultation, had advised he was unable to attend.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES OF THE MEETING HELD ON 2 NOVEMBER 2011 TO BE CONFIRMED

The minutes of the Meeting held on 2 November 2011 were confirmed.

4. MATTERS ARISING

There were no matters arising.

5. PLACE SERVICE RESTRUCTURE

Anne James was welcomed to the meeting.

The Officer talked members through the Place Service Restructure. She said that when considering the restructure the aim was to create an integrated service with an overarching management team. The restructure has brought together transport, planning, environment and property portfolios. She advised that the localities element has been kept separate although there is close working with the team.

Anne said that there had been a 3 month consultation and the whole structure was viewed to create flexible groupings of people. The Officer then talked members through the structure chart highlighting that John Lamb is the Divisional Director of the Place Service and is supported by 9 senior managers. The Forum was informed that the structure was approved in December 2011 and that the recruitment process started soon after which is nearing the end. The main movement has been with the Rights of Way team which has moved from the Planning portfolio to Transport for Buckinghamshire. It was felt that there were many synergies and this move enables closer integration with the maintenance work and enforcement of the Rights of Way structure. Rights of Way are within the Integrated Ringway Jacobs and Buckinghamshire County Council (RJ & BCC) team which Anne has responsibility for. The Definitive Map and Strategic Rights of Way will stay within the Planning and Compliance service.

Sandy Kidd advised that he had been interim manager for the Natural Environment and Historic Environment teams for the past year which included Jonathan Clark's role. He said that the Definitive Map role will come within his team and advised that recruitment for 2 assistant posts is currently taking place (one of which it was commented was Helen Beaver's post and the other a current vacancy).

The Officers then invited questions.

Neil Harris asked if Rights of Way work would be kept as a priority and Anne said that one of the strengths of the RJ & BCC team is that there is a defined budget, the business plan has been developed with priorities identified so that it can be clearly understood.

Richard Pushman highlighted that the Council was moving more to a commissioning model rather than being a provider and said that finance was a driving factor. He acknowledged that it had been a difficult time for staff and that there had been a lot of change.

The Chairman enquired how far the integration went and asked if staff would remain BCC employees. Anne said that road maintenance staff were TUPED across. She said a lot of staff had retained their BCC status and work within the integrated alliance. She commented that her manager was a Ringway Jacobs (RJ) employee. Anne said that the service is so integrated it is in fact very difficult to know who is a BCC or RJ employee. The Forum was informed that John Colet was the Alliance Lead, he is responsible for delivering the contract which was agreed and approved by the BCC team such as John Lamb and Sean Rooney.

John Coombe asked where Mike Walker fitted into the structure and Mike advised that his post had been removed. The Chairman enquired who would be dealing with issues previously dealt with by Mike and in response it was highlighted that it would be similar to the present arrangements and that it would be Jonathan Clark for Strategic Access issues and the Definitive Map Officer for definitive map queries. Anne assured members that Officers would smooth the way.

Alan Lambourne asked if Parish Councils would still have direct access to Rights of Way Officers, to which Anne reassured him they would.

The Chairman enquired how the service would look to the public and asked if they

needed to do anything. Anne said as far as the public would be concerned it is just a structural change and they will continue to speak to the same Officers. Chris Hurworth asked where volunteers fitted into the structure and commented that he hated to think that it was too complicated or bureaucratic for them. David Briggs said that volunteers would be difficult to fit into the new structure as it is run by contractors who have a set price and get paid for the work. Anne said that this is addressed through the business planning process. The Chairman commented that he would not want contractors to profit from volunteers work. Anne assured members that senior managers were aware of the situation.

The Chairman asked Anne James if she was involved in the structure change as a participant or landed with the changes. Anne said that she was on the project management team, managing the practical activity of the organisation but was not part of the restructure team.

Anne was asked to explain the reasoning behind Rights of Way sitting within the resilience manager block, not the operations team, and Anne said Resilience team works closely with the operations team and Rights of Way has better synergies with transport, as Rights of Way does not only do operations work and it was important they stay linked with the enforcement side.

6. CROW ACT 2000 RESTRICTIONS REVIEW - CONSULTATION

Jonathan Clark advised that the Forum was consulted last year on the issue, but that Natural England had consulted too early and were therefore consulting again. Members were shown a map of the area and Jonathan talked members through the proposed restrictions. He said that the LAF had originally agreed to the previous restrictions, but that there had been a feeling that they may have been too restrictive.

Jonathan drew members attention to the three proposed restrictions:

1. Prevent disturbance to game on shoot days and the day before a shoot and people restricted to the fenced route for up to 20 days during the shoot season.
2. Dogs restricted to fenced route 1 May to 1 October, due to disturbance of cows and calves
3. Prevent disturbance to game during the game season. Dogs restricted to fenced route from 2 October to 1 February. If restriction 2 was revoked, restriction 3 would need to reassessed to cover the pre-shoot season from 15 July)

Members discussed the restrictions and it was commented that diligence would need to be exerted regarding putting up restriction notices prior to the shoots. David suggested that a list with the dates of the shoots for the year could be displayed at the start of the shoot season to inform members of the public. It was further suggested that this could be included on the Parish and County Council websites.

It was highlighted that restrictions can be withdrawn if there is evidence that the shoots were not taking place. David commented that the restrictions on dogs appeared to be very restrictive. Chris said that the land is quite remote from houses and that there was unlikely to be a huge numbers of people using the land and that there is already a restriction of people on the land.

Following discussion the following recommendations were suggested:

- There should be signposting off Chinnor Road and Bottom Road

- Clipframes with maps and information on the restrictions should be displayed at each access points
- Re-instatement of open access plastic markers
- Reminder that the consultation ends on 29 April 2012
- The restriction on dogs is too onerous

The Chairman agreed to respond to the consultation on behalf of the LAF.

7. 2012 OLYMPICS - DORNEY ROWING VENUE

The Chairman welcomed Corinne Waldron, BCC Area Rights of Way Officer.

Members received a presentation and key points were as follows:

- The Thames Path footpath was closed for safety reasons.
- A new surfaced track along the Thames Path at Dorney was installed.
- A temporary bridge across the Thames from Windsor to Dorney Lake will be installed for the Olympic events.
- Rights of Way improvements in the area are being considered to reduce the amount of traffic.
- 300 residents signed a petition regarding the lack of legacy in the area.
- Funding streams have been looked at, quotes obtained and an application sent to the Environment agency (EA), which takes approximately 3 months for approval. The EA gave consent, Natural England provided £15k of funding and the Olympic Delivery Authority agreed to extend their surfacing works by 200m which allowed the Council to join up the works.
- There will however be no cycling waymarks.

8. LOCAL ACCESS FORUM - HUDDLE WEBSITE DEMONSTRATION

Members received a demonstration of the Huddle website.

Following the demonstration Neil asked how members could log on. In response it was highlighted that Jonathan would need to send the terms and conditions to a member, who would then agree to the terms and receive a link to Huddle. It was commented that at present only three members could have access to the website, although the aim is to work towards all members of local access forums having access.

John Elfes already had access and it was agreed that Neil Harris and David Briggs be signed up for access.

Action: Jonathan Clark

9. RIGHTS OF WAY GROUP REPORT

Members had received the Rights of Way Group report.

Helen Beevers took members through the Rights of Way Applications and John Coombe enquired about the locations of the footpaths for Lacey Green, Chartridge and Taplow. Jonathan said he would discuss the locations with the member outside of the meeting. The member asked that where there is an application to upgrade a footpath the path number be listed.

The Chairman enquired if there were any triggers for Village Green Applications such as proposed developments and Helen said that the majority are triggered due to proposed major developments.

Joanne Taylor then took Members through the Rights of Way Operations Update and provided the following updates:

- It is unclear at present how clearance will be set up in the new structure.
- BCC will be kindly asking the Chiltern Society and Ramblers' Association for help in carrying out the next Best Value Performance Indicator (BVPI) survey. The BVPI is a good indicator to see how the network is faring and provides a benchmark against other Local Authorities.

Jonathan Clark took Members through the Strategic Access Update and the following updates were provided:

- Initially 66 rights of way were severed by the proposed High Speed 2 rail route however this may now be reduced following the announced changes. There will be an increase in land bridges. Work is ongoing and the Forum will be kept updated.

Alan enquired about East West Rail and whether this would have any effect on rights of way. Jonathan advised that this was still at the planning stage and that he had not yet been approached regarding this. He advised the Forum that members may like to keep a watching brief

10. LAF MEMBERS REPORT

Members had received the LAF Members' Report.

