



BUCKINGHAMSHIRE LOCAL ACCESS FORUM

**WEDNESDAY 6 NOVEMBER 2019 AT 10.00 AM
MEZZANINE ROOM 1, COUNTY HALL, AYLESBURY**

AGENDA

Agenda Item	Page No
1 Apologies for Absence	
2 Declarations of Interest	
3 Minutes of the Meeting/ Matters Arising To confirm the minutes of the meeting held on 24 July 2019.	3 - 8
4 Rights of Way Improvement Plan 2020 - 2030: draft consultation To be presented by Mr J Clark, Strategic Access Officer, Bucks County Council.	9 - 10
5 Rights of way group report To be presented by Mr Phill Fox, Interim Definitive Map & Land Charges Team Leader; Mr J Clark, Strategic Access Officer; and Ms J Taylor, Operations Team Leader.	11 - 22
6 LAF members' report To be presented by Mr J Clark, Strategic Access Officer, Bucks County Council.	23 - 30
7 New British Standard for Gaps, Gates and Stiles (BS 5709: 2018) To be presented by guest speakers, Mr T Bindoff and Mr C Beney.	31 - 32
8 Any Other Business	
9 Date of Next and Future Meetings Next meetings, 10am Mezz 1: <ul style="list-style-type: none">• Wednesday 4 March 2020• Wednesday 15 July 2020• Wednesday 4 November 2020	



Buckinghamshire County Council

Minutes

BUCKINGHAMSHIRE LOCAL ACCESS FORUM

MINUTES OF THE MEETING OF THE BUCKINGHAMSHIRE LOCAL ACCESS FORUM HELD ON WEDNESDAY 24 JULY 2019, IN MEZZANINE ROOM 1, COUNTY HALL, AYLESBURY, COMMENCING AT 10.05 AM AND CONCLUDING AT 11.55 AM.

MEMBERS PRESENT

Mr R Pushman, in the Chair

Mr W Chapple OBE, Mr D Briggs, Mr C Hurworth, Mr A T A Lambourne, Mr A Clark, Mr B Worrell and Mr C Harriss

OFFICERS PRESENT

Mr J Clark, Mrs H Francis, Ms J Taylor and Ms S Taylor

OTHERS PRESENT

Ms S Bayne

1 APOLOGIES FOR ABSENCE

Apologies were received from Mr G Thomas and Ms A Heath. The Chairman thanked Mr D Briggs for chairing the last meeting at short notice.

2 DECLARATIONS OF INTEREST

There were no declarations of interest.

3 MATTERS ARISING/MINUTES OF THE MEETING TO BE CONFIRMED

There were no matters arising.

RESOLVED: The minutes of the meeting held on 20 March 2019 were AGREED as an accurate record and were signed by the Chairman.

4 RIGHTS OF WAY IMPROVEMENT PLAN 2018-2028- EMERGING ACTIONS AND PRIORITIES

Ms S Bayne, Director, Blackwood Bayne Ltd, provided a presentation, appended to the minutes, and gave the following update:

- An extraordinary meeting was held on 21 May 2019 to discuss the emerging

findings from the stakeholder and public engagement activities; the meeting was useful but Ms Bayne felt that, due to low attendance, it would be beneficial to re-examine a couple of areas with the Local Access Forum (LAF).

- The Rights of Way Improvement Plan (ROWIP) would contain an 'assessment' which included an understanding of public need, review the definitive map, the condition of the network and relevant plans and strategies. It would also include information on economic needs, health and wellbeing and facilities for visitors.
- The assessment would also consider opportunities for recreation and exercise and accessibility of rights of way (ROW) to blind and partially sighted people and people with mobility problems.
- The LAF had received the results of the survey carried out with parish and town councils and the stakeholder and public engagement activities.

Topic 2 – Addressing Maintenance Challenges

- Maintaining and investing in the network was the highest priority; overgrown paths were the highest scoring priority for the public and parish councils.
- Lack of way marking, stiles, finger posts and obstructions were in the top five priorities.
- 38% of the public were satisfied with the ROW service for reported issues; communication was the main suggestion for improvement.
- The CAMs system would continue to be improved; combined with monitoring public satisfaction for the new system.
- A significant number of people recognised that issues would not be fixed immediately due to lack of resources.

Ms Bayne asked the LAF for suggestions on how to improve the scores for addressing maintenance challenges and for input on what could be included in the ROWIP.

