



## BUCKINGHAMSHIRE LOCAL ACCESS FORUM

**WEDNESDAY 7 NOVEMBER 2018 AT 10.00 AM  
MEZZANINE ROOM 2 - COUNTY HALL, AYLESBURY**

### **AGENDA**

<b>Agenda Item</b>	<b>Page No</b>
<b>1 Apologies for Absence</b>	
<b>2 Declarations of Interest</b>	
<b>3 Action Notes / Matters Arising</b> To confirm the minutes of the meeting held on 25 July 2018.	<b>3 - 4</b>
<b>4 Rights of Way Improvement Plan 2008-18 Review</b>	<b>5 - 14</b>
<b>5 Rights of Way Group Report</b>	<b>15 - 24</b>
Updates to be provided by:	
<ul style="list-style-type: none"><li>• Helen Francis, Definitive Map Team</li><li>• Jonathan Clark, Strategic Access Officer</li><li>• Joanne Taylor, Operations Team Leader</li></ul>	
<b>6 LAF Members' Report</b>	<b>25 - 40</b>
<b>7 Any Other Business</b>	
<b>8 Date of Next and Future Meetings</b>	
Wednesday 20th March 2019 - 10am County Hall, Aylesbury.	

**There will be a 10 minutes break at 11.00**



# Minutes

## *BUCKINGHAMSHIRE LOCAL ACCESS FORUM*

**MINUTES OF THE BUCKINGHAMSHIRE LOCAL ACCESS FORUM HELD ON  
WEDNESDAY 25 JULY 2018, IN MEZZANINE ROOM 2, COUNTY HALL, AYLESBURY,  
COMMENCING AT 10.00 AM AND CONCLUDING AT 12.04 PM.**

### **MEMBERS PRESENT**

John Elfes, Neil Harris, Alan Lambourne, Gavin Caspersz, Glyn Thomas, Richard Pushman (Chairman), Alison Heath, Andrew Clark, Chris Hurworth and Brian Worrell

### **OFFICERS PRESENT**

Jon Clark, Claire Hudson, Joanne Taylor and Phil Turner

### **OTHERS PRESENT**

Sharon Bayne

### **1 APOLOGIES FOR ABSENCE**

Apologies for absence had been received from, Mr B Chapple, Mr D Briggs and Mr C Harriss.

### **2 DECLARATIONS OF INTEREST**

There were no declarations of interest.

### **3 MINUTES OF THE PREVIOUS MEETING/MATTERS ARISING**

#### **Matters Arising**

Item 8 - Any Other Business

A Member of the Forum, Mr B Worrell, mentioned that Mr L Tyson, a colleague from Hertfordshire, was doing some exploration into a Geographic Information System (GIS) layer for the Definitive Map (DM) on to Google and said it might be useful to overcome some of the issues of unauthorised trails and walking paths across the county. Mr Worrell offered to forward Mr Tyson's email to Mr J Clark, which he did at the end of the meeting.

**RESOLVED:** The minutes of the meeting held on 21 March 2018 were **AGREED** as an accurate record and were signed by the Chairman.



#### **4 RIGHTS OF WAY IMPROVEMENT PLAN 2008-2018 REVIEW**

The existing plan (Buckinghamshire ROWIP 2008-2018) was due to expire in 2018 and the Local Access Forum spent the vast majority of the meeting reviewing its success in the form of a workshop. It was agreed that a report from each group would be sent out with the November 2018 agenda pack.

**ACTION: Mr J Clark**

#### **5 RIGHTS OF WAY GROUP REPORT**

The Rights of Way Group report was presented to the Forum.

**RESOLVED: Members of the Forum NOTED the report.**

#### **6 LAF MEMBERS' REPORT**

The LAF Members' report was presented to the Forum.

**RESOLVED: Members of the Forum NOTED the report.**

#### **7 ANY OTHER BUSINESS**

There was no other business discussed.

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

The dates of the meetings in 2019 had been arranged as follows:

- Wednesday 20 March 2019
- Wednesday 24 July 2019
- Wednesday 6 November 2019.

The meetings would start at 10.00 a.m. and be held in Mezzanine Room 1, County Hall, Aylesbury.

**CHAIRMAN**



**BUCKINGHAMSHIRE  
LOCAL ACCESS FORUM**

# Report

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## AGENDA ITEM 4

**Date:** 7<sup>th</sup> November 2018  
**Title:** LAF ROWIP Review (40 mins)  
**Author:** Jonathan Clark  
**Contact Officer:** Ghazala Naeem (01296 383246)

There are two ROWIP chapters to complete as part of the Buckinghamshire ROWIP 2008-2018 Local Access Forum review. All other chapters were completed at the July 2018 meeting and there is a written summary of members' feedback (Appendix 1).

The full ROWIP 2008-2018 document can be found here:  
<https://www.buckscc.gov.uk/services/environment/public-rights-of-way/future-of-rights-of-way/rights-of-way-improvement-plan/>

The council has employed a consultant, Sharon Bayne, to review the 2008-2018 ROWIP and write the new Plan. The Project timetable is shown in Appendix 2. A consultation on the new Plan will require consulting special interest groups in the form of a meeting. The LAF's ideas are sought on these special consultees.

The aim today is again to highlight successes and short-comings of the council's performance over the plan period 2008 -2018 and address the extent to which the rights of way network has been improved for walkers, cyclists, equestrians, the partially sighted or those with reduced mobility in the last 10 years. This will mark progress to inform the development of ROWIP 2.

TABLE 1 Joanne Taylor (20 mins)  
 THEME 5 LOOKING AFTER YOU AND THE ENVIRONMENT

TABLE 2 Jonathan Clark (20 mins)  
 THEME 7 DELIVERING THE CORPORATE AGENDA

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NAME	10-40am – 11-00am	11-00am – 11.20am
Cllr Mr Bill Chapple	TABLE 1	TABLE 2
David Briggs	TABLE 1	TABLE 2
John Elfes	TABLE 1	TABLE 2
Neil Harris	TABLE 1	TABLE 2
Chris Hurworth	TABLE 1	TABLE 2
Alison Heath	TABLE 1	TABLE 2
Cllr Mr Clive Harriss	TABLE 2	TABLE 1
Andrew Clark	TABLE 2	TABLE 1
Gavin Caspersz	TABLE 2	TABLE 1
Glyn Thomas	TABLE 2	TABLE 1
Richard Pushman	TABLE 2	TABLE 1
Brian Worrell	TABLE 2	TABLE 1

**For further information please contact: Jonathan Clark 01296 387695**

## Rights of Way Improvement Plan 2008-18 Review

**THEME 1 – MAPPING THE NETWORK**

## Objectives 1 – 1.3

To ensure that the new ROWIP made provision for an annual review of the plan. This was done in Year 1 for the current ROWIP, but not subsequently. The LAF members did acknowledge that this would possibly require some additional staff resource.

All of the objectives should carry the caveat “Depending upon available resources” as these will change over the life time of the ROWIP.