The following updates were provided:

Neil Harris advised members of the new Twitter and Facebook accounts launched by the National Trust Rangers in the Chilterns and gave a demonstration. He advised that the sites are updated regularly and said that they can be used to advise the public on what is going on and is an additional way of getting more volunteers and support. He advised that smartphones also added flexibility to existing technology.

Jonathan advised in relation to the 'Paths for Communities' that local communities will be able to bid for funds directly to Natural England and suggested that the Forum might like to be involved to put forward their support. He said that the County Council would not be eligible to apply, but that Parish Councils and partners would be able to. Jonathan said he would keep members informed and asked for any ideas or suggestions to be forwarded to him.

Sandy Kidd gave an update on the Local Nature Partnership (LNP) and the workshop held at Green Park. The key points were:

- Land Use Consultants have been appointed and have been holding roadshows.
- At the workshop the key issues which the LNP should focus on and the benefits were considered
- A second workshop is to be held at AVDC offices
- The LAF should be aware of the LNP and how a LNP would interface with the

LAF and other Rights of Way organisations.

David said that there were many people at the workshop with diverse interests and that it will be a difficult job to mould the LNP to suit all requirements. He said that other LNPs across the country will be competing for funding, etc and that the LAF needs to get behind the LNP to make it work. Sandy said that the funding is for capacity building and that the government says that LNPs should be self sustaining. He commented that one of the difficulties is to get an organisation to be a big hitter whilst also becoming self sustaining. He commented that the Chiltern Conservation Board provides a successful model for a future LNP.

The Chairman asked who would pay and Sandy said this was likely to be LAs and partners. He said that business propositions were being sought although these were in the early stage and would take time to develop.

11. ANY OTHER BUSINESS

The South East Local Access Forum Conference will be held on 22 May 2012. Jonathan advised that he would contact members to see if anyone would like to attend.

The Chairman thanked Mike Walker and said it was an unexpected loss of someone in the organisation which the Forum relied on. He said that he believed the system would miss him and commented that Mike had set up the Forum, provided invaluable advice and kept the Forum going. The Chairman and members wished Mike well for the future. Mike thanked the Chairman and said that there had been good continuity on the Forum and that their enthusiasm for Rights of Way was incredible.

12. DATE AND LOCATION OF NEXT MEETING

The next meeting will be held on Wednesday 11 July 2012, 10am, Mezzanine Room 3, County Hall, Aylesbury.

Chairman



BUCKINGHAMSHIRE LOCAL ACCESS FORUM

Report

Date: 11th July 2012

Title: Rights of Way Team Update

Author: Helen Beevers, Joanne Taylor, Jonathan Clark & Fiona Broadbent

Contact Officer: Katy MacDonald (01296 383604)

A. Definitive Map Update (Helen Beevers)

Definitive Map Modification Orders

1. **Great Kimble/Ellesborough** – upgrading Public Bridleways Nos. 40 and 40A Great and Little Kimble and No. 62 Ellesborough to Public Byway Open to All Traffic. An Order was made on 23 January 2008. Three public inquiries have been held and the Order was confirmed by the Secretary of State on 22 March 2012.
2. **Great Missenden** – upgrading Public Bridleways Nos. 52 and 55 (part) to Public Byways Open to All Traffic. The application was rejected on 14 July 2006. The applicant appealed this decision and we were directed by the Secretary of State to make an Order. An Order has been made and advertised. Objections to the Order have been received; the matter is being referred to the Secretary of State.
3. **Great Missenden/Wendover** – upgrading Public Bridleways No. 1 Great Missenden and Nos. 45 and 61 Wendover to Public Byways Open to All Traffic. The application was rejected on 14 July 2006. The applicant appealed the decision and we were directed by the Secretary of State to make an Order. An Order has been made and advertised. Objections to the Order have been received; the matter is being referred to the Secretary of State.
4. **High Wycombe** – claimed public bridleway from Daws Hill Lane to Keep Hill Lane. An Order was made on 23 June 2010. One objection has been received. The matter has been referred to the Secretary of State. The Order has now been confirmed with modifications.
5. **High Wycombe** – claimed public footpath between Sheraton Drive and Windsor Drive. The Committee accepted the application on 10 November 2010. An Order was made on 25 October 2011. Objections have been received; the matter is being referred to the Secretary of State.

6. **Little Missenden** – upgrading Public Bridleway No. 24 (Featherbed Lane) to Public Byway Open to All Traffic. The application was rejected on 2 March 2006. The applicant appealed this decision and we were directed by the Secretary of State to make an Order. An Order was made on 20 September 2011. Objections have been received; the matter will be referred to the Secretary of State.
7. **Little Missenden** – upgrading Public Bridleway No. 25 (Kingstreet Lane) to Public Byway Open to All Traffic. The application was rejected on 2 March 2006. The applicant appealed this decision and we were directed by the Secretary of State to make an Order. An Order was made on 20 September 2011. Objections have been received; the matter will be referred to the Secretary of State.
8. **Little Missenden** – upgrading Public Bridleway Nos. 29/42 (Mop End Lane) to Public Byway Open to All Traffic. The application was rejected on 2 March 2006. The applicant appealed this decision and we have now been directed by the Secretary of State to make an Order. An Order was made on 21 June 2011. Objections have been received; the matter will be referred to the Secretary of State.
9. **Marlow** – claimed public footpath along the Thames Towpath from Marlow Mill Pool to Public Footpath No.1. The Committee accepted the application on 14 July 2010. An Order was made on 22 November 2010. One objection was received and the matter was referred to the Secretary of State. A public inquiry was held on 22 May 2012. We await the decision from the Inspector.
10. **Stowe and Lillingstone Dayrell** – upgrading Public Bridleways No. 6 Stowe and Nos. 11 (part) and 12 Lillingstone Dayrell to Public Byways Open to All Traffic. The application was partly rejected on 2 March 2006. The applicant appealed this decision and we have now been directed by the Secretary of State to make an Order. An Order was made on 10 May 2011. Objections have been received; the matter is being referred to the Secretary of State.
11. **Whitchurch** – claimed public footpath between Buckingham Road and Public Footpath No. 5. The Committee accepted the application on 14 July 2010. An Order was made on 17 May 2011 and objections have been received. A public inquiry will be held on 10 October 2012.
12. **Lacey Green** – claimed public footpath from Main Road to Public Footpath No. 20. The application was accepted by Committee at their meeting on 20 July 2011. An Order is in progress.
13. **Great and Little Hampden** – claimed public bridleway at Speen. The Committee rejected the application on 27 March 2009 on the grounds that there had not been uninterrupted use of the route for the full 20-year period. The applicant appealed against this decision and we have now been directed by the Secretary of State to make an Order. An Order was made on 5 April 2011 and one objection was received. The matter has been referred to the Secretary of State and is being dealt with by written representations.
14. **Taplow** – application to record the route from River Road to Amerden Lane as Public Bridleway. The application was accepted by Committee at their meeting on 7 December 2011. An Order is currently being advertised.
15. **Stowe** – application to record the route from High Street, Dadford to Public Footpath No.11 as Public Footpath. The application was accepted by Committee at their meeting on 7 December 2011. An Order is in progress.

16. **Chartridge** – drafting error of Public Footpath No. 47 and No. 49. The application was accepted by Committee at their meeting on 7 December 2011. An Order was made on 6 March 2012. No objections have been received. The Order will be confirmed.
17. **Gerrards Cross** - application to record the route from the A413 to Slade Oak Lane (Over the Misbourne) as Restricted Byway. The application was rejected by Committee at their meeting on 30 May 2012.
18. **Aston Clinton** - application to record the route from Weston Road to Public Footpath No. 28 as Public Footpath. The application was accepted by Committee at their meeting on 30 May 2012. An Order will be made.

b) Applications to be investigated and reported to the Committee

19. **West Wycombe/Downley** – application to record Cookshall Lane as part Public Bridleway, part Restricted Byway.
20. **Lower Winchendon** – application to record the route from the Old Mill to Public Footpath No. 3 as Public Footpath.
21. **Wendover & Halton** – application to record the route from Public Footpath No. 24, Wendover to Public Footpath No. 13, Halton as Public Footpath.
22. **Westbury** – application to record the route from the Oxfordshire county boundary (Public Footpath No. 303, Mixbury) to Fulwell Road, Westbury, as Public Footpath.
23. **Westbury** – application to record the route from Public Footpath No. 11 to the Oxfordshire county boundary as Public Footpath. The claimed route continues through Oxfordshire to join Public Footpath No. 14, Westbury.
24. **High Wycombe** – application to record the route from Burnham Close to Whitelands Road, High Wycombe as Public Footpath.
25. **Princes Risborough** – application to record the route from Elm Road to Bell Street, Princes Risborough as Public Footpath.
26. **Iver** – application to record various routes across the Fields and the Clump, Iver as Public Footpaths.
27. **Penn** – application to record the route from Elmshott Close to King's Wood as Public Footpath.
28. **Beaconsfield** – application to record the route from Minerva Way to the junction with Public Footpath No. 15 and No. 16 as a Public Footpath .

c) Village Green applications

29. **Gerrards Cross** – land at Lower Road. The application is under consideration.
30. **Iver** – land at The Fields and The Clump. The application is under consideration.
31. **Great Missenden** – land at The Field, Bryants Bottom. The application is under consideration.
32. **Beaconsfield** – voluntary registration of the land at Hampden Hill. The application is under consideration.