- It was noted that the main comments were on the condition of the ROWs.
- There was low satisfaction with the responses to reported problems. The Chairman queried if the reason for the dissatisfaction was the response time or that the issues were not resolved. Ms Bayne clarified that both the response time and the communication issues had received the highest percentage of comments.
- Some of the problems were dependent on the landowner e.g. footpath clearance and it often came down to enforcement proceedings which was time consuming for staff. It was queried if more focus should be on enforcement action.
- The pie chart showed that 42% of the public were neither satisfied nor dissatisfied with the response to the reporting of ROW issues. A member of the forum asked how it could be determined if people had too high an expectation of the condition of the ROW. Ms Bayne stated that it would not be possible; a number of people were dissatisfied but understood the reasons.
- A member of the forum acknowledged that it was difficult to manage people's expectations; it was an impossible mission as people only reported the bad news. The Chairman stated that, on the whole, Buckinghamshire had an extensive ROW network with plenty of maps available and numerous walking books in the libraries.
- It was noted that significant improvements had been made to the CAMs system since the consultation; however, it was more difficult to increase the maintenance due to a lack of resources. It was suggested that when overgrowth was reported, the system show if the ROW services were devolved to the PC. It was suggested that the ROWIP include a paragraph to say the County Council was carrying out as much as possible with the

resources available and to also include a section on enforcement.

- A member of the forum stated that, post-Brexit, funding could be available for farmers to provide new ROWs and asked if there was evidence of demand. It was confirmed that there was always a demand, particularly for more cycle routes and bridleways, but the demand had been constrained by lack of funding. It was agreed that the ROWIP should acknowledge that there was the possibility of landowners receiving funding for extra ROWs and explain how it would be handled. Ms Bayne added that there was strong feeling in areas of high change and major infrastructure such as Aylesbury, that there should be an improvement in the quality of the paths from the urban areas to the countryside.
- It was agreed that communication on how to report a ROW problem needed to be improved; however, Ms Taylor, Team Leader, ROW, stated that it was easy to find the 'report-a-problem' page via Google. The ROW service needed to be more accessible to the public but a balance was required. A spike in the number of reported issues followed the introduction of the new CAMS system.
- Ms Taylor commented that the score for accessibility for mobile users was disappointing as 1,800 stiles had been removed and replaced with gaps, pedestrian gates and kissing gates to enable the routes to be accessible. The ROWIP needed to understand why people were dissatisfied and how to resolve the dissatisfactions. It was questioned that it was probably the PC clerks who had completed the survey and that the score was good. Ms Bayne added that organisations, such as Parkinson's UK, were satisfied with the network, but had requested more information and good quality steps with handrails. A member of the forum recommended installing standard size kissing gates and offered to provide a list of where narrow gates were located.
ACTION: Mr Harriss
- A member of the forum stated that permissive paths should not be lost as they created links, but it was noted permission could be withdrawn. Another member felt it was better to have more permanent pathways. Mr Briggs advised that farmers were not paid for ROWs but were paid for permissive paths and suggested that there could be a new stewardship payments for ROWs.
- It was agreed that the work of the volunteers could be mentioned in the ROWIP. Concern was expressed that there may not be such a large pool of volunteers in the future.

Topic 3 – Partnership for Delivery

- The ROWIP covered a broad remit and would need new partnerships/organisations/volunteers to work with.
- Volunteers had offered to carry out work on CAMs to process reported problems; it was agreed this would be a good way forward as the volunteers had a wide range of abilities.
- A member of the forum stated that the new Buckinghamshire Council would be based on working in the community and potentially the volunteers could be involved in the community hubs to help organise volunteers to clear the paths.
- It was noted that it was difficult for small parishes to take on responsibility for footpaths; some parish councils with devolved responsibilities were managing but others required additional support.
- A member of the forum stated that he hoped the community hubs would improve the partnership working. The County Council had not forced the PCs to become devolved; the problem was that when services were devolved, the precept was often very low. The new Buckinghamshire Council would work for the public and be a positive way forward as there would be improved communication. The problem for small parishes was finance. For example,

grass cutting could be quantified but looking after footpaths could not and would be reliant on volunteers. Small parishes tended to find it easier to get volunteers; it was a matter of how it was communicated to the parishes.

- The forward to the ROWIP should include information on the new Buckinghamshire Council and how it would be based on working in the community.
- Ms Bayne ran through the timetable for the production of the ROWIP. Mr Chapple advised that the ROWIP would need to be adopted by early March 2020 while Buckinghamshire County Council still existed as all plans would be carried forward. Mr Chapple agreed to discuss dates with Ms Bayne.

ACTION: Mr Chapple

The Chairman thanked Ms Bayne for her work on the ROWIP so far.

5 RIGHTS OF WAY GROUP REPORT

Definitive Map Team

Ms H Francis, Definitive Map and Land Charges Team Leader, reported the following:

Section A – Matters previously determined by the Committee; there were no further updates to the report.

Section B – Definitive map applications to be investigated and reported to the Committee; there were five applications under investigation.

Section C – Public Path Orders; 13 applications had been dealt with and were awaiting works to be completed. Four applications had been closed.

Section D – Village Green Applications; Number two; High Wycombe – Land off Warren Wood Drive was under discussion with the applicant.

Mr A Clark from the Chiltern Society advised that the society was not in receipt of copies of the path orders. Ms Francis stated she would follow up.

