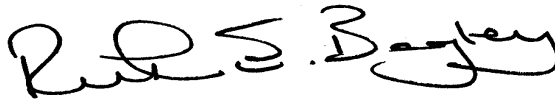


Date of issue: Wednesday, 23 April 2014

<b>MEETING</b>	<b>LOCAL ACCESS FORUM</b>
<b>DATE AND TIME:</b>	THURSDAY, 1ST MAY, 2014 AT 6.00 PM
<b>VENUE:</b>	MEET AT CANAL BASIN AND CONTINUE AT WEST WING (CAFE AREA), STOKE ROAD, SLOUGH
<b>LOCAL ACCESS FORUM SECRETARY (for all enquiries)</b>	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 21st January 2014	1 - 10	
4.	Matters Arising (other than those on the agenda)	11 - 12	
5.	Slough Arm of the Grand Union Canal	13 - 22	(15 mins)
	- Action plan		
	- CRT consultation		
6.	Transport / LSTF Schemes/Designs - Updates		(10 mins)
7.	Regional and National News	23 - 26	(10 mins)
	- Cut-off date and potential routes		
	- LAF Conferences		
8.	Date of the next meeting		
	Thursday 25 <sup>th</sup> September 2014, venue 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 Tuesday, 21st January, 2014 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)  
Trevor Allen  
Ken Wright  
Councillor Wayne Strutton  
Tony Haines

**Observers**

**Officers, Slough Borough Council**

Jacqui Wheeler  
Rights of Way Officer  
Sing-Wai Yu  
Team Leader Highways Maintenance & Asset Management

**135. Apologies and Welcome**

Toby Evans  
Councillor Satpal Parmar

**136. Declarations of Interest**

None

**137. Minutes of the last meeting held on 26th Sept 2013**

The minutes of the meeting held on 26<sup>th</sup> September 2013 were approved as a true and accurate record.

**138. Matters Arising (other than those on the agenda)**

Ditton Park Cycle Path update –

JW informed the meeting that CA Technologies have made repairs on the southern section of the route through Ditton Park estate near to the Major's Farm Road. Though recent pictures show that the newly repaired path is now flooded. CA assured LA's and Sustrans that the path surface was built up however, LAF members questioned how sufficient the works were.

Repairs to the cycle route across Northfield are planned during the next financial year 14/15. Members questioned the need for the whole route to be closed for health and safety reasons just because the southern link of the route is flooded. DM requested that a record is kept of the closures, their length and the reasons given. JW agreed to put together a spread sheet of incidents/closures and also stated that CA have downgraded their on-site security. Members felt that CA's threshold for safety issues seems low and they are slow to re-open the path. DM expressed concern that CA Technologies keep up their obligations and that the repaired southern path link is re-assessed for more repairs in view of the flooding issue.

**Resolved – JW to set up spread sheet to monitor the closures and enquire with CA about opening of the route.**

Jubilee River – Enhancement and Development – updates

JW is awaiting further details of the “CanRow” project after having contacted Kam Bhatti, the officer dealing. JW will also arrange a meeting with Kim Truelove, Healthy Walks Co-Ordinator to discuss opportunities for partnership working between Healthy Walks and the LAF.

Colne Valley Park CIC – updates

JW confirmed the LAF has become a member of the CVP CIC as a community group. The CVP forum in November had been very aspirational with speakers hoping to drum up new membership and thus revenue for the CVP. In his talk, Stewart Pomeroy had given community engagement examples of the kind of projects the CVP are now undertaking.

Discussions ensued as to how the LAF can help with the CVP objectives and what partnership working would include. Important issues for Slough LAF are;

- Colne Valley Trail and where it accesses Slough
- The Slough Arm of the Canal extension of the CVP.

JW suggested a starting point would be to speak to Stewart about the Slough Arm of the Canal being included in the CVP. The extent of the CVP in Slough needs to be clarified with TH referring to minutes of the CVP Standing Conference at the time (1987) confirming that the canal was indeed included within the CVP boundary. All agreed the importance of finding evidence to prove the Canal was officially included in the CVP so that SBC could then be lobbied about renewing its support for the CVP.

DM questioned whether the CVP itself is a legal entity with legally established and recorded boundaries. Members also thought there would be records of the historical funding of canal towpath works organised by Groundwork. JW agreed to investigate whether any old records exist at the Council to prove canal inclusion in CVP.

## Local Access Forum - 21.01.14

WS thought that as SBC promotes its green stance through talk of the CVP, the closeness of Black Park etc. as destinations for slough residents, SBC ought to be willing to back this up with renewing and funding its interest in the CVP CIC to allow greater involvement of projects within Slough.