We should monitor and prioritise compliance with statutory timescales and prioritise resources accordingly to avoid a likely increased in future legal challenges, especially so in light of the impending implementation of the Deregulation Act.

The consolidation of the Definitive Map and Statement should be treated as a top priority, given how far we have come from the stated objective of delivering a consolidated DMS to partners once every 5 years.

Greater access and use should be made available to the public via the BCC website of GIS – explore new applications and funding requirements.

**THEME 2 - LOOKING AFTER THE NETWORK**

- First Group Responses
- Second Group Responses

**General Comments about ROWIP**

- Across 3 counties – member thinks that Bucks last plan was quite good – but missed out some types of users – i.e. Carriage Drivers
- No joined up linkage of routes – particularly using sec 106 money – multi user routes in new estates required.
- Links across boundaries – parishes and county boundaries – join up with other authority areas
- Is the ROW Committee also doing this exercise – perhaps they should be?
- Not improving cycling routes – more needed
- Member would like a legal person to provide the LAF with a presentation of user rights on the various RoW, including the ‘new’ cycleways and multiple user paths.

**2.1 Provide and protect a well maintained rights of way network**

- Fail on aims for clearing vegetation in 6 weeks – in last plan
- Failing on resources – maintenance and staff no sufficient
- Parish Councils – have no money for maintenance (not given enough money for devolvement)
- More cross parish co-operation on projects and maintenance (lack of communication between parishes)
- Lack of prosecutions – due to resources (but farmers are now more accepting of paths on their land)
- Verges that link routes (or where join roadside) are not being maintained
- Not Clearing routes in the 6 weeks – fail

- Generally maintenance is reasonable taking into account the lack of resources
- Should BCC prosecute/serve more enforcement notices – to send out a message to landowners

## **2.2 Improve the Council's knowledge and asset management of the rights of way network**

- Database of assets not corporate – they are predominantly held by TfB
- A bridge maintenance plan was put in place but not by 2011
- No IT system – NOT DONE
  - BCC recognised that Bridge Asset was a greater risk and met the objective for inspections
  - Do we need to know about the condition of surfaces (would there be any chance of money to do works anyway)
  - Feel that externalising ROW Operations team to Ringway Jacobs had a detrimental effect

## **2.3 Provide an efficient, value for money service supported by high customer satisfaction**

- Consider that it was good performance on this
  - Members keen that BCC keep the matrix objectives constant – so can be used to benchmark on performance
  - Use National Highways & Transport Survey (NHT) for results on satisfaction
  - Keep on reporting on customers satisfaction and volunteer involvement

## **2.4 Support safe, strong and cohesive communities**

- Consider that it was 'reasonable' performance - but some parishes not involved
- Sometimes things do happen that Parish Councils are not aware of – external contractors doing work
- Collaborative working – BCC need to do more – push for more parish involvement (not just devolution) – Involve BALC on forums i.e. ROWLG and LAF meetings
- Difficult to embed guidance on strong and prosperous communities – question necessity?
  - Members do not feel that there is any collaborative working with Parish Councils
  - Have to facilitate better working with communities to tap into possible funding sources
  - Perhaps produce a RoW Newsletter – giving good examples of collaborative working – on line perhaps
  - Involve BALC

## **2.5 Protect and assert the County's National Trails and Chiltern Area of Outstanding Natural Beauty**

- National Trust feedback on usage from monitoring surveys (to LAF)
- Don't promote our ROW 'Assets' like other AONB's – i.e. Cotswolds
- Report works on NT to LAF is good – BCC provide feedback on NT projects
  - Monitoring should be done by National Trails

## **2.6 Improve the use and enjoyment of the rights of way network**

- Cyclists given too much opportunity – shouldn't use FP's – enforcement perhaps – but what are chances of enforcement



- More information generally on Does/Don'ts using RoW Network – need an Education 'programme' – particularly important because of use of runner/jogger/cycling tracker apps on smart phones
- BCC do not report on route usage to LAFs – but members do not feel that this is needed.
  - BCC not doing this
  - Question from member 'What information would we get if we surveyed usage better'
  - Don't get a true picture from BCC website of what paths/promoted, other websites are available i.e. Tourist Info Centres
  - More important things to do other than surveying promoted routes.

### **THEME 3 – CREATING NEW LINKS**

**3.1 & 3.2** - The only additional bridleway provision has been through DMMO's. A reasonable number of upgrades have been achieved with developers to convert footpaths to bridleways or dedicate new bridleways or cycle tracks and some on publically owned land. One s.26 Highways Act 1980 creation was unsuccessful. The LAF was not aware of any new links in the Chilterns, but that is likely to be because there is little development in this area and therefore few opportunities arise through the planning process. In north Bucks a great emphasis could have been made to targetting DMMOs that are existing Green Lanes in order to achieve more bridleways. More generally they thought there could have been better priority for bridleway DMMOs as these are the only reliable mechanism for create new bridleways.

The Ridgeway Partnership have been upgrading and sign posting some links to towns and villages from the National Trail, which adds weight to creating new links, but this has not created any new rights.

There has in fact been some further severance 'creep' for bridleways with busier roads where riders are more intimidated making road connections and at road crossings, e.g. where the Ridgeway crosses the A4010 south of Princes Risborough.

Developments have provided new footways and 'open space' around major development areas that can be used for walking.

The Restoring the Record Project (RTR or Discovering Lost Ways) is seen as very important, though this is not county led. However, greater importance could have been given to investigating definitive map anomalies which could have clarified higher rights and a better mapped network. Many of the RTR volunteers were not able to grasp the complexities of making DMMO applications, limiting the success of the project. There was only one or two training days, which was not enough.

It was thought Hertfordshire have a good system which compiles a wish list of footpath to bridleway upgrades and new routes. It was thought we need to work better with neighbouring authorities on county boundaries. It was also thought there could be a better log of permissive routes, such as the Environment Agency's Jubilee River Network around Taplow and Dorney.

There have been some complimentary new routes along the highway verges, such as the route alongside the B489 Pitstone to Marseworth and A413 Aylesbury to Weedon, but vegetation maintenance of the latter has been limited.

**3.3** - Open access is marked on OS maps, but almost nothing has happened since the early days of the plan. Some site notices were posted in waterproof frames to advertise the extent and expected public behaviour, but little has happened after that time.

#### **THEME 4 – KNOWING WHERE TO GO**

We should seek greater community engagement, including Parish Councils, in the promotion of the use of PROW and Open Access Land in their locality.

Seek to add relevant and appropriate PROW promotional material from user groups and other organisations to the promotional downloads on the BCC website. It was recognised that this would require additional resources, possibly part of a Def Map Team Project Officer's role?

BCC to seek greater volunteer engagement to undertake surveys and practical works on the ground, but acknowledged volunteer time does not come free and that there would be staff and possibly financial resource implications (as per the previously successful Parish Paths Partnership (P3) scheme.

It was essential that the public could access information on line with regard to types of structures on any given PROW together with up to date details of any outstanding issues or problems that could affect the use of that route.