ACTION: Ms Francis

Section E – Strategic Access Update

Mr J Clark, Strategic Access Officer, provided the following update regarding the HS2 works:

- Works were progressing and the ROW closures were minimal; the majority of closures would be for up to two years apart from the Denham Bridleway 3 which would be closed for seven years during the construction of the Denham tunnel portal.
- Significant work was being carried out at Great Missenden to construct the Chilterns tunnel portal access road.
- Discussions were being undertaken to keep the options open to connect Waddesdon and Claydon House with a cycle route running alongside HS2.
- Ms S Wright, Ridgeway National Trail Officer, who had provided a presentation at the last meeting, had received funding from the HS2 Additional Mitigation Fund for the first phase of a new Ridgeway Riding Route. The project would commence this year and end in July 2022. Ms Wright would provide an update at a future meeting.
- The second formal consultation for Heathrow's third runway was open.

The following key points were raised during discussion:

- A Member of the Forum asked if there was an alternative route for the Denham Bridleway. Mr Clark stated that there was but it was an extremely long way round and went via Hertfordshire to the east and Buckinghamshire to the West. The Ramblers' Association had asked for an alternative route but currently there was no other option. A new motorway service station was planned in the area and the developers would allow permissive access to the site; Mr Clark stated he would bear this in mind when considering the planning application in detail.
- Mr Clark confirmed that Bacombe Lane would remain open as part of HS2.
- Mr Clark agreed to email Appendix 2 to Mr B Worrell.

ACTION: Mr Clark

Section F – Rights of Way Operations Update

Ms J Taylor, Team Leader, ROW, reported the following:

- The current structure was 6.4 full time equivalent (FTE) staff. A 0.4 FTE post was being covered by Mr P Fox, two days a week; he was assisting with bridge and surface capital works projects.
- Extra contractor crews had been taken on to carry out the summer clearance. The new online reporting system had resulted in an increase in the number of reported ROW issues.
- Item 34 showed a list of the capital project works as of 31 March 2019; all had been completed except Fawley FP12 which had been delayed.

The following key points were raised during discussion:

- A member of the forum reported that when searching for 'reported paths' on the CAMs Web, the footpath numbers were not shown. Ms Taylor agreed to investigate.
- A member of the forum stated he had reported a broken gate but his report had been 'rejected' because it was not deemed to affect the ROW; he thought the response was inappropriate. Ms Taylor stated that it could have been rejected because it had already been assessed and agreed to investigate.

ACTION: Ms Taylor

ACTION: Ms Taylor

6 LAF MEMBERS' REPORT

Mr J Clark, Strategic Access Officer, provided the following update:

- The action carried forward to re-circulate the 'promoted routes spreadsheet' from the meeting held on 7 November 2018 was a misunderstanding.
- The second sentence of item two of the report should have read 'Chiltern District Council' not 'Chesham District Council'.
- The draft Colne Valley Infrastructure Strategy was out for consultation and covered a large part of Buckinghamshire but did not contain any information on ROWs or a link to the ROW Strategy. Mr Clark stated he would include this point in his response to the consultation.

ACTION: Mr Clark

7 ANY OTHER BUSINESS

There was no other business.

8 DATE OF NEXT AND FUTURE MEETINGS

6 November 2019

4 March 2020

15 July 2020

4 November 2020

All at 10.00 am in Mezzanine Room 1, County Hall.

Chairman



BUCKINGHAMSHIRE LOCAL ACCESS FORUM

Report

AGENDA ITEM 4

Date: 6th November 2019

Title: Rights of Way Improvement Plan 2018 – 2028: draft consultation

Author: Jonathan Clark

Contact Officer: Christina Beevers (01296 382938)

The formal consultation on the draft ROWIP started on 1st October 2019 and is open for review and comment until 24th December 2019. www.buckscc.gov.uk/rowip

Once responses have been collected the ROWIP will be edited to reflect comments, before final publication prior to 1st April 2020 when the council becomes a unitary authority.

A summary of the survey and stakeholder responses from public, parish and town councils (Document 1 on the website) is also available, together with a Network and Public Needs Analysis (Document 1 on the website). This aims to understand the public need; reviews the definitive map; the condition of the network; and other relevant plans and strategies.

Written responses have been received from LAF members Brian Worrell and Richard Jennings. Additional views are sought from LAF members today on the draft ROWIP strategy.

For further information please contact: Sharon Bayne 01622 746316



BUCKINGHAMSHIRE LOCAL ACCESS FORUM

Report

AGENDA ITEM 5

Date: 6th November 2019

Title: Rights of Way group update

Authors: Phillip Fox, Interim Definitive Map & Land Charges Team Leader;
Jonathan Clark, Strategic Access Officer; and Joanne Taylor, Team
Leader Rights of Way Operations

Contact Officer: Christina Beevers (01296 382938)

