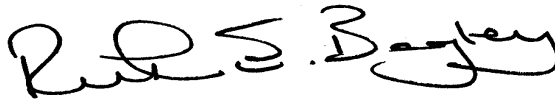


Date of issue: Wednesday, 18 September 2013

MEETING	LOCAL ACCESS FORUM
DATE AND TIME:	THURSDAY, 26TH SEPTEMBER, 2013 AT 6.00 PM
VENUE:	MEETING ROOM 1, CHALVEY COMMUNITY CENTRE, THE GREEN, CHALVEY, SLOUGH, SL1 2SP
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		
2.	Declarations of Interest		(2 mins)

(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 22nd May 2013	1 - 12	(5 mins)
4.	Matters Arising (other than those on the agenda)	13 - 14	(10 mins)
5.	Colne Valley Park - Stewart Pomeroy		(15 mins)
6.	Transport / LSTF Schemes/Designs - Updates	15 - 22	(15 mins)
7.	Gating	23 - 42	(15 mins)
8.	Slough Arm of the Grand Union Canal & Kendal Close Action Plan	43 - 46	(15 mins)
9.	Regional and National	47 - 64	(10 mins)
10.	Any Other Business		
11.	Date of the next Meeting		
	TBA		

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 Wednesday, 22nd May, 2013 at the Meeting Room 1, Chalvey Community Centre, The Green, Chalvey, Slough, SL1 2SP

Present:-

LAF Members

David Munkley, Local Access Forum (Chair)
Ian Houghton, Local Access Forum (Vice-Chair)
Councillor Satpal S Parmar
Toby Evans
Tony Haines
Councillor Wayne Strutton

Observers

Neil Landricombe, The Environment Agency (Observer)
Russell Robson, The Environment Agency (Observer)
Donna Ryan, The Environment Agency (Observer)

Officers, Slough Borough Council

Jacqui Wheeler
Rights of Way Officer
Alex Deans
Head of Highways Engineering

113. Apologies & Welcome

Trevor Allen
Ken Wright

114. Declarations of Interest

No declarations.

115. Minutes of the last meeting held on 21st January 2013

The minutes of the last meeting held on 21st January 2013 were approved as a correct record with the minor amendment to add Wayne Strutton onto the attended list.

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

Local Access Forum - 22.05.13

Ditton Park Cycle Path update –

JW tabled the report updating members on recent positive developments. She explained that Peter Challis (Sustrans), Anthony Hurst (RBWM PRoW) and Jacqui Wheeler (SBC PRoW) had met with Lisa Gilbert, newly appointed Facilities Co-ordinator for CA Technologies and Jim Barry VP of Facilities for CA Technologies. Issues discussed are detailed in the report contained with the LAF papers. Briefly though; CA has agreed to draw up a draft action plan including a scope of works for repairs/maintenance of the path over a rolling period. The worst areas identified as the flooding path towards Majors Farm Road and the path across North field would be prioritised. CA also agreed to alter the signage on the gates to show summer opening times to come in line with public expectations and comply with the planning agreement.

AD made it clear that it is CA's obligation to provide a path which is suitable for walkers and cyclists not a choice. WS mentioned that CA has a pro-environment policy which could mean they may be reluctant about putting in a sealed path surface as requested by Sustrans, Peter Challis. A sealed surface would mean greater initial outlay with a lower long term maintenance cost than an unsealed surface. However all agreed that surface type was an issue for CA to decide, as long as it resulted in an effective repair of the path.

CA agreed they would give the 21 days' notice required in the event of a planned closure by emailing PC, AH and JW and as much notice as possible for an emergency closure.

AD thought it needs to be made clear that CA has signed up to the S106 and that their obligations are clear under that agreement. They need to put a maintenance regime in place to ensure the path doesn't deteriorate after repairs are made.

DM thought it unwise for the LAF's to relax the pressure until the action plan has been seen and all agreed that a timescale for the works must be provided. All in all good progress has been made in building a positive relationship with CA in the light of previous setbacks.

Resolved – JW would continue liaising with AH and PC on this issue and would circulate the draft action plan as soon as it's provided by CA Technologies.

Update on Multi-user Route Trial along the Jubilee River -

Originating with the RBWM LAF, JW tabled the finalised route and signage that would be placed along the route. The small section in Slough runs along the Jubilee River from Wood Lane to the Slough Road. The trial would run from May 2103 to May 2014 and be reviewed at the end of that time.

RR confirmed there had been a press release and the signage is up along the route with the EA having consented to a couple of mounting blocks to aid horse riders.

Local Access Forum - 22.05.13

Members queried the width of the path, which is 3 metres of surfaced path with grass verges in most places.

JW mentioned that SBC has recently surfaced the main cycleway along the Jubilee River, part of which will be used for this trial, so it will be interesting to monitor what effect the horse riding use will have. A discussion followed about conflicts between different types of users and considerate behaviour that is expected eg; cyclists using a warning bell.

Resolved – to keep this issue on the agenda for updates.

Chalvey Road West –request from LAF to relocate disabled parking bay –

JW confirmed this issue has been forwarded to the relevant officer in the Parking team and is awaiting a response.

117. Gating - Updates

Kendal Close –

It is still intended to ask Housing to dedicate this route as a public right of way leading through to the towpath and the Slough Basin, however there are various works required to bring the path into a fit state for the public to use. It's been decided to wait for Housing to do these works before dedication. JW showed members the artwork design for the mural to be located on the wall opposite the path across a green space owned by Housing. Reactions were varied. JW explained that no objections had been received to the bright vibrant design, but that the other mural intended to be along the path would be more muted.

TH hoped that a future planning gain for the basin development would include improvements to this link path.

Prescott Road –

JW explained that this Gating Order consultation was required solely to deal with the continual fly tipping along a private road in an industrial area. Members were informed that pedestrians and cyclists would have unrestricted access. The question of what kind of gate is intended was raised; JW would investigate and inform members.

Members' consensus was that there were no objections to this Gating Order provided that access for pedestrians including wheelchair users was maintained.

Rossiter Close –

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JW informed the meeting that the Council had decided not to make a Gating Order for this alleyway at the current time. Monitoring of the situation would continue though and if there is any change in the situation, the decision would be revisited.

Members welcomed the news that no Gating Order would be made.

118. Jubilee River - Environment Agency

Introduction – What is the Jubilee River? – Donna Ryan

Donna Ryan is based in the Environment Agency office at Farnham, though the Jubilee River is her usual patch. Donna explained that the Jubilee River is a flood alleviation scheme protecting 3000 homes from flooding running between Maidenhead and Windsor. It was officially opened in 2002. There is a control structure in Taplow allowing regulation of the amount of water directed along the channel. It has been operated over 10 times since it was opened preventing flooding of an estimated 1000 homes. Essentially, the channel is successfully doing its job.

Designed as a natural channel, the River incorporates wetlands and channels providing natural wildlife habitat. The EA are responsible for the all the landscape maintenance along the channel, car parks and picnic benches, board walks, as well as operational and safety infrastructure including; fencing and gates.

Enhancements – Russell Robson

As an operational structure the Jubilee River is complete, and maturing into what is largely a country park.

Land that was CPO'd for the scheme has reverted back to its riparian ownership. Leases have been taken out by EA to maintain car parks. The River travels through 3 LA areas with the majority in private ownership. The middle of the channel marks the land ownership boundary (riparian). Public access is via PRow and the River itself. The water that flows down the River comes from the Thames and so the public right of navigation extends to the Jubilee River and therefore can be used 24 hours a day 365 days a year unhindered. It was always recognised that unpowered craft would use the River. There are portage points for canoes at the weirs, not fishing platforms as they are often viewed by anglers. This is a conflict area between anglers and canoeists that may require signage.

Canoe England and British Rowing have been looking at canoe/rowing access to the Jubilee River in the last 2 years, particularly on the reach nearest and parallel to the M4. This is a straight section of the River ideal for rowing. The EA have helped Slough Indoor Rowing Club in conjunction with

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London Youth Rowing access the River with several events having taken place on the reach just south of Chalvey.

As a result of this work there are proposals to develop a water sports centre adjacent to the Slough Road car park. A project is being developed and a site has been identified which is outside the one in 100 year flood. Land is owned by Eton College who have agreed a negligible rent.

Canoeing downstream of the weir with rowing upstream on the straight section up to the next weir. This is an opportunity to get the large amount of indoor rowing in Slough out onto the water in a safe, local environment which is not the traditional rowing club where there can be barriers to participation. The centre, constructed from shipping containers would have a 17 year shelf life and is viewed as being a legacy project from the 2012 Olympics.

There are already discussions with local academies to become lessees and a grant has been applied for. The whole River is being promoted as a canoe trail by Canoe England with online maps and trails. It's been identified that you can canoe all the way down from Taplow to the Slough Road and beyond. RR explained that together the Jubilee River and the Thames can provide the only circular canoe route in England giving the Jubilee great potential as a tourist destination.

Overall, use of the Jubilee River is definitely on the increase with disabled groups canoeing, scout and guide groups, open water swimming which is becoming popular and angling, despite the fluctuating fish population.

Out of the water the Trial of the multi-use route linking with the Thames Path and other public rights of way has been agreed. It is hoped this may lead to increasing horse riding provision up towards Taplow.

The EA will work with any organisations that approach them to look at opportunities to increase access to the River. A board system (red – powered craft and yellow – unpowered craft) tells people when the River is in high flow located at the weirs and on the website.

Organisation -

In answer to a query from TH, RR explained that a review of the effectiveness of government quangos is currently taking place, which includes the EA and Natural England. It is expected that decisions as to the waterways will be discussed as part of this review. Rivers including the Thames and the Jubilee differ from canals as they are in private ownership. The only bits of river infrastructure owned by the EA are the weirs and locks.

The Thames path and other pathways along the Rivers are the responsibility of the landowner and through enforcement of the individual highway authority. DR clarified that the Dorney Wetlands is one of the only sections retained by the EA.

Links to surrounding communities -

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Members were interested to hear that under the review of National Trails there is likely to be additional funding to develop links from the Thames path (est. 1972) to surrounding communities. TH mentioned that the River Thames Alliance were intent on making sure the benefits of the Thames went to the widest community possible and he felt that Slough would be one of the hardest to reach communities to be targeted. RR confirmed the EA aim to encourage use of the Jubilee River from local communities like Slough, by increasing and improving access and making the River as welcoming as possible.

DM asked how the public access is protected for future generations while DR confirmed that agreements are in place to ensure access is maintained in perpetuity with all routes being public rights of way.

Car Parks –

RR explained the smaller size of the car parks was planned to discourage the Jubilee River being used as a 'drive to' destination and to encourage people to access it by walking/cycling.

The Slough Road car park is the only one of the four to receive any anti-social behaviour, though it is low level considering its proximity to the urban environment. DM asked if there were any plans to increase or enlarge the car parks explaining that for many people this is the only way to visit, however, RR stated that the EA would rather improve walking and cycling links to the Jubilee River.

Promotion -

JW felt that people were unaware how close the Jubilee River is to walk to and that it is such a unique environment. RR agreed, suggesting that awareness could be raised by getting local people to the River for specific reasons eg; rowing or fishing after which they would more than likely return to enjoy the area for other reasons while also spreading the word.

All agreed that better signage is paramount both for car parks and for strategic locations within Slough indicating how far to walk to the River in minutes. Some kind of indication as to what to expect on arrival would also be useful.

A discussion followed about improving the main links to the Jubilee River and alternative car parking such as the Herschel Park car park off Datchet Road. All agreed it would be beneficial to work in partnership with the EA in terms of improving access to and promotion of the Jubilee River for Slough residents in particular. RR suggested that the previous EA guide produced for public access in 2003 could be updated in partnership with Slough and RBWM council's. There seems to be a definite need for more promotional literature and online information about the River and its country park feel. RR also mentioned the potential for cultural events to be held in the open spaces around dorney wetlands including water born festivities.

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DM noted the difficulty in there being no toilet facilities along the River. RR stated they were aware of this issue and that it may be incorporated within future development of facilities at Taplow and Slough Road.

Fishing –

WS enquired as to locations of public fishing rights, as he knows a local disabled group who would like to participate. The EA promised to provide this information. RR stated that once the proposed Water Sports Centre is established there are plans to develop it further as an educational destination to encompass canoeing, rowing, and angling and pond dipping. JW thought this would interest local schools.

TH mentioned there is a lot of interest and people championing a link from the canal through to the Thames via the Jubilee River. RR was aware of it and JW agreed to forward contact details of the master's student currently working on this project.

Resolved - All considered the Jubilee River to be a fantastic local resource agreeing LAF support for its continued development and the partnership working required to promote to local residents through the internet and paper guides. DM thanked the EA for their presentation and invited them back at some point to give updates.

