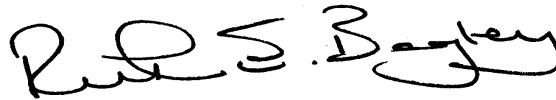


Date of issue: Wednesday, 21 March 2012

MEETING	LOCAL ACCESS FORUM
DATE AND TIME:	THURSDAY, 29TH MARCH, 2012 AT 6.00 PM
VENUE:	JUPITER SUITE 1, ST MARTINS PLACE, 51 BATH ROAD, SLOUGH
LOCAL ACCESS FORUM SECRETARY (for all enquiries)	JACQUI WHEELER, RIGHTS OF WAY OFFICER 01753 477479

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>TIME ALLOCATED</u>
1.	Apologies and Welcome		(5min)
2.	Declarations of Interest		

(Members are reminded of their duty to declare personal and prejudicial interests in matters coming before this meeting as set out in the local code of conduct)

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>TIME ALLOCATED</u>
3.	Minutes of the last meeting held on 15th December 2011	1 - 8	(5min)
4.	Matters Arising (other than those on the agenda)	9 - 10	(10min)
5.	Membership Update		(5min)
6.	Report back on Older People's Forum meeting - re; bus station		(5 mins)
7.	Mallard Drive Development - footpath closures update	11 - 18	(10 mins)
8.	Cyclewise - Steve Roberts		(10 mins)
9.	Update on BHS request for additional equestrian access along Jubilee River	19 - 20	(10 mins)
10.	Feedback from Cycle about Slough	21 - 24	(10 mins)
11.	Regional and National News - LAF National Conference Feedback - DM		(10 mins)
12.	A.O.B		(5 mins)
	Environmental Art Development – Spencer Lowe Paths for Communities – funding stream		
13.	Date of Next Meeting		
	Thursday 12 th July 2012 in Jupiter Suite 1, First floor West, St Martins Place		

Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Special facilities may be made available for disabled or non-English speaking persons. Please contact the Democratic Services Officer shown above for further details.

Local Access Forum – Meeting held on Thursday, 15th December, 2011 at the Mercury Suite 1, St Martin's Place, 51 Bath Road, Slough, Berkshire

Present:-

LAF Members

David Munkley (Chair)
Ian Houghton (Vice-Chair)
Councillor Satpal S Parmar (part of the meeting)
Councillor Nimrit Chohan
Toby Evans
Ken Wright

Observers

Steve Roberts
Trevor Allen

Officers, Slough Borough Council

Alex Deans, Head of Highways
Jacqui Wheeler, Public Rights of Way Officer
Nahid Moghul, Community Safety Officer (part of the meeting)

Apologies

Bruce Hicks and Gerald Pleace

58. Declarations of Interest

Cllr Parmar resides in Mildenhall Road and therefore declared an interest in the Mildenhall to Lerwick Drive gating proposal should it be discussed under Item 4.

59. Minutes of the last meeting held on 27th September 2011

The minutes of the last meeting held on 27th September 2011 were approved as a correct record.

60. Matters Arising (other than those on the agenda)

Election of Chair

With full membership in attendance at this meeting members decided that the election of the Chair of the LAF be endorsed again at this meeting. KW once again nominated DM as Chair; TE seconded and the motion was carried.

Start Time of Meetings

Members agreed that future meetings would start at 6pm.

Stoke Poges Lane – Elliman Avenue Junction – JW reported that the MOVA intelligent management system at this junction was planned initially but never installed due to financial constraints. Members expressed their disappointment at this news.

Ditton Park Cycle Path update – JW advised that Anthony Hurst Principal Rights of Way Officer RBWM and Peter Challis Area Manager (Thames Valley) Sustrans have both been trying unsuccessfully to contact Julia Stacey of Computer Associates to arrange a meeting to discuss the ad hoc closure of the gates and the poor condition of the path surface on the Ditton Park Estate.

Anthony Hurst has also confirmed that planning contraventions on footpaths are generally left to him to deal with; though he would get input from the RBWM planners on this issue when a meeting is arranged. Members agreed that more pressure needs to be put on CA Real Estate by Sustrans as they part funded the route. DM noted that this issue has been ongoing for some time now.

Resolved – JW would speak to Anthony Hurst RBWM and Peter Challis for an update and report back to members.

Update on path dedication in memory of Margery Hitchman

The dedication of the Margery Hitchman circular path in the Nature reserve area of Herschel Park took place on 28th November 2011. It was well attended with TE representing the LAF. JW informed the group that the Slough Civic Society Newsletter contains an article about Margery.

Resolved – Members requested that JW arrange for the dedication to be publicised, by asking Communications to issue a press release and that the family be asked first.

Borderside to Shaggy Calf Lane – KW advised that a no cycling roundel is still in place at the Borderside end of this path. JW would arrange for it to be removed.

61. Membership Update

No further updates.

62. Mallard Drive Development - footpath closures - link path and existing FP4c

JW drew members' attention to the report on this agenda item; explaining the situation and the need to gather input from members about the residents' petition request for closure of the existing public footpath 4C. Members were told that the existing path was historically used as a short cut to the old school site, which is now the new development of Eagle Road/Swift Close. TE stressed the need to see rights of way as the arteries of the town allowing people to move about and the need to demonstrate that the actual path is causing the anti-social behaviour.