DEFINITIVE MAP TEAM

The Purpose of the Report

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

A. MATTERS PREVIOUSLY DETERMINED BY 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 but have now been withdrawn so the Order will be confirmed.**
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 but have now been withdrawn so the Order will be confirmed.**
4. **Great and Little Kimble and Ellesborough** – Prohibition Order along BOAT Nos. 40, 40A and 62. **Draft Order advertised, objections received and under consideration. Amendments to the Order have been made and are awaiting comments before being made.**
5. **Hedgerley** – application to upgrade public footpath No. 14 to public bridleway status based on historical evidence. **Application dated 5 December 2013. Application accepted by Committee. An Order will be made and advertised.**

6. **Thornborough** – application to record a public footpath around the field off Back Street. **Application dated 6 January 2016. Application presented to Committee and rejected. CASE CLOSED.**
7. **Little Chalfont** - application to record a public footpath around Statters Field off Burton Lane. **Application dated 13 January 2016. Application presented to Committee and accepted. An Order will be made and advertised.**

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.**
 3. **Wooburn** – application to upgrade Public Footpath No. 3 between Princes Road Groves Close to byway open to all traffic. **Application dated 26 February 2016. Under investigation.**
 4. **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. Under investigation.**
 5. **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. Under investigation.**
 6. **Chesham** – Application to add a Public Footpath to the Definitive Map between Fair Leas and Asheridge Road. **Application received 20 December 2016.**
 7. **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.**
 8. **Stokenchurch** - Application to add routes to the Definitive Map at East Wood, Stokenchurch. **Application received 9 October 2017.**
 9. **Penn** – Application to add a route to the Definitive Map between Public Footpath No. 36 and No. 44. **Application received 19 December 2017.**

10. **Whitchurch** – 3 new applications received to add footpaths to the Definitive Map and Statement – Awaiting acknowledgement and addition to the register of applications. **Investigations not started.**
11. **Whaddon** – application to add a Public Footpath to the Definitive Map between Whaddon Hall and Public Footpath No.6. **Application received 21 December 2018.**
12. **Buckingham** – application to add a Public Bridleway to the Definitive Map following the dismantled railway walk from the A421 to Tingewick Road. **Application dated 14 May 2019.**
13. **Chalfont St Peter** – application to add a Public Footpath to the Definitive Map at Windmill Farm connecting Public Footpath No 19 with Footpath no 55. **Application dated 17 July 2019.**
14. **Chesham** – application to add various routes south of Nashleigh Hill to the Definitive Map connecting with Public Footpath nos. 117, 37 and 67. **Application dated 23 August 2019.**
15. **Chesham** – application to add two routes to the Definitive Map from Lye Green Road connecting with footpath 37. **Application dated 23 August 2019.**
16. **Quinton** – application to upgrade public footpath No. 4 to public bridleway status. **Application dated 21 October 2014. Investigation not started.**
17. **Bledlow** – application to investigate the alignment of public footpath No. 52. **Application dated 19 December 2013. Investigation not started.**
18. **Hedgerley** – application to upgrade public footpath No. 11 and No. 12 to public bridleway status. **Application dated 25 June 2015. Investigation not started.**
19. **Whaddon** – application to modify the alignment of Public Footpath No. 6. **Application dated 4 February 2016. Investigation not started.**
20. **Lillingstone Dayrell** – application to upgrade Public Footpath No.1 to restricted byway status. **Application dated 15 February 2016.**
21. **Lillingstone Dayrell** – application to upgrade Public Footpath No. 2 to public bridleway status. **Application dated 15 February 2016.**
22. **Chenies** application to add Hollaway Road to the Definitive Map and Statement as a byway open to all traffic. **Application dated 29 February 2016.**
23. **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.**
24. **Water Stratford** – application to add a claimed bridleway to the Definitive Map and Statement, Parish of Water Stratford.

C. PUBLIC PATH ORDERS – decisions made by officers through their delegated powers.

1. **Quarrendon** – Application to divert Footpath No. 2. **Order Made, awaiting for completion of works.**

2. **Buckingham** – Application to divert Bridleway No. 13 (part). **Order made and advertised, no objections received, Order confirmed and brought into effect. CASE CLOSED.**
3. **Dorney** – Creation of footpath. **Awaiting signed creation agreement.**
4. **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.**
5. **Weston Turville** – Application to divert Footpath No. 33 – **Order made and advertised, no objections received, awaiting notice for confirmation and bringing into effect. Cycle Track Order to be made following diversion.**
6. **The Lee** – Application to divert Footpath No. 6 – **Order advertised, objection received. Ownership has now changed, awaiting clarification of proposed works from new landowner before proceeding.**
7. **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.**
8. **Wing** – Application to stop up Footpath No. 14 – **works completed, awaiting adoption of alternative route.**
9. **Mursley, Swanbourne and Little Horwood** – Application to divert Public Footpaths No. 19, 20 and 27. **Awaiting completion of works on site.**
10. **Lane End** – Application to divert Footpath No. 9 – **Order made, no objections received, Confirmed and brought into effect**
11. **Shabbington** – Application to divert Footpath No. 6 – **Works completed. Awaiting notice to bring it into effect.**
12. **Shabbington** – Application to divert Footpath No. 5 – **Confirmed Order advertised. Awaiting works.**
13. **Coleshill** – Application to divert Footpath No. 1 – **Made Order advertised and confirmed. CASE CLOSED.**
14. **Calvert Green and Steeple Claydon** – Application to temporary divert Footpaths No. 5 and 17 for quarry works – **Temporary Traffic Regulation Order to be made until works finished. CASE CLOSED.**
15. **Quarrendon** – Application to divert Footpath No. 3 – **Investigation not started.**
16. **Chesham** – Application to extinguish part of the width of Footpath No. 114 – **Order made and objection received and being considered.**
17. **Aston Clinton** – Application to divert Footpaths Nos. 3, 4 and 6 under the Town and Country Planning Act – **Order made, confirmed awaiting works to bring into effect**
18. **Stone with Bishopstone and Hartwell** – Application to divert Footpath No. 6 – **Order made and advertised, awaiting notice for confirmation and bringing into effect.**