33. **Penn** – land at Coppice Farm Road, Tylers Green, Penn. The application is under consideration.
34. **High Wycombe** – land at Meadow Close, Wycombe Marsh. The application is under consideration.
35. **Wooburn** – land off Cherwell Road, Bourne End. The application is under consideration.

B. Rights of Way Operations Update (Joanne Taylor)

36. Members were made aware at the last meeting in February, that from the 1st April 2012, Rights of Way Operations came within the Ringway Jacobs (Transport for Buckinghamshire) overall Highways Contract, although all officers who worked for the previous Rights of Way Group are altogether under the umbrella of the Place Service, and of course will continue to work collaboratively.
37. One particular area of difficulty at the beginning of the financial year was the appointment of additional clearance teams – required to carry out our summer clearance schedule.
38. Under the new contract arrangement it was necessary to employ a different clearance contractor from previous years. The contractor commenced work at the beginning of June, a small delay from the last few years. Unfortunately this delay together with the ‘perfect’ growing conditions has caused severe difficulties and regrettably we have some considerable work to do over the next few weeks to try and alleviate the problems with the abundant surface growth on the rights of way network. We are currently running 4 teams on clearance and these crews will be available for the next 2 months for this work.
39. A summary of maintenance work carried out on paths between 1st April and July 2012 is attached to the report Appendix 8. The out turn for the first few months is similar to previous performance, given that the works gangs have been busy with summer clearance, and unable to do much work on structures etc. Members will note that for the first time included on the attachment for comparison are the out turn figures for the previous year.
40. The heavy rainfall over the last few months has also created additional difficulties, by delaying the surface works programme. Clearly the amount of surface water prevents us accessing those sites that have been indentified for improvement works with machinery due to our concern that heavy plant and equipment could do addition damage to already muddy path surfaces. Hopefully conditions will improve in the next few weeks and allow works to commence.
41. Whilst the overall revenue budget has been reduced by nearly £50,000 for the year, additional capital money has been provided for projects identified as Urgent Risk (a danger to the public or a risk of further deterioration to the Council’s infrastructure) and Accessibility Improvements (improvements to structures or routes to aid better access) these combined budgets amount to approximately £200,000 an increase from last financial year of an additional £25,000.

C. Strategic Access Update (Jonathan Clark)

42. 16 A total of 64 planning applications have been commented upon by the Strategic Access Officer since the last meeting, distributed between authorities as follows: Wycombe 22; Aylesbury Vale, 21; South Bucks 3; Chiltern 4; and Bucks County Council 14.
43. The Council made its main response to the draft HS2 Environmental Impact Assessment (EIA) scoping report through the 51M Group, making up the Councils along the route opposed to the new railway. The scoping report essentially seeks information on what baseline information we would expect to see in a full EIA. The report asks if there are omissions and seeks out the key issues needing to be addressed.
44. A recent survey by the Strategic Access Officer shows the following numbers of ROW affected by the HS2 footprint. If two ROW cross the railway along a 'route', only one footpath has been counted. However, where one footpath number forms several routes (for example along Great Missenden Footpath 33 at Hyde End, which forms three routes), additional 'paths' have been counted. The number of ROW directly affected has been reduced due to the proposed 'green tunnels' in the Chilterns. The full list of paths impacted by HS2 and the associated roads is available in **Appendix 1**. The Ramblers have suggested 118 paths affected in Buckinghamshire, but this needs further investigation.

| Buckinghamshire ROW | Footpath | Bridleway | Byway or Restricted Byway | TOTAL |
|---------------------------------|----------|-----------|---------------------------|-----------|
| Directly severed by the Railway | 48 | 9 | 1 | 58 |
| Directly severed by new roads | 9 | 4 | 0 | 13 |

45. Rights of Way comments to HS2 on the draft Environmental Impact Assessment are available to view in **Appendix 2** and an ROW assessment for the 51m website is available in **Appendix 3**. The Strategic Access Officer has compiled a table of mitigation suggestions to inform LAF members, and local residents representing the 51m Group attending the Community Forums, who wish to raise questions to HS2 on ROW issues. This is shown in **Appendix 4** along with maps of the route to accompany this table.
46. The East West Rail project plans to connect Oxford and Cambridge by rail, with a planned opening in 2017. This line was closed to passengers in 1967 and to freight in 1992. The Buckinghamshire stretch is called the 'Western Section' and will run between Milton Keynes and Bicester, passing through Winslow. It will also connect with Chiltern Railways from Claydon Junction down to Aylesbury and on to High Wycombe and London via Princes Risborough. The railway has a very good business case, which the government supports and it is likely Justine Greening will announce the go-ahead next month. The structures along the line, such as bridges and embankments will be 'future-proofed' for electrification. The route will be double tracked in Bucks, for which the line has existing width capacity. There are 26 ROW crossings, many of them 'at grade', between Claydon Junction, Winslow and Milton Keynes. It may be that many paths will need to be diverted to the nearest road, footpath or railway junction.

47. There have been 17 new Donate-a-gate donors since February 2012, taking the total to 246 donors.
48. The project to remove all 127 stiles along the Chiltern Way continues, using the donate-a-gate tax rebate from the government (Gift Aid) with the route now having only 59 stiles through Buckinghamshire, with 10 landowner refusals.
49. The proposed new footpath creation through the Lane End Industrial Estate has progressed. The path aims to connect two halves of the village divided physically and socially and will link residents from each part of the village with the shops in their respective areas. A meeting was held between the Parish Council and the owners of the Industrial Estate Road on 2nd May 2012 and an agreement is being drawn up for a 6 month permissive route trial.
50. A new bridleway has been agreed with the waste operator, WRG, at Calvert, and the County Council's Property Services. The bridleway will provide a good strategic link south of the landfill site and across to Lawn Hill Farm (in the process of being sold). It will convert Edgcott 10, 12, Calvert Green 1, and Grendon Underwood 23 and 24 from footpath to bridleway. A County Council planning committee resolved to approve planning permission for an 'Energy from Waste' Plant at the site, subject to completion of a legal agreement and approval by the Secretary of State. The new link road from the A41 will impact on a number of ROW.
51. Further disabled access works on the Ridgeway are proposed at Brush Hill, Princes Risborough and Coombe Hill, Wendover. Where possible, work will convert steps into ramps.
52. The Officer has been in close contact with Watermead Parish Council in order to apply for the Government's new 'Paths for Communities' funding to finance a new bridge over the River Thames and create a new bridleway between Buckingham Park and Watermead. However, funding rules prohibit match-funding from the public purse which precludes any contribution from the County or Parish Council. This effectively prohibits any application on this project.
53. The latest edition was published in April 2012 and is available to download from the County Council's website via this link:
http://www.buckscc.gov.uk/bcc/row/parish_news.page

D. 'Simply Walk' (Fiona Broadbent)

54. 2012 marks the 10th Anniversary of Simply Walk. A leaders' walk and picnic has been organised at Hughenden on Friday July 13th 2012. LAF Members are warmly invited.
55. The new walks programme leaflet for April – September 2012 is now available on the website and gives information on all walks in the county. The full-colour programme is currently funded and produced by Reactivate Bucks:
http://www.buckscc.gov.uk/bcc/row/simply_walk.page?
56. Additional funding for Simply Walk from walkers' donations is being requested for the year 2012/13 via the newsletter and programmes. It is suggested that Fiona requests an audience with the parish councils again to request local funding. Downley Parish Council led the way last year. All current funding partners have agreed to fund this year (2012/13) at the same level as in previous years, but the income (c. £32k) remains less than costs (c. £44k).

57. The 4th Simply Walk Newsletter has been published and is available on the website.
58. The latest quarterly walking figures available for January, February and March 2012 are as follows:-
Total walkers 1, 370
Total new walkers 245
Total new volunteer leaders trained 13
Total volunteer walk leaders 195
Total 'footfall' 7, 213

Recommendation: Members to consider advice, comments, feedback and questions.