Members considered the alternative routes available and discussions ensued about options for improving the existing paths; with closure seen as the last resort, this included the possibility of lighting them. SR asked if there was a particular time of day the incidents were happening and wondered if the detached youth team could engage with the youths in this area. He thought pedestrians often feel that gating cuts the options for short cuts. NH informed the meeting that she has been receiving constant complaints from residents since the development has become occupied and that the British Legion adjacent to the path has complained in the past; she emphasised that there is a convenient alternative route using rights of way nearby.

Members felt a usage survey was necessary to establish actual legitimate use of the path and actual statistical evidence indicating that the path was causing the problems. NH confirmed police and anti-social behaviour statistics and reports will be available soon. DM requested that the Council's response to the petition be sent to members. TA suggested that a camera using an SD card and incorporating a light could be mounted in the path to measure usage dependent on a suitable power source. The equipment was relatively cheap compared to CCTV and he would forward details to JW. This item would remain on the agenda and an update be brought to the next meeting.

Resolved – that actions are taken as detailed above including; a usage survey of the surrounding area and investigation into the feasibility of using the SD card camera.

63. Chalvey One Way Experimental Scheme Consultation

Members considered the current status of the scheme, LAF comments made and feedback received from the SBC Transport team in papers tabled. Over the last three months LAF members have been sent design drawings for the various sections of the scheme and all subsequent LAF comments have been forwarded to relevant Transport Officers.

At this point members were able to reflect on the feedback received from the Transport team. IH made it clear it was not a split level segregated path he'd asked for. He also thought that a shared use environment was not necessary

Local Access Forum - 15.12.11

in a situation with a secondary school in opposition to the Transport team's view. However, members generally agreed they were happy with the physical layout of the scheme in terms of walking and cycling; though there was a concern that people might go wrong in the one-way system. AD pointed out that this problem would probably be eased when the scheme is complete with all signage in place. JW informed members that the scheme is due to be complete by mid January 2012.

[NB: Information received after the meeting: the scheme is now due to complete by end of Feb 2012]

KW highlighted the reliance of the older population on buses and the resulting isolation felt if the Bus Company decides to alter bus routes without considering of the needs of older people. He also raised concerns felt by older people about the new Slough Bus Station being uncomfortable and cold for users; bringing the design into question. He told members there is due to be a special meeting of the Older People's forum in late January to talk specifically about problems with travel and the new Bus Station.

DM added that it is a LAF concern if buses are not serving all sections of the community, going where they're needed. The tendency seems to be for services structured around employment patterns. Problems with the bus schedules/routes and the bus station both have the potential to reduce overall accessibility, discouraging use of public transport.

AD stated that the council is aware of the problems being experienced with the new Bus Station.

Resolved –

a) KW will bring details of the Older Peoples' forum meeting to the next meeting. This issue will continue to be followed.

64. Feedback from Cycle About Slough with SBC Transport Officers

Issues discussed are as follows:

Stoke Poges Lane (Belgrave Rd/Bradley Rd) Safety Scheme – As per the request from the previous minutes JW confirmed she would be circulating a copy of the safety audit to members.

Shackleton Road dead end junction with Queens Road – JW updated the group that a revised bollard layout has been implemented on site with agreement of local residents to re-use existing bollards and reduce the total number of bollards in the whole area in total, aiming to stop footway parking and increase pedestrian and cycling access in this area. Periodic feedback on how the layout is working to be provided.

Shackleton Road/Gilliat Road/Montague Road – AD stated that there was a wider issue within this area about footway parking where it completely blocks

Local Access Forum - 15.12.11

access to the footway for pedestrians. Photos taken by TA had been circulated showing the problem and TA also stated that the local PCSO, Maggie Morton had placed 30/40 warning stickers on cars completely blocking the footway, with the intention of ticketing if the offence continues. AD said the police can only ticket someone for obstructing the footway not for contravening parking restrictions which is enforceable by the Council. TA went on to explain that pedestrians are forced to walk in the carriageway by this inconsiderate parking, which is incredibly dangerous. It was agreed that this is an issue all over Slough and questioned as to whether the Police actually give tickets where footways are obstructed. AD gave the view that Police ticketing policy is sporadic.

TA thought that new powers from the DfT could make it easier for local Council's to use signage together with Traffic Regulation Orders to ban footway parking on a designated length of highway. TA also stated that an Order would not need to ban two up two down parking if the road is too narrow for parking entirely within the carriageway and he would like to see serious consideration of the problem either with SBC or the police having a definite policy to undertake enforcement.

Members suggested that white lines could be put on the footway indicating the allowance for two up two down parking however, AD stated that putting white lines on the footway would legitimise the offence of driving on the footway. If an accident happened as a result, the Council would be liable as they'd authorised the action, in addition footways are not designed for vehicle loading.

Members agreed they needed more information about the new powers from the DfT before the next meeting and if appropriate to recommend thereafter that the Council utilises the necessary powers to tackle this parking problem in the borough.

Members felt the council needs to give guidance to all road users not just to the Police.

TE suggested that the LAF approach the police, (the local area officer) as an official body to voice concerns about full on pavement parking and ask what the current police policy is in relation to this issue. It would also be useful to advise them about the Maggie Morton PCSO good practice attempt in Montague/Shackleton Road. All agreed.

Park Street/Herschel Street and Hencroft Street North/South crossovers (rear of High Street Slough) – JW informed the meeting that drop crossings at these locations have been implemented.