SWY suggested that Natural England ought to be able to offer support as the CVP is a regionally important park.

**Resolved – LAF wants to encourage SBC to renew its interest in the CVP by lobbying prominent officers and Council members through presenting a business case including evidence that the Slough Arm of the canal was placed into the CVP and that as a result SBC ought to be constructive in partnership with CVP.**

**LAF also agreed that CVP could be persuaded as a partner in working on the Slough Arm of the Grand Union of the Canal.**

### 139. Stopping Up Order Proposals

Footpath 35a (Herschel Street to High Street Slough) –

JW tabled the latest on the potential stopping up of Footpath 35a between High Street Slough and Herschel Street, explaining that the council owned car park at the rear where shop mobility used to be located, is up for development. The development is not envisaged in the near future though, so the proposal is to permanently stop up the highway rights along this alleyway (including the section through to Herschel Street) as soon as possible due to the narrowness and anti-social behaviour.

WS thought that the section of path alongside the car park through to Herschel Street ought to be retained as it may be required for the new development and also for access by adjoining properties. JW assured everyone that the adjoining properties would be consulted prior to any Order being made and also reminded members that if this section is left then it would become a dead end. The neater solution is to close the entire path between High street and Herschel Street. Any new access required could be designed into the development when and if it goes ahead. JW explained that since the narrow alley section of the path is unregistered land that it would need to be physically gated at council cost and would remain a council concern but without highway status.

**Resolved** - Members debated their experience of the alleyway and concluded that subject to the appropriate consultations the LAF would not object to this stopping up.

Footpath 57 (Tuns Lane to Glentworth Place) –

## Local Access Forum - 21.01.14

Residents have been complaining again about prostitution and anti-social behaviour happening in this narrow alleyway that runs between Tuns Lane and Glentworth Place. A new usage survey has been commissioned to happen in March which can then be compared with the previous one. This will help inform the decision on whether or not a stopping up order should be pursued.

**Resolved** - JW to bring further information/location plan to the next meeting with the new surveys results.

### 140. Transport/LSTF Schemes/Designs (Updates)

JW highlighted this report with updates on schemes as follows –

#### East West Cycling route –

JW advised the members of the intentions within Salt Hill Park and that the diversion of the public footpath had been agreed as being necessary at the previous meeting. Previous LAF queries included concern about the mature poplar trees along the park boundary with the railway being removed. Feedback from Transport officer asserted that only those trees which are essential for removal would be taken down. WS commented that poplar trees can be a danger particularly at this location and asked what new trees would be planted in their place.

Members felt that overall the new entrance and zebra crossing on Stoke Poges Lane are effective in encouraging safe crossing by the public at this location.

SWY queried timescales for the cycle route implementation through the park as work on the replacement of Stoke Poges Lane footbridge is due at the end of 2014 and the park will constitute a major diversion route. JW will ask Transport for timescales on this project. WS stated the responsibility for the bridge will be handed over to Network Rail due to the high cost attached if any services are damaged.

#### The Leigh Road new bridge -

JW updated members with the new drawing which shows that Bedford Ave will no longer be stopped up. This was one of the main concerns from the last meeting. JW would circulate the new drawing to members via email for information. The old bridge which is being kept as a cycleway/footway route is not going to be re-created as a bridleway now; the existing highway rights can remain.

SWY informed the meeting that the old Leigh Road bridge parapets are too low for current European standards. It is hoped that trimming the carriageway surface down by about 6 inches will solve the problem, though detailed designs are yet to be submitted showing how this will be tied in with approach

## Local Access Forum - 21.01.14

highway on either side. It may involve a ramp down onto the bridge deck level. IH noted that the high parapets make the bridge feel quite claustrophobic, though the new status will mean the whole width can be used by cyclists and pedestrians which should alleviate this. Members also noted that the bridge is a Brunel design and therefore listed.

### Pavement Parking Scheme –

JW gave feedback the 6 month consultation ends in Jan 2014. The TROs have all been made and enforcement can start soon. There are 18 months for the council to decide whether or not the scheme will be made permanent. TA felt that the scheme was working at the junction of Montague Road and Shackleton Road. However, he felt that some of the markings have seemed to allow parking across people's driveways. TA felt that though there are some minor problems; the scheme has definitely improved access to the footway for pedestrians.