#### **General**

The LAF members acknowledged that all of the above and the successful delivery of the new ROWIP, especially objectives outside of the statutory requirements improvements/increased access to online information would be largely dependent upon securing the required staff resource and sufficient funding to achieve them.

#### **THEME 5 - LOOKING AFTER YOU AND THE ENVIRONMENT**

To be completed 7<sup>th</sup> NOV 2018

#### **THEME 6 – RIGHTS OF WAY FOR EVERYONE**

**6.1** - Seen as good work in this area, with impressive numbers of stiles removed, though some work has been ad hoc and not targeted strategically for route wide improvements. Not all gates have been suitable for the disabled. Acknowledged restrictions with site specific and types of gates preferred by landowners. Bucks doesn't benefit from the funding scheme run in Oxfordshire called the Trust for Oxfordshire's Environment which targets routes and areas more strategically.

Communication, support and partnership working with the Chilterns Conservation Board and Chiltern Society has been good.

**6.2** - Nothing done for the visually impaired. The Chiltern Society run walks for people with Parkinson's Disease and for partially sighted, but BCC not aware. Partially sighted groups have not approached BCC with their needs or demands and nor has there been communication the other way. There was mention that some horse yards work with autistic people with great success, but they need bridleways to walk on.

The Chilterns Conservation Board were supported with their stile-free route initiative, but more recently whole areas have been made stile free, especially in

area so fteh Chilterns. Less so in the north, but the Rambers are making great progress in the last 2 years replacing stiles at a rate of one per week.

The Simply Walks Groups have been a great success, tackling loneliness, inactivity, and poor phsical and mental health.

**6.3** - No access for all route guides were produced, but some disabled access routes have been phsically made avaibale, such as at Ashridge, Ivinghoe Beacon, Rowsham and Coombe Hill. A suggestion was to classify the accessibility of routes for disabled access. There is no system yet avaibale to identify the lcoation of accessible gates on the network.

## **THEME 7 - DELIVERING THE CORPORATE AGENDA**

To be completed 7<sup>th</sup> NOV 2018

## **THEME 8 – WORKING IN PARTNERSHIP**

8.1 – Two AONB Management Plans have spanned the plan period 2008-2018, with a new AONB plan currently being consulted upon. BCC had particularly good involvement in the second of these two plans and embedded good planning advice in order to protect and enhance rights of way in light of the growing pressures on the AONB.

There has been good partnership working over the plan period to enhance accessibility.

8.2 – The Chiltern Society representative suggested there was an excellent network of volunteers doing great work, but this is not always well recorded in the LAF meeting updates (the Maintenance update sheet which records volunteer hours) or cover the work actually being undertaken, e.g. the Chiltern Society has a network of ‘footpath checkers’ whose work goes unrecorded.

It was thought that parishes might stimulate some volunteer effort through devolvement, but this hasn’t happened. The devolvement work being undertaken by parishes is patchy, e.g. they are being paid for work not being done.

Volunteers generally:

- volunteering from some specific interest groups is limited, e.g. cycling is not represented on the Local Access Forum and we’re not aware they do anything on the ground.
- It was thought there is a missed opportunity to use Chiltern Society volunteers processing work sheets or undertaking CAMS database work at county hall, pertinent to the Maintenance Team.
- Disabled routes could be better publicised, many are not even aware it exists in the countryside.
- We are not aware of the needs of the partially sighted – we need education on these matters to understand their needs.
- The National Trust undertakes mowing on rights of way on their land, using both paid staff and volunteers. This is not recorded.



**DRAFT ROWIP 2 Timetable at 23rd October 2018**

	2018				2019												2020
Element	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January
<b>Stage 1</b>																	
Inception																	
Review of ROWIP																	
Refining aims, objectives and programme and how to deliver stakeholder engagement and network assessment																	
Produce assessment of ROWIP and ROWIP 2 process and timetable and gain approval of portfolio holder and LAF																	
Preparation for stakeholder engagement																	
<b>Stage 2</b>																	
Stakeholder engagement activities																	
Carry out network analysis																	
<b>Stage 3</b>																	
Analysis of results																	
Drafting of ROWIP 2																	
Internal review of ROWIP prior to publication of 1st draft																	
Consultation (12 weeks)																	
Review of consultation responses																	
Redraft of ROWIP and publication of final plan																	

Agenda Item 4





## BUCKINGHAMSHIRE LOCAL ACCESS FORUM

# Report

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## AGENDA ITEM 5

**Date:** 7<sup>th</sup> November 2018

**Title:** Rights of Way group update

**Authors:** Helen Francis, Interim Definitive Map and Local Land Charges Team Leader; Jonathan Clark, Strategic Access Officer; and Joanne Taylor, Team Leader – Rights of Way Operations

**Contact Officer:** Ghazala Naeem (01296 383246)

### DEFINITIVE MAP TEAM – Outstanding Caseload

The purpose of this report is to appraise Members of the Forum of the outstanding Definitive Map caseload undertaken by the Definitive Map Team.

#### A. MATTERS PREVIOUSLY DETERMINED BY RIGHTS OF WAY COMMITTEE

1. **Great Missenden** – application to record route across Widmer Field. **Application dated 10 October 2014. The Order was advertised and objections received; the Order and objections have been referred to the Secretary of State for determination.**
2. **Denham** – application to upgrade Shire Lane from bridleway to restricted byway. **Application dated 23 January 2016. Order made and advertised, objections received.**
3. **Chenies, Chalfont St Peter, Denham** – application to record Shire Lane as part restricted byway and part byway open to all traffic. **Application dated 14 March 2016. Connected with No.2 above. Order made and advertised, objections received.**
4. **Great and Little Kimble and Ellesborough** – Prohibition Order along BOAT Nos. 40, 40A and 62. **Draft Order advertised, objections received.**

#### B. DEFINITIVE MAP APPLICATIONS TO BE INVESTIGATED AND REPORTED TO COMMITTEE.

All Definitive Map Modification applications are dealt with in chronological order of receipt. However, we will prioritise certain applications under the following circumstances:

- I. The evidence in support (either fully or in part) of the application is that of User Evidence
  - II. There is a threat of development affecting the claimed route
  - III. If the evidence in support of the application is shared with another application within the chronological list and it would be efficient to investigate the applications concurrently
1. **Chepping Wycombe** – application to record route between public footpath No. 14 and No. 15 Parish of Chepping Wycombe. **Application dated 14 September 2015. Investigation not started, discussions with developer regarding a Creation Agreement.**
  2. **Marlow** – application to record a public footpath from Cromwell Gardens to New Court. **Application dated 15 January 2016. Under investigation – scheduled for early-2019 Committee.**
  3. **Thornborough** – application to record a public footpath around the field off Back Street. **Application dated 6 January 2016. Investigation not started – scheduled for early-2019 Committee.**
  4. **Little Chalfont** - application to record a public footpath around Statters Field off Burton Lane. **Application dated 13 January 2016. Investigation not started – scheduled for early-2019 Committee.**
  5. **Wooburn** – application to upgrade Public Footpath No. 3 between Princes Road Groves Close to byway open to all traffic. **Application dated 26 February 2016 – scheduled for early-2019 Committee meeting.**
  6. **Hazlemere** - application to record various routes in the field adjacent to Public Footpath No. 8 and Public Bridleway No. 6, Parish of Hazlemere as Public Footpaths. **Application dated 23 April 2016 – scheduled for mid-2019 Committee meeting.**
  7. **Chesham** – Application to add a Public Footpath to the Definitive Map between Fair Leas and Asheridge Road. **Application received 20 December 2016 – scheduled for mid-2019 Committee meeting.**
  8. **High Wycombe** – Application to add a Public Footpath to the Definitive Map between Pinewood Road and Public Footpath No. 93. **Application received 3 October 2017 – scheduled for mid-2019 Committee meeting.**
  9. **Stokenchurch** - Application to add routes to the Definitive Map at East Wood, Stokenchurch. **Application received 9 October 2017 – scheduled for late-2019 Committee meeting.**
  10. **Penn** – Application to add a route to the Definitive Map between Public Footpath No. 36 and No. 44. **Application received 19 December 2017 – scheduled for late-2019 Committee meeting.**
  11. **Hedgerley** – application to upgrade public footpath No. 14 to public bridleway status based on historical evidence. **Application dated 5 December 2013. Under Investigation – scheduled for late-2018 Committee.**
  12. **Quinton** – application to upgrade public footpath No. 4 to public bridleway status. **Application dated 21 October 2014. Investigation not started – scheduled for late-2019 Committee.**



13. **Bledlow** – application to investigate the alignment of public footpath No. 52.  
**Application dated 19 December 2013. Investigation not started – scheduled for early-2020 Committee.**
14. **Hedgerley** – application to upgrade public footpath No. 11 and No. 12 to public bridleway status. **Application dated 25 June 2015. Investigation not started – scheduled for early-2020 Committee.**
15. **Whaddon** – application to modify the alignment of Public Footpath No. 6.  
**Application dated 4 February 2016. Investigation not started – scheduled for early-2020 Committee meeting.**
16. **Lillingstone Dayrell** – application to upgrade Public Footpath No.1 to restricted byway status. **Application dated 15 February 2016 - scheduled for mid-2020 Committee meeting.**
17. **Lillingstone Dayrell** – application to upgrade Public Footpath No. 2 to public bridleway status. **Application dated 15 February 2016 – scheduled for mid-2020 Committee meeting.**
18. **Chenies** application to add Hollaway Road to the Definitive Map and Statement as a byway open to all traffic. **Application dated 29 February 2016 – scheduled for mid-2020 Committee meeting.**
19. **Leckhampstead** – application to upgrade Public Footpath No. 13 and 18 to Public Bridleway and add a route as Public Bridleway. **Application dated 26 May 2016 – scheduled for mid-2020 Committee meeting.**
20. **Leckhampstead** - Application to upgrade Public Footpath No. 5 (part) to Public Bridleway and add a route which connects with No.5 as Public Bridleway.  
**Application dated 21 June 2016 – scheduled for late-2020 Committee meeting.**
21. **Water Stratford** – application to add a claimed bridleway to the Definitive Map and Statement, Parish of Water Stratford – **scheduled for late-2020 Committee meeting.**

### **C. PUBLIC PATH ORDERS**

1. **Quarrendon** – Application to divert Footpath No. 2. **Order Made, waiting for completion of works.**
2. **Biddlesden and Turweston** – Application to divert Public Footpaths No. 6 and 8.  
**Order made and advertised, no objections received, works completed, awaiting confirmation of the Order, Order confirmed. CASE CLOSED.**
3. **Buckingham** – Application to divert Bridleway No. 13 (part). **Order made and advertised, no objections received, awaiting completion of works.**
4. **Dorney** – Creation of footpath. **Awaiting Environment Team sign off.**
5. **Tingewick** – Application to divert Footpaths Nos. 29(part) and 31 and Stop Up Footpath No. 30(part) and create new Footpath and Bridleway – **Order made, awaiting completion of works.**

6. **Weston Turville** – Application to divert Footpath No. 33 – **Draft order waiting to be checked.**
7. **The Lee** – Application to divert Footpath No. 6 – **Order advertised, objection received.**
8. **High Wycombe** – Application to extinguish Footpath No. 27. Wycombe District Council planning matter. Order made and confirmed by WDC. **Awaiting developer works before bringing Order into effect.**
9. **Wing** – Application to stop up Footpath No. 14 – **works completed, awaiting adoption of alternative route.**
10. **Mursley, Swanbourne and Little Horwood** – Application to divert Public Footpaths No. 19, 20 and 27. **Awaiting completion of works on site.**
11. **Lane End** – Application to divert Footpath No. 9 – **Order made, no objections received, awaiting for completion of works on site.**
12. **Shabbington** – Application to divert Footpath No. 6 – **Awaiting confirmed Order.**
13. **Shabbington** – Application to divert Footpath No. 5 – **In objection period.**
14. **Chepping Wycombe** – Application to divert Footpath No. 47 – **Order to be confirmed.**
15. **Coleshill** – Application to divert Footpath No. 1 – **Draft Order to be checked.**
16. **Calvert Green and Steeple Claydon** – Application to temporary divert Footpaths No. 5 and 17 for quarry works – **Made Order to be advertised.**
17. **Quarrendon** – Application to divert Footpath No. 3 – **Investigation not started.**
18. **Iver** – Application to temporary divert Footpath No. 15 for quarry works – **Confirmed. CASE CLOSED.**
19. **Tingewick** – Application to divert Footpath No. 2 – **Awaiting confirmed Order**
20. **Chesham** – Application to extinguish part of the width of Footpath No. 114 – **Draft Order to be made.**
21. **Aston Clinton** – Application to divert Footpaths Nos. 3, 4 and 6 under the Town and Country Planning Act – **Draft Order to be checked.**
22. **Stone with Bishopstone and Hartwell** – Application to divert Footpath No. 6 – **Investigation not started.**
23. **Great Missenden** – Application to divert Footpath No. 35 - **Investigation not started.**
24. **Weston Turville** – Application to divert Footpath No. 11 – **Investigation not started.**
25. **Denham** – Application to divert Footpath No. 47 – **Investigation not started.**
26. **Fulmer** – Application to divert Footpath No. 2 – **Investigation not started.**

27. **Stoke Mandeville** – Application to divert Footpaths Nos. 3 and 14 – **Investigation not started.**
28. **Weston Turville** – Application to divert Footpath No. 21. **Made Order advertised.**
29. **Ellesborough / Great and Little Kimble** – Permanent Traffic Regulation Order along Byway Open to all Traffic 62, 40 and 40A. **Proposal under consideration.**
30. **Stewkley** – Application to divert Footpath 19. **Made Order advertised.**
31. **Aylesbury** – Application to extinguish Footpath No.7. **Investigation not started.**

#### D. VILLAGE GREEN APPLICATIONS

1. **Wooburn** – land off Cherwell Road, Bourne End. **Investigation not started.**
2. **High Wycombe** – land off Warren Wood Drive. **Investigation not started.**

#### Background Papers

None

For further information please contact: Helen Francis 01296 387123

#### E. STRATEGIC ACCESS UPDATE (JONATHAN CLARK)

22. Work continues to process applications under Schedule 4 Part 2 of the HS2 Act 2017 to grant permission for HS2 related works. The next planned project impacting rights of way will be undertaken by National Grid, starting in January 2019 to relocate electricity pylons around Edgcott, Kingswood, land west of Doddershall Wood, where ten footpaths will need temporarily closing – see table below. The full closure periods are likely to be much shorter as contingencies have been worked into these dates.