19. **Stoke Mandeville** – Application to divert Footpaths Nos. 3 and 14 – **Request sent to make an order.**
20. **Weston Turville** – Application to divert Footpath No. 21. **Order confirmed. Awaiting works to be completed.**
21. **Stewkley** – Application to divert Footpath No. 19. **Order confirmed. Awaiting works to be completed.**
22. **Aylesbury** – Application to extinguish Footpath No. 7. **Order made. Request sent to confirm Order**
23. **Little Missenden** – Application to divert Footpath No. 8. **Application declined. CASE CLOSED.**
24. **Slapton** – Application to divert Footpath No. 14. **Order made, awaiting works.**
25. **Thornborough** – Application to divert Footpath No. 6. **Under investigation.**
26. **Slapton** – Application to divert Footpath No. 6. **Order made, awaiting works.**
27. **Lane End** – Application to divert Bridleway No. 14. **Under investigation.**
28. **Beachampton** – Application to divert Footpath No. 12. **Under investigation.**
29. **Stowe** – Application to divert Footpath No. 13. **Under investigation.**
30. **Tingewick** – Application to divert Footpath No. 25. **Under investigation.**
31. **Hambleden** – Application to divert Footpath No. 44. **Under investigation.**
32. **Stowe** – Application to divert Bridleway No. 2. **Under investigation.**
33. **Chepping Wycombe** – Application to divert Footpath No 45. **Under investigation.**
34. **Waddesdon** – Application to divert Footpath No. 7A. **Under Investigation.**
35. **Buckingham** – Application to divert Footpath No. 36. **Investigation not started.**
36. **Aston Abbot** – Application to divert Footpath No. 1. **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: Phil Fox 01296 383342

E. STRATEGIC ACCESS UPDATE (JONATHAN CLARK)

1. The Government announced an independent review into the HS2 programme on 21st August 2019, looking at: benefits, impacts, affordability, efficiency, deliverability,

scope and phasing. The main HS2 works contractors continue with archaeology, ecology and fencing works to cordon-off areas of land needed for construction. In the main, rights of way remain open, but closures are detailed on the council's website at the following location, named 'HS2 Construction Closures and Diversions' with maps enclosed.

<https://www.buckscc.gov.uk/services/environment/public-rights-of-way/changes-to-public-rights-of-way/>