Herschel Street – (cyclist only option to cyclists as they cannot use the High Street)

There are currently double yellow lines along this route. JW will clarify what the parking restrictions are and bring to next meeting.

Local Access Forum - 15.12.11

A4 Langley Road junction and Datchet Road crossing near the Myrke – Previous minutes stated that the cycling signs are confusing at this location. After visiting site it was found that the footway marking on the Myrke side of the carriageway of Datchet Road could be misleading. A request would be made to remove it.

Primary Way, Chalvey & Path between Spackmans Way and White Hart Road, Chalvey – The safety audit has been done and the items identified as problems by the LAF ie; the cut through on Primary Way and the staggered barriers on FP33 were picked up in the audit. Officers are currently awaiting the designers' response.

Shaggy Calf Lane/Wexham Road Temporary Roundabout – members highlighted concerns that the layout of this temporary roundabout causes more difficulty for cyclists, as the cycle lane doesn't feed into the roundabout on the east side of Wexham Road when on the carriageway. AD stated that the guidance for mini-roundabouts says that on the approach cyclists should be taken off carriageway. IH also identified that there is no feed into the cycle lane situated on the east side verge of Wexham Road. This concern would be forwarded to the relevant Transport officers and feedback requested.

Resolved –

- a) Actions would be taken as per the above notes and updates provided at the next meeting.
- b) To have another meeting where key council officers involved in transport scheme design could cycle with LAF members to see first hand the types of problems encountered. JW will get back to members with some possible dates.

65. Regional and National News

Martin Gilchrist, Access and Engagement Lead Advisor with Natural England took members through a demonstration of the Huddle website via a live remote link. All members confirmed they would like to be registered to join the Huddle site.

The National Local Access Forum Conference for the south is due to take place on 6th March 2012 at Temple Quay House, Temple Quay, Bristol BS1 6EB. DM volunteered to be the Slough LAF representative at this event and JW would forward the invite to members.

Resolved - JW will email members' names and email addresses to Martin so they can be set up. JW will let DM know the details of the conference so he can book his place by the deadline of 27th January 2012.

66. Annual Report Draft

JW asked whether members felt a work programme would help Slough LAF and what targets they would like to work towards for the forthcoming year. There was general agreement that a work programme would be useful in providing structure, a sense of direction and challenges.

Members' comments on the remainder of the annual report were as follows;

- The Slough LAF is not taken seriously – there are small occasional gains which just manage to keep members motivation alive.
- Council officer's who take decisions on access issues don't cycle or live in the borough themselves and members feel there ought to be a representative from the Transport section coming to LAF meetings.
- Members feel that they are not consulted on all relevant schemes.
- JW circulated Slough LAF Terms of Reference to members asking for them to review and bring comments to the next meeting.
- Members discussed LAF promotion and the possibility of refreshing the leaflets. Members requested that an article is placed in the Slough Citizen and JW requested input from members.

TE noted that Slough LAF though not rural still has an important place in advising on access issues relevant to the urban environment. The point was made that walking for leisure still takes place in towns. Members agreed to let JW have any further comments on the draft annual report.

Resolved -

- a) DM & JW to progress the LAF work programme
- b) JW to progress LAF promotional literature/articles
- c) JW to forward completed draft annual report to members for approval.

67. Any Other Business

Sara Church – British Horse Society Request for additional equestrian access

JW provided information about the request by the local BHS to have routes along the Jubilee River which do not currently have horse riding rights. This matter was discussed at the recent Windsor and Maidenhead LAF meeting where it was decided that a working group could be set up to trial the use of routes by horse riders. Members were in favour of improving equestrian access.

Resolved – JW to forward details of this item via email and to place on agenda at the next meeting.

Local Access Forum - 15.12.11

Farnham Road and Buckingham Ave – KW questioned the reason why this junction improvement was not attached to the contributions for the development of old people's residences in Northampton Avenue. With the bus stop located outside Wickes this crossing point is particularly significant for older residents to access public transport links. AD informed the meeting that SBC transport planners are aware that this improvement is needed and that it would be secured for any suitably large developments that arise. It has to be shown that a development would increase the amount of people needing to cross the road by a certain percentage in order for a contribution from developers to be gained. He added that Transport keep a priority list of potential schemes. LAF members agreed that the LAF would formally recommend that a pedestrian phase is installed at this crossing location regardless of planning contributions and that the Transport priority list is checked to see if this improvement can be added or moved up the list. As the relevant commissioner, Cllr Swindlehurst would be copied into the LAF recommendation.

Resolved -

- a) A formal LAF recommendation is made to the Council as per the above minute.
- b) The Transport priority list of schemes is checked for this improvement.

Heart of Slough – Members requested a review of the design of the Heart of Slough with TE noting a couple of issues relevant to cyclists;

- There used to be a clearly marked shared use path on turning right out of Slough Rail Station up Brunel Way. This is now not marked at all and has new paving.
- When cycling north on Windsor Road towards the Heart of Slough buses can go straight on. Bus lanes can be legitimately used by cyclists and taxis, but there is no detection facility for cyclists at the traffic signals at this junction. This means a cyclist would have to wait for a vehicle to arrive in order to proceed. Cyclists cannot therefore ride on carriageway straight across the junction, but are obliged to use the pedestrian crossing points.

Streamside route to rear of Montem School, Chalvey

SP mentioned that he will report back to the LAF after his meeting with Montem School, who are thinking about opening the gates leading to the streamside cycling and walking route.