JW stated Wexham ward will be the next area for the PPS as it is adjacent to the previous area. Members initially felt that pavement parking problems in Wexham justified this decision and that the council ought to perform the same kind of preliminary consultation as before to get as much residential input as possible prior to design stage. However, some members felt there were hotspots with greater need around the borough and that the council could consider dealing with those particular locations rather than on a ward by ward basis. Moving the project westwards would more quickly encompass areas of higher need. The LAF recommends that the council aims the scheme at areas based on a needs assessment and taking into account ease of implementation rather than do entire wards rolling out from the centre. As then those black spot areas would be dealt with faster.

JW said that parking around Wexham Park hospital would be included involving partnership working with Bucks CC to discourage displacement parking.

Members agreed that the need assessment criteria ought to include; accident statistics, CCTV (if available), proximity of schools, residents' complaints, number of pavements obstructed, how severely they are obstructed, presence of bus routes and any enforcement data (tickets issued).

Members wanted to know of any feedback received from the residents on the Central ward scheme so far as this will be informing the council's decision on whether the scheme is altered/made permanent.

### Lansdowne Avenue Experimental Closure –

Monitoring is being done via queue length surveys and site visits both before and after. Members questioned why other options could not be trialled as well. JW stated that the route remains open for walking and cycling as part of the East-West route. TH asked that the LAF be given a report on Dolphin Road infrastructure changes. JW will bring details to the next meeting.

Farnham Road Better Bus Scheme –

DM questioned the lamp column positions on this scheme which looks complete. This scheme is currently in progress. JW would check the drawings and planned final position of the columns.

Cinder Track –

JW tabled the report explaining the current set of improvements being undertaken along the route. These include;

- Widening of the narrow section of the route leading through to the Godolphin Playing fields.
- Replacement of bollards out of repair
- Graffiti removal – rolling monthly programme by Community Payback – rolling disclaimers signed by owner/occupiers.
- Dog fouling bag dispensers – adjacent to the normal litter bins.

**Resolved – Actions to be taken as detailed above and item to be kept on agenda for updates.**

**141. Gating**

Birch Grove Cut through – JW informed the meeting that the LAF was the only objector to the Gating Order at Location Two (the cut through from the flats to Bodmin Ave) and that there were no objections to the Gating Order at Location One (Cut through to Birch Grove). So the council has decided to make both Gating Orders with a review after 6 months.

JW tabled the potential Gating Order at Torridge Road in Brands Hill. A small section of adopted highway footpath would need to be gated to prevent access to a garage site where anti-social behaviour and fly tipping occurs frequently. WS asked if the garages are privately owned. Members felt this wasn't a significant issue for the Forum.

**142. Slough Arm of the Grand Union Canal**

JW tabled the report about the meeting of 18<sup>th</sup> December 2013 between JW, TH and CRT representatives to look at issues along the towpath. JW showed members a video of the towpath from the Basin to Langley taken from a cyclist's perspective.



## Local Access Forum - 21.01.14

Kendal Close link on the north side of the towpath –

TH expressed the concern about the narrow width available on this side of the canal and that CRT ought to be asked to give extra width (2m) to add to this location. The lease for this land is due for renewal, so there is scope for CRT to negotiate extra width with any new leaseholders.

Basin-

Members discussed problems at the basin end for public access due to the tiling company's practices. CRT is to check lease to see what use the tiling company are allowed to make of the car park area. KW also noted that the kissing gate at the basin is broken. TH suggested that the tiling company could be serviced from a different access point which would free up the basin entrance for public access to the canal. Many people feel that the basin and the canal is dangerous, uninviting and despite this it is still widely used. Members agreed the need to focus on getting CRT to make improvements to enhance the Basin.

CRT had suggested that land on the north bank of the canal could be cleared and used as a proper towpath, which would mean that a public path leading underneath the electricity pylon could be avoided. JW thought it likely that CRT would agree this route as a permissive path rather than a fully dedicated public right of way.

Dredging is supposed to be happening this year 14/15. CRT is talking in very aspirational terms as they are aiming for funding from TfL's "Vision for Cycling".

The Two Tings campaign has been replaced with Share the Space, Drop your Pace. Signage for this campaign is available from CRT and members agreed this would be beneficial to the Slough Arm and that the council ought to pay for it. Members were adamant that Bucks ought to pay for signage on the towpath in their area. Technically the towpath between Langley and Bloom Park is in South Bucks, not Slough despite the close proximity to Slough residences and that South Bucks needs to be drawn into the working on the canal.

TH mentioned the Trenches Canal Bridge which is in a bad state of repair. All agreed the need for inclusion of the canal in surrounding development with TH explaining the differences in Hillingdon where the canal is open and easily accessible to housing rather than closed off from it.