Identification	Span	Type of Crossing	Notice Locations	Closure Period	Comments
HOG/7/2	10-11	FOOTPATH	Order Limits either side of overhead line	01/07/19 to 31/12/19 (6 months)	Closure only required from Outage 4
QUA/40/4	11-12	BRIDLEWAY	Order Limits either side of overhead line	01/07/19 to 31/12/19 (6 months)	Closure only required from Outage 4
QUA/38/2	12-13	FOOTPATH	Order Limits either side of overhead line	01/07/19 to 31/12/19 (6 months)	Closure only required from Outage 4
QUA/39/1	14-15	FOOTPATH	Order Limits either side of overhead line	01/07/19 to 31/12/19 (6 months)	Closure only required from Outage 4
QUA/35/2	16-17	FOOTPATH	Junction with QUA/35A/1 & Junction with field boundary	01/01/19 to 31/11/19	Duration due to location close to main works and site establishment
QUA/35A/1	16-17	FOOTPATH	Junction with QUA/35/2 & Junction with Edgcott Lane	01/01/19 to 31/11/19	Duration due to location close to main works and site establishment
QUA/26/1	18-19	FOOTPATH	Junction with field boundary and junction with Railway	01/04/19 to 31/11/19	Duration due to location close to main works & Outages 3,4 & 5
QUA/25A/1	21-22	FOOTPATH	Order Limits either side of overhead line	01/05/19 to 30/09/19	Closure required for Outage 3,4 & 5
QUA/25/2	22-23	FOOTPATH	Junction with QUA/25/1 and junction with unnamed road	01/05/19 to 30/09/19	Closure required for Outage 3,4 & 5
GUN/8/3	25-26	FOOTPATH	Junction with field boundary and junction with unnamed road	01/05/19 to 30/09/19	Closure required for Outage 3,4 & 5

23. In September 2018 DfT and Highways England announced they had selected Corridor options B1 and B3 for the Oxford to Cambridge Expressway route (Appendix 3). The announcement states: ‘...*the Expressway will run alongside the planned route of East West Rail so that consumers have a variety of road and rail travel options*’. Public rights of way, national and regional cycle routes and open access land are not considered as a constraint relevant to the assessment of effects on ‘People and Communities’ to inform the Expressway route. However, the document does state in Annex B. ‘Constraints mapping National Networks National Policy Statement justification’ (p.9):

*Public rights of way, National Trails, and other rights of access to land (such as open access land) are important recreational facilities for walkers, cyclists and equestrians. Applicants are expected to take appropriate mitigation measures to address adverse effects on National Trails, other public rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve access.*

In light of the above, the council has outlined the strategic requirements expected of Highways England when designing the route around rights of way (Appendix 4). If members have anything to add, please let us know.

24. The Chiltern Society ROW Group and Path Maintenance Volunteers are due to meet the Rights of Way Maintenance Team for their annual working review meeting at the Full Moon, Cholesbury at 10am Friday 30<sup>th</sup> November 2018. Andrew Clark will attend and other LAF members are very welcome.

#### **F. ROW OPERATIONS UPDATE (Joanne Taylor)**

1. The current staff structure is 6 FTE staff: 1 RoW Team Leader, 2 Area RoW Officers, 2 Assistant RoW Officers and 1 Bridge Structure Inspector. The bridge inspection officer is currently on maternity leave.
2. The Rights of Way Operations output from 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2018 includes a break-down of works undertaken by volunteers (Appendix 5). A third column has been added including work completed up to 30<sup>th</sup> September 2018.
3. Capital projects update:
  - Iver bridleway 30 bridge replacement - order issued, with predicted completion mid-Nov 2018;
  - Chesham FP107 bridge renovation – order issued with predicted completion end Oct 2018;
  - Great Missenden FP33 A413 bank steps - order issued with no completion date set;
  - Bledlow BW59 surface works; project on hold;
  - Thames Path Marlow 1 Surface/Bank stabilisation – completed;
  - Stewkley FP2/2 surface and drainage works – completed;
  - Great Marlow BW52 Gullied surface repairs – ordered – no date set
  - Ivinghoe FP37 - Bridge replacement – ordered – no date set
  - Ellesborough BW51 surface works – ordered – no date set
4. Extra Capital money has been acquired for works to be carried out in this financial year on Hillesden Bridleway 11A, this is to repair damage caused by badger activity.

5. Wexham BW21 improvements have been put on hold due to a possible county council planning application to carry out major groundworks on the site. Other works could be undertaken instead.
6. The County Council commissioned an additional works crews for clearance over summer 2018 which enabled the RoW north gang to carry out important bridge repairs and replacements, with 39 bridges completed so far this year, this work has reduced the number of bridge structures awaiting repair down to 77 bridges.

**For further information please contact: Joanne Taylor 01296 383410**



**Buckinghamshire County Council - Rights of Way  
Summary of Maintenance Carried Out  
Between 1/04/16 and 30/9/18**

TYPE	DESCRIPTION			
		Aprl 16 - Mar 17	Aprl17- Mar 18	1 Aprl18- Sept18
Alignment	Path Off Line - resolved issue	55	8	17
Clearance	Clearance - carried out-jobs/km	135km	90km	81KM
Bridge	Installed or repaired	82	33	39
Finger/post	Installed or repaired	139	186	61
Fly Tipping	Fly Tipping - removed	17	18	5
Gate	Gate repaired or installed	95	75	44
Intimidation + animal	Intimidation - resolved	28	18	6
Intimidating sign	Misleading Sign - removed	10	7	3
Obstruction - resolved	Barbed wire	17	6	2
Obstruction - resolved	Barrier - Fencing, wall or other	211	91	66
Obstruction - resolved	Electric fence	30	8	6
Obstruction - removed	Fallen Tree	277	260	154
Obstruction - resolved	Locked Gate	27	12	8
Obstruction - resolved	Ploughing and Cropping	131	96	82
Other	Delivery of materials	45	32	13
Other	Miscellaneous issues resolved	45	27	36
Stile	Installed or repaired	226	159	94
Stile	Stile To Gap	17	8	2
Stile	Stile To KG	56	47	25
Stile	Stile To PG	79	38	12
Terrain	Bank Steps	19	7	6
Terrain	Path Surface problem resolved	117	66	48
Waymark Post	Installed/Repaired	171	147	96
Issues Signed off		2443	1668	976
Volunteer Hours	The Chiltern Society	1717	1341	642
Volunteer Hours	RA Only	698	717	558
Improvements	To aid mobility access	247	168	82
5% Survey Results	Paths Rated easy to use	66%	76%	74% interim
5% Survey Results	Structures rated easy to use	97%	91%	86% interim
5% Survey Results	Routes with Roadside Signs	89%	92%	91% interim
Number on Database	No. of issues os 31/03/12	799		
Number on Database	No. of issues os 31/03/13	1150		
Number on Database	No. of Issues os 31/03/14	1085		
Number on Database	No. of Issues os 31/03/15	1423		
Number on Database	No. of Issues os 31/03/16	1531		
Number on Database	No. of Issues os 31/03/17	1114		
Number on Database	No. of Issues os 31/03/18		1498	
Number on Database	No. of Issues os 19/10/18			1638
% of issues in targ time	Category C issues on Matrix	73%	47%	86%
% of issues in targ ave.	% Enf issues in targ time in mth	74%	69%	74%