68. Date of the next Meeting

Date of the next meeting is Thursday 29th March 2012 at 6.00pm.

(Note: The Meeting opened at 5.40 pm and closed at 8.20 pm)

LOCAL ACCESS FORUM FEEDBACK REPORT - 5TH March 2012 - NO AGENDA ITEM

FEEDBACK FROM INTEGRATED TRANSPORT AND ROAD SAFETY TEAM, SLOUGH BOROUGH COUNCIL

The LAF minutes (Sept 2011) are provided in black below followed by feedback from the Integrated Transport team in red.

Sheffield Ave and Oatlands Drive – Ian Houghton reiterated that the main concern for cyclists on the carriageway is the pinch points created by the splitter islands situated at too regular intervals. The cycle lanes are so narrow cyclists are forced to ride further out and can then create traffic congestion along the entire route with cars having no opportunity to pass. Alex Deans stated that there could be a possibility that if this road is resurfaced in the future the situation can be addressed however, there are always problems faced when trying to retro fit modern pedestrian/cycling infrastructure onto existing highway. A balance between all user needs has to be attempted.

As Alex has mentioned there is a balance to be made amongst all vulnerable roads users of which cyclists are one. The Sheffield Road/Oatlands Drive section of the network is approximately 1.2km in length; so by removing the aforementioned splitter islands/pedestrian refuges this would leave no safe crossing points for pedestrians. Due to the geometry of these roads and the proximity of the residential properties, it is not feasible to alter the layout in order to provide additional lane width for motor vehicles/cyclists. The Transport team, have to consider the best and most effective way of providing facilities for all users which, is safe but fit for purpose, in this circumstance the best option was to provide pedestrian refuges/islands to reduce speed and allow safe passage of pedestrians.

The general consensus from LAF members was that on carriageway cycling infrastructure was lacking; with too many off carriageway shared use cycleway facilities. It was noted that the Council's Transport section did seem keen to take cyclists off carriageway at most opportunities. Members thought it safer for cyclists and pedestrians if cyclists are on the carriageway.

It is incorrect to perceive that many of the cycle schemes implemented in the borough are shared-use, in reality there are far more on-carriageway lanes. The Council's view on the provision of shared-use paths is that they should be used in areas where, traffic speed/volume is high or where there is a nearby school. There are exceptions to this rule and these have occurred with new developments such as those in the Cippenham area.

In terms of safety, it is only safer to travel on the carriageway if you have experience, are trained and there are sufficient numbers that motorists are aware of cyclists. In Slough, there are plenty of cyclists however; the majority of these cyclists use their bikes for recreational use rather than the mode of transport. Providing off-road facilities for children is a more effective way of encouraging parents to allow their children to cycle to school, this in turn will result in fewer cars on the road, improving safety and reducing congestion. It is also worth

noting that if children take to their bikes at an early age there is a chance they will continue cycling through to adulthood.

The view that cycling on the footway is dangerous has never been proven and in fact most cyclists have differing views on whether segregation is good or bad. CTC at this moment does not have a firm view but will be undertaking a review and may in the New Year make some decisions. In general terms of cycling in Slough, it is our view that each location is evaluated based on the above information and where possible on-carriageway lanes will be provided.

REPORT ON: UPDATE ON MALLARD DRIVE DEVELOPMENT – FOOTPATH ISSUES

1 PURPOSE OF THE REPORT

To update LAF members about the situation with the Mallard Drive housing development; the current access paths available in the area, the residents' petition for closure of a new link path into the development and an existing public footpath adjacent to the development.

2 UPDATES

- 2.1** A palisade fencing to close off the link path through to the development has been erected officially closing this route.
- 2.2** A usage survey has been done over a five day period for the existing path running north/south known as FP4C. The results from this survey show that the path is being used at varying times during the day. Another survey has been arranged over another 5 day period to take place in April 2012 to see if the results show consistency of use.
- 2.3** Community Safety has acquired the crime and anti-social behaviour statistics available for Eagle Road and Swift Close dating from 2011 07 16 to 2012 01 15. See below;

Crime and ASB reports for Eagle Road (incl. Brook Path adjacent to British Legion club) and Swift Close, for the 6-month period of 16 July 2011 to 15 January 2012

Brook Path

ASB

- Occupants of vehicle in British Legion club car park smoking drugs and making noise (Jul 2011)
- Noise nuisance from British Legion club (Sep 2011)
- 2 youths on motorbike on footpath (Sep 2011)
- 6 youths on footpath by British Legion club fighting (Dec 2011)

Crime

- 1x arson (Aug 2011) in British Legion club car park
- 2x assault (Jul 2011, Oct 2011) in British Legion club
- 1x dwelling burglary (Dec 2011) and 1x shed burglary (Aug 2011) at properties next to footpath adjacent to British Legion club

Eagle Road

ASB

No ASB reports

Crime

- 1x burglary other than in a dwelling (Nov 2011)
- 1x criminal damage (Dec 2011)
- 2x public health offences (Nov 2011) on footpath

Swift Close

ASB

No ASB reports

Crime

No crime reports

2.4 Legal criteria for permanently closing a public path under S118 The Highways Act 1980 – there needs to be strong evidence that the path is not being used. However, reasons for closing the path due to asb/crime can be included under legal expediency arguments along with the fact that there are nearby alternative routes which also hold public rights (ie; Brook Path). The alternative route through the development cannot be strongly relied upon in a legal context as there are not continuous public rights across it.