Appendix 1

ROW routes directly severed along HS2 Route

- 1) GMI/23/7 and LMI/21/1 (cutting) {footpath}
- 2) GMI/27/1 (cutting) [Great Missenden Circular Walk] {footpath}
- 3) GMI/33/1 and GMI/33/5 (cutting) [Great Missenden Circular Walk] {footpath}
- 4) GMI/33/2 and 33/3 (cutting) {footpath}
- 5) GMI/33/4 (cutting) {footpath}
- 6) GMI/13/3 (cutting) [Great Missenden Circular Walk] {footpath}
- 7) GMI/12/1 (cutting) {footpath}
- 8) GMI/2/1 (cutting) {footpath}
- 9) TLE/2/2 and WEN/38/1 {footpath}
- 10) TLE/3/1 and WEN/37/1 (cutting) {footpath}
- 11) WEN/36/1 and WEN/36/1 (viaduct) [The Chiltern Way] {footpath}
- 12) WEN/40/1 (earthworks) {footpath}
- 13) WEN/39/1 and WEN/39/2 (fill) {footpath}
- NB. Icknield Way follows Dunsmore Road (viaduct)
- 14) WEN/14 (proposed road closure on green tunnel) {bridleway} Bacombe Lane
- 15) ELL/25/1 (cutting) {footpath}
- 16) ELL/20/1 (cutting) {footpath}
- 17) SMA/5/1 (at grade) {footpath}
- 18) SMA/8/2 (cutting) {footpath}
- 19) SMA/9/1 (cutting) [Stoke Mandeville and Bishopstone Circular Walk] {footpath}
- 20) SMA/11/2 (cutting) [Stoke Mandeville and Bishopstone Circular Walk] {footpath}
- 21) SMA/16/1 (cutting) [Stoke Mandeville and Bishopstone Circular Walk] {footpath}
- 22) SBH/19/7 (at grade) {bridleway}
- 23) SBH/27/1 (fill) {footpath}
- 24) SBH/34/1 (cutting) {footpath}
- 25) SBH/32/1 (viaduct) {footpath}
- 26) SBH/2/4 (cutting) {bridleway}
- 27) FMA/1/1 (at grade) {bridleway}
- 28) WAD/6/4 (at grade) {footpath}
- 29) WAD/6/4 and FMA/2/1 (at grade) {footpath}
- 30) WAD/5/1 (cutting) {footpath}
- 31) WAD/4/2 (cutting) [Aylesbury Ring] {footpath}
- 32) WAD/4A/1 (fill) [Bernwood Jubilee Way, North Bucks Way & Tramway Trail] footpath}
- 33) WAD/3/4 (at grade) {footpath}
- NB. Tramway Trail follows Station Road (at grade)
- 34) QUA/31/4 (cutting) {footpath}
- 35) QUA/28A/2 (at grade) {bridleway}
- 36) QUA/24A/1 (fill) {footpath}
- 37) QUA/26/1 (cutting) {footpath}
- 38) QUA/36/2 (cutting) {bridleway}
- 39) GUN/31/1 (cutting) {footpath}
- 40) GUN/28/1 (cutting) {bridleway}
- 41) GUN/25/1; CAG/3/2; CAG/3/1; SCL/18/2; and SCL/18/1 (cutting) {bridleway}
- 42) SCL/12/2 (cutting) {footpath}
- 43) SCL/17/1 (cutting) {footpath}

- 44) TWY/5/1 (cutting) {footpath}
- 45) TWY/18/2 (fill) {footpath}
- 46) TWY/17/1 (viaduct) {footpath}
- 47) TWY/16/1 (fill) {footpath}
- 48) PBI/6/2 (fill) {footpath}
- 49) PBI(F)/5/7 (cutting) {footpath}
- 50) PBI/5A/3 (cutting) {restricted byway}
- 51) PBI/9/1 (viaduct) {footpath}
- 52) CHW/24/2 (viaduct) {bridleway}
- 53) CHW/18/1 (cutting) {footpath}
- NB **Bernwood Jubilee Way** follows lane to Manthorn Farm
- 54) CHW/11/1 (cutting) {footpath}
- 55) BHA/2/2 and BHA/3/1 (at grade) {footpath}
- 56) WBB/17/1 (cutting) {footpath}
- 57) TUW/3/2 (cutting) {footpath}
- 58) TUW/7/1 (fill) {footpath}

ROW routes directly severed by new roads

- 1) WEN/15/4 (Bacombe Lane diversion) {bridleway}
- 2) WEN/44/2 (Bacombe Lane diversion) {footpath} **Ridgeway National Trail**
- 3) ELL/25/1 (B4009) Nash Lee Road {footpath}
- 4) SMA/5/1 (A4010 Risborough Road) {footpath}
- 5) SMA/4/1, SMA/15/1 (Marsh Lane) {footpaths}
- 6) SMA/15A/1 (Marsh Lane) {footpath}
- 7) WAD/6/1 (A41) {footpath}
- 8) WAD/22/1 (A41) {bridleway} **Swan's Way**
- 9) WAD/5/1 & WAD/5/2 {footpath}
- 10) SCL/12/1 (Orchard Way) {footpath}
- 11) CHA/12/1 (Orchard Way) {bridleway}
- 12) CHW/20/1 (road to Manthorne Farm) {footpath}
- 13) TUW/4/3, 4/2 & 4/3 (green tunnel diversion) {bridleway} **Westbury Circular Ride**

Appendix 2

51M response on the Draft EIA Scoping Report: Rights of Way comments

Page 48 – Community impacts

| Detailed Comments on Paragraphs | |
|---------------------------------|--|
| Introduction | |
| 7.1.5 | <ul style="list-style-type: none"> This needs to recognise that part of the infrastructure is access to a sustainable travel network in the form of Rights of Way which often links the community to education, health, places of worship, sports and recreational facilities and open spaces. |
| 7.1.7 | <ul style="list-style-type: none"> This fails to recognise the other impacts such as material and soils displaced during construction and the dust and air pollution that will have an impact on the community during the construction phase. |
| 7.1.8 | <ul style="list-style-type: none"> This needs to recognise that this needs to be widened to take account of the effect on the natural environment and the effective severance as residents and visitors may be discourage from using the areas rights of way which may not be a physical severance but severance due to changes in tranquillity and landscape character, which discourages their use. The rights of way network provides the community with a choice of sustainable travel modes and this aspect requires special consideration in any design. |

Page 48 – Transportation impacts

16.1.6. Loss of amenity on pedestrian routes and rights of way is not assessed; nor are the social and distributional impacts of severance. The rights of way network is an important part of the sustainable transport network that links communities together. It is used for non-vehicular journeys to school, work, shops and other local amenities and is a vital resource for the public seeking peaceful fresh air and exercise in the countryside. It is also a considerable economic asset, an important part of the highway infrastructure and a key element within the tourism sector. Maintaining a fully integrated network is essential to protect opportunities for non-vehicular access to services and between communities. The many trails are promoted by County Councils and other organizations would be greatly affected, including the tranquillity of the Ridgeway National Trail. The bridleway network in the county is also used by a high number of horse riders. Local councils and communities continually strive to improve connectivity and accessibility, including for the less able. Transportation matters should not solely relate to rail and road impacts. These community and equalities issues are of importance when assessing the impacts of HS2 on the network.

HIGH SPEED 2 BRIEFING NOTE
Rights of Way (ROW)
Report by Jonathan Clark

The 3,300km network of public rights of way in Buckinghamshire is a considerable economic asset, an important part of the county's sustainable transport network and a key element within the county's tourism sector. It is used for non-vehicular journeys to school, work, shops and other local amenities and is a vital resource for the public seeking peaceful fresh air and exercise in the countryside. Maintaining a fully integrated network is essential to protect opportunities for non-vehicular access to services and between communities.

HS2 will have substantial negative impacts on the public rights of way network unless adequate crossings and noise mitigation are provided. Without this mitigation, route connectivity, public amenity and the quiet enjoyment of the countryside will be greatly affected. The many trails promoted by the County Council and other organisations would be impacted, with a knock-on effect to the rural economy. In addition, the council is continually striving to improve the connectivity of the network and to improve accessibility for the less able. These themes are of primary importance when assessing the impacts of development on the network.

Baseline assessment indicates that HS2 would have a significant negative impact on the public ROW network. The HS2 Environmental Impact Assessment should therefore include a detailed assessment of the public ROW severed by the HS2 line, crossed by new road layouts or affected by noise or visual intrusion.