119. Slough Arm of the Grand Union Canal - Tony Haines

JW tabled the report showing the current state of the towpath on the Slough Arm; works that have been completed and day to day issues like dog fouling and litter accumulation under the Wexham Road bridge. TE queried whether there were any dog bins with WS stating that dog fouling bins are to be changed across the borough to normal multi-functional bins. JW also tabled the Bracknell dog leaflet asking if members thought that Slough ought to have something similar. WS thought that SBC should issue pcn's for dog fouling. Members agreed that the leaflet would be beneficial and recommended SBC produce a similar dog behaviour leaflet that can also be laminated for various locations along the canal.

The Canal – presentation by Tony Haines

The heritage that the Canal represents is significant being constructed in 1882 *after* the railways. It was part of the London waterways network connecting Slough to London and further afield to Birmingham. Bucks CC were still using it in the early seventies to transport road materials.

The canal stops at the basin as Eton College and other landowners didn't want it on their land. After the war canals were falling into disrepair nationally however enthusiasts fought to save the canal system and in the sixties the emphasis for canals changed to leisure use. Slough Council joined up with Groundwork and the Colne Valley Park in 1987 and with new opportunities for

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funding; the towpath was reinstated in the early 1990's. TH explained that the canal towpath is situated within the Colne Valley Park and that SBC had withdrawn its support from the Colne Valley Park. He felt this ought to be revived as well. JW would bring information to the next meeting about the CVP. Under the guise of Groundwork, the slough canal festival began and was used to promote the leisure activities and help encourage people to value the canal.

New developments in Uxbridge have brought improvements to the canal. TH felt that the efforts over the last 20 years to promote the canal must be continued and revitalised. As a wildlife corridor it is exceptional.

The Slough Canal Festival initially concentrated on promoting wildlife, fishing, canoeing, walking and cycling activities along the canal. However, in later years the festival became more of a community event. Pressure groups involved are the Inland Waterways Association and the Friends of Slough Canal which began to promote the ideals of the festival.

British Waterways is a nationalised company which wasn't sold off due to fear of public backlash. It changed into the Canals and Rivers Trust last year, with a charity status with the emphasis on protection of the canal network.

Slough's Local Development Framework clearly states the canal basin area should be developed "in a comprehensive way which maximises the attractiveness of the canal and the basin". So that any development plans should open up views to the basin, attract visitors; enhance pedestrian and cycle access and nature conservation.

Currently, a new developer is needed to put forward a scheme for the development at the canal basin. There is a problem however, in that Travis Perkins who occupies part of the land at the basin has no plans to move. DM asked whether Travis Perkins is on a lease and if they could be persuaded to move by CRT. TH believed that CRT is not keen on putting pressure on Travis Perkins at this time.

CRT own a 5m strip on the north side of the canal where the Icara School is located. There is potential for this area to have visitor moorings or an educational boat. Attracting more boat usage of the canal would positively affect the upkeep of the canal corridor.

There is a planning application for a marina off the north side of the canal just to the east of Rochford Gardens. The EA are providing pre-application advice. JW will find out what stage the application has reached.

CRT was planning to spend £700,000 on dredging the canal this year, however, the plans have been scuppered unfortunately due to the following problems. One is subsidence on the north side near the Ridgeway Industrial Estate near Uxbridge, with money spent to strengthen the banks. The other being the collapse of Bridge 2a just east of the M25 where 18 inch cracks had appeared in the structure. The towpath has been closed with an alternative

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route signed. This is a major problem which is expected to be repaired in the next two months with the canal closed in the meantime.

In terms of how the vision for the canal can be supported, all agreed that the LAF need to engage with the Friends of Slough Canal. DM suggested the possibility of a joint meeting of the LAF and the Friends. JW would look into this and liaise with TH and DM.

The consensus was that the LAF ought to lobby for a revival of the partnership working on the canal which included the LA's; Slough, Bucks County, South Bucks District and Hillingdon. JW would make the other authorities and Bucks LAF aware of what's being done by SBC in terms of improvements, while members wholeheartedly supported the on-going surfacing works.

Resolved – LAF agreed that actions should be taken according to the above minutes with the membership firmly committed to supporting the Slough Arm of the Canal.

120. Transport / LSTF Schemes/Designs - Updates

JW tabled the report showing updates on all the Transport and LSTF schemes.

Pavement Parking Policy – the safety audits have recently been received and are being considered with a re-design if necessary. AD informed that the Council are trying to negotiate a reduced level of signage with the DfT.

Heart of Slough – TH mentioned a new scheme in London whereby cyclists are directed onto their own separate roundabouts on the corners of what is a 4 way junctions for cars. All agreed this new design idea ought to be investigated and brought to the attention of the Slough Transport team. AD again stated that cyclists who choose to cycle on carriageway need to do their own risk assessment, as the design provides for cyclists to be off carriageway.

TE emphasised the need for extra signage for on carriageway cycling southbound to the main junction as the cyclist is left with nowhere to go. Members felt that the scheme as a whole improved access and safety for pedestrians and buses but the cyclist hadn't been given enough consideration. Members felt there must be opportunities to improve the scheme for cyclists.

Chalvey FP33 – Primary Way – all improvements are now complete.

Chalvey Road scheme – JW confirmed it is SBC policy to use green cycle lanes in Slough. Members understood that green tarmac would be rolled out across Slough where cycle lanes cross junctions as soon as it has been trialled in Chalvey. IH wanted assurance that the council would maintain the green surfacing in future. DM reiterated the cost implications and inflexibility

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of having to replace green tarmac. AD concurred stating that white lines applied more frequently would make cycle lanes stand out more than the less well maintained green.

Better Bus Farnham Road – TH queried the figures for potential increase in congestion acquired from modelling of the scheme that could justify the improvements to bus times. All expressed concern over the potential congestion that may be caused and hoped the modelling figures were correct. JW would ask Transport for the figures.

Lansdowne Ave Experimental Closure – JW confirmed plans would be forwarded when available and the scheme would go ahead in the next month for a period of six months after which there will be a consultation of residents and the LAF to help decide on its permanency.

New scheme – A4 Ledgers Road to High Street – AD presented members with a new scheme for a shared use footway on the southern side of the A4. It is felt that the scheme is the best that can be achieved within the existing physical constraints of the footway on this stretch. Problems include; the narrow footbridge over the railway; severe cross fall levels, narrow footway and the bus stop outside the Gala. The bus shelter has already been moved with the double benefit of improving bus times and increasing footway width to 4m. IH suggested a slight build out where the cycle lane joins the carriageway at the Ledgers Road junction would benefit cyclists' safety. If carriageway width allowed AD thought this could be incorporated. JW would ensure this comment was forwarded to Transport.

Resolved - LAF members to forward any comments on council feedback and the new A4 Ledgers Rd to High St shared use footway scheme to JW. JW would also forward on more details about the Lansdowne Ave scheme. Item to remain on agenda for updates/new schemes.

121. Regional and National News

This item was abandoned due to lack of time with updates to be circulated to members between meetings.

122. Any Other Business

None

123. Date of the next Meeting

6pm on Thursday 26th September 2013. Venue to be advised.

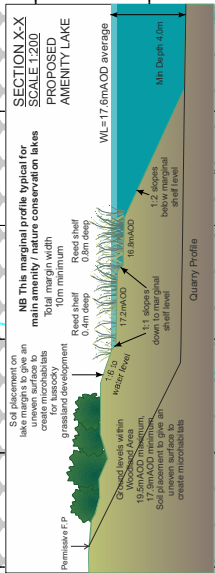
(Note: The Meeting opened at 6.00 pm and closed at 8.45 pm)

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CEMEX
 Planning Department Limited
 CEMEX House, Caddarbour Lane
 Thorpe, Epsom, Surrey
 TW20 8TD
 Tel: 01832 968833
 Fax: 01832 968833

Company No: 02060107
 VAT No: 950 5247 83

Drawn By: A. Wiper
 Date: Feb 2013
 Scale: 1:2,000
 Project: Riding Court Farm - DATCHET
 Title: SAND AND GRAVEL EXTRACTION
 Final Restoration Scheme
 Drawing No: P1/869/B



NB This marginal profile typical for main amenity / nature conservation lakes

Total margin width 10m minimum

0.5m deep
 0.2m deep
 0.1m deep

17.7m AOD
 17.6m AOD
 17.5m AOD

1:1 slopes
 1:2 slopes
 1:3 slopes

0.5m deep
 0.2m deep
 0.1m deep

17.7m AOD
 17.6m AOD
 17.5m AOD

UK BIODIVERSITY ACTION PLAN HABITAT:

Habitat	Total Area (hectares)	Percentage of total application area (%)
Ponds	4.8	12%
Amphibian / Fish Naturally Fluctuating Water Bodies	1.2	3%
Lowland Mixed Deciduous Woodland	3.5	9%
Lowland Mixed Deciduous Woodland	2.0	5%
Lowland Mixed Deciduous Woodland	2.0	5%
Arable Field Margins	1.6	4%
Highways	16.1	39%
TOTAL	20.2	51%

PLANTING SCHEDULE

Planting Schedule	Notes	% Dry Woodland	% Wet Woodland
Alder (Betula)	Woodland to be planted to 1.5m x 1.5m	5	30
Birch (Betula)	Woodland to be planted to 1.5m x 1.5m	5	20
Rowan (Sorbus)	Woodland to be planted to 1.5m x 1.5m	5	20
Spindle (Euonymus)	Woodland to be planted to 1.5m x 1.5m	5	20
Yew (Taxus)	Woodland to be planted to 1.5m x 1.5m	5	20
Other		15	25
TOTAL TREES		75	100

Programme of maintenance to be carried out in November/January planting season for tree root stock. This should include watering, mulching and weeding. The first year should be carried out in early summer. The first year should be carried out in early summer. The first year should be carried out in early summer.

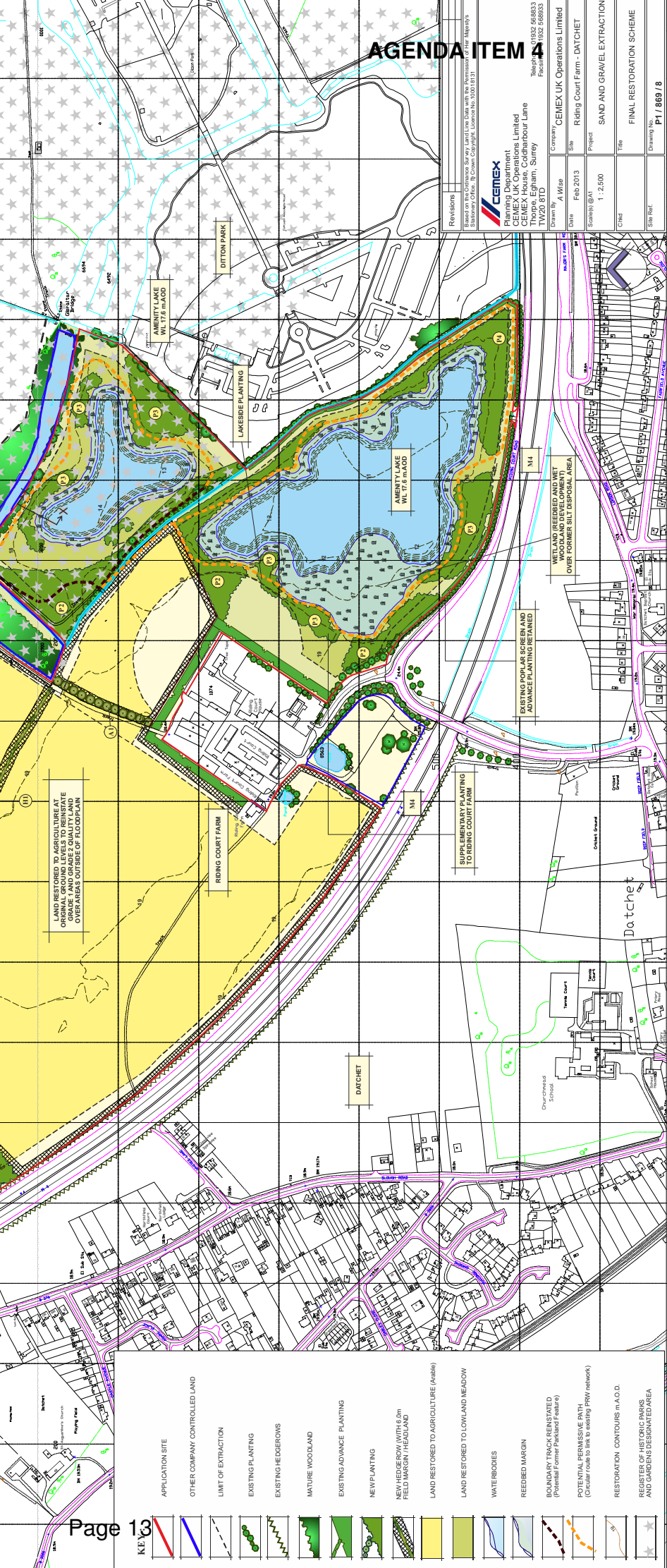


LAND RESTORED TO AGRICULTURE AT ORIGINAL GROUND LEVELS TO REINSTATE GRADE I AND GRADE II QUALITY LAND OVERLAPPING OUTSIDE OF FLOODPLAIN

NEW WOODLAND TO BE PLANTED TO REINSTATE ORIGINAL GROUND LEVELS TO REINSTATE FURN

EXISTING POPULAR SCREEN AND ADVANCE PLANTING RETAINED

SUPPLEMENTARY PLANTING TO REINSTATE FURN



KEY

- APPLICATION SITE
- OTHER COMPANY CONTROLLED LAND
- LIMIT OF EXTRACTION
- EXISTING PLANTING
- EXISTING HEDGEROWS
- MATURE WOODLAND
- EXISTING ADVANCE PLANTING
- NEW PLANTING
- NEW HEDGEROW WITH 6.0m FIELD MARGIN / HEADLAND
- LAND RESTORED TO AGRICULTURE (Arable)
- LAND RESTORED TO LOWLAND MEADOW
- WATERBODIES
- REEDBED MARGIN
- BOUNDARY TRACK (REINSTATED) (Potential Former Field)
- POTENTIAL PERMISSIVE PATH (Circular route to link to existing PRM network)
- RESTORATION CONTOURS m.A.O.D.
- REGISTER OF HISTORIC PARKS AND GARDENS DESIGNATED AREA

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CYCLING ABOUT SLOUGH

1. PURPOSE OF THE REPORT

Updates on ongoing specific issues and summary of feedback and decisions required on how to proceed.