2.5 The SD card security camera has been investigated and requires a flat surface for mounting and a power source. This would mean the camera could only be mounted on the British Legion building and use their power. The camera is restricted in the angle it can be set at and two cameras would therefore be needed to cover the both north and south of the path. The British Legion will be contacted to request their co-operation with possible security cameras.

3 BACKGROUND (as provided at previous meeting)

3.1 The design for the Mallard Drive development known now as Eagle Rd and Swift Close included a new public right of way to link the existing footpaths to the development and provide an alternative lit walking route through the site. This path is to run from the existing Footpath 4b (adjacent to no. 19 Eagle Rd) in front of properties 18 and 19 Eagle Road to what will be the adopted highway of Eagle Road. This new path along with the rest of Eagle Road and Swift Close has not yet been legally adopted by the Council and therefore remain under the control of the developers, Taylor Wimpey.

3.2 The alleyway located to the east of the British Legion is an existing public footpath known as Footpath 4c. This path is unlit and narrow at approximately 1.6m width with a tall mature hedge on one side and the fence of the British Legion on the other. There

LOCAL ACCESS FORUM REPORT – 29th MARCH 2012 – AGENDA ITEM 7

is no street lighting on this path or the path it links to at the north end which leads to Mallard Drive (east) and Brook Path (west). The existing footpath 4c runs parallel to another public footpath 3b (known as Brook Path) on the other side of the British Legion which is lit.

- 3.3** Residents in the new development have been reporting anti-social behaviour/crime since occupation of the new houses began in April 2011. The issues being experienced in terms of anti-social behaviour and crime are summarised as follows;
- Youths loitering in the existing path at the point where it joins the development
 - Youths jumping over the metal heras fencing where the path joins the existing footpath adjacent to 19 Eagle Rd (the path has now been opened by the developer)
 - Bottles and litter being thrown into the gardens of the houses adjacent
 - Arson attacks on the fencing and hedge along the existing footpath at the rear of gardens
 - People having sex in the existing path at the rear of gardens
 - A serious incident took place on the evening of 23rd Nov just after Taylor Wimpey opened up the link path. The resident in the bungalow immediately adjacent to the path was assaulted by a man who came into his car port; the man then fled through the link path gap and up the existing paths.
- 3.4** Residents in Eagle Rd and Swift Close submitted a petition on 9th November 2011 requesting the closure of the link path through to the development along with closure of the existing public footpath adjacent to the development.
- 3.5** An anti-social behaviour case conference took place on 9th November 2011 on this issue where the Police confirmed their support of closing the paths.
- 3.6** In opening the link path in the development where it links to the existing public footpath, Taylor Wimpey has fulfilled their obligation under the planning consent. This will allow an assessment to be made with the paths open during a trial period of three months. If after this time there is anti-social behaviour/crime being reported as a result of the link path being open, the Highways Authority can look at a variation being made of the planning obligation/closing the link and assess the further need to close the existing footpath.