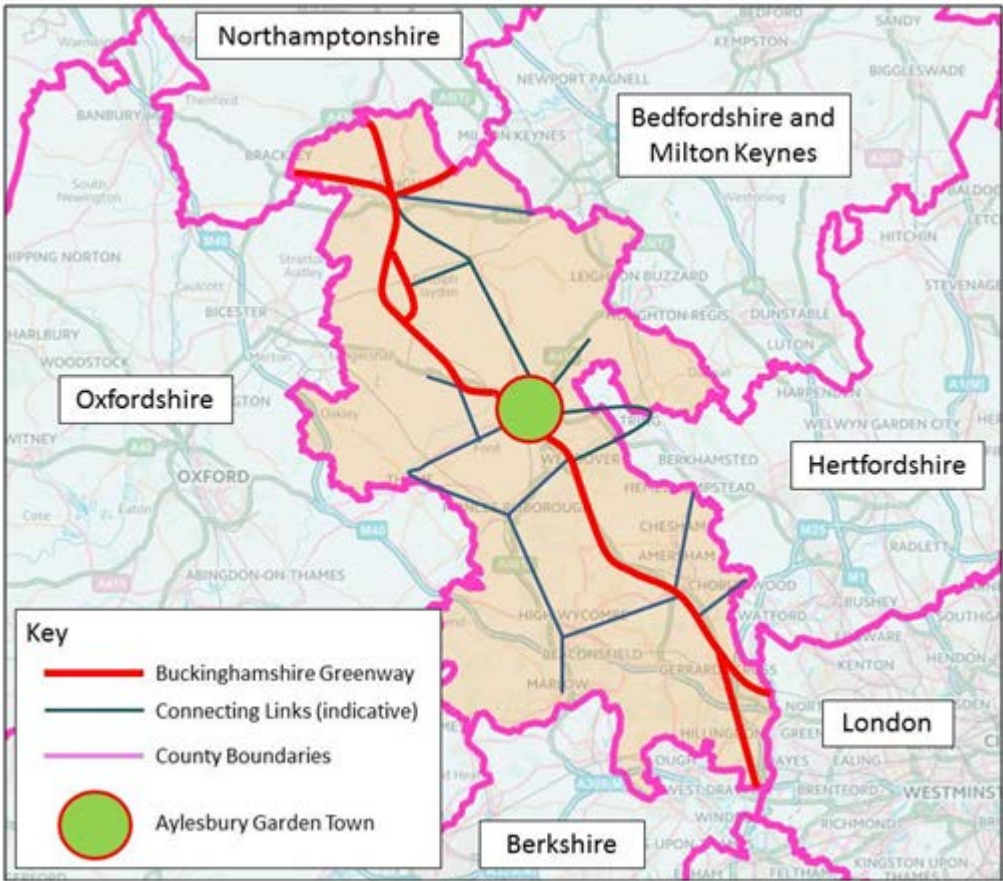
2. The council has proposed a vision for a 'Buckinghamshire Greenway' (APPENDIX 1): a walking and cycling route stretching from Milton Keynes and Brackley to Uxbridge and Heathrow Airport. The route would support economic growth, sustainable tourism, healthy lifestyles and help reduce road congestion. It aims to provide a long distance route through the county and local links with villages and Aylesbury Garden Town. Equestrian use of these routes will be pursued wherever possible. The Waddesdon Greenway forms part of the route, which has recorded over 70,000 trips in the first year since opening. In addition, Sustrans has recently been allocated £2m for construction of two sections of the route: 1) a river crossing at Haydon Hill connecting Aylesbury town with Aylesbury Vale Parkway Station; and 2) a route between Wendover and Uxbridge (the 'Misbourne Greenway'). The council has further written to the Department of Transport to try and ensure HS2 does not obstruct plans for the route. Further discussion on this topic will be on the LAF agenda for March 2019 when more information will be available.
3. Officers are looking at a possible new walking and cycling route between new developments at Buckingham Park, Aylesbury and Berryfields. It is likely to run north of the Thames River and south of the Quarrendon Scheduled monument, partly along rights of way, but mainly on land owned by AVDC.
4. The Wycombe Local Plan has now been adopted, while the Princes Risborough Supplementary Planning Document (SPD) is proposed to be adopted in March 2020. AVDC were hoping to consult on their Local Plan modifications week commencing 14th October 2019, but hope to fully publish by the end of 2019. The South Bucks and Chiltern Local Plan was been submitted to the Inspector at the end of August 2019 and they are now waiting for an 'examination in public' hearing date.
5. Expressway: there will be a 10-week consultation 'this autumn' on multiple routes, but it will be within the original, broad route corridor or study area previously highlighted. The consultation will be accompanied by a Technical Assessment report. At the September 2019 the council's growth board the council said it would 'object to the whole concept of the Expressway' and AVDC cabinet will also oppose. At the consultation stage it is proposed to discuss a suggestion to develop a parallel cycleway between Oxford and Cambridge. Highways England will probably not be consulting on the proposed 1 million houses that would accompany Expressway.
6. East West Rail impacts on around 25 rights of way on the currently disused Varsity Line between Oxford, Bletchely and Cambridge. The Transport and Works Act is likely to come into force in December 2019. A construction start date is uncertain at present, but it is assumed during 2020. Alternative routes will be either along the existing network or along field edges to roadside on private land wherever possible and within the Act limits.
7. The Chiltern's Donate-a-Gate has seen 7 new donors since 24th July 2019 totalling 8 gates. The Ramblers Donate-a-Gate project through RIPPLE's (North Bucks) continues apace installing at least 1 gate per week. The team of volunteers are keen to start repairing sleeper bridges, which has support from Joanne Taylor, once they have undertaken training.

For further information please contact: Jonathan Clark 01296 387695

F. ROW OPERATIONS UPDATE (Joanne Taylor)

37. The current staff structure is 6 FTE staff: 1 Rights of Way Team Leader, 2 Area RoW Officers, 2 Assistant RoW Officers and 1 Bridge Inspector. The bridge inspection officer has returned from maternity leave. Phillip Fox started with the team on a part-time contract up to the financial year end. Phillip will be helping to deliver the bridge and surface capital works.
38. APPENDIX 2 shows the Rights of Way Operations output from 1st April 2017 to the 30st September 2019, including a break-down of works undertaken by volunteers. A third column has been added including work completed up to the end of September 2019. Significantly, we have seen a 40% increase in the number of issues and reports coming in via the new online reporting system. This has resulted in a percentage decrease in the number of issues being resolved in target time and an increase in the number of outstanding issues to 2,323.
39. Capital projects update:
- Chesham FP107 bridge renovation - completed;
 - 2nd Thames Path Marlow 1 surface/bank stabilisation – completed;
 - Fawley FP12 – bridge replacement – August/September - start delayed;
 - Longwick Cum Ilmer Byway 1- work ongoing; and
 - Bridleway bridges on Three Points Lane, Middle Claydon – contract awarded.
40. Fawley Footpath Number 12 was set for a programme date in May/June 2019, which was then set back to August 2019 following Henley Regatta. Due to issues with access to the site and ongoing negotiations regarding the design of the structure with one of the adjoining landowners, a further programme date for September 2019 was also missed. Discussions with the landowners are ongoing, but no further programme dates have been set at the time of writing.