HS2 Ltd should ensure Highway Authorities and relevant partners such as the Buckinghamshire Local Access Forum, are engaged in the design and implementation of alternatives or mitigation from an early stage. We would expect to be consulted on all aspects relating to the rights of way network, including tunnels, bridges and diversions.

Legislation to be used to divert ROW

Clarification is needed on the legislation and procedure to be used to divert ROW under the Act of Parliament. Any related costs incurred by local authorities should be met by HS2 Ltd as part of the overall cost of scheme mitigation.

Crossings

Mapped assessments need to be made of where ROW cross the HS2 route and associated roads. These will then inform proposals for appropriate underpasses, bridges and convenient diversions across the railway itself and the associated new roads. Path severance is dealt with in Section 15.6.14 of the EIA Scope and Methodology Report, with proposed classification into no, minor (<250m), moderate (250-500m) and major impacts (>500m) according

to length of pedestrian inconvenience. Only a mapped assessment will be able to measure the proposed greater pedestrian lengths.

Routes that are an integral part of the local footpath and bridleway network, together with promoted routes should be given a high priority to be bridged or crossed via an underpass, on or near their current line. Section 7.4.1 deals with the permanent severance and diversion of ROW that affect access to community facilities. Results from this section of the report need to be linked with the findings from Section 16.6.14.

Here, an assessment of appropriate road crossings should be outlined such as controlled crossings (Pegasus, Pelican or Toucan crossing), diversions to safe crossing points and refuges for equestrian users.

Bridge, underpass and viaduct design

Construction design should match the likely traffic: be that pedestrian, cycling, carriage driving or equestrian use. Details need to be provided of underpass standards for lighting, width and headroom, such as can be found under motorways. These are particularly important on bridleways where horse riders and cyclists need to be accommodated, but all underpasses should be wide enough for the public not to feel hemmed-in or intimidated. An ongoing maintenance commitment should be set out.

Standards need to be provided for bridge construction on footpaths and bridleways, which should have the required parapet heights for walkers, cyclists, horse riders and carriage drivers, depending on the three type of ROW that cross the route. Assessments need to be made of likely gate structures on rural paths into pasture land. These will either be British Standard (BS5709:2006) pedestrian gates on footpaths or British Standard (BS5709:2006) bridle gates on bridleways. The positioning also needs to be assessed, as the likelihood of horses being spooked trying to open a gate on a bridge adjacent to the line is high, so structures would need to be positioned a distance away from the railway, with noise mitigation.

Assessment should be made of approach gradients to bridges and underpasses as all connections should be accessible to disabled users accessing the countryside in all-terrain mobility scooters, thus complying with Disability Discrimination Act 1995. In this respect it is anticipated no steps should lead up to bridges unless they have ramps alongside.

Viaducts can provide archways through which ROW can pass commodiously under the railway. However, assessments will need to be made of the archway heights to ensure headroom for users of the ROW network and the legal path diversions necessary to avoid pillars.

Diversions

ROW information should only be obtained from the electronic version of the definitive map from respective local councils.

Where it is not possible to construct a bridge or underpass an assessment should be made of commodious diversions to the nearest main crossing point, such as road bridge or viaduct. This should, where ever possible, be diagonal so as to be more direct and to reduce journey times. Landowners will need identifying so the diversions can be included in the Act. If direct 'desire-line' diversions are impossible, an 'L-shape' should be assessed, using part of, or an extension along, the HS2 footprint leading to the nearest crossing point. Generous widths should be assessed to accommodate equestrians on bridleways or pedestrians on footpaths within the HS2 footprint.

The standard 'test' for diverting ROW should be adopted (outlined in s.119 Highways Act 1980) is normally that a path diversion should 'not be substantially less convenient to the public'. Path severance is dealt with in Section 15.6.14 of the EIA Scoping Report and proposed impacts are classified into the length of pedestrian inconvenience (see above). The Highways Act 'test' is subjective, but the Scoping Report suggests impacts be quantified. The Report provides no information on the likely mitigation attached to each impact. It is suggested that community impact (7.4.1) needs to overlap with severance impact (15.6.14) to provide results to inform a public consultation to decide upon mitigation.

Surfaces should be laid in situations of high public use or in areas of poor drainage, and ramps constructed leading up to all bridges. Construction design will need to be provided. Paths should be accessible to all-terrain mobility scooters as the County Council has high ambitions for the network with regard to improving disabled access.

An assessment of appropriate road crossings should be outlined such as controlled crossings (Pegasus, Pelican or Toucan crossing), diversions to safe crossing points and refuges for equestrian users.

Opportunities to provide a public access corridor alongside the route

It will be necessary in some instances to divert ROW alongside the HS2 corridor, but an assessment could be made of the opportunities the line provides in enhancing connectivity of the network, particularly between communities. Walking and cycling connections could be provided, which link between quiet roads and bridleways, for example, providing a cycle link alongside the HS2 line between Aylesbury and Waddesdon.

Where this is possible either as a diverted route or new opportunity, they should be screened from the railway with native vegetation and an assessment is needed of sites requiring noise mitigation. This is especially important alongside bridleways where equestrian safety is of great concern, otherwise HS2 will render much of the bridleway network unusable.

Permissive paths and unrecorded routes

There will be some permissive paths (a route with public access by permission of the landowner) directly affected, which would need to be considered alongside the public footpath network. In addition, an analysis needs to be made of the historical unrecorded rights of way along the route,

that is the routes along the line which are publically accessible, but have yet to be recorded on the Definitive Map. This would be a similar process in Natural England's 'Discovering Lost Ways' Project.

Temporary diversions during construction

Assessments need to be made of temporary path closures required during the construction phase. These will be reopened post-construction, but will need to be set out in the Parliamentary Act, and should take into account public convenience. Structures required as part of temporary diversions, such as pedestrian and kissing gates, should be of British Standard design (BS5709:2006) and surfaces laid in situations of high public use or poor drainage. An assessment should be made of signposting and proposed maintenance. Risk assessments should be made of likely subsidence, springs appearing or likely drainage problems along these temporary routes.

Schedule of HS2 impacts on Public Rights of Way and proposed new carriageways associated with the railway in Buckinghamshire.

Mantles Wood, Little Missenden to Ellesborough

ROW importance levels:

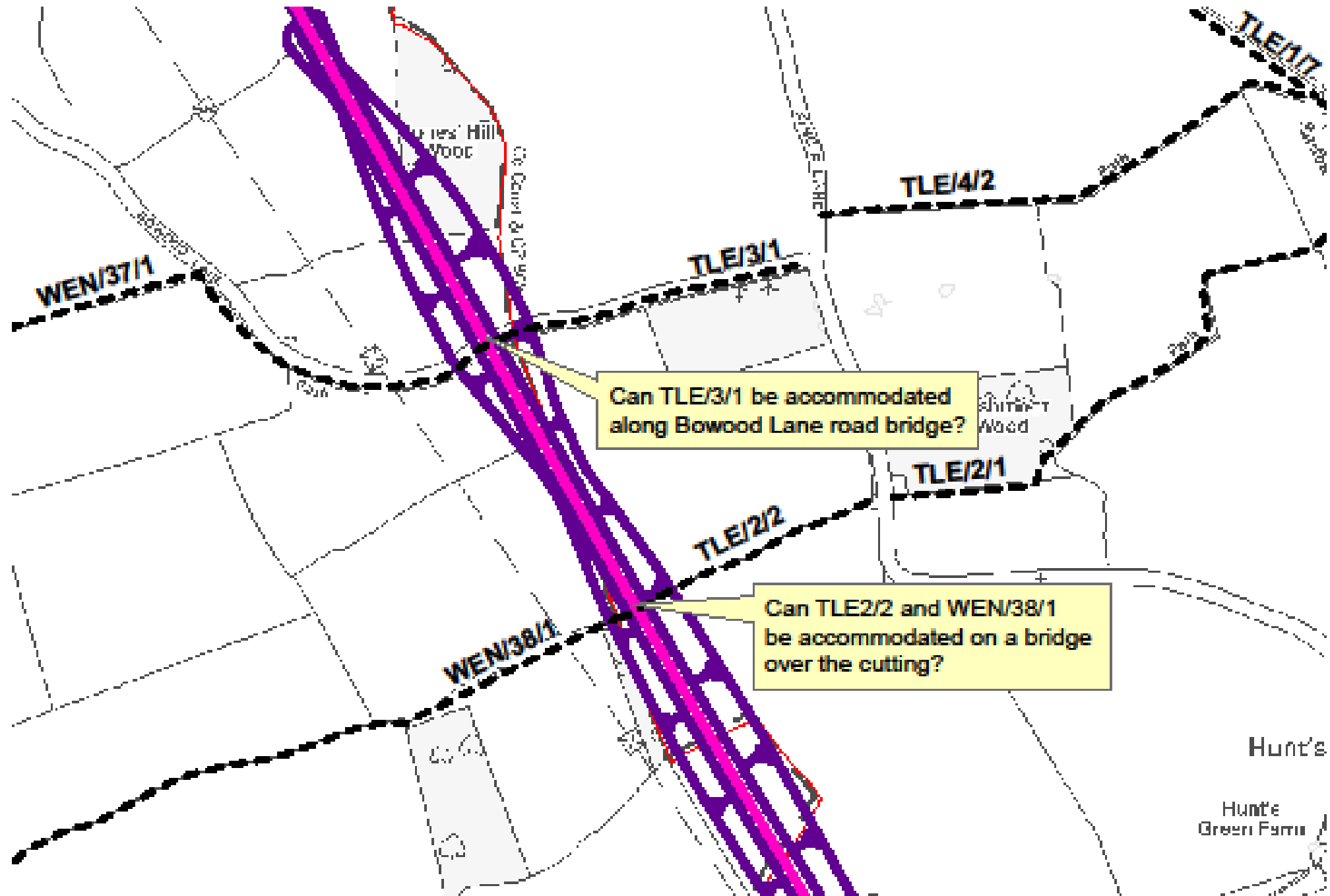
- 1A Very high
- 1 High
- 2 Medium
- 3 Low