**Resolved** - Members agreed that support from Councillors and other partners must be sought to make a combined effort in encouraging improvements. All supported recommended actions detailed in the report. DM noted that the actions are very similar to actions for the CVP as they are closely related. JW will invite interested members to an interim meeting to develop plan of action.

**143. Regional and National News**

National conferences are being held in Bristol and Durham in February. David Munkley will be attending the Bristol event.

There will also be a SE LAF Conference in London, provisionally on Tuesday 20<sup>th</sup> May 2014. Any members wishing to attend need to let JW know.

Draft Deregulation Bill – JW attended a seminar on the changes to PRow legislation aimed at stream lining the process for making diversions and claims for new PRow. Part of the Bill includes enacting the 2026 cut-off date whereby any historical routes which are not recorded as PRow by that date will be lost. JW queried the effect of the cut-off date in Slough asking if members felt it was an issue the LAF should look at. Members felt there are several routes in the area that ought to be recorded as PRow, one example being the path running just north of the Khalsa School, between Wexham Road and Stoke Road. TH felt this route should be championed and members agreed a list of potential paths could be developed. SWY suggested that SBC and the LAF should highlight the cut-off date to Slough parish councils and ask for help in identifying routes.

**Resolved – JW will draft a letter to parish councils and any other interested parties highlighting the cut-off date and seeking help in identifying possible paths in the area. This item to remain on agenda.**

**144. Any Other Business**

None

**145. Date of the next meeting**

The Chalvey Community Centre, 6pm, Thursday 1<sup>st</sup> May 2014

**Local Access Forum - 21.01.14**

(Note: The Meeting opened at 6.15 pm and closed at 8.30 pm)

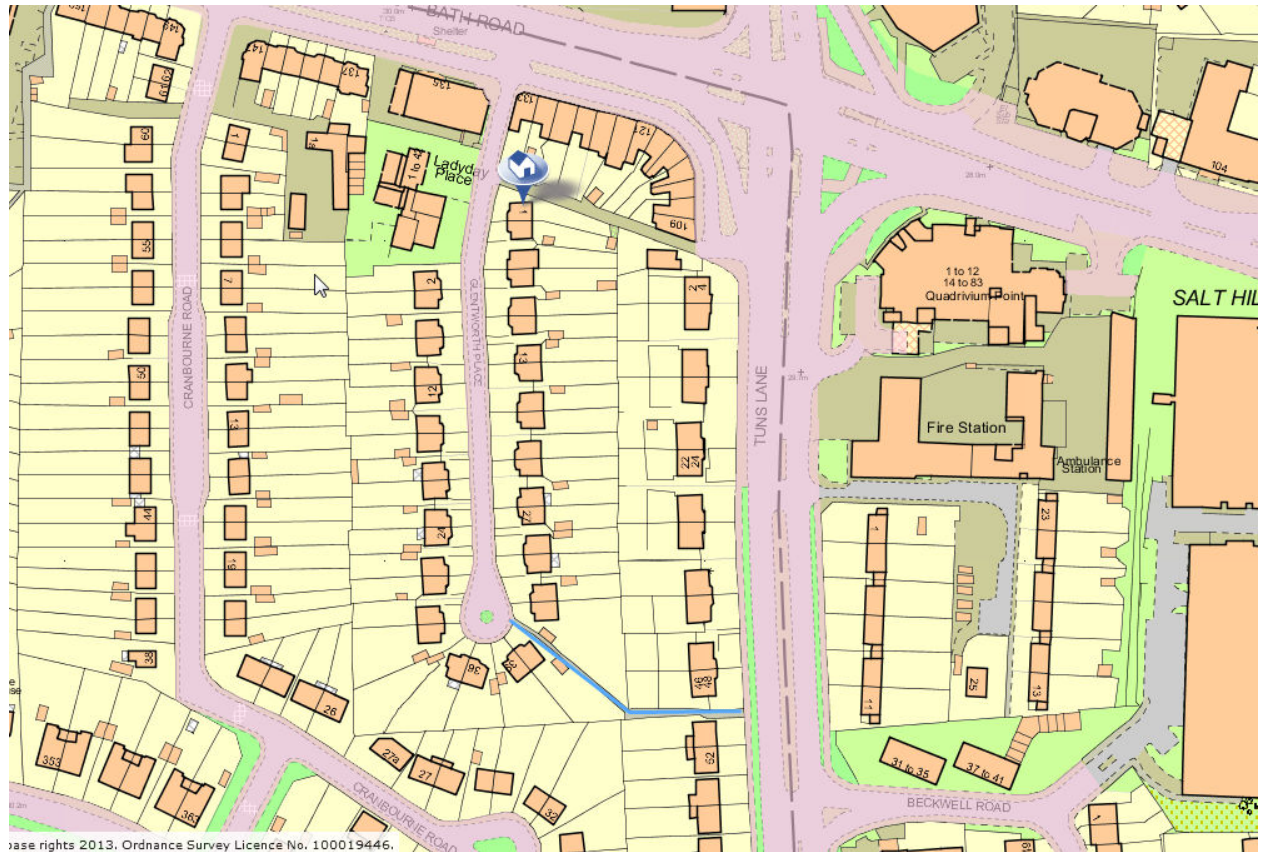
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**MATTERS ARISING**