3.7

New link path through to Eagle Road



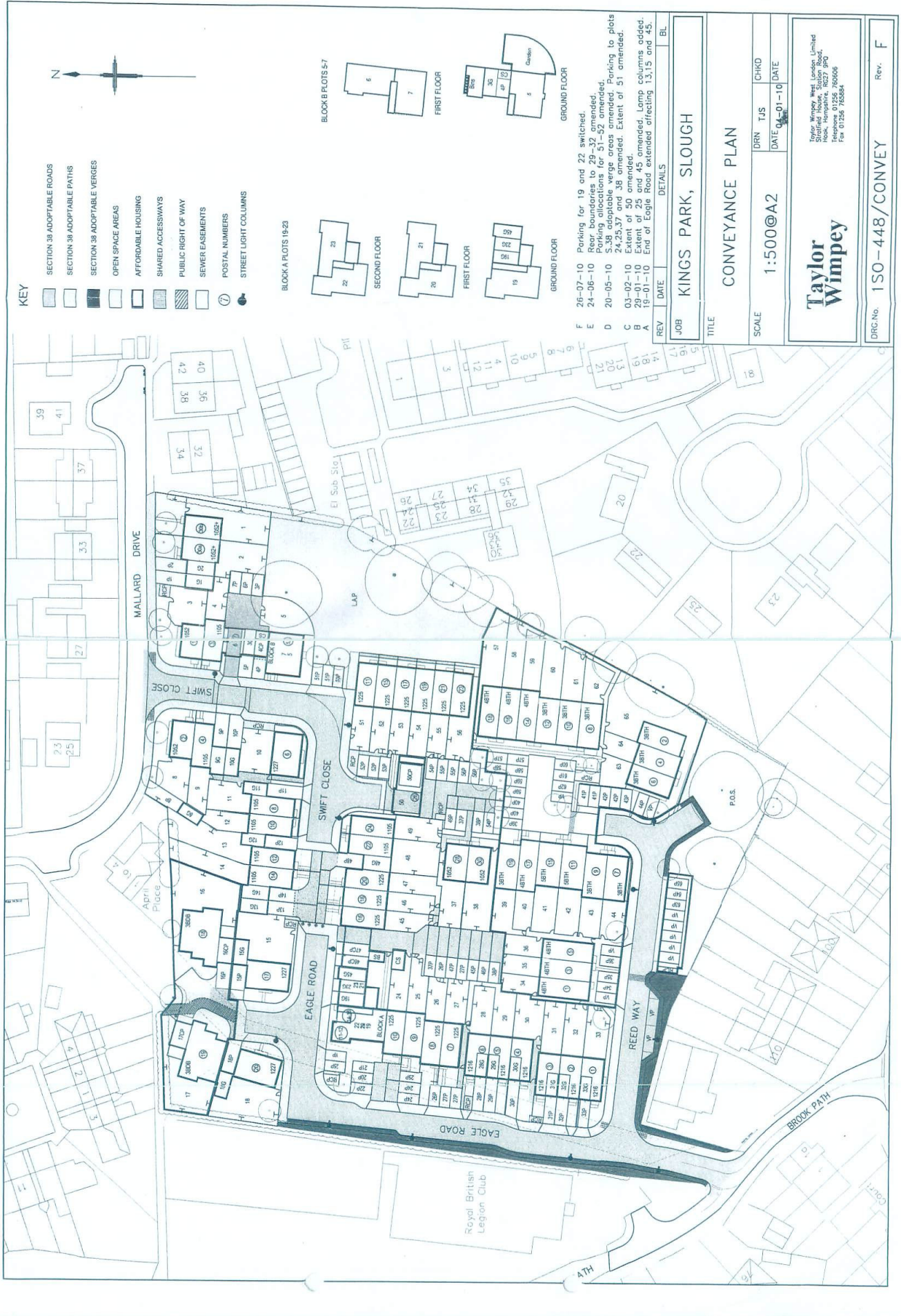


Existing FP4b between Brook Path and Mallard Drive

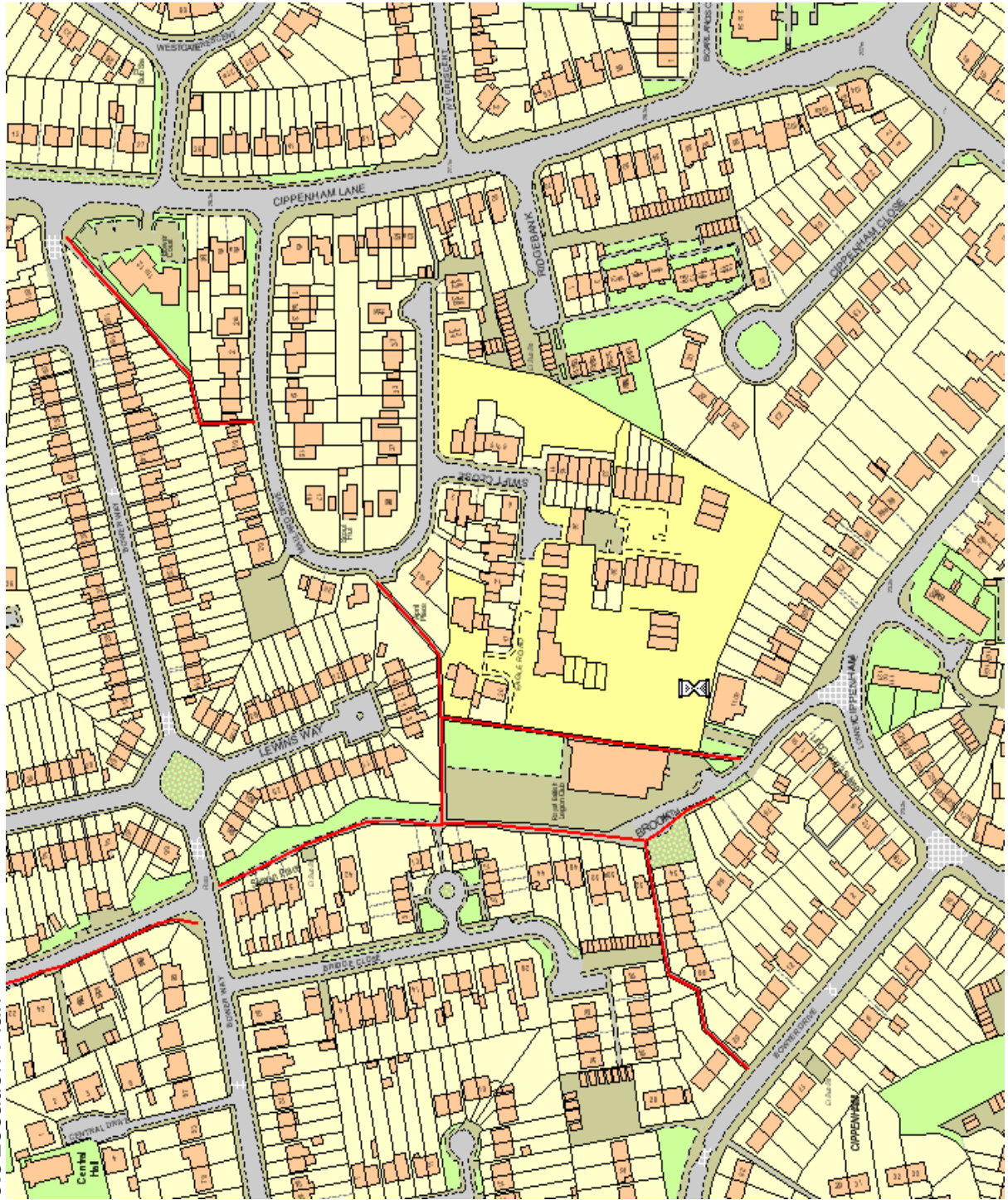


Existing FP4c between British Legion and Eagle Road

From TW 4/11/10.