Location	Description/ Issue	LAF consensus/action	Feedback rec'd	Outcomes/Updates
East West Walking and Cycling Route – Salt Hill Park section	<p>Three new paths and removal of two paths – scheme to be implemented in two phases. New lighting will be implemented on new and existing paths</p> <ul style="list-style-type: none"> Phase 1 – link between Salt Hill Way and subway and from subway along northern boundary of park towards Stoke Poges Lane / Lansdowne Avenue Phase 2 – link between Salt Hill Way leading to Barn Cafe (in the Centre of the Park) 			
Leigh Road New Bridge	Construction of a new bridge and road works between Ajax Avenue and Buckingham Avenue			
Borough wide	Pavement parking	<p>Letter to police Minutes recommended SBC use new powers TA met with GR Keep on agenda for updates</p>	<p>Emails with Parking Development Officers</p>	<p>AGENDA ITEM 6 Updates – safety audits done, scheme being implemented as an experimental TRO and details/final scheme drawings available on consultation website http://tinyurl.com/a43t98k. Formal representations being</p>

LOCAL ACCESS FORUM REPORT – 26th SEPTEMBER 2013 – AGENDA ITEM 6

				<p>accepted over the 6 month experimental period. Does LAF want to make representations?</p>
<p>Heart of Slough</p>	<ul style="list-style-type: none"> - Crossing by My Council - Brunel Way north side footway - street lighting columns on footway - Audit of scheme from cycling/pedestrian perspective 	<p>Various correspondences. HoS Safety Audit report forwarded to members</p>	<p>Emails from Nick Healey/AD</p>	<p>Crossing by my Council - Changes to the sequencing of the lights at this crossing have been implemented and do seem to be alleviating situation. Audible beepers also installed. HoS Cycle About – TE and IH, PC, AD, SD and JW attended on 1st November 2012. No Updates</p>
<p>Farnham Road Better Bus Scheme</p>	<p>Various issues including concerns about increased congestion, off c/w cycle lanes.</p>	<p>LAF comments forwarded</p>	<p>Savio DeCruz dealing</p>	<p>See Transport comments below</p>
<p>Lansdowne Ave Experimental Closure A4 Ledgers Rd to High Street – shared use footway</p>	<p>Various issues New</p>	<p>Requests forwarded Suggested build out where the cycle lane joins the carriageway at the Ledgers Road junction with the Bath Road would benefit cyclists safety</p>	<p>Emails rec'd from Transport (LB) Transport (RB)</p>	<p>See Transport feedback/comments below. Transport feedback: The scheme has not been built yet. There will be dropped kerbs on the exit and entrance of the cycle lane. Not sure if we have enough carriageway width for a build out since this is the A4</p>

2. FEEDBACK FROM COUNCIL

Better Bus Farnham Road

Feedback received from **Savio DeCruz**, Team Leader, Network Management (Savio's comments in RED)

The Local Access Forum made various comments; see below, after seeing the original designs for the Better Bus Farnham Rd and Buckingham Ave Jct Improvement scheme.

- Farnham Road – it was suggested it may be useful to have a drop off zone along the Farnham Road outside the Centre. People already use the bus lane to drop off anyway which blocks the bus/cycle lane. However, members considered there may be safety issues with this. *This is not possible as the Bus Lane TRO would have to include an exemption for private cars. We are at this moment proposing that the bus lane up to Whitby Road may be just for buses but this stage it has not been concluded.*
- Farnham Road/Whitby Rd junction – it was questioned why there is to be a grassed verge area at the junction with Whitby Road which has the effect of narrowing the useable cycle lane, creating a sharp corner and the grass still has to be maintained by the Council. If the Council wants to create off road cycle lanes then why not use all the space available. *There is a balance to be had as the Council also have been tasked with providing greener areas within the urban environment. The design submitted does not include a random patch of green but has been design to push pedestrians and cyclists to a safer crossing point where they have more visibility.*
- There were concerns that reducing the useable lanes width on Farnham Road for a Bus Lane will worsen the congestion. *The bus lane south of the bridge is being proposed as a peak time only bus lane, outside of the specified times all traffic will be able to use it.*
- Clarification is requested about the proposed number of left turn, straight ahead and right turn lanes there will be southbound on the Farnham Road at the Three Tuns junction and how many will be dedicated only to buses. There is concern that there will only be one lane for general traffic. *The left, right and straight on lanes will not be amended in number but altered in positioning only.*

Lansdowne Ave Experimental Closure

Feedback received from **Lynsey Brookfield**, Team Leader - Integrated Transport and Road Safety (Lynsey's comments in RED)

Lansdowne Avenue experimental closure – the LAF made various comments as follows;

- Members expressed concern that the closure would cause even more pressure and congestion on the Stoke Poges lane/Bath Road junction. – we accept that this is the case, however, those roads are much better suited to a high flow of traffic than the quiet residential area of Lansdowne Road. We will, of course be monitoring the effect of the experimental closure and will take those results into account when we write the report at the end of the consultation period and make recommendations on whether or not to make the scheme permanent.
- There were feelings that the closure was not necessary and that the use of Lansdowne Ave takes pressure off the Junction at Bath Rd/Stoke Poges Lane. It was felt that turning out of Lansdowne Avenue into the Bath Road is not dangerous as the phases at the junction allow sufficient time and space. – see point above regarding suitability of a quiet residential road to experience 'rat running' traffic.
- Members asked to know the reasons behind the closure. What benefit is it felt closing the road will give. – The history of the scheme is in the attached SD for your information.
- It was noted that the drawings don't appear to show sufficient space for vehicles to turn around at the closed end of Lansdowne Ave. – There will be sufficient signs on the approach on Stoke Poges Lane and at the entrance to Lansdowne Avenue to indicate that the road is closed ahead. Anyone choosing to ignore those signs does so at their own risk. It is accepted that there will be a number of vehicles who will ignore the signs in the first instance but once drivers realise that they really cannot use that route, experience has shown with similar closures in the past that numbers of people attempting to still use Lansdowne Avenue as a through route will drop.
- WS suggested that a half closure of Lansdowne Ave as you turn left into Lansdowne off the Bath Road could be a better solution. – Thank you for the suggestion but this is very difficult to engineer as there will always be people who will risk driving the wrong way to

LOCAL ACCESS FORUM REPORT – 26th SEPTEMBER 2013 – AGENDA ITEM 6

gain access to the A4. It was felt that a total closure was the best solution for the first phase of the experiment. Other options may be considered at a later date if necessary.

- Why can't barriers be put up as a less expensive way of testing the closure than actually constructing a temporary footway and associated works? This would allow the closure to be tested in a cheaper way. In conjunction with appropriate signage which makes the reason clear. – We have in fact opted for a compromise between these two extremes. The experimental closure will consist of 'stick on' black and white kerbs to form an island, infilled with tarmac, which has been successfully used elsewhere in the borough. Bollards will run along the island to stop traffic from driving over it.
- It would benefit cyclists if there could be a dropped kerb all the way along the closed section at the Lansdowne Ave/Bath Road junction. – a 1.5m cycle lane will be left on either side of the new island to allow for cyclist access. I will forward a plan when one becomes available.

The closure (if it is made permanent) would form part of the east-west cycle route which aims to improve cycle and pedestrian access through Slough and will also include a direct link from Lansdowne Avenue across a new Zebra crossing on Stoke Poges Lane into Salt Hill Park. The experimental closure will go ahead in the next month and will remain in place for 6 months followed by a consultation which will include residents and interested parties including the LAF. A plan will be forwarded as soon as possible.

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Report detailing reasons for the Lansdowne Avenue – Experimental road closure

Background

Slough Borough Council was awarded £4.3 million by the Department for Transport as part of the Local Sustainable Transport Fund (LSTF) to improve pedestrian and cycle links across the borough. Lansdowne Avenue is already well used by pedestrians and cyclists travelling from the town centre to Salt Hill Park or over Stoke Poges Lane railway bridge to the north of the Borough. As part of the LSTF programme this route will be upgraded to encourage more users to travel sustainably from the town centre to the trading estate.

Lansdowne Avenue is used, throughout the day, by vehicles travelling south on Stoke Poges Lane as a short cut to the eastbound A4 to avoid the traffic light controlled junction. The road itself is primarily residential though it has a Doctor's surgery which serves as a destination to local traffic.

Accidents

A three year accident search to 31/01/13 found six accidents occurred at this junction (see accident plan Appendix A). Three involved pedal cyclists and three involved pedestrians, in four of the cases the pedestrian/cyclists was crossing the junction of Lansdowne Road from east to west and was in collision with a vehicle turning east out of the junction onto the A4. As traffic leaving this junction is merging with a heavily used one-way traffic route (eastbound towards Slough town centre) the drivers concentration is focused on giving way to vehicles from their right, increasing the likelihood of 'failing to see' pedestrians and cyclists travelling from their left.

The proposal, to close the junction of Lansdowne Avenue at its junction with the Bath Road will prevent vehicles from using Lansdowne Avenue to avoid the traffic signals at the Stoke Poges Lane, Bath Road junction. This will reduce vehicle volume and speeds on Lansdowne Avenue and eradicate the accident type described above.

Consultation

On 7 January 2013 the consultation leaflet was delivered to approximately 300 households and businesses on Lansdowne Avenue and those surrounding roads directly affected by the proposals. Information and plans were also posted on the Council's internet consultation portal (Uengage). The

closing date of the consultation period was 31 January 2013. Scheme information was issued to Councillors from the Chalvey and Central wards as well as key statutory stakeholders.

Consultation Results

A total of 79 responses (26%) have been received within the consultation period. 52% of responders supported the experimental closure, with many commenting that the closure will tackle the problems of speeding and inconsiderate driving.

The main objection was that the closure will lead to an increase in congestion at the junction of Stoke Poges Lane and the A4. No objections were received from Councillors or statutory stakeholders.

Though there is currently a perception of congestion on this approach to the junction, site observations and survey data show that the junction is currently operating within acceptable limits. The traffic signals at the junction are controlled by SCOOT a dynamic signal programme that reacts to traffic demand by adopting the signal timings. It is proposed, in the first instance, to allow the software to adapt to the increased traffic flow. If delays are found to be unacceptable there is potential to alter the software to allow additional time on this approach. Advanced signing will be put up in all directions to advise drivers of the closure.

It is proposed that the measures be introduced under an experimental order; this will allow the residents a six month period in which to comment. The order will be in place for a maximum period of 18 months, after which time the Council must have introduced a permanent order, or remove the provisions. However, if the measures are well received we will be able to make the order permanent before the end of the 18 month period.

An advisory letter will be distributed to stakeholders and all residents in Stoke Poges Lane.

Date: Friday 19th July 2013

Department: Community Safety
 Contact Name: Esther Deacon
 Contact No: 01753 477355
 Fax: 01753 478654
 Email: Esther.Deacon@slough.gov.uk

Local Access Forum

Care of Jacqui Wheeler (LAF Secretary)
 Slough Borough Council



Dear Jacqui Wheeler,

Notice of Making - Slough Borough Council (Prescott Road) Gating Order 2013

Following a period of statutory consultation Slough Borough Council has made the above Gating Order under Section 129 of the Highways Act 1980.

A set of lockable gates and fencing will be installed at each end of the central section of roadway on Prescott Road in the locations shown on the enclosed map. The gates and fencing will prevent vehicular access to the central section of Prescott Road. The alternative route for vehicles will be via Poyle Road and Blackthorne Road, Slough. Pedestrians will still have access to the whole of Prescott Road via a 1.2 metre space at the side of the fencing.

