



BUCKINGHAMSHIRE LOCAL ACCESS FORUM

Report

AGENDA ITEM 4

Date: 8th March 2016

Title: Local Access Forum consultation:

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A. Consultation: Traffic Regulation Order for Byway 40 & 40A Great & Little Kimble

Please refer to the plan in Appendix 1 and the accompanying photos in Appendix 2.

This route was upgraded from bridleway to 'byway open to all traffic' after a Definitive Map Modification Order was confirmed by an Inspector after a public inquiry in 2012. This winter has seen a growth in 4 x 4 vehicular use resulting in severe rutting and excessive mud, rendering the route through Pulpit Wood inconvenient for walkers, cyclists and horse riders. The rights of way team has very little funding to regularly repair damage of this nature.

The National Trust is the main landowner and they are able to access their land without using the byway. The Wildlife Trust also manage the Rifle Range which is part of the Grangelands SSSI on a 99-year lease from the county council. They have vehicular access along this byway. However, since they took over the site a few years ago The Wildlife Trust have not needed to make use of the byway.

The land also has important ecological significance: 570m passes through Pulpit Hill & Grangelands SSSI; 170m passes through Pulpit Wood Local Wildlife Site (mix of habitats: woodland, scrub, pond and grassland); 600m abuts a Special Area of Conservation (Chilterns Beech woods); and 230m sits next to a Local Wildlife Site (unimproved chalk grassland).

From a Heritage perspective, damage to the wood banks along the edges of the historic footpath is quite extensive, being damaged by rutting. This, combined with the risk of damage to unknown buried archaeological deposits, is enough to cause concern to the County Archaeology Service. They have suggested: "*this is an ancient landscape, designated an Archaeological Notification Site, and in order to protect it we would suggest closure of the byway to vehicles*".

The council is therefore seeking the Local Access Forum's advice on the next course of action. A Temporary Traffic Regulation Order (TTRO) is a legal order available to the

county council which can control certain types of traffic using a route. The council's thought is that a FULL CLOSURE all year round, for all motorised traffic (4x4 vehicles and motorbike) is required to protect the convenience of walkers, cyclists and horse riders, but also to protect ecological and historic environment interests. In such a scenario, bollards at both ends will physically prevent access.

Other options include:

- a) Seasonal Closure (November to May) for all Motorised vehicles (4x4s) and motorcycles;
- b) Full closure for motor cars, but seasonal closure for motorcycles November to May (access controls as above).

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