3.8 Location Plan



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BRITISH HORSE SOCIETY – REQUEST FOR ADDITIONAL EQUESTRIAN ACCESS

1. PURPOSE OF THE REPORT

This report provides information for members concerning a request from Sara Church, the local BHS representative for increased equestrian access in this area encompassing a route alongside the Jubilee River which is currently a cycle way.

2. Equestrian access on Cycle Ways

2.1 Sara Church, the local BHS representative for this area has brought to our attention, a letter written by Richard Benyon, The Minister for the Natural Environment, as provided. In the letter he urges “local authorities to allow horse riders to use cycle trails, routes and other ways where it is in their power to do so and to encourage that permission or dedication to happen where it is not in their power”

2.2 Along with this letter she has submitted a request to the Council to investigate the possibility for horse riding to be legalised along a section of existing cycleway by the Jubilee River which falls within Slough. This would help to improve equestrian access by linking existing bridleways and permissive routes to form circular access for riding in this area including tracks in RBWM. The section of path in Slough is shown on the map provided.

2.3 Some horse riders currently already use this section, but their use of this route is unauthorised. The construction of the route in Slough is already suitable for multi-use and at approx. 3m is wide enough to allow multi-use so no physical upgrade works would be required. The land in Slough has reverted back to its original ownership since the Jubilee River scheme was constructed and is believed to now reside with Eton College.

2.4 The RBWM LAF and the RBWM Cycling Forum have discussed this issue and a meeting was held on 13th March 2012 to bring together the various user interests and Council Officers to decide on action to achieve a trial period in which horses would be allowed to ride along cycle tracks. The Trial period would last for 1 year initially to cover all seasons. Landowners’ agreement in principal would be required to allow the horse riding use of this route as a permissive right alongside the statutory cycling and walking use.

2.5 Concerns are;

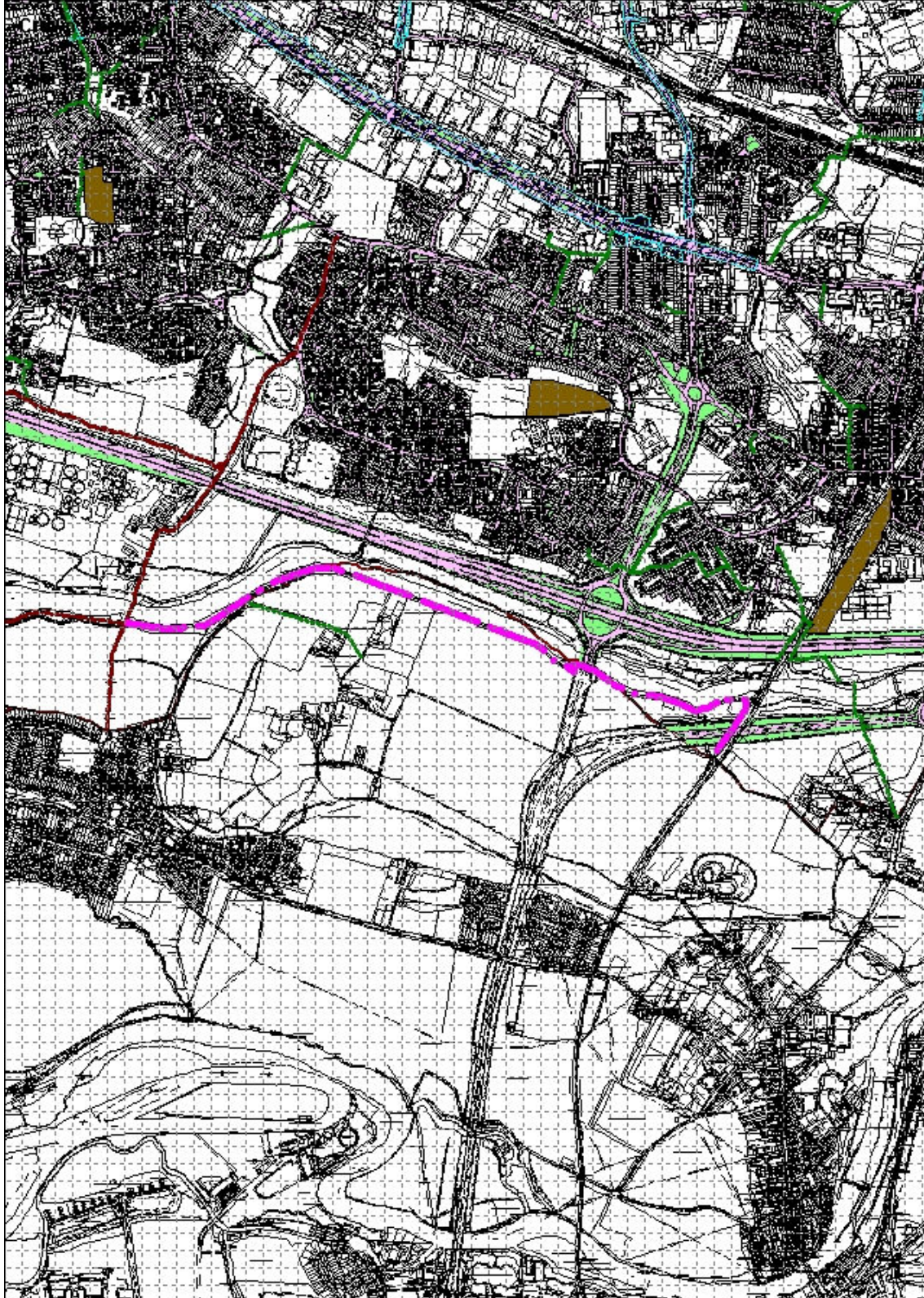
- surface damage
- narrow points causing user conflict – shared use signage could be erected during the trial to warn users to expect horses.
- existing barriers – may need adaptation
- horse manure on surface causing hazard for other users – education of all users.