The gates will remain locked for 24 hours of the day except for access by emergency vehicles; gas, electricity and water service providers; and the adjacent owners and occupiers with a legal right of access.

Please find enclosed a copy of the Notice and the Gating Order, which details the roadway affected, the identified alternative route and the effect that the Order will have.

If you have any queries please do not hesitate to contact me.

Yours Sincerely,

Esther Deacon
 Community Project Officer

SLOUGH BOROUGH COUNCIL

NOTICE OF MAKING

SLOUGH BOROUGH COUNCIL (PRESCOTT ROAD) GATING ORDER 2013

1. **NOTICE IS HEREBY GIVEN** that on 15 July 2013, Slough Borough Council made the above Gating Order under Section 129 of the Highways Act 1980 (hereinafter called "the Act") and all other enabling powers.

2. The effect of the Order is to restrict vehicular access to the roadway situated in the central section of Prescott Road, Slough by the installation of fencing and a set of lockable gates at each end of the central section of roadway on Prescott Road. The gates shall remain locked for 24 hours of the day except for access by the following key holders:

- (a) emergency vehicles;
- (b) gas, electricity and water service providers; and
- (c) the adjacent owners and occupiers with a legal right of access.

3. Pedestrians will still have direct access to the whole of Prescott Road.

4. The alternative route for vehicles will be via Poyle Road and Blackthorne Road, Slough.

5. The conditions set out in Section 129A(3) of the Highways Act 1980 have been met and the Council is satisfied that it is in all the circumstances expedient to make the Order for the purposes of reducing crime, anti-social behaviour or fly-tipping.

6. Responsibility for the maintenance of the fencing and gates and the keeping of the key will lie with Slough Borough Council, Slough, Berkshire, SL1 3UF.

7. If any person desires to question the validity of the Order on the grounds that the Council has no power to make it or that any requirement of Part 8(A) of the Highways Act 1980 has not been complied with in relation to the Order, he or she may apply to the High Court within six weeks from the date on which the Order has been made.

8. A copy of the proposed Order and associated documents may be inspected at the following:

- (a) Main Reception, St Martin's Place, 51 Bath Road, Slough, Berkshire, SL1 3UF;
- (b) My Council, Landmark Place, High Street, Slough, Berkshire, SL1 1JL;
- (c) Slough Library, High Street, Slough, Berkshire, SL1 1EA; or
- (d) On the Council's website; www.slough.gov.uk.

Dated: 19th July 2013

Community Safety Team, Slough Borough Council, St Martins Place, 51 Bath Road, Slough, Berkshire SL1 3UF

SLOUGH BOROUGH COUNCIL
SLOUGH BOROUGH COUNCIL (PRESCOTT ROAD) GATING ORDER 2013
('the Order')
HIGHWAYS ACT 1980

1. Slough Borough Council in exercise of its powers under Section 129 of the Highways Act 1980 hereby makes the following Order:-

2. The Order shall come into operation on 15/07/2013 and may be cited as the Slough Borough Council (Prescott Road) Gating Order 2013. Works will be undertaken to erect gates/fencing within 2 months.

3. Vehicular access to the roadway situated in the central section of Prescott Road, Slough will be restricted due to the installation of fencing and a set of lockable gates at each end of the central section. The gates shall remain locked every day for 24 hours of the day except for access by the following key holders:

- (a) emergency vehicles;
- (b) gas, electricity and water service providers; and
- (c) the adjacent owners and occupiers with a legal right of access.

4. Pedestrians will still have direct access to the whole of Prescott Road.

5. The alternative route for vehicles will be via Poyle Road and Blackthorne Road, Slough.

6. The conditions set out in Section 129A(3) of the Highways Act 1980 have been met and the Council is satisfied that it is in all the circumstances expedient to make the Order for the purposes of reducing crime, anti-social behaviour or fly-tipping.

7. Responsibility for the maintenance and operations of the fencing and gates will lie with Slough Borough Council, Community Safety Team, St. Martin's Place, Slough, Berkshire, SL1 3UF.

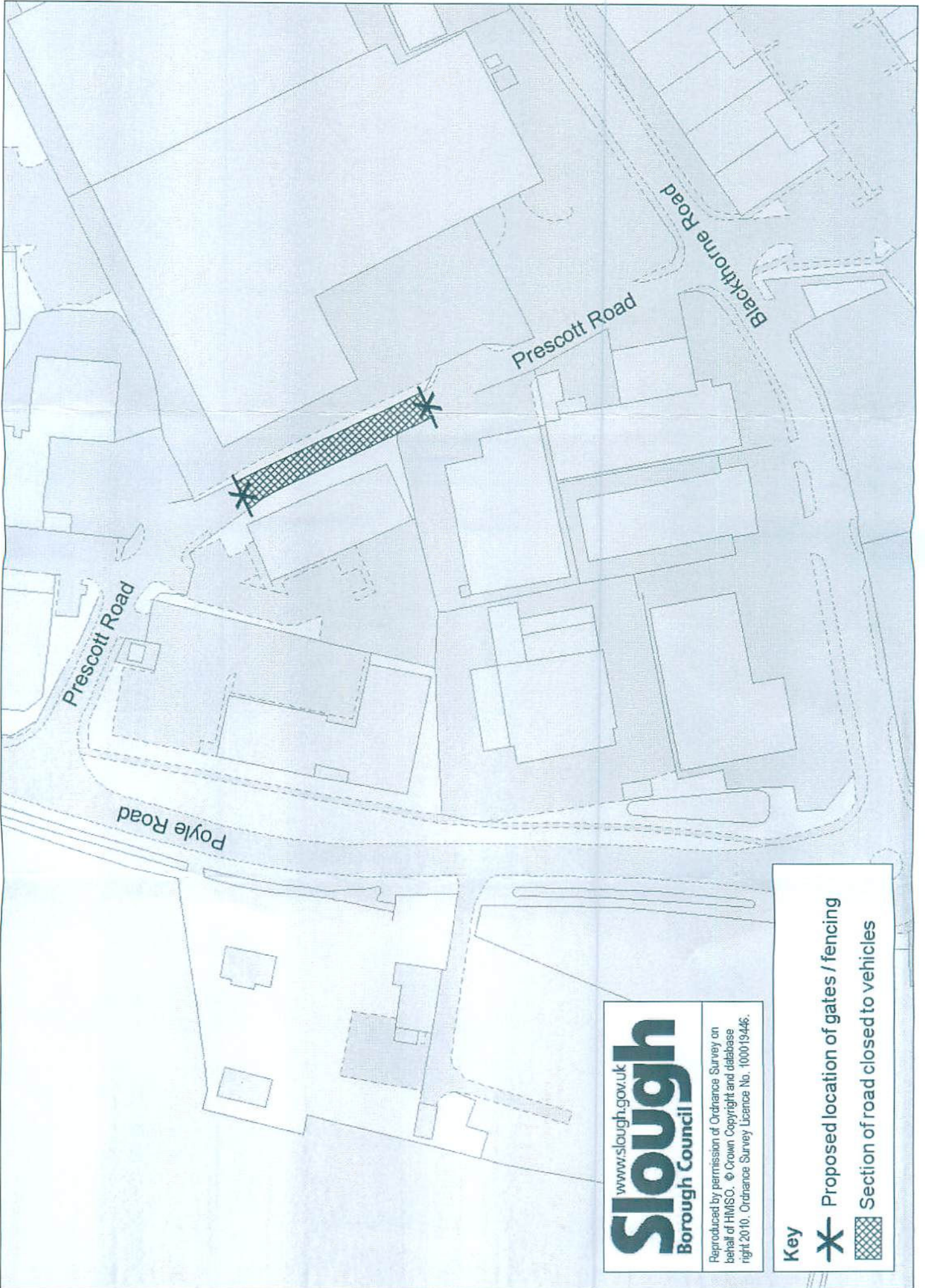
8. If any person desires to question the validity of this Order on the grounds that the Council has no power to make it or that any requirement of Part 8(A) of the Act has not been complied with in relation to the Order, he or she may apply to the High Court within six weeks from the date on which the Order is made.

Made: 15 July 2013

The Common Seal of
SLOUGH BOROUGH COUNCIL
was hereunto affixed in the
presence of:-

Amardip Healy (Authorised Officer)
Head of Legal Services





www.slough.gov.uk
Slough
 Borough Council

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Key

-  Proposed location of gates / fencing
-  Section of road closed to vehicles



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GATING – Birch Grove Cut Through

1. PURPOSE OF THE REPORT

To inform members about the Birch Grove cut-through gating consultation.

2. Background:

Extract from Community Safety Report:

Residents in Birch Grove and the flats managed by Housing Solutions in Furnival Avenue, have been concerned about the anti-social activities that are mainly occurring at night. There are two locations being considered for the Gating Order. [Please see map in Appendix 1]

1. Location One – The cut-through between Birch Grove and the parking area of the flats.
2. Location Two – The cut-through adjacent to the flats leading to the Trading Estate and Bodmin Avenue.

Both locations are on land that is owned by the Housing Services Department of Slough Borough Council, but leased to Housing Solutions. However, historically these locations are used by the public as short –cuts.

Location One is very well used during the day by the public. A usage survey conducted in 2012 revealed that from 20th November to 24th November, 868 individuals used the cut-through in Location One, in a southerly direction and 989 individuals used it in a northerly direction. However nocturnal usage was greatly reduced. Between the hours of 2100hrs to 0600hrs, in the same period, 16 individuals used this route in a southerly direction and 73 used it in a northerly direction.

Location Two is used by employees of the Trading Estate and some members of the public. Currently there is no usage data available for Location Two; however its usage is thought to be significantly less than the usage of Location One.

There is evidence to show a significant amount of drug dealing and drug use in the area during the nights. The Housing Solutions' caretaker regularly finds and picks up drugs paraphernalia, especially in Location Two. Between the months of January and August 2013, 23 needles were found in this location [Please see Appendix 2 – for breakdown of drug paraphernalia finds & Appendix 3 – Photographs of drug paraphernalia].

Residents were surveyed in July 2012 and of the 72 households in the Birch Grove area who were surveyed, 52 responses were received with a majority of residents supporting the installation of a lockable gate at Location One, to stop the nocturnal anti-social activity. A separate survey conducted by Housing Solutions with their tenants too returned strong support for a lockable gate. The Housing Solutions residents further added that they would like Location Two, blocked owing to it being used for drug dealing and drug taking.

A residents meeting was held on 11th September 2013 in the community hall in Furnival Flats. 28 residents attended the meeting and it was clear that the anti-social and drug related activities were adversely affecting their quality of life. 22 ASB forms were also completed. The top four scores in the 'Fairly Big Problem' category were Littering, Vandalism, Drugs and Dog Fouling. The top four scores in the 'Very Big Problem' category were Groups Hanging around, Vandalism, Drugs and Drunks. The area adjacent to the flats was highlighted as a particular hot spot for drug related activity. One resident said that he has seen drug deals taking place and on one occasion witnessed the police chasing suspects. The porous nature of the layout was also deemed as a factor for users and dealers to have multiple escape routes. Two of these routes are the proposed locations for the Gating Orders.

During the meeting an overwhelming number of attendees expressed a wish that both locations should be completely blocked off. However, the survey in July 2012 seemed to indicate that there were residents in Birch Grove who did not want the cut-through completely blocked off.

3. Previous LAF Opinion

Several LAF members visited the site of these proposals on 18th Sept 2012; the consensus view was that there were no objections to a gate being installed at Location One which would be open during the day due to high usage of the cut through. No consensus had been reached about Location Two.

4. Proposals

Proposal Location One

The Gating Panel did not recommend the total blocking of Location One. Instead it recommended the removal of the existing white barrier, install close boarded fencing to match existing fencing and install a metal gate with a magnetic lock. In the proposal, the gate will remain unlocked during the day, but locked at night [timings to be stipulated in the Gating Order notice]. Planned renovations are being planned by Housing Solutions, which includes the re-surfacing of their car park. The management has agreed to do the trenching work and lay cabling to power the magnetic locks on the proposed gate, which will result in significant cost savings. This project will also be a good opportunity to pilot such a scheme in Slough as a timer activated mag-lock system has not been trialled before. If successful, such projects could be replicated at other locations in the Borough, if viable.