**Above includes**

Clearance direct from BCC  
Miscellaneous Jobs  
Waymarking and signs  
Gates Repaired and installed  
Bank Steps  
Stiles replaced and repaired  
Trees removed  
Total Jobs  
Hours

**Volunteer Jobs Completed**

149 jobs/36km	99 jobs/26km	57/11.6km
17	4	10
121	102	68
67	79	31
7		1
75	62	13
69	82	30
536 jobs	432 jobs	210
2415 hours	2335 hours	1200 hours







**BUCKINGHAMSHIRE  
LOCAL ACCESS FORUM**

# Report

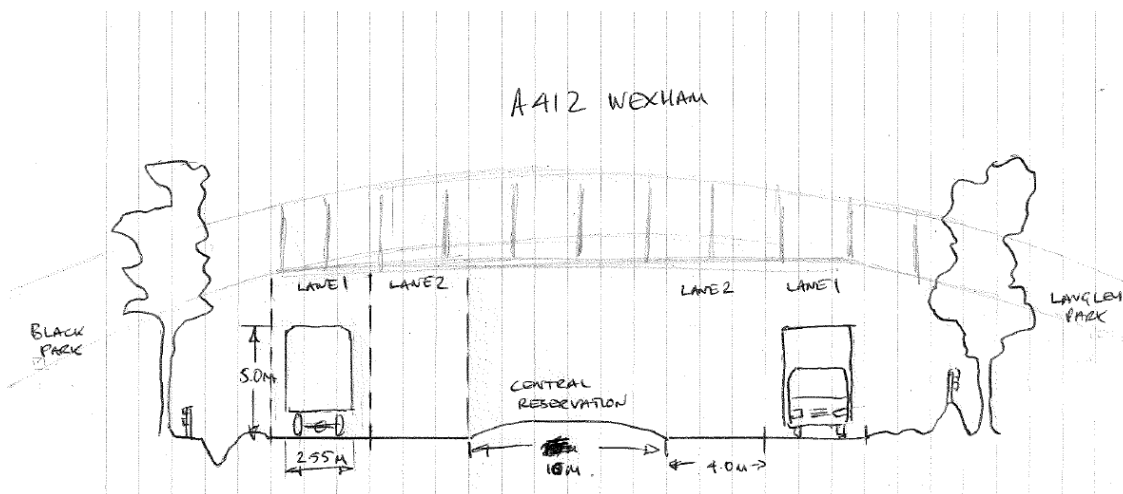
## AGENDA ITEM 6

**Date:** 7<sup>th</sup> November 2018  
**Title:** LAF members' report  
**Author:** Jonathan Clark, Strategic Access Officer  
**Contact Officer:** Ghazala Naeem (01296 383246)

### Site meeting

1. Slough LAF invited members of Buckinghamshire LAF to attend a meeting at Black Park to understand and appreciate the severance issues for non-motorised users crossing the A412 Uxbridge Road dual carriageway between Black Park and Langley Park. Unfortunately, Bucks LAF members were unable to attend, but Andrew Fowler, Head of Country Parks & Green Spaces with the county council, was able to attend.

The best solution would be a bridge across the road suitable for walkers, horse riders and cyclists, as the sketch below illustrates, but would need to be at full height right to the edge of the carriageway. The cost is likely to be prohibitively expensive at an estimated £5m. There are further complications around the length of ramps into each park, especially as Langley is a Grade II listed historic landscape.



A surface, traffic-lighted crossing is further complicated by safety concerns highlighted by TfB engineers. An additional safety concern in the parks area is the Black Park Road - Uxbridge Road junction which has a very poor safety record.

## Events

2. Andrew Clark, Alison Heath and Gavin Caspersz attended an event held by Cllr Bill Chapple at Black Park to celebrate and thank volunteers for their work.
3. Andrew Clark and Gavin Caspersz attended the new National Land Access Centre gate display at Aston Rowant OX49 5HX. The centre was launched by Lord Blencathra and provides an environment in which users, professionals and volunteers can trial gates and other infrastructure meeting the British Standard (BS5709: 2018) for gaps gates and stiles. The standard requires 'the least restrictive option' to be available to users, aimed at opening up the countryside for walkers, cyclists, horse riders and mobility vehicles (wheelchairs and push chairs) - see photos below. The gate display is open every day of the year and LAF Members are welcome to attend.