For further information please contact: Joanne Taylor 01296 383410



**Buckinghamshire County Council - Rights of Way
Summary of Maintenance Carried Out
Between 1/04/17 and 30/09/19**

TYPE	DESCRIPTION	Aprl 17 - Mar 18	Aprl18- Mar 19	1 Aprl19-Sept 19
Alignment	Path Off Line - resolved issue	8	41	16
Clearance	Clearance - carried out-jobs/km	90km	112KM	90km/169 interim
Bridge	Installed or repaired	33	70	55
Finger/post	Installed or repaired	186	137	76
Fly Tipping	Fly Tipping - removed	18	16	30
Gate	Gate repaired or installed	75	80	46
Intimidation + animal	Intimidation - resolved	18	14	9
Intimidating sign	Misleading Sign - removed	7	6	5
Obstruction - resolved	Barbed wire	6	13	10
Obstruction - resolved	Barrier - Fencing, wall or other	91	123	64
Obstruction - resolved	Electric fence	8	11	6
Obstruction - removed	Fallen Tree	260	299	123
Obstruction - resolved	Locked Gate	12	17	5
Obstruction - resolved	Ploughing and Cropping	96	131	97
Other	Delivery of materials	32	39	17
Other	Miscellaneous issues resolved	27	62	50
Stile	Installed or repaired	159	188	97
Stile	Stile To Gap	8	8	5
Stile	Stile To KG	47	45	22
Stile	Stile To PG	38	34	21
Terrain	Bank Steps	7	9	6
Terrain	Path Surface problem resolved	66	93	37
Waymark Post	Installed/Repaired	147	207	63
Issues Signed off		1668	1999	1032
Volunteer Hours	The Chiltern Society	1341	1416	436
Volunteer Hours	RA Only	717	1034	637
Improvements	To aid mobility access	168	123	85
5% Survey Results	Paths Rated easy to use	76%	74%	74%
5% Survey Results	Structures rated easy to use	91%	86%	86%
5% Survey Results	Routes with Roadside Signs	92%	91%	91%
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 31/03/19		1740	
Number on Database	No. of Issues os 22/10/2019			2323
% of issues in targ time	Category C issues on Matrix	47%	74%	67%
% of issues in targ ave.	% Enf issues in targ time in mth	69%	74%	60%

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

99 jobs/26km	129/26.6km	27/6km
4	13	9
102	150	23
79	77	40
62	29	12
82	53	5
432 jobs	451	116
2335 hours	2450 hours	1073 hours



BUCKINGHAMSHIRE LOCAL ACCESS FORUM

Report

AGENDA ITEM 6

Date: 6th November 2019

Title: LAF members' report

Author: Jonathan Clark, Strategic Access Officer

Contact Officer: Christina Beevers (01296 382938)

Colne Valley Green Infrastructure Strategy

1. Brian Worrell provided a response to the above strategy on behalf of the Bucks & Herts Driving Society and his comments are enclosed for reference (APPENDIX 3)

Ridgeway National Trail Delivery Group - Site Visit

2. Brian Worrell, Bucks & Herts Driving Society, attended a site visit on the invitation of Ridgeway Officer, Sarah Wright. His report (APPENDIX 4) summarises surfacing works undertaken on the trail at Uffington, Oxfordshire, with suggestions on the management of 4x4s. Brian will provide a verbal update.

Equestrian reference guide

3. Alison Heath has highlighted an equestrian reference guide produced by Countryside Access Forum (their LAF) for transport planners, developers and other decision makers. Due to time constraints at today's meeting it is proposed to raise the matter at the March 2020 meeting and ask if a similar strategy would be relevant to Buckinghamshire.
<https://documents.hants.gov.uk/countryside/Equestrians-in-Hampshire.pdf>

Buckinghamshire Council: unitary update

4. A new Shadow Executive has been in place a number of months and Shadow Executive Portfolio Holders appointed with a focus on specific service areas. The aim is to create the new Buckinghamshire Council on 1st April 2020. A new logo has been proposed to council members and staff recruited ready for a smooth transition next year. The council are talking to libraries regarding plans to create access points for the public to speak to staff about council services alongside existing district and county offices.