Proposal Location Two

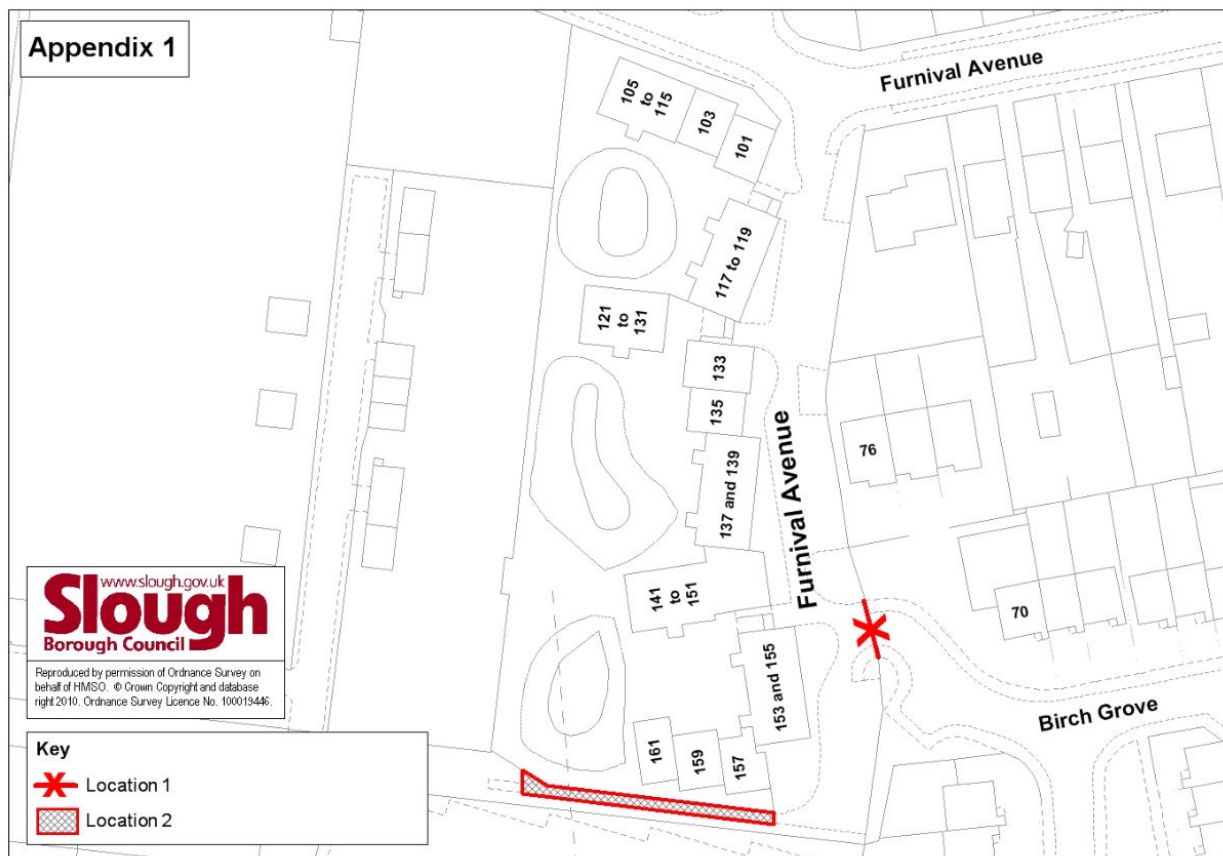
To fence off the through route adjacent to the flats as shown in the plan on Appendix 1, to prevent drug taking and dealing in the area.

Appendices

Appendix 1: Location Map of proposed gates and fences.

Appendix 2: Drug paraphernalia data

Appendix 3: Photographs of drug paraphernalia



Appendix 2

DRUGS AND PARAPHERNALIA FOUND - FURNIVAL AVENUE ALLEYWAY REAR OF 159 BLOCK

01/01/2013 to 09/09/2013

January

09/01/13 - 2 x Needles, multiple caps, Vit wipe packets

17/01/13 - 1x Needle, multiple empty beer cans, 3x empty baggies

23/01/13 - Caps

February

05/02/13 - 2 x Needles on footpath, sharps box in hedge with needles

15/02/13 - 1 x needle , Vit packs , 2 x empty vodka bottle

26/02/2013 - 4 x Needles, empty syringe packets, vit packs, 2 x spoons

March

7/03/13 - 1 x Needle

14/03/13 - 1x Needle, multiple caps, beer cans and empty spirit bottles

20/03/13 - 2 x Needles, 3 x baggies, 2 x spoons

26/03/13 - 1 x sharp box containing 4 needles

April

9/04/13 - wipes, caps, spirit bottles

17/04/13 - 6x needles , vit wipes ,clothing

19/04/13 - multiple beer cans, empty syringe body, caps, vit wipes

May

15/05/13 - 2x Needles, caps

29/05/13 - open sharps box, spoons and vit wipes

June

05/06/13 - Baggies, spoons, clothing, 1 x Needle

12/06/13 - Spoons, caps, vit wipes, 2 x Needles

July

9/07/13 - Empty beer cans, spirit bottles, clothing, spoons, caps

16/07/13 - 3 x Needles

23/07/13 - 2 x Needles, baggies, pill pot (no personal details)

August

22/08/13 - 6 x Needles , 1 x sharp box with needle protruding

cont: Clothing, multiple vodka bottles, cans, vit wipes, multiple caps

September

06/09/13 - Caps, vit, wipes, spoon, clothing, spirit bottles, beer cans

Appendix 3



Location One



Location Two



Drug Sharps Box - Location Two



Drugs paraphernalia – Location Two



Location Two



Location Two

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GATING – Victoria Road

1. PURPOSE OF THE REPORT

To inform members about the Victoria Road gating consultation.

2. Background:

Extract from Community Safety Report:

Victoria Road is located in Central ward. Over the years a section of Victoria Road (adjacent to 14 Victoria Road) has suffered from numerous incidents of fly tipping consisting of a mixture of household and builders waste (see photographs provided in Appendix A). Between the period 01/04/08 and 20/08/13 there have been 27 recorded incidents of fly tipping in Victoria Road costing Slough Borough Council thousands of pounds to remove and dispose of appropriately. 14 of these reports specifically mention the section of Victoria Road adjacent to 14 Victoria Road as the fly tipping location. This figure may be higher but where the exact location has not been specified the reports have been excluded from the total of 14.

The section of road that attracts fly tipping is set back out of sight and is a known hotspot for fly tipping. The section of road is not required, there is ample turning space in the adjacent car park for vehicles and therefore gating this off would not adversely affect anyone. In June 2013 Environmental Services and Community Safety funded the clearance of the land backing onto this area (adjacent to 90 Uxbridge Road), and installed a fence along Uxbridge Road to help tackle some of the wider fly tipping and litter issues in the local area.

The consequences of fly tipping include:

- Unsightly neighbourhoods leading to decreased quality of life and perceptions of that neighbourhood as a place to live, work or visit;
- Potential to contaminate land, pollute watercourses and to be a hazard to human health, livestock and wildlife;
- Public health risks associated with an increased rat population due to increased availability of food and materials that rats use for harbourage;
- Huge costs to the Local Authority. It takes a lot of resources to clear up and investigate this kind of environmental problem. The illegal deposit of waste costs the Council approximately £200,000 per year to clean up.
- Fly tips tend to attract further fly tips;
- Fly tips can attract crime in an area;
- Fly tips can attract other types of anti-social behaviour in an area; and
- Fly tipping undermines legitimate waste management companies who are undercut by illegal operators.

The Council successfully prosecuted an individual in June 2010 under the Environmental Protection Act 1990, section 34 (2A) for failing in his

household Duty of Care. His waste was found fly tipped at land adjacent to 14 Victoria Road; the individual pleaded guilty and was sentenced to a £300 fine, £200 costs and £15 victim charge. However, although prosecution of such offences will act as a deterrent, a successful prosecution is only possible if sufficient evidence is found within the waste to take legal action against the offender(s).

A CCTV camera was deployed on 14/06/13 (and remains in situ) overlooking the hotspot area in an attempt to prevent fly tipping / identify the offenders. The location is also receiving daily visits from Neighbourhood Enforcement and is on the neighbourhood policing patrol hotspots.

Part of the road that has been prone to fly tipping is an adopted highway and the other part is private and is therefore not the responsibility of Slough Borough Council to keep and maintain. As part of the land is a highway the Council would need to point to specific powers before preventing access. Due to the on-going problems with fly tipping at this location, the public health risk and the associated costs of rubbish removal, the Council proposes to apply for a Gating Order, under Section 129 of the Highways Act 1980, to install gates / fencing in the locations shown on the plan in Appendix B.

The Gating Panel consider that it is in all circumstances expedient to start the process for a Gating Order for the purposes of reducing crime and anti-social behaviour in Victoria Road. It is clear that this section of road is affected by enviro crime. The Council has been clearing the waste at a substantial and increasing cost. Closing off a section of the road is a proposed solution aimed at preventing further fly tipping and further costs to the Council.

Appendices

Appendix A: Photographs of fly tipping in Victoria Road.

Appendix B: Map showing proposed location of gates/fencing

Appendix A:



Photograph taken on 13/10/08:



Photograph above taken on 29/05/13:



Photograph above taken on 29/05/13:



Photograph above taken on 04/06/13:

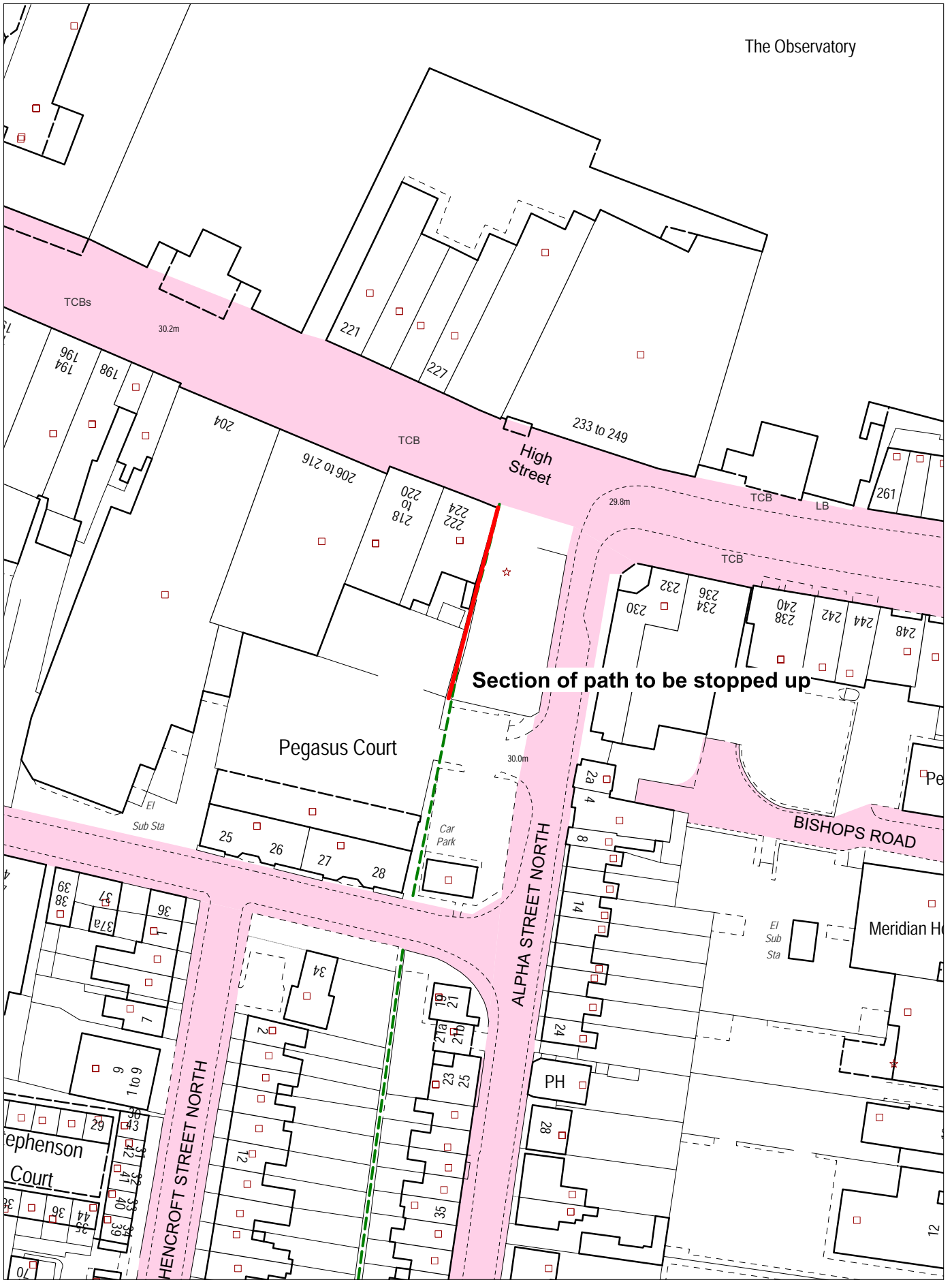


Photograph above taken on 13/06/13:



Photograph above taken on 19/08/13:

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Supported by:



Slough

Code of Conduct for Dog Owners and Walkers

Are you capable of being in control of your dog?

Ask yourself the following questions —

1. Is your dog registered with a vet and vaccinated ?
2. Are you prepared to pick up your dogs poo? Do you carry a poo bag with you ?
3. Are you sure your dog will return to you when called ?



Responsible dog ownership is taken seriously for the benefit of all.

Produced and published by Slough Borough Council

Supported by ; The Friends of Slough Canal, The Slough Local Access Forum and The Canal & River Trust. Tel: ?????? Email: ???

