



# Buckinghamshire County Council

## Minutes

## *BUCKINGHAMSHIRE LOCAL ACCESS FORUM*

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**MINUTES OF THE MEETING OF THE BUCKINGHAMSHIRE LOCAL ACCESS FORUM  
HELD ON WEDNESDAY 8 MARCH 2017, IN LARGE DINING ROOM, JUDGES  
LODGINGS, AYLESBURY, COMMENCING AT 10.00 AM AND CONCLUDING AT 12.00  
PM.**

### **MEMBERS PRESENT**

Mr R Pushman, in the Chair

Mr D Briggs, Mr J Elfes, Mr N Harris, Mr C Hurworth, Mr A T A Lambourne, Mr G Caspersz,  
Ms A Heath, Mr A Clark and Mr B Worrell

### **OFFICERS PRESENT**

Mr J Clark, Mrs C Hudson, Ms J Taylor and Ms C Beevers

### **OTHERS PRESENT**

#### **1. APOLOGIES FOR ABSENCE**

Apologies were received from:

- Mr W Whyte
- Ms N Glover
- Mr S Thorns

#### **2. DECLARATIONS OF INTEREST**

There were no declarations of interest.

#### **3. MINUTES/ MATTERS ARISING**

The minutes from the meeting held on 09 November were agreed as an accurate record.

All actions were deemed as complete.

#### **4. CONSULTATION: CLOSURE OF BYWAY 40 & 40A GREAT & LITTLE KIMBLE**

Mr C Hurworth gave an update and showed further updated pictures, the main points were raised as follows:

- Early in 2016, the Loddon Vale Trail Riders' Fellowship was approached by Hampshire County Council with the view of repairing Langrish Boat 23 Pidham Lane, near Petersfield. Now, there were grants available for the landowners to repair the rights of way which went across their land, although the money had not been taken up. Were this to remain the case the funding would go back to central government.
- Following discussion the national Trail Riders' Fellowship (TRF) agreed to the funding being provided to the Loddon Vale group. Timeline details were as follows:
  - Initial site visit took place in July 2016.
  - An application was submitted October 2016.
  - The grant was approved on 10 November 2016.
  - The contract was received on 10 December 2016.
  - Following the Hampshire County Council and TRF contract had been approved, the completion deadline for the works was April 2017.
  - A site visit by both parties took place on 21st January 2017, with the work party date being held the following day.
  - The materials were sourced by the TRF.
  - The materials were delivered on Friday 03 March; work took place on the 04 March.
  - 16 people attended the repair, two of which provided machinery.
  - A 3-tonne digger was also hired.
  - Both members of the public who provided machinery had full public liability insurance and were trained operators to use the equipment.
  - The mud holes were dug out to provide a suitable depth for hard core, then scalping's were put on top, compacted by a plate. A slight camber was made and a small drainage ditch dug on the side.
  - Whilst this work took place, overhanging branches were being cut. All works were completed by 4.00pm that day.
  - The materials cost £1,075.20; machinery to hire the digger was £654; and miscellaneous costs were £163.88, which brought a **total of £1,893.08**.
  - The grant from Hampshire County Council was £1,145.08.
  - The TRF donated £748.08 from their own funds.
- Nationally, the TRF were now attempting to work with local authorities to maintain, or help maintain, the rights of way. This approach had worked well in Devon, where repairs of a pack horse bridge had been successful and Northumberland.

Update from Mr J Clark:

- The route in question was a byway, as illustrated in Appendix 1. The pictures in Appendix 2 illustrated what had been happening.
- The route was upgraded from bridleway to byway open to all traffic by a Definitive Map Modification Order in 2012.
- Winter 2016 had seen a growth of 4x4 vehicles, which had caused the rutting as illustrated in Appendix 2.
- The main land owner was the National Trust, in part, and the Wildlife Trust had vehicular access to access the rifle range along the byway.
- The land had ecological and historic environmental importance as outlined in paragraph 3 and 4.
- 570 metres of the route passed through Pulpit Wood which was a Local Wildlife Site and 600 metres abutted a Special Area of Conservation.
- 230 metres sat next to a local wildlife site.
- The archaeology team stated that there were unknown buried archaeology deposits that could be being damaged; however there was no evidence of this. . They had suggested that the route should be closed to vehicles.

- The Forum were left with various options and various permutation;
  - Full closure
  - Seasonal closure
  - Seasonal closure for 4x4s only
  - Seasonal closure for motorcycles only
  - Open for all
- Kent County Council were using a permit system which seemed to have alleviated similar issues. It was suggested Mr B Worrell investigate further with Kent County Council.

**ACTION: Mr B Worrell**

- The initial plan was to continue to provide access for walkers, with the potential option for lockable bollards, however consultation would be required.
- Vote on full closure or seasonal closure:
  - Full closure for 4x4's - unanimous, 1 abstention
  - Seasonal closure for motorcycles - unanimous agreement

## 5. RIGHTS OF WAY GROUP REPORT

Update from Mrs C Hudson:

- Item 2, Edgecott application: this had gone to inquiry and was scheduled for 10 October 2017, date was subject to change.
- The Iver inquiry was due to take place in July 2017.
- There were 20 DMMOs which were due to be presented to the Rights of Way Committee.
- There were 15 public path orders currently outstanding. An internal review had been completed regarding DMMOs and prioritising applications.
- It was questioned why there were different applications for Shire Lane, it was explained that although there had been a combined report, the applications were required to remain separate.
- Para 18- It would be investigated whether Holloway Road was a UCR.
- It was noted that the list was vast and the forum queried how cases would be prioritised. Depicted potential it was confirmed if this was the case then works of lesser priority would be pushed back.
- Ms A Lempkowski was introduced as the new definitive map officer.

Update from Mr J Clark:

- There would be a public HS2 update which presentations, these would be held in Stokenchurch and Quainton.
- It had been noted by a Committee Member that funds had been created, a social fund from HS2, to provide to organisations or land which was in fact affected by HS2. It was advised there were three funds:
  - HS2 road safety funds of £30m
  - Community and Environment fund of £40m
  - Business and Local Economy fund of £40m
 Application details are available on the website.
- Item 44, Maintain my Street:
- A meeting had been held with Exegesis to discuss the reporting system. . A demonstration of the system had been provided. The system was already used by Oxfordshire.
- The system was more interactive for the user and made reporting issues easier. Progress feedback was also provided.
- Costings were being explored by senior managers and there were plans for the system to be implemented by the end of 2017.

Update from Ms J Taylor:

- .There was a policy to replace footpath signs rather than clean them, which had resulted in a rise of new signs. It was found that cleaning them removed the content of the sign.

## **6. LAF MEMBER'S REPORT**

Update from Mr J Clark:

- Point 4- should state 31 December 2025, rather than 2026.
- Point 6- Public access would increase costs. It was confirmed CLA were in discussions regarding this.
- East West Rail - It was advised the County Council had responded to East West Rail's (EWR) proposals.
- EWR would run parallel with HS2; this issue around the bridle ways and how horse riding would be affected remained unresolved.

## **7. ANY OTHER BUSINESS**

There were no items for AOB.

## **8. DATE OF NEXT AND FUTURE MEETINGS**

05 July 2017, 10am-12pm- Venue to be confirmed.

**Chairman**