| Right of Way or road | OS Grid Ref | HS2 sheet number | Parish | ROW /Promoted route | HS2 Proposal | Importance level | BCC Initial comment |
|-----------------------|-------------|------------------|------------------------------------|---------------------------|------------------------------|------------------|---|
| LMI/17/2 | | 05007 | Little Missenden | Footpath | land unaffected above tunnel | 2 | Require footpath to remain along original line, but need clarification it will be unaffected during the tunnel construction. |
| GMI/23/7 and LMI/21/1 | | 05008 | Little Missenden & Great Missenden | Footpath | No details given | 1 | Bridge required over cutting or diversion around head of tunnel in Mantles Wood, in which case a new path is required alongside HS2 to link with path GMI/23/7. |
| GMI/27/1 | | 05008 | Great Missenden | Footpath/ Great Missenden | No details given | 1 | Bridge required over cutting or diversion along Hyde Lane, where footway will be required, and a new |

| | | | | | | | |
|--|--|-------|--------------------|---|------------------|---|--|
| | | | | Circular Walk | | | footpath link alongside HS2. |
| GMI/33/5 | | 05008 | Great Missenden | Footpath/ Great Missenden Circular Walk | No details given | 1 | Short diversion needed alongside HS2 to link with Hyde Lane. |
| GMI/28/1, GMI/79/1 and GMI 89/1 | | 05008 | Great Missenden | Footpaths | Green Tunnel | 2 | Paths should be retained in Sibley's Coppice on Green Tunnel'. |
| GMI/13/3 | | 05008 | Great Missenden | Footpath | No details given | 1 | Bridge to be constructed over the cutting to accommodate GMI/13/3 and the Great Missenden Circular Walk. |
| GMI/12/1 | | 05008 | Great Missenden | Footpath | No details given | 2 | Bridge to be constructed over the cutting to accommodate GMI/12/1 |
| GMI/2/1 | | 05008 | Great Missenden | Footpath | No details given | 2 | Bridge to be constructed over the cutting to accommodate GMI/2/1. |
| TLE/2/2 and WEN/38/1 | | 05008 | The Lee & Wendover | Footpath | No details given | 1 | Footbridge required. |
| TLE/3/1 and WEN/37/1 | | 05009 | The Lee & Wendover | Footpath | No details given | 1 | Footway required along Bowood Lane bridge. |
| TLE/5/1 & road to Wendover Dean Farm | | 05009 | The Lee | Footpath | No details given | 1 | Footpath needs accommodating under the viaduct. |
| WEN/36/1 and WEN/36/2 | | 05009 | Wendover | Footpath | No details given | 1 | Footpath needs accommodating under the viaduct. |

| | | | | | | | |
|--------------------------|--|-------|--------------|--|---|----|---|
| WEN/39/1, 39,2 & 40/1 | | 05009 | Wendover | Footpath | No details given | 1 | Footpath needs short diversion and accommodating under the viaduct. |
| Dunsmore Road | | 05009 | Wendover | Icknield Way runs along carriageway, (to bridleway standard) | No details given | 1A | Icknield Way promoted route follows Dunsmore Road and needs a separated bridle route alongside the road to connect with WEN/57 (Grove Farm access). |
| WEN/57/1 | | 05009 | Wendover | Footpath | No details given | 1 | Clarification needed as to whether this bridleway is affected by the HS2 footprint. |
| WEN/14, Bacombe Lane | | 05009 | Wendover | Bridleway | Road closure. No proposal for alternative bridleway route | 1 | Bridleway bridge required. |
| WEN/13A/1 | | 05009 | Ellesborough | Footpath | Green Bridge | 1 | Clarification as to whether the footpath can be accommodated on the green bridge. |
| WEN/15/3 | | 05009 | Wendover | Ridgeway National Trial (to bridleway standard on carriageway) | No details given | 1A | Pegasus crossing needed to allow access across the new link road along the Ridgeway National Trail to Bacombe Hill SSSI. |
| WEN/11/1 | | 05009 | Ellesborough | Footpath | Green bridge | 1 | Clarification as to whether the footpath can be accommodated on the green bridge. |

| | | | | | | | |
|----------|--|-------|--------------|----------|------------------|---|--|
| WEN/6/2 | | 05009 | Ellesborough | Footpath | Green bridge | 1 | Clarification as to whether the footpath can be accommodated on the green bridge. |
| WEN/55/1 | | 05009 | Ellesborough | Footpath | Green bridge | 1 | Clarification as to whether the footpath can be accommodated on the green bridge. |
| ELL/25/1 | | 05009 | Ellesborough | Footpath | No details given | 1 | Link required along a footway next to Nash Lee Road, then a new ROW along the HS2 footprint to link with Nash Lee Lane and ELL/21/1. |
| ELL/20/1 | | 05010 | Ellesborough | Footpath | No details given | 1 | Can ELL/20/1 be accommodated over the cutting on a bridge? |



Buckinghamshire County Council - Rights of Way Summary of Maintenance Carried Out Between 1/04/12 and 2/07/12

| TYPE | DESCRIPTION | NORTH+SOUTH | NORTH+SOUTH |
|------------------------|----------------------------------|----------------|-------------|
| | | Aprl - July 12 | EOY MAR 12 |
| Alignment | Path Off Line - resolved issue | 3 | 28 |
| Clearance | Clearance - carried out-jobs/km | 35 km | 508km |
| Bridge | Installed or repaired | 9 | 54 |
| Finger/post | Installed or repaired | 64 | 217 |
| Fly Tipping | Fly Tipping - removed | 1 | 21 |
| Gate | Gate repaired or installed | 34 | 161 |
| Intimidation + animal | Intimidation - resolved | 3 | 28 |
| Intimidating sign | Misleading Sign - removed | nil | 6 |
| Obstruction - resolved | Barbed wire | 1 | 5 |
| Obstruction - resolved | Barrier - Fencing, wall or other | 24 | 137 |
| Obstruction - resolved | Electric fence | 4 | 24 |
| Obstruction - removed | Fallen Tree | 39 | 212 |
| Obstruction - resolved | Ploughing and Cropping | 17 | 124 |
| Other | Delivery of materials | 15 | 62 |
| Other | Miscellaneous issues resolved | 12 | 53 |
| Stile | Installed or repaired | 27 | 240 |
| Stile | Stile To Gap | 5 | 26 |
| Stile | Stile To KG | 15 | 110 |
| Stile | Stile To PG | 19 | 60 |
| Terrain | Path Erosion - resolved | 3 | 9 |
| Terrain | Bank Steps | 3 | 22 |
| Terrain | Path Surface problem resolved | 6 | 98 |
| Waymark Post | Installed/Repaired | 31 | 195 |
| Authorisation | New Structure HA80 sec 147 | 1 | 8 |
| Consultations | All Planning Applications | 38 | 225 |
| Volunteer Hours | The Chiltern Society | no info avail | 1800hrs |
| Volunteer Hours | RA Only | no info avail | 1200hrs |
| Improvements | To aid mobility access | 55 | 303 |
| 5% Survey Results | Paths Rated easy to use | 90%* | 81% |
| 5% Survey Results | Structures rated easy to use | 96%* | 96% |
| 5% Survey Results | Routes with Roadside Signs | 100%* | 99.00% |
| Number on Database | No. of Job Sheets issued | 688 | 1792 |
| Number on Database | Av. time to complete a site inst | 45 days | 65 days |
| Number on Database | No. of Issues os 2 July 2012 | 857 | |
| Number on Database | No. of issues os 31/03/11 | | 907 |
| Number on Database | No. of Issues os 31/03/12 | 799 | 799 |