Copies of this document may be obtained in large print, easy read, Braille, on audio tape or in other languages. To obtain a copy in an alternative format, please telephone 01753

A guide to help dog walkers enjoy our green spaces

Enjoy

The green open spaces in Slough, the canal towpath, the Jubilee River, the parks and public rights of way that offer the chance to escape the urban landscape. To allow others to enjoy the natural environment too please follow the guidance here.

Fouling: Faeces is an eyesore and can spread disease — any dog having a “poo” in a public space must have a watchful owner to bag and bin the waste. Slough Borough Council bins are suitable for dog waste. It is an offence to allow your dog to foul in a public place without clearing it up, failure to do so may result in you incurring a **fine of up to £1000**. Incidences of dog fouling can be reported online. If you witness a person failing to pick up after their dog has fouled a fixed penalty notice can be issued to the offender if you report it on; **01753 875255** or at; **www.slough.gov.uk/report-it/**

Behaviour: Dogs must be kept under close control. Any dog “off-lead” must not jump up at strangers and must return to it’s owner when called. Dogs are not permitted in playgrounds. Special care must be taken when walking close to livestock or where there may be ground nesting birds such as; the Grand Union canal towpath and Jubilee River.

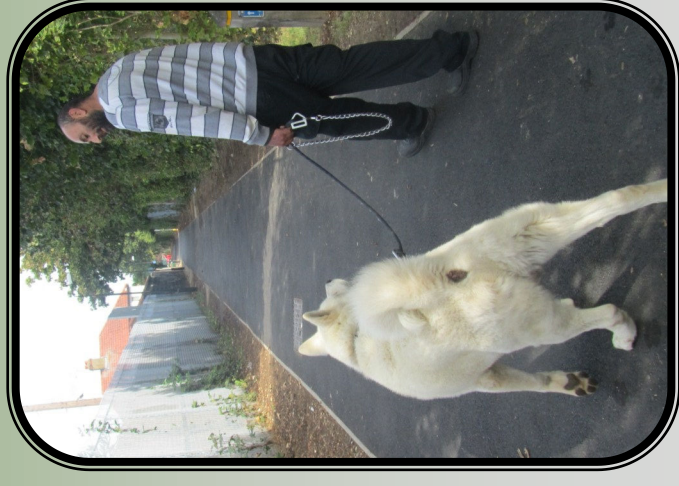
Identification: All dogs are required to have a name tag with the owner’s telephone number. Ideally all dogs should be chipped to allow prompt return if lost (This will be a legal requirement in 2016). To report a stray dog during office hours call; 01604 764 514. Out of office hours call; 0844 499 6063. More information is on our website above including fees for owners reclaiming their dogs.



RESPECT

PROTECT

ENJOY



Great places to walk your dog in Slough away from the hustle and bustle:

- The Grand Union Canal
- The Jubilee River
- The Millie and Lynch Hill Valley
- Salt Hill Park, Baylis Park and the Cinder Track (dogs must be kept on a lead on the Cinder Track)
- Herschel Historic Park and the Herschel Nature Reserve
- Upton Court Park
- ..many other parks and public rights of way

Name of LAF: Slough Local Access Forum

Name of LAF Chair: David Munkley

Name of LAF Secretary: Jacqui Wheeler

Number of LAF members: 8

1 - Involvement and Representation

What interests does your current membership cover? walking, cycling, accessibility and environmental

What skills, sectors, interest groups, experience are missing? local business, landowners, equestrian, and representatives with mobility problems.

Describe any difficulties you had recruiting members from particular sectors: difficulty in recruiting in general and particularly equestrian due to urban nature of area.

2 - Operation of LAF

What procedures (e.g. expense claims, new applications etc) do you follow that help you work effectively? Are these effective?

How do you ensure that your members are able to work as a team? A small membership, with fairly informal meetings which can be quite vociferous on occasion. Nothing specific is done to ensure team working.

In what ways do you reach consensus? when something requires a consensus view the members are asked to vote on a particular point. if no consensus can be reached a balanced description of all views is minuted.

How do you ensure proper conduct and/or resolve any conflicts? There have not been any occasions of improper conduct, though members have been reminded that they must declare any interests and exclude themselves from a vote if they are compromised on a specific item.

Give up to 3 examples of where you have encountered operational difficulties (e.g. lack of resources); explain what mechanisms could be put in place to alleviate such issues:

1 - The success of actions is dependent on the time that the support officer can devote to the LAF between meetings. The LAF Support officer role is not a dedicated role, but a portion of the Rights of Way Officer role.

2 - pressure on the time available to members due to being volunteers and the time available during evening meetings to get through long agendas. Daytime meetings are not viable due to members working. Members decided to try to hold 4 meetings a year and keep agendas shorter.

3 - The difficulty in attracting certain types of member interests can limit the perspective of the LAF as a whole. Selective promotion of the LAF, targeting members from particular groups.

3 - Partnership and Progress

Do you work well with the access authority? If not, why not? Yes

Do you work well with your planning authorities? If not, why not? yes, generally

Local Access Forum (LAF) Annual Review Form: April 2012 to March 2013

Have you established a clear role for the LAF in the local area? The clarity of the LAF role is continuing to develop, though has improved over the last year.

Were you successful in meeting the achievements set out in your work programme (please provide supporting information)? There has been no work programme up to this point though it is recognised to be a valuable tool to be developed. It has been a year of determining the main issues that are important to the LAF in the Slough area, namely; specific schemes, improvements to the integrated sustainable transport network (including PRow), improving and promoting access to open spaces, cross boundary issues, partnership working with other organisations/community groups.

Have you achieved something else? As an urban LAF, the members focus has been on looking at issues within the urban infrastructure, commenting on LSTF & Road Safety schemes.

Main or notable achievements? Joint letter with Royal Borough of Windsor & Maidenhead LAF to a multi-national company who provide an important permissive cycleway link. This helped to ensure long overdue improvement works will be carried out and communication links improved.

4 - Profile and Direction

Has anything changed over the last year? An increased focus on pavement parking issues

What changes / barriers can you see ahead? A tendency to be specific rather than strategic

What are your priorities for the year ahead (list up to 3)?

- 1 - Develop a useful work programme with appropriate targets
- 2 - Increase engagement on access issues with local Trusts and community groups
- 3 - Continue highlighting the LAF's role and profile to Council and other organisations.

What support or training do you need to deliver your priorities? Training on all areas of access and equality of access, managing meetings and agendas effectively.

5 - Section 94 Bodies

Give up to 3 examples of advice given by your LAF to section 94 bodies:

- 1 - Comments given to Network Management team on elements of an experimental one way road scheme in a congested part of Slough, such as the use of green tarmac on the contra flow cycle lanes. LAF members feel this is a waste of resources which could be more effectively used on improving walking/cycling infrastructure elsewhere.
- 2 - Comments given to Transport Planning on LSTF schemes aimed at providing wherever possible off-road cycle routes, junction/crossing improvements for pedestrians/cyclists. Long term aspirations were discussed with LAF making it's support clear for this approach to ensure that as many officers as possible are aware so that should future opportunities develop there is the greatest chance aspirations can be secured via planning gain.
- 3 - Comments given on various Transport schemes including the Heart of Slough (a multi-million £ scheme) to alter the road network for the benefit of pedestrians/cyclists and public transport. LAF members went on a cycle about the scheme with council officers highlighting the issues and difficulties faced by the experienced cyclist due to the Council's inclination in providing off-carriageway facilities.

Local Access Forum (LAF) Annual Review Form: April 2012 to March 2013

6 - Open Access Work

How many Restriction Cases have you been consulted on? 0

How many cases have you responded to? 0

Detail any informal involvement with Open Access Restriction cases: n/a

7 - Number of consultations, meetings and initiatives your LAF has been involved with over the year (please add numbers into the boxes below)?

Public meetings		Working groups	
Training days		Definitive map modification orders	
Highway orders		Green Infrastructure strategies	
Gating orders	7	Local transport plans and traffic management schemes	10
Cycle projects		Disabled access	
Dog exclusion/on leads/fouling orders		Housing development schemes	
Planning applications		PROW network and projects	3
ROWIP planning and objectives		Local development frameworks and planning strategies	
Local Nature Partnerships		Recording of paths and promoting use	
Expiring permissive agreements under Higher Level Stewardship schemes - assessing the value and future of and liaison with landowners to improve access		Flood defence works - Environment Agency consultations and planning applications regarding	
Slipways and landing stages - public access to		Improvement of access through the Paths for Communities (P4C) scheme	
Disposal and development of land owned by the Council		Parish Council or local improvement grant schemes	
Shoreline management plans		Rail freight interchange strategic development	

Local Access Forum (LAF) Annual Review Form: April 2012 to March 2013

Network rail and rail crossing closures	1	Access and nature conservation	
Horse routes and equestrian provision	1	Multi user routes	1
National Parks		Coastal access	
Motorised vehicle access	1	Access to MOD land	
New town & village green registration government consultation		Natural England consultations	
Defra consultations	1	Commons grazing proposals	
Highways Agency consultations		Department for Transport consultations	
Other (please specify):			

8 - Final comments from Appointing Authority: The profile of the LAF continues to grow as its role develops, with a variety of Council departments aware of its existence and regarding it as a useful consultative tool. Promotion of LAFs via national/regional media would help the Council as a whole recognise its value.

9 - Final comments from LAF Chair:



LAF NEWS

Issue 1: 27th June 2013

Welcome

(by Wendy Thompson, Natural England Principal Adviser for Access and Engagement)

Welcome to the first issue of this newsletter dedicated to keeping LAF members across England up to date about national issues and local good practice. The team at Natural England want this newsletter to be full of information that will help you to advise on public access wherever you are and whatever your views. Your stories are essential to making this happen and I look forward to hearing more from you to add to future editions.

Meanwhile in this edition we report back from the LAF national conference which was on the theme of sharing good practice and update you on how you can continue to share information on Huddle about what works well - and what doesn't. We also bring news of a new tool to help you to bring together facts and figures about the people who visit the natural environment in your area. Stories in this edition from LAFs include Durham's success in the dedication of access and Shropshire's approach to working with communities to create applications to the Paths for Communities grant scheme. We also feature some of the hot debates on Huddle as well as some tips on using Huddle. Remember anyone who has a computer can join Huddle and can contribute to the discussion forums and share information with other LAF members.

Natural England is keen to continue to support LAFs and we remain focused on helping to share ideas, suggestions and good practice along with attendance at meetings where we can add value. To provide clarity about our role we have produced the attached Engagement Plan which restates the roles and relationships of Defra, Natural England, the LAFs and their appointing authorities. We hope you find this useful.

We have limited statutory roles in relation to LAFs but one of these is to collate your annual reports. This year, for the first time, and in response to your feedback, we have created a national annual report with highlights from the 80 annual reports received. This has been presented to Defra is available for all LAFs on Huddle and via the LAF Chairs. This, along with the newsletter, will help to raise the profile of LAFs and the good work that you are achieving.

Please do respond to this newsletter with stories to share and with suggestions for how we can make this an effective way to keep you informed.

In this issue:

- [LAF Conference](#)
- [MENE](#)
- [Durham dedication](#)
- [Working with Paths for Communities](#)
- [South East Conference](#)
- [LAF survey](#)
- [Huddle Highlights](#)
- [Huddle Tips](#)



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National Conference Report 2013

The theme of the conference was 'Sharing good practice and Sharing solutions'. The event took place in Sheffield at the end of February and was well attended by 99 members from 72 LAFs, which represented 88% of LAFs from across the country. The event was funded by Natural England but very much led by the LAFs and chaired independently by Steve Scoffin, who had recently stood down as Vice Chair of County Durham LAF. The majority of workshops and talks were led by LAF members and supported by Regional Coordinators and Natural England staff. Many thanks to the LAF members who ran the workshops, to the Regional Coordinators for helping to put the event together, to the speakers from Natural England and Defra, and to Steve for keeping everyone in order and on time.

Follow up from the Event:

The wealth of information generated from the conference - including a record of the workshops - can be found on the Huddle workspace and the [Natural England website](http://publications.naturalengland.org.uk/publication/7685821) and should help to feed continuing discussions. The workshop themes included: benefits to health; working with the planning system; dealing with funding cuts; green infrastructure and open access. We are trialling the use of Huddle Whiteboards to encourage the sharing of good practice in these and other specific themes. Feedback from delegates was largely positive and all of the following points have been noted for future events.

- Strong LAF involvement in designing the event was highly valued. The networking opportunities were particularly welcomed by delegates; although, as several said, there is never enough time!
- It was felt that some of the logistics, such as catering, could have been more streamlined, more space was needed for the workshops, and bigger name badges would have been helpful.