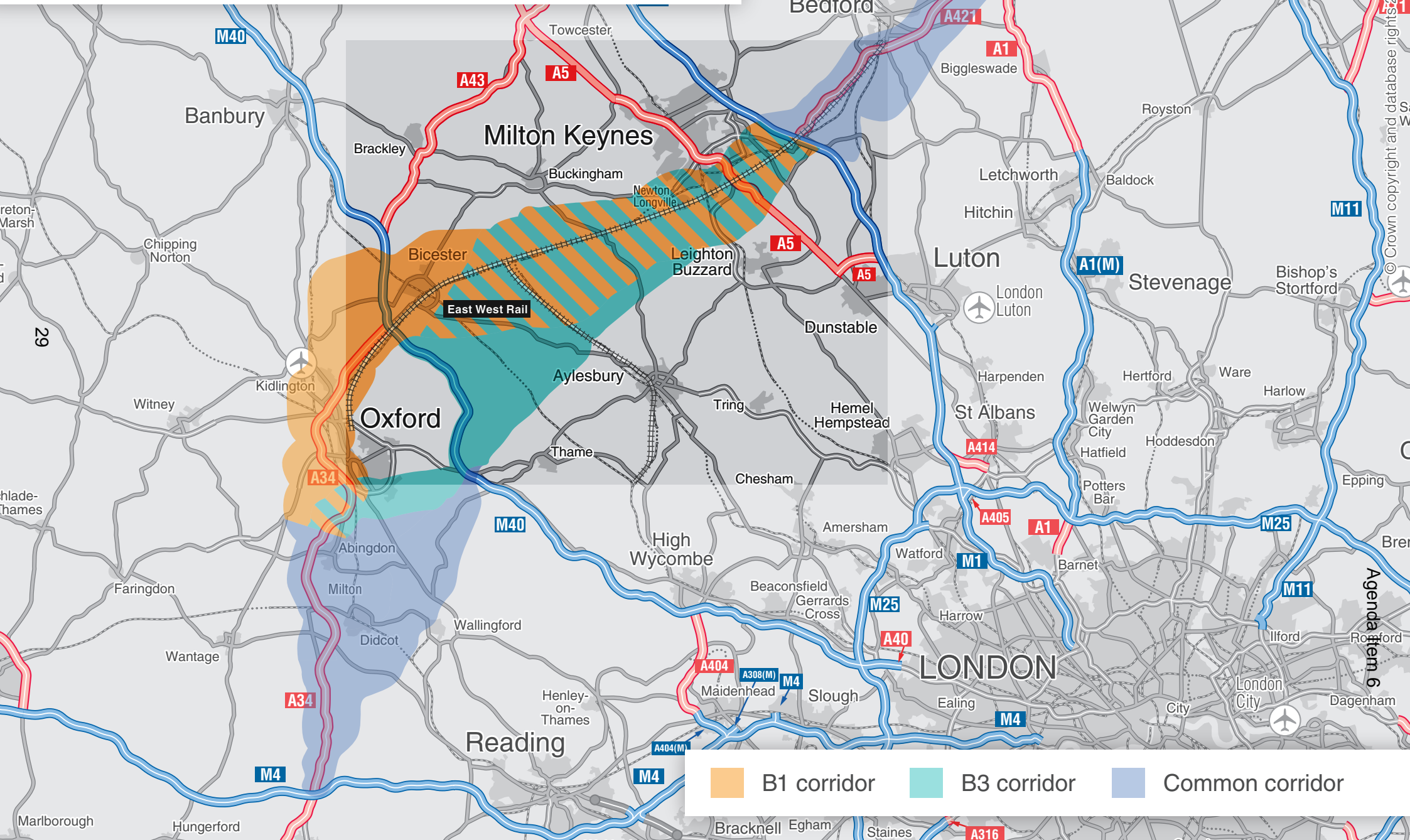


#### **LAF dates for 2019**

4. 20<sup>th</sup> March 2019; 24<sup>th</sup> July 2019 and 6<sup>th</sup> November 2018.



# Preferred corridor and common corridors (indicative only)



B1 corridor
  B3 corridor
  Common corridor



## OXFORD TO CAMBRIDGE EXPRESSWAY – RIGHTS OF WAY STANDARDS

The council seeks to agree early standards with Highways England to achieve these project objectives for walkers, cyclists, horse riders and carriage drivers on the rights of way network and discuss strategic network improvements. We would also like to confirm legal realignments will be covered within powers granted to build the Expressway.

Standards: the applicant should to provide segregated bridge or underpass crossings for all public rights of way. Nevertheless, it is appreciated some rights of way run parallel or very close and amalgamating two into one is accepted, not least due to landscape and visual impacts of multiple bridges. Path diversions onto roadside verges should be the exception, unless it is an obvious solution. In these circumstances we would expect adoptable standard footway / cycleway surfaces to be installed in the verge, segregated as far as possible from vehicular traffic, for the public to make their onward connections.

We would expect rights of way crossings to be accessible for users with off-road push chairs, mobility scooters and wheelchairs. Nevertheless, it is appreciated ‘DDA’ standard (Equality Act 2010) bridges have long ramps which could have a detrimental visual impacts on the rural landscape urban areas, so the council has in the past (e.g. HS2) suggested 1:12 ramps. In addition, standards should include:

- 1) stiles to be replaced with British Standard (BS 5709: 2018) gates
- 2) new gates only where agricultural stock control is required;
- 3) bitumen surfaces across bridges and approach ramps; and
- 4) shared space between users and agricultural traffic across bridge space;

For open access and registered common land, where the Expressway consumes or severs the land, we would expect greater than like-for-like replacement.

Strategic network improvements: the council would also seek Highways England to undertake an assessment of existing non-motorised routes and seek potential strategic improvements to the walking, cycling, horse riding and carriage driving network. This would include upgrading the status of footpaths to bridleways or restricted byways where gaps in the network can be achieved by compulsory purchase of land along the road corridor or close by. For example, bridleways and restricted byways provide multi-user links and could connect alongside or close to the Expressway corridor connecting between settlements and the train stations of East West Rail within attractive, traffic-free environments. An existing example is the Waddesdon Greenway between Aylesbury Vale Parkway train station and Waddesdon village. There are proposals to extend this route to Calvert, Claydon House and Steeple Claydon where an East West Rail station is proposed. A cycleway could, for example, connect between all proposed East West Rail stations. Sustrans promote the National Cycle Network Route 51 within the Expressway corridor, e.g. Bicester - Steeple Claydon - Winslow - Milton Keynes - Cambridge and the Expressway project could compliment that network with additional routes or by providing network surface upgrades.

### Legal realignments

Any diversion of a public right of way requires a legal process to delete one right and create a new one, usually under Section 119 Highways Act 1980 or Section 257 TCPA 1990. The council would seek any path realignment to be achieved through powers granted to construct the Expressway, involving red lines that include all land over which rights of way need to be diverted. This might include a much wider area than the corridor itself to achieve wider improvements to upgrade footpaths to bridleways, or desire lines from field boundaries that might be several hundred metres away from the road itself towards new bridges. Moreover, these powers can also be used to divert routes across new bridges. The council would not expect to be burdened with processing diversions or upgrades using power granted under Highways Act 1980 or TCPA Act 1990.







# National Land Access Centre (NLAC)

Aston Rowant National Nature Reserve, Oxfordshire

## Circuits for Bridleways and Footpaths

In order of the least restrictive option as detailed in BS5709:2018, the British Standard for Gaps, Gates and Stiles

■ **Outer circuit: gates and barriers suitable for bridleways**

■ **Inner circuit: gates and barriers suitable for footpaths**

### ■ **Bridleway circuit:**

#### 1 **GAP (minimum width = 1.525m)**

Easy access for all users with minimum maintenance

### Hydraulically controlled self-closing gates:

Self-closing gates are often a preferred option by landowners to make sure that gates are not left open. These gates have been designed to be safe and easy to use. The hydraulic system provides improved control for closing speeds.

#### 2 **TWO WAY BRIDLE GATE**

Two way gates allow easy access from both sides. The latch bolt is not compliant with the new BS5709:2018, to compare against gate number 3.

#### 3 **TWO WAY BRIDLE GATE**

This gate has a BS5709:2018 compliant latch 'D' loop, designed for improved safety.

#### 4 **PROTOTYPE TWO WAY BRIDLE GATE**

This gate incorporates an experimental high level opening option.

### Conventional self-closing gates:

#### 5 **TWO WAY BRIDLE GATE**

An example of a widely used system.

#### 6 **COMBINED TWO WAY BRIDLE GATE AND FIELD GATE**

Allows access for bridleway users when the field gate is locked, and access for farm machinery etc. when the whole gate is open.

#### 7 **TWO WAY BRIDLE GATE**

Widely used. Steel posts and frame ensure that the gate is low maintenance and long lasting.