* BVPI interim figures for May survey of 2.5% network, +/- 7%



BUCKINGHAMSHIRE LOCAL ACCESS FORUM

Report

Date: 11th July 2012

Title: LAF Members' Report

Author: Jonathan Clark, Strategic Access

Contact Officer: Katy MacDonald (01296 383604)

HS2

- 1 John Elfes attended the HS2 summit at AVDC Offices on 19th April 2012 and will be attending 'the Missendens' HS2 Community Forum taking place during the second week in July 2012. Viv Lynch attended the Stoke Mandeville and Aylesbury Community Forum on 5th July 2012.
- 2 Rosie Brake, the lead officer for HS2 at Bucks CC has suggested the LAF should have a place within the engagement framework, of which the Community Forums are a part. There will be a Buckinghamshire Mitigation Panel to which John Elfes is invited, but until cost recovery and an engagement framework have been agreed with HS2, this will be delayed. There will also be a Planning Forum every 2 months, into which the LAF can feed their advice. Buckinghamshire LAF should decide who should be involved and if a sub-group should be formed?

Olympics - Dorney

- 3 Peter Challis will give a brief update on the final legacy works Sustrans have undertaken around the Dorney rowing venue.

CRoW 2000 open access land consultation review

- 4 At the February 2012 meeting, members discussed the CRoW 2000 open access land consultation review at Chawley Manor Farm, West Wycombe and made representation to Natural England. Natural England issued their final decision which was published in May 2012. The Outline direction Notice (Appendix 5) and Direction Notice (Appendix 6) were issued by NE on 23rd April 2012.

South East LAF Conference

- 5 Viv Lynch attended this Conference on 22nd May 2012 in London and the summary notes are available in Appendix 7.

The Rifle Range site: detections and disposal of buried ordnance.

- 6 The site is next to Pulpit Hill near Chequers in the Chilterns (see map in Appendix 9). There are no records of munitions that date back to the 2nd World War, and the County Council is looking to hand over management of the site to BBOWT on a long term lease, but this will not be done until the site has been cleared. Ownership will remain with the County Council.
- 7 The site is a Special Site of Scientific Interest (SSSI), has CROW 2000 Open Access designation and the Ridgeway National Trail runs through the site. There will be an alternative route for footpath that forms the Ridgeway and the National Trails Office and Parish Council, County Council Cabinet Member and Local Member, District Council and Chiltern Society will be kept fully informed.
- 8 Specialist contractors will be brought onto the site to dispose of the munitions, likely to be in October 2012. Due notice will be given to Natural England in order to close the open access land.

DIRECTION NOTICE: RESTRICTION OF PUBLIC ACCESS UNDER THE COUNTRYSIDE AND RIGHTS OF WAY ACT 2000

The relevant authority – Natural England - gives this land management direction under section 24 of the Countryside and Rights of Way (CROW) Act 2000 to give effect to the exclusion or restriction detailed below.

Case number: 2006070033

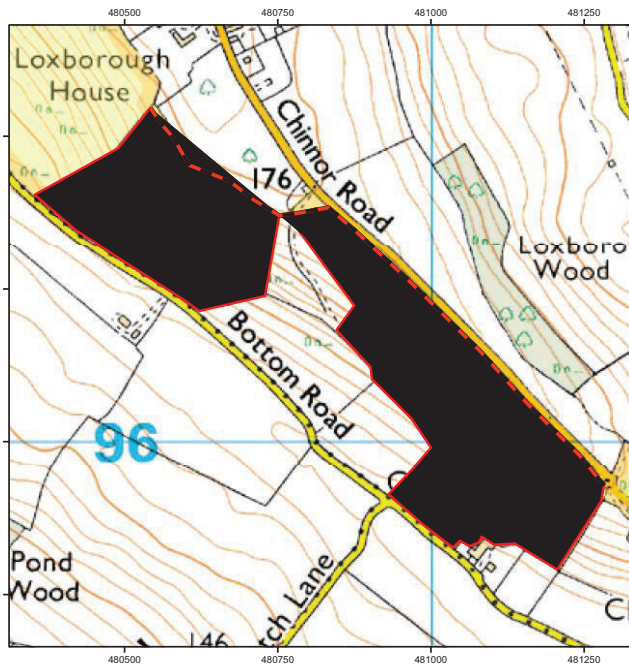
Period of restriction

The restriction given effect by this direction is effective for up to 20 days from 1st September to 1st February every year until 1st February 2018.

Nature of restriction.

Public access by virtue of section 2(1) of CROW to the land detailed below is exercisable by any person but those persons must keep to the fenced route.

Land affected



The map shows the land affected by this restriction hatched in red and:

- The route to which CROW access is confined.

Grid reference: SU809961

Reason why this direction has been given:

The relevant authority Natural England is satisfied that restriction of CROW access to the extent specified is necessary for the for the purpose of the avoidance of disturbance to game.

Information and conditions which apply to this direction

1. This direction only affects the availability of CROW access rights. It has no effect on public rights of way over the same land, or on any other access right, tradition or custom, or any uses of the land permitted or tolerated by the landowner.
2. It has no effect on any area within the specified land that is not subject to CROW access rights – for example because it is excepted land under CROW Schedule 1, or subject to existing open access rights of the type listed at CROW section 15.
3. The Open Access Contact Centre must receive notifications at least 5 working days before the restriction is to begin. Notifications may be made by email, by telephone or by post.

4. Where restrictions are activated for only part of a day, this will be treated as a full day in calculating the remaining allowance

5. If for any reason after the giving of this direction a restriction becomes unnecessary, or unnecessary to the extent (or at any of the times) specified under the direction, the applicant or their agent should immediately notify the Open Access Contact Centre. The restriction will then be cancelled or varied as appropriate in the circumstances.

Revocation or variation of direction

6. The relevant authority – Natural England - may revoke or vary this direction by giving a further direction at a later date, if it considers this necessary.

Review of direction

7. The relevant authority – Natural England - will review the need for this direction within five years, as required by CROW section 27(3).

Further contact

For further information on restricting access to CROW access land, write to the Open Access Contact Centre at:

Temple Quay House
2 The Square
Bristol
BS1 6EB

or contact it on 0845 100 3298 or openaccess@naturalengland.org.uk.

Natural England
20th April 2012

DIRECTION NOTICE: RESTRICTION OF PUBLIC ACCESS UNDER THE COUNTRYSIDE AND RIGHTS OF WAY ACT 2000

The relevant authority – Natural England - gives this land management direction under section 24 of the Countryside and Rights of Way (CROW) Act 2000 to give effect to the exclusion or restriction detailed below.

Case number: 2012026254

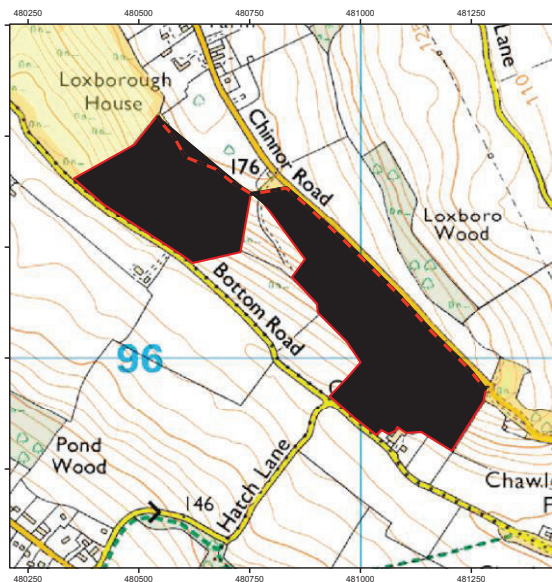
Period of restriction

This direction covers the period from 2nd October to 1st February every year until 1st February 2018.

Nature of restriction.

Public access by virtue of section 2(1) of CROW to the land detailed below is exercisable by any person but those persons who bring their dogs on the land must keep to the fenced route. There is no requirement to keep dogs on leads within the fenced route.

Land affected



The map shows the land affected by this restriction hatched in red and:

- The route to which CROW access is confined.

Grid reference: SU809961

Reason why this direction has been given:

The relevant authority Natural England is satisfied that restriction of CROW access to the extent specified is necessary for the purpose of avoidance of disturbance to game.