<http://publications.naturalengland.org.uk/publication/7685821>

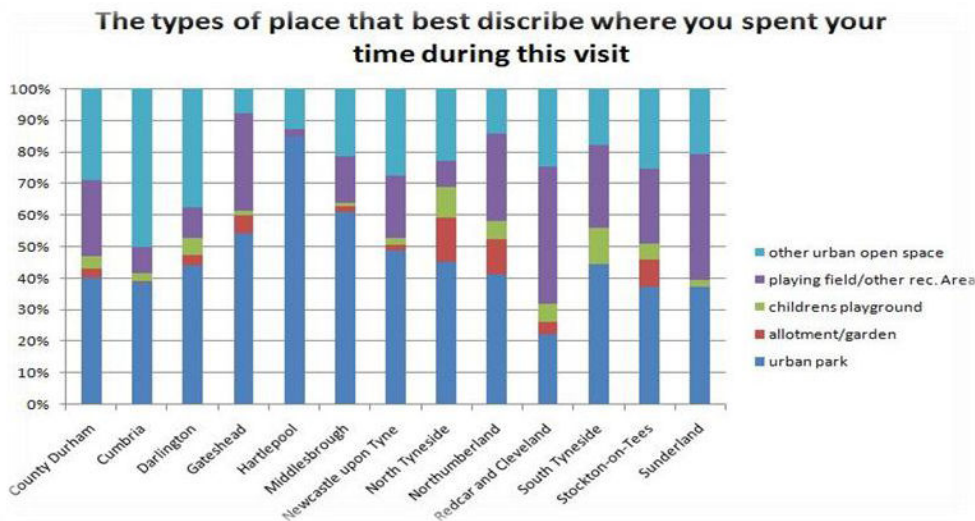
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LAF NEWS

Monitoring of Engagement with the Natural Environment (MENE)

Those who attended the LAF conference were given a fascinating insight into MENE and for those who missed it, Stephen Herbert's presentation can be found on Huddle under conference feedback. Lots of LAFs have expressed an interest in making more use of MENE data in their work, and the good news is: plans are well in hand to make this easier.

An example of the data MENE can produce



Natural England is developing an online tool which will allow LAFs to produce a list of results from MENE, along with maps of where visits are against demographic variables such as age, gender, socio-economic status etc. In addition it may be possible to provide a brief overview of the headline findings on environmental engagement within a LAF, complete with tables, charts, maps and text. The tool will be free to use and will be updated annually. When launched later this year it will include the four year's data collected to date. Watch this space for further update

Durham Dedication

(by Jim Milner, Lead Advisor, Natural England, Access Local Delivery Team)

Following a request from the County Durham Local Access Forum (LAF), Durham County Council agreed to dedicate two pieces of land as open access.

Cllr Neil Foster, said: "We're delighted to dedicate this land as open access so that residents have the freedom to enjoy more of the beautiful scenery that County Durham provides. I look forward to the council and the Local Access Forum continuing to work together for the benefit of the people of County Durham."

Geoff Hughes, Chair of the County Durham Local Access Forum, said: "The County Durham Local Access Forum welcomes the decision of the county council to dedicate two areas of land, one here at Waldrige Fell and the other at South Moor, for open access. Both areas adjoin land that already has open access and this decision will ensure that residents and visitors to County Durham alike will be able to enjoy both these areas for the foreseeable future.

"The LAF has been asking the council to take this action and we are pleased that

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LAF NEWS

they have now seen the benefits that will accrue. We hope that other landowners will now follow the lead of the council and dedicate suitable land for open access, and that the council themselves will regard this as only a start. Already Natural England have a programme of dedicating their nature reserves. We would be pleased to discuss the benefits of dedication with other landowners.”



Working with Paths for Communities

(By Jim Stabler, Access Development Officer for Shropshire County Council)

Shropshire has found that LAF involvement in Paths for Communities (P4C) schemes has been essential from the outset. Potential projects were put forward at LAF meetings and one of the members of the LAF was nominated as a champion for the scheme. The person nominated was one with a particular interest in the project or detailed experience in the area of access concerned. The nominated champion explored the potential project in more detail and gave a presentation at the next LAF meeting. If the LAF liked the project and considered it feasible then it was endorsed for development.

The champion then became involved in the writing of the bid application and provided regular updates on progress at subsequent LAF meetings. This procedure ensured every project was given the full support of the LAF from inception to completion.

South East Conference

(by Jonathan Clark, Strategic Access Advisor, Buckinghamshire County Council)

Seven speakers and fifty delegates attended the South East Regional LAF conference on 21st May 2013 in London. Sarah Slade, from the CLA, outlined from their paper: *'The Right Way Forward: The CLA's common Sense approach to accessing the countryside 2012'*. An excellent keynote speaker, Sarah was invited to try and redress the balance towards more speakers representing the farming and landowning community and reflected a concern that local access issues were being discussed without their input.

Richard Brooks from the MOD, outlined the varied and often unique access issues encountered on some of the vast expanses of MOD land - including visitors that carry away rather dangerous souvenirs from their visits! Andrew Kerry-Bedell, from 'Mobi-Scan', then described a range of technologies available, using on-site QR codes,

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that can help to improve access information.

The afternoon was taken up with two advocates of cycling access. Bob Damper, a LAF member from the South Downs National Park, outlined the stark difference between the level of cycling access enjoyed in the South Downs National Park and opposition, by some groups, to the development of cycling access in the New Forest. Sara Randle of the CTC, spoke about plans to encourage greater access to market towns and stations in the Chilterns. This included Berkhamstead, hence attendance from Herts LAF, Eastern Region. Sara's enthusiasm was infectious; although, horse riders reminded delegates of the need for cyclists to be aware of the sensitivity and skittishness of horses. A plea was made for a speaker from the horse riding community at next years conference.

Kevin Haugh, Natural England, emphasised Natural England's remit to protect the natural environment. He went on to speak about changes to delivery within access and engagement and how Natural England, Defra, Local Authorities and LAFs need to understand each other's roles. Finally, Adam Wallace – also from Natural England - outlined progress on the formation of Local Nature Partnerships and spoke of the importance of LAF involvement.

It is hoped LAF members and Officers had an enjoyable day.

LAF Survey

In March 2013 Natural England surveyed LAF Chairs and Secretaries to obtain an insight into how effective we have been in supporting LAFs work. We received a fantastic response with seventy eight questionnaires completed. The results are summarised in the attached report, which can also be found on Huddle. The information it contains will help us to prioritise our support for LAFs in 2013.

Huddle Highlights

Of the wide ranging discussions on Huddle the one that has caught our eye this month is the slide show from Dave Allen of Worcester LAF. The presentation strongly backs the principle of least restrictive option and has some very good and practical examples of access infrastructure. Natural England would not support everything in the presentation and in particular the recommendation that some bridleways are closed for part of the year in poor weather - a suggestion that respondents to the discussion on Huddle have also challenged very robustly.

The presentation demonstrates the value of LAFs gathering and sharing good practice and we are using some of the slides to brief staff in Natural England that work on land management schemes (Higher Level Stewardship etc) about what to look out for in good access infrastructure. If you are a member you can find the discussion thread on Huddle [here](#) and join the debate.

Huddle Tips

(by Rob Leek, Lead Advisor, Natural England, Access and Rights of Way Delivery)

For those not familiar with it, the LAF Huddle Workspace is an online internet resource for LAF members which includes a discussion forum, bulletin boards (whiteboards), calendar and document library. Here are some tips to try and help you get more out of it:

- **Email notifications** – when alerting other Huddle members to new content, try to only notify those relevant (e.g. members from a particular region). To unsubscribe from an email alert, reply to one of the Huddle notification emails,

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delete the 'subject' line and put UNSUBSCRIBE instead before you send.

- **Discussions** – when posting please be succinct, stay 'on subject' and try to keep posts short and easy to follow.
- **Links** – when posting information to Huddle you can include hyperlinks to other relevant areas of the workspace (discussions, documents, whiteboards). Right-click on the file/whiteboard/discussion you would like to link to and select 'copy shortcut' or 'copy link location'. Then right-click paste this into your text.
- **Easy Access** – you can access the Huddle from any internet enabled computer – just type *defra.huddle.net* in the web browser's address field and hit 'return'. There's also free, easy to use Huddle apps available for many smartphones and also the iPad.
- **Search** – the search facility in Huddle (click 'Search' at the top of the screen) is quick and easy to use and searches all the content in all areas of the workspace apart from the 'People' section.
- **Guidance** – in the 'Guidance/FAQs' folder in the 'Files' section there are numerous guides to help with using Huddle including 2 (soon to be updated) introductory videos. Huddle's own 'Help' section (available by clicking 'Help' at the top of the screen) is also very comprehensive.
- **Join in** - if any LAF member would like to join Huddle, please contact Regional Coordinator or [Rob Leek](#) , who will arrange access.

Contact [Rob Leek](#) with suggestions ideas or feedback.



National LAF Annual Report - April 2011 to March 2012

Foreword by Natural England

This is Natural England's annual report to Defra on the work that Local Access Forums achieved during the year ending 31 March 2012. We have collated together a selection of notable achievements from the individual annual reports, as well as some of the issues raised. Together they provide an interesting overview of the range of work that LAFs are involved with as well as some challenges they face. This report will be passed to the Minister so that he is aware of the good work LAFs are doing.

LAFs provide a local level body of expertise on matters relating to public access and outdoor recreation. They are a great example of localism in action. By bringing together volunteers from a range of backgrounds and interests, the LAFs demonstrate relevance to local decisions relating to a range of social, economic and environmental issues. The work of LAFs to encourage improvement to greenspace, other open access and connecting routes is important in helping to enable a healthier population, contributes to quality of life, creates opportunities for children to learn more about the natural world around them and contributes to local economic growth by attracting visitors to explore the landscapes, wildlife and heritage in an area. The best and most sustainable achievements involve working in partnership across sectors and in the coming year we look to LAFs to develop relationships with Local Enterprise Partnerships, Local Nature Partnerships and Health and Wellbeing Boards. There are many examples where this is beginning to happen and where the respective groups are finding common purpose.

There is certainly a wealth of expertise within LAFs to share with other bodies but also plenty to share with other LAFs. The conference at the end of February 2013 facilitated the exchange of knowledge and we, in Natural England, want to build on that momentum to support LAFs to continue to share good practice whether through contributions to a newsletter, by adding material to a new section on Huddle or through circulating ideas at the LAF Regional Chair meetings.

I look forward to hearing more about the good work in the year ahead.



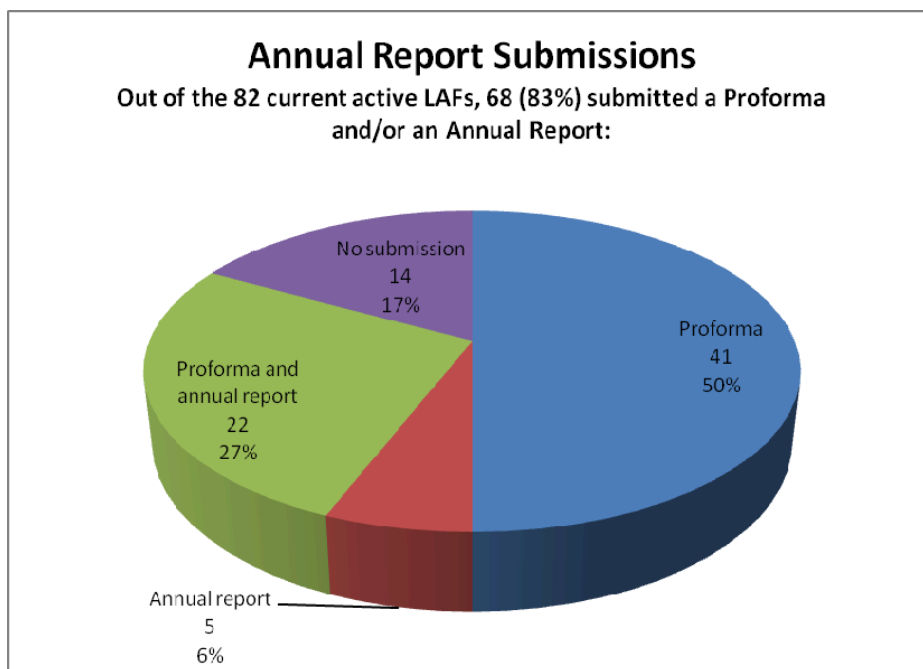
Liz Newton
Natural England Director, Access and Engagement

1. Introduction

Natural England has responsibilities set out in the CROW Act (section 19 of the 2007 regulations) to receive annual reports from all LAFs. This report summarises all of the LAF annual reports received covering the period April 2011 to March 2012. The report provides statistics on LAFs and the activities they have undertaken, highlights some of the achievements reported, identifies issues and makes recommendations on improvements that could be made.

A revised reporting period was introduced to allow LAFs time to compile their annual reports. The reporting year end is 31st March with the submission deadline of 31 October. The LAF Regional Coordinators produced summary reports for their region which have been used to inform this report. ¹

The LAFs were asked to submit an annual report to Natural England ideally using a proforma provided. The final submission results are as follows:



2. Examples and details of some individual LAF achievements

LAFs have engaged in and influenced a wide range of consultation processes which are summarised in section 3.