From: Brian Worrell [mailto:brian.worrell@talktalk.net]
Sent: 16 July 2019 12:34
To: colnevalley@groundwork.org.uk
Subject: Colne Valley Green Infrastructure Strategy - comments

Thank you for the opportunity to comment on this strategy. Congratulations on a well thought out and ambitious plan to link several disparate sections into a significant improvement for the area. It is unusual to see a co-ordinated approach instead of piecemeal thoughts isolated from each other.

My comments relate to rights of way, in particular the equestrian community, both ridden and carriage driven.

My overall comment is that there is not one mention of the rights of way network that already exists and is part of the area under consideration. I find it strange that given the amount of obvious thought that has gone into a co-ordinated and joined up approach in this plan, there is no attempt to integrate with the rights of way and improve the overall network. I assume this plan will be funded by a large amount of public money, from one source or another, and if so, it is not acceptable to discriminate against and exclude other vulnerable users in the community.

I note on Page 8 that Priority 3 is to create and provide safe routes for active travel. Once again this is aimed solely at walkers and cyclists and excludes other vulnerable users. Multi-user routes must be part of any plan that seeks to improve the lives of the whole community making the outcomes available to as wider public as possible.

Other Priorities on the two pages 8 and 9 can also be included in the comments above about Priority 3.

NC004 suggests a cycle/pedestrian strategic link using Old Shire Lane. Parts of Old Shire Lane are Restricted Byway (RB) or Byway Open to All Traffic (BOAT) and are of significant importance to both ridden and driven horses. Any dilution of this right will be fiercely resisted, and is a good example of my comment above about integration with the existing rights of way network. My impression is that rights of way have been ignored in this plan.

Similarly with NC108, the aspiration to improve and promote the use of Old Shire Lane as a historic access route must not be to the detriment of existing users, in particular the ridden and driven horse. Old Shire Lane is indeed a historic route and hence the recent Definitive Map Modification Order that protects its length as RB and BOAT.

It would have been encouraging to see the British Horse Society and British Driving Society on the list of stakeholders. These two organisations could have contributed to the joined up approach in this plan. I applaud the use of HS2 mitigation funding where relevant, and any other public funding being used to improve the environment, but multi-user routes must include as wide a range as possible and improve and add to what is already in existence. There is a lot of attention being aimed at walking and cycling, rightly so, but this must not be to the exclusion of other vulnerable road users, even if they are a minority. The creation of cycle paths is a case in point. Generally they are not integrated into the overall rights of way network and yet they form part of the overall ability to travel between towns and villages and access the countryside from urban areas.

I would be interested in your thoughts on these comments and how they are to be integrated into these otherwise excellent plans.

Best regards
Brian Worrell

Report on The Ridgeway Delivery Group Meeting and demonstration: Uffington

11th September 2019

Site visit to The Ridgeway at Uffington and the recent resurfacing.

Oxfordshire council's trail ranger has an interesting and probably controversial viewpoint on 4x4s. He suggests from his experience that the issue of 4x4s is reducing considerably and becoming almost a non-issue. Whether this is due to making the surfaces flat and unchallenging or just going out of fashion, he doesn't know; probably a bit of both.

Also, his view is that it is cheaper in the long term, in funding and manpower, to make good repairs to the surface capable of taking heavy farm vehicles, rather than have permanent gates, droppable bollards, keys and codes, etc, which require manpower to maintain and replace when damaged or removed illegally. Installation of temporary restrictions and/or closure of the byway whilst repairs are under way and time for them to bed in, 6 to 9 months typically, and advertised in advance. He says, *'it's very difficult to have effective restrictions on routes that have essentially porous boundaries as fences are easily broken and ditches are expensive to create and are unsightly'*. He agrees there is a case where nuisance or criminal activity takes place and he praises the rural police who respond to specific cases until it dies down.

The trail repairs at Uffington consisted of cutting out the sides of the track to fill in the central channel which was largely due to water erosion on the slope. The width was 30 feet across. Then a layer of local limestone, 250/300mm deep, was laid with a top binder of 40mm limestone down to dust.

The trail was restricted by large (cheap) concrete blocks with a 1500mm wide gap which stopped most vehicles, but not motor bikes. These blocks were removed after 6 months once the limestone had bedded in – see the point above about restrictions. Monitoring takes place and the rural police are taking an interest with intermittent visits. There appears to be no illegal use of this part of the trail, the only exception might be hare coursing and this is regarded as a police matter and part of their monitoring.



The finished surface of limestone and finings



A couple of disability scooters who used the same surface



Two of the concrete blocks used to restrict access during the repair and settling down 6 months



A horse carriage driver on the new surface coming downhill



**BUCKINGHAMSHIRE
LOCAL ACCESS FORUM**

Report

AGENDA ITEM 7

Date: 6th November 2019

Title: New British Standard for Gaps, Gates and Stiles BS 5709: 2018 and other access issues

Presenters: Tom Bindoff and Chris Beney

Contact Officer: Christina Beevers (01296 383246)

After a number of years' work the 2008 British Standard for gaps, gates and stiles was updated in 2018. The authors will today provide details on the practical requirements to meet the new standard.