Information and conditions which apply to this direction

1. This direction only affects the availability of CROW access rights. It has no effect on public rights of way over the same land, or on any other access right, tradition or custom, or any uses of the land permitted or tolerated by the landowner.
2. It has no effect on any area within the specified land that is not subject to CROW access rights – for example because it is excepted land under CROW Schedule 1, or subject to existing open access rights of the type listed at CROW section 15.
3. If for any reason after the giving of this direction a restriction becomes unnecessary, or unnecessary to the extent (or at any of the times) specified under the direction, the applicant or their agent should immediately notify the Open Access Contact Centre. The restriction will then be cancelled or varied as appropriate in the circumstances.

Revocation or variation of direction

4. The relevant authority – Natural England- may revoke or vary this direction by giving a further direction at a later date, if it considers this necessary.

Review of direction

5. The relevant authority – Natural England - will review the need for this direction within five years, as required by CROW section 27(3).

Further contact and notification of restriction dates

This direction has been issued by the relevant authority – Natural England. For further information on restricting access to CROW access land, write to the Open Access Contact Centre at:

Temple Quay House
2 The Square
Bristol
BS1 6EB

or contact it on 0845 100 3298 or openaccess@naturalengland.org.uk.

Natural England
20th April 2012

Appendix 7

**Notes from South East Local Access Forum
London Conference held on 22nd May 2012**

Alan Marlow, Hampshire LAF, chaired the Conference.

1. New Forest access management - Nick Tucker.

The New Forest has unrestricted access for walkers and horse riders, though not cyclists. However, there are some good cycle paths throughout the Forest. Nick explained how the Forest is managed and outlined the demands and conflicts in managing access. The land supports a way of life unchanged for centuries, such as verderer's grazing rights. Problems include fly tipping, BBQ fires, and pressure of visitor numbers. They work closely with user groups, Park volunteers and have their own Local Access Forum. They engage closely on education with different user groups, such as dog walkers, to promote good practice and behaviour.

2. Engaging People with Woodlands - Paul Jarczewski.

Paul is a Site Manager for the Woodland Trust who look after and promote small local areas of woodland for quiet informed recreation, education, health and well being. It's all free of charge to the public. They have 120 sites in South East England with 99% of the land open access. They work with local communities and schools with education programmes on nature. They have many volunteers that undertake practical vegetation management and guided walks. Most of their users are dog walkers, but they have to deal with problems such as vandalism, fly tipping, horse trespass, off-road vehicles, vandalism and dog waste. In Penn Wood, Bucks they are looking to graze the land but also provide disabled access.

3. Working with new media - Anna Mangini, the Herts LAF Secretary.

Anna outlined ways in which it is possible to attract members of the public to attend LAFs through Twitter. She has also publicised the LAF through the magazine Herts Life, through the County Council Press Office and local libraries.

3. Local Access Forums & the role of Government - Ruth Sanders, DEFRA. Ruth was unable to attend. However, this gave more time for the other speakers.

4. Paths for Communities - Kevin Haugh from Natural England (four other NE officers were in attendance).

This initiative is for local Communities working with landowners to apply. It will provide new PROW and new higher rights in rural areas. £2m funding is available for awards, from between £5k-£150k to be distributed over the next two years. Partnership working and LAF liaison is vital.

5. Ramblers: National and Regional Access Campaigns was presented by Anastasia French from Ramblers. She covered their 3 main campaigns:

a. 'Branching Out – walking in the woods'.

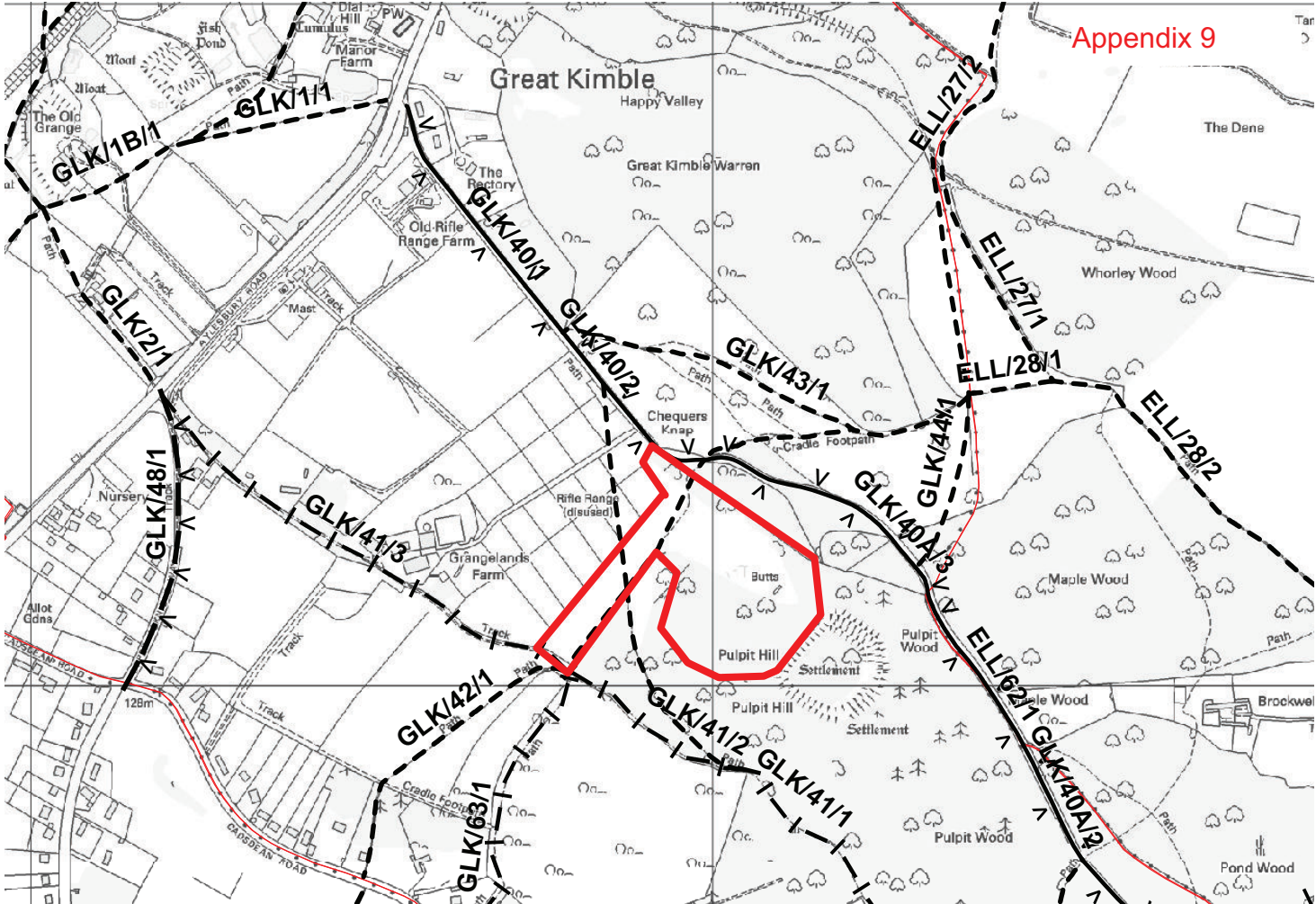
- b. 'Don't Loose your Way' - covering RoW work, local definitive map issues and diversion consultations.
- c. 'One Coast for All' aims to complete a route around England and the first 6 stretches which are underway.

6. PATHH: Providing Access to Hampshire's Heritage – Discovering Hampshire's Lost Way - Sue Coles, Hampshire LAF.

Following the 'Discovering Lost Ways' project coming to an end, Hants started its own initiative through the LAF. This started with 50 volunteers looking at 30 Parish Tithe maps, Enclosure Awards, Finance Act maps and First Edition OS maps. The volunteers acquired additional skills and enjoyed the research work. Funding of £46,600 was obtained from the Heritage Lottery Fund which stipulated the project must have an educational aspect, so they have been involved with local schools. Their work now involves all 274 Parish's in Hants with a Project Manager and 130 trained volunteers. The conference was very impressed with this initiative. Any claims must have a modern need; there is not to be blanket claims over Hants. They have 5 claims in at present with a further 50 in the pipeline.

7. Open floor discussion and future of the SE LAF

- It was noted that no land managers were present and the agenda did not include any item directly related to them.
- Everyone seemed to enjoy the day. The format, with good, informative presentations, rather than workshops, was thought the best for future conferences.
- The 'Huddle' website did not appear to be very popular with some members.
- Future NE funding for the SE LAF Co-ordinator is uncertain beyond April 2013.
- Alan Marlow will continue as Chair the South East LAF Group.



Appendix 9