A detailed selection of LAF good practice that has helped to achieve access benefits for local communities is set out below:

Cumbria LAF - Worked closely with partners from Natural England to make sure the Coastal Access Path worked well. They reported that a positive model for working

¹ Reports from Regional Coordinators have been placed on Huddle

together had been developed which will make developing further stages of the coast path much easier.

Lancashire LAF - Work started on the Pennine Bridleway before the LAF existed but in recent years the LAF had been actively involved in its creation and development. The LAF reported that the experience of involvement with stage 1 allowed them to be more proactive on alignment of stage 2 of the National Trail.

Rotherham LAF - The rights of way team allocated £20,000 of the annual budget to the Local Access Forum to spend on countryside access improvements including: installing/fixing kissing gates, waymarkers, fingerposts, vegetation clearance and resurfacing.

Buckinghamshire, Warwickshire and Northamptonshire LAFs have been significant consultees with regard to the HS2 railway. Through meeting representatives from HS2, the LAFs have secured assurances of a better deal for access and rights of way along the line. Mark Bailey, Deputy Head of Environment for HS2 and his Team said he had been very impressed by the engagement, feedback, local knowledge and debate from Warwickshire Local Access Forum in respect of managing access and rights of way issues in the run up to HS2's Environmental Impact Assessment.

Cambridgeshire LAF - LAF members worked with the Wildlife Trust to assess disabled access to the Greater Fen Project, to highlight any access risks and develop a plan for future improvements, including improvements to the building and the removal of gradients too steep for wheelchair access.

Hampshire Countryside Access Forum (HCAF) - In 2010 the Heritage Lottery Fund awarded the Hampshire Countryside Access Forum (HCAF) £46,600 for the Providing Access to Hampshire's Heritage (PATHH) project. The New Forest National Park Authority provided an additional £5,000. A Project Officer was employed to take the project forward, overseen by a Steering Committee led by HCAF members. The project was completed by the end of 2012, and succeeded in gathering research by over 100 volunteers for routes with strong historical evidence, but which also meet a modern need, as identified in the Countryside Access Plans. The project delivered workshops in 13 schools (29 classes, 820 children), an exhibition at 24 venues, and over 17 talks to interest groups.

HCAF has continued to monitor the Hampshire Countryside Access Plan (CAP) delivery and members are present on each of the CAP working groups. Working group progress reports were received at a number of HCAF meetings, and the Forum provided advice on best practice for the running of the groups. The HCAF has also contributed to project work, led by the Area Countryside Access Managers. This included a workshop to develop key messages to feature on a leaflet to promote the responsible use of byways. This is part of an initiative with the Community Safety Team.

Swindon Countryside Access Forum (SCAF) – The SCAF has worked on developing a local statistical evidence base, using data largely derived from MENE analysis. This concept has been modelled on the Wiltshire 'Joint Strategic

Assessment' initiative which aims to produce "a single version of the truth" upon which policy decisions can be made. The SCAF consider that for its advice to be influential it must adhere to the same quantitative rigour that the local authority adopts towards its other decision making processes. Initial analysis has focused on benchmarking Public Health Outcomes Framework indicator 1.16 and the level of people walking generally throughout Wiltshire and Swindon. The aim of this first study is to provide evidence to support the transfer of funding from the Health budget to pay for infrastructure improvements in the rights of way network, particularly targeted in areas of highest health inequality.

JLAF (Bristol, Bath & North East Somerset and South Glos) – JLAF has worked with local authorities on the Outdoors West programme, to develop and publish a website at www.OutdoorsWest.org.uk as a first stop for information on the outdoors in the area. This is designed to be an attractive approachable website with mapping and information that people want, with the main aim to increase use of public rights of way. The website also holds background information and advice on public rights of way, access to mapping of furniture (stiles, gates, signs) on routes, and a system to allow online reporting of problems on the path network.

A JLAF working group has advised on the website content and approach, particularly helping to compile a routes database which has involved surveying routes, writing directions and plotting maps. This section of the website is still under construction, but will be a valuable database of attractive, reliable routes for people to explore the area. Other organisations such as the Cotswold AONB, National Trust, Health Walks and Museums are also involved in providing routes for the website.

The JLAF has extended the Cotswolds AONB Voluntary Warden service across the whole of the JLAF area. With start-up funding from Natural England, volunteer teams have been established to carry out on-site tasks such as vegetation clearance, kissing gate installation, as well as step and surface repair and installation.

3. Common consultations and activities that LAFs have been involved with over the year

Local Consultations	National Consultations
<ul style="list-style-type: none"> • Highway Orders • Green Infrastructure Strategies • Planning applications • Gating orders • Local Transport Plans and traffic management schemes • PROW network and projects • Forestry Panel, the proposed boundary review of the Yorkshire Dales NP and the Lake District NP • Definitive map modification orders • ROWIP planning and objectives • Connect 2 and other cycle projects • Disabled access • Core Strategies 	<ul style="list-style-type: none"> • National Coastal Access Trail - involved in the development of the (NW) • National Park Partnership Plans • National Planning Policy Framework consultation • Public Forest Estate consultations • Independent Panel on Forestry • Commons grazing proposals • The Natural Choice – The Natural Environment White Paper • Ministerial letter to Local Access Forums – responses • Defra's key discussion document 'An Invitation to Shape the Nature of

<ul style="list-style-type: none"> • Dog exclusion, dogs on leads, dog fouling orders • Housing development schemes • Local Nature Partnerships • Recording of paths and promoting use • Flood defence works - Environment Agency consultations and planning applications regarding • Local development frameworks and planning strategies • Expiring permissive agreements under Higher Level Stewardship schemes - assessing the value and future of and liaison with landowners to improve access • Multi-use design criteria (Devon CAF) • Improvement of access through the PIGS scheme (Parish Improvement Grant Scheme) • Slipways and landing stages - public access to • Higher access rights to publicly owned land and the disposal and development of land owned by the Council. • Parish Council or local improvement grant schemes • Olympic mountain biking venue at Hadleigh - ELAF responded to Essex County Council's consultation • Shoreline Management Plans - ELAF to Environment Agency's - Essex and Suffolk Shoreline Management Plan • Rail Freight Interchange Strategic development • Network Rail and Rail Crossing Closures • Access and nature conservation • The definitive map and dedication of Land and Routes. • Horse routes and equestrian provision • Multi user routes - Balancing provision for • National Parks – Peak LAF have strong presence in all Park matters • Coastal Access / South West Coast Path • Access activities: walking, horse riding, cycling, running, paragliding, climbing, fishing; outdoor pursuits; conservation activities; wildlife watching; farming and land management, motorised vehicular access; Community transport; activities for guides and scouts; rural small 	<p>England'</p> <ul style="list-style-type: none"> • Big Conversation public consultation about savings needed as a result of the government's Comprehensive Spending Review
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<p>business; coastal access; urban access; access for all and more</p> <ul style="list-style-type: none"> • Motorised vehicle access • Access to MOD Land • New Town & Village Green Registration government consultation • Moving Inland Waterways into a Charity in England and Wales' by Defra • National Planning Policy Framework - Advice to Government on the draft • Simplifying Traffic Orders consultations - Comments to the Government • Highways Agency consultations • Revisions to the Countryside Code 	
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4. National Achievements

4.1 Huddle: internet based network to share information

To help enable LAFs countrywide to work together and share good practice, **and to facilitate communication with Natural England and Defra**, a LAF workspace was set up on the Defra Huddle website. This was trialled with the eight LAF Regional Coordinators, then rolled out gradually to LAF members. Initially this was to one 'Huddle Champion' per LAF which was expanded to three per LAF by March 2012.

- Number of LAFs represented on Huddle by March 2012 = **63 (76%)**
- Number of LAF members on Huddle by March 2012 = **121**

4.2 LAF conferences

In 2011/12, two national conferences were organised by Natural England in Newcastle and Bristol with speakers from Defra/Natural England, workshops and a video address from Richard Benyon to the LAFs. LAF representation was:

- Total LAFs represented = **73 (89%)**
- Total LAF member attendees = **79**

4.3 LAF annual work programmes

LAFs are encouraged to prepare annual work programmes and most reported that they were successful in meeting the objectives they had set themselves although in some instances work did not progress as swiftly as initially desired. A list of the typical work areas covered by most LAFs can be found in Annex 1. These mostly involved providing advice on:

- national consultations such as the National Planning Policy Framework or the Independent Panel on Forestry; or
- local consultations such as planning applications, RoWIPs or highway orders;
- Access restriction cases from Natural England.

5. Issues Identified by LAFs

It is important to remember that whilst LAFs are advisory bodies established under the Countryside and Rights of Way Act 2000, they are run by volunteers. The current economic climate affects both the LAFs and the public sector that supports and works with them resulting in some frustrations and concerns. The proforma provided to LAFs for their annual reporting included sections for LAFs to list some of the issues they faced over the year along with their suggestions and ideas that could possibly help with some of these in the future.

Issues Raised by LAFs	NE/ Defra Response
Local authority funding cuts and restructuring have resulted in reduced staff time to support LAFs in holding regular meetings and in officers being less familiar with LAFs and the role they need to play.	Publication of 'Engagement Plan' that sets out respective roles and responsibilities
Pressure on budgets to improve and maintain access.	Promote 'good practice' sharing via Huddle and Newsletter. Continue to promote P4C via LAF networks as possible source of funding.
Section 94 of the Countryside and Rights of Way Act lists the bodies that must have regard to relevant advice provided by a LAF. However there is a lack of awareness about this obligation amongst some of the bodies listed.	NE will circulate new newsletter to S94 bodies and remind them of the need to consult with LAFs.
General lack of awareness of LAFs and their activity at local and national levels.	NE will produce and circulate the Annual Report and a quarterly Newsletter. NE to set up 'good practice' sites on huddle across a range of issues.
Frustration in consulting on matters within the defined statutory time period and coinciding with LAF meetings.	LAFs to share good practice (are there lessons to be learned from other voluntary groups?). Consider other ways to communicate between meetings.
The highway authority backlog of Legal Event Orders is frustrating for LAFs who provide advice and then often see no progress for some time.	The package of recommendations of the Stakeholder Working Group will streamline the process and allow the definitive map cut off date to be commenced. Local communities should hold local authorities to account for their spending decisions and priorities.
Many Forums struggle to engage with certain sections of society, in particular young people and black and minority ethnic (BME) communities. A couple of forums also mention inability to attract candidates from disabled user groups and/or individuals. One LAF is struggling with representation from land management / farmers and one would like to see some local business interest too.	LAFs to share good practice on engaging with communities and encouraging new volunteers to join the forum.

Issues Raised by LAFs	NE/ Defra Response
Lack of time to look at Huddle for complex consultations	Share Good practice such as requesting the LAF Secretary summarise issues on Huddle at meetings.
For those LAFs with wide geographical areas, the distances involved in travelling to meetings can be a barrier for members attending meetings, especially in the winter months when the weather can be inclement. Meetings too can be lengthy with too many Agenda items.	Chairs and secretaries to note the need to seek ways of making it easier for members to attend meetings (rotating location perhaps) and to ensure agendas are managed effectively. Local authorities to consider training and development where required.
LAFs would value some training on MENE and on the use of ecosystems services valuations.	Natural England conference presentation on Huddle and NE web site. RCs are encouraged to lead on helping LAFs with specific enquiries. NE is developing a toolkit to help individuals to use MENE which RCs will be briefed on.
Request for briefing from Defra on the implications of the “localism” agenda for LAFs.	The Localism Act was introduced in November 2011 and devolved more decision making powers to individuals, communities and councils. LAFs are an example of localism in action.
Continued support for national training and specifically on equal access to the countryside and dedicated work under the new Equality Act.	Natural England is currently surveying LAF Chairs and Secretaries for their views on LAF’s national training needs and will consider how these can be met through a combination of briefings, guidance, bespoke training and events. Local authorities are required to provide reasonable training for LAF members.
LAFs need more regular communication from Natural England both through feedback from this annual reporting process, in replying to correspondence and through feedback from LAF consultations.	Natural England is producing an annual report to Defra/Minister and will circulate this to all LAF members via the Chairs and Secretaries. Natural England provides a summary of the results of all consultations on its web site and will ensure LAFs are aware of this. Natural England has a Customer Service Standard to acknowledge all correspondence within 10 working days and to provide a full response within an appropriate time scale.
Concern re the impact of changes to HLS and those with agreed permissive routes on sites.	Natural England will brief LAFs on changes to agri-environment funding that impact on public access to the natural environment.
Open Access Restrictions – changes in staff structures at Natural England meant that a local person was no longer able to go along to meetings to explain issues. Natural England is now offering teleconferencing as well as information by email, however joining in is not considered easy by LAF members as they are not confident with the technology or familiar with the process for the meetings.	Natural England staff that deal with open access restrictions cover large areas of the country. It will continue to be necessary to provide information by teleconference or email. Teleconference would be to a LAF meeting and the Secretary will be encouraged to make this facility available.