2.6 Outcomes of the meeting:

- a. RBWM will provide a map of the proposed route and identify the landowners involved.

- b. RBWM will walk the route to check for any physical barriers, narrow points and surfaces that could cause a problem.
- c. SBC to confirm their approval of the trial scheme.

2.7 Action: LAF members resolve to support the trial scheme and agree with actions to take the scheme forward.



29th February 2012

Slough Local Access Forum

Neighbourhood Inspectors
Bev Pearse, Shelley Squire, Andy Young
Thames Valley Police
Police Station
Windsor Road
Slough
SL1 2HH

Replies to: Jacqui Wheeler,
Officer to Slough Local Access Forum
Highways Engineering
Slough Borough Council
St Martins Place, 51 Bath Road
Slough, SL1 3UF

Tel: 01753 477 479
Fax: 01753 875 660
Email: Localaccessforum@slough.gov.uk
Ref: Agenda item 8

Dear Neighbourhood Inspectors,

I am writing on behalf of the Slough Local Access Forum a statutory group set up under the Countryside and Rights of Way Act 2000 to advise local authorities and other bodies on local access issues. The Forum's members are volunteers with interests in walking, cycling and who have knowledge of the local area.

The Forum would like to voice its concerns over the issue of obstructive pavement parking and ask what the current police policy and intentions are in relation to this matter. At its last meeting the Forum considered this issue; in particular where inconsiderate parking causes obstruction of the entire width of pavement available to pedestrians.

The Forum's understanding is that when the entire footway is obstructed by parked cars the police have the power to issue tickets to the offending motorists. Members agreed that the problem of pavement parking is wide spread across the borough with the police and the council sharing the responsibility for enforcement; the council being able to enforce where parking restrictions are in place. However, it seems that enforcement by the police can be sporadic.

As a result of this discussion members resolved to ask the police service what the policy is on dealing with pavement parking where it results in obvious obstruction to pedestrians who are often forced to pass via the carriageway.

Could you please furnish an answer to this enquiry at your earliest convenience?

Yours sincerely,

David Munkley
Chair, Slough Local Access Forum

Freeing pedestrians from pavement parking blight

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The Government is making it easier for councils to tackle pavement parking and stop it causing an obstruction to pedestrians, Regional and Local Transport Minister, Norman Baker, announced today.

Vehicles parked on pavements can cause particular problems for people in wheelchairs or with visual impairments and those with pushchairs. The Minister has today written to councils prompting them to use their powers to prevent parking on the pavement where it is a problem.

Along with the letter, the Department for Transport has given all councils in England permission to use signs to indicate a local pavement parking ban. Until now councils have had to gain special signs authorisation from Government each time they want to put a pavement parking ban in place.

While in some circumstances pavement parking is unavoidable – for example in narrow residential roads with no off-street parking – the Government believes that in many cases it can be avoided. Pavement parking is completely banned in London.

Norman Baker said:

"Parking on the pavement can be selfish and dangerous, putting pedestrians – especially those with disabilities or using pushchairs – in danger. If a vehicle is blocking the pavement then people often have no choice but to walk in the road where they are at much greater risk of being involved in an accident.

"Most drivers are considerate and do not park on the pavement unless it is permitted or necessary. However, there is a selfish minority who do not use their common sense and dump their cars wherever it suits them without a second thought for others.

"I hope that reducing the bureaucracy involved in banning pavement parking will make it easier for councils to use their powers to tackle this nuisance and make life safer for everyone."

Dai Powell OBE, Chair of the Disabled Persons Transport Advisory Committee:

"Inconsiderate parking on pavements can stop disabled people from gaining access to services and can also put them at great risk if having to resort to using roads. This practice also damages pavements, causing trip hazards and costing local councils who have to undertake repairs.

"DPTAC welcomes the move by the minister encouraging local councils to use their powers to enforce the law, freeing our pavements to make them accessible to all."

Notes to Editors

- In most areas of England (outside London), any specific footway parking ban is applied locally and indicated by traffic signs. A local authority can make a traffic regulation order (TRO) to prohibit footway parking on a designated length of highway or over a wider area. This means the Council can target problem areas rather than applying a blanket ban.
- Every English traffic authority has today been issued with the special authorisation necessary to use the appropriate signs.
- Local authorities with civil parking enforcement powers can enforce this ban along with the Road Traffic Act 1988 prohibition on heavy goods vehicles parking on the pavement.
- Pavement parking in London is banned by the Greater London Council (General Powers) Act 1974.
- Local authorities can use physical measures such as high kerbs or bollards to prevent vehicles mounting the footway where footway parking is a particular problem. Such measures have the advantage of being largely self-enforcing.
- If you want to find out more, here is the [Department's detailed advice](#) on the design and application of pavement parking

Press enquiries: 020 7944 3118

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