#### 8 **ONE WAY BRIDLE GATE**

Recommended for roadside locations where stock control is needed. Reduces accessibility for some disabled people.



## Other structures:

### 9 HORSE STILE

Designed for use on bridleways where motorbikes need to be deterred. An additional gate is required for other authorised path users.

### 10 HORSE FRIENDLY BARRIER

Can be used to deter motorbikes, but can be opened to provide vehicular access. An additional gate is required for other authorised path users.

## Footpath circuit:

### 11 GAP (minimum width = 1.1m)

Easy access for all users, with minimum maintenance.

### 12 TWO WAY GATE WITH NO SELF-CLOSING SYSTEM

This gate is easy to open, but has to be closed by hand.

## Self-closing gates:

### 13 TWO WAY GATE

A widely used gate and latch system.

### 14 ONE WAY GATE

Recommended for roadside situations where stock control is needed.

### 15 ONE WAY GATE

A timber gate with a steel frame, to provide durability and permanent alignment.

## Kissing gates:

Kissing gates are less easy to use for pedestrians but deter cyclists from using footpaths. They are often preferred by landowners/land managers where stock is kept.

### 16 LARGE TIMBER SELF CLOSING KISSING GATE

Can be used by families with children in buggies and by most mobility vehicles.

### 17 LARGE STEEL KISSING GATE WITH BYPASS

Can be used as a conventional kissing gate but also has the option to open fully using a 'radar' key to give access to large mobility vehicles. The gate needs to be re-locked when the 'radar' system is used.

## Other structures:

### 18 MOTORBIKE INHIBITOR

Deters motorbikes, but allows all other authorised users, including mobility vehicles users.

### 19 VEHICLE BARRIER

Can be used instead of a gate where additional security is required. A bridle gate or pedestrian gate will be needed alongside on a right of way or permissive path. The barrier is designed to use the hanging post as the hinge, which limits damage by vandals.

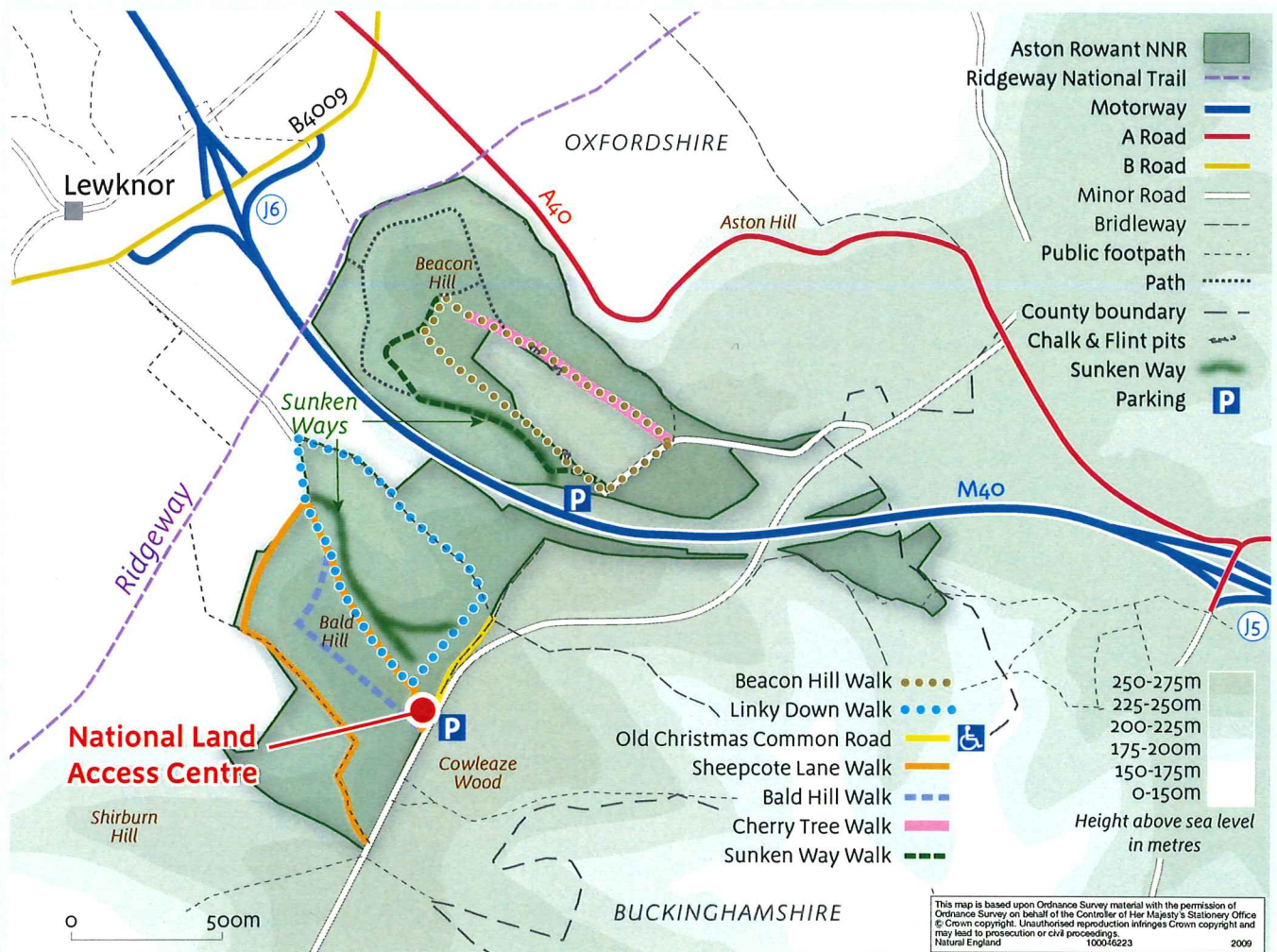
### 20 FIELD GATE WITH INTEGRAL PEDESTRIAN GATE

Used where width is limited and the field gate needs to remain locked. The integral step-through pedestrian gate is self-closing but is not accessible by all users.



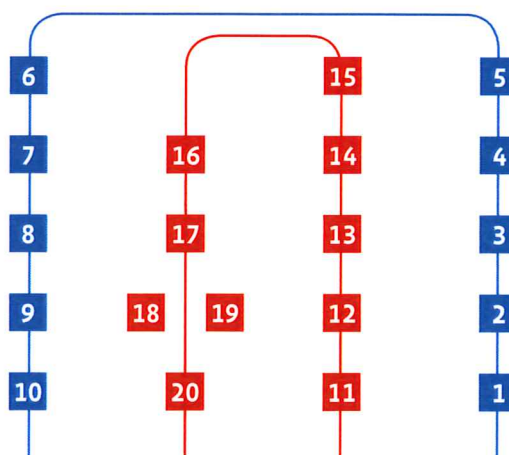
# National Land Access Centre (NLAC)

Aston Rowant National Nature Reserve, Oxfordshire



**Bridleway circuit**

**Footpath circuit**



Gate

Hedgerow

Main gate