**1. PURPOSE OF THE REPORT**

To provide location map and usage survey results for Footpath 57 Tuns Lane to Glentworth Place where there is the possibility of permanent closure.

**2. Location Plan**



**3. USAGE SURVEY RESULTS**

Usage survey Results for Footpath 57 – Glentworth Place to Tuns Lane		
Date	Usage both ways over 24 hours	
	Number of Cyclists	Number of Pedestrians
Tues 20 <sup>th</sup> Nov 2012	3	41
Weds 21 <sup>st</sup> Nov 2012	7	40
Thurs 22 <sup>nd</sup> Nov 2012	3	37
Fri 23 <sup>rd</sup> Nov 2012	4	34
Sat 24 <sup>th</sup> Nov 2012	2	14

<b>Usage survey Results for Footpath 57 – Glentworth Place to Tuns Lane</b>		
<b>Usage both ways over 24 hours</b>		
<b>Date</b>	<b>Number of Cyclists</b>	<b>Number of Pedestrians</b>
Tues 11 <sup>th</sup> March 2014	1	41
Weds 12 <sup>th</sup> March 2014	2	32
Thurs 13 <sup>th</sup> March 2014	2	48
Fri 14 <sup>th</sup> March 2014	4	42
Sat 15 <sup>th</sup> March 2014	4	41

**SLOUGH CANAL – ACTIONS**

OBJECTIVE	ACTIVITIES	OWNER/PARTNERS	OUTCOMES
Physical improvements	<p>Make official LAF recommendation to the Council that it responds to CRT's email about possible enhancements at the Canal Basin interface with Stoke Road – send to</p>	LAF	
	<p>Make suggestions as to changes to the interface. The service entrance for the tiling co. to be shifted north creating a separate entrance allowing safer public access to the basin and towpaths.</p>	LAF	
	<p>Removal of the wooden jetty at Basin.</p>	CRT	
	<p>Widen the narrow towpath on the north side of canal from Basin to housing open space behind Kendal Close flats. Ask CRT to move fence line back and lay new surface.</p>	CRT	
	<p>Clear overgrowth and create new path along north side of the canal bank alongside housing open space behind Kendal Close flats. Ask CRT to dedicate path.</p>	CRT, SBC	
	<p>Remove concrete wall and replace with post and rail fencing to open the area and provide view across the canal. Install public seating. Ask Housing SBC and CRT about replacing wall.</p>	JW/LAF	
	<p>Install new directional signage at the basin and along the canal.</p>	SBC	
	<p>Improve access from Canal towpath to Bowyer Playing Fields.</p>	JW	
	<p>Improve access from Nursery Lane to Footpath 46 alongside Rochford Gardens by installing sleeper steps</p>	JW	

	<p>Continue repairs to surface? Or petition Council for sealed surface as CRT aspiration</p> <p>Push CRT for confirmation of dates for dredging in 14/15 – send email to Jon Guest CRT</p> <p>Ask CRT when the accessibility audit they are working on for the Slough Arm will be ready.</p> <p>Share this Space signage</p>	<p>JW</p> <p>JW</p> <p>JW</p> <p>CRT</p>	
<p>Publicity/promotion</p>	<p>Send CRT literature/consultation to all council members lobbying for their support in making improvements to the canal on behalf of the LAF.</p> <p>LAF make response to CRT about their consultation including all the improvements sought - see other responses on Huddle.</p> <p>Send CRT consultation doc to CIC CVP Stewart Pomeroy. Ask if they have been consulted and if they would respond as Canal is within the CVP</p> <p>Produce flyer/leaflet for the Canal festival in Sept 14 to highlight the improvements already made along the canal and those desired. Include; surface repairs, signage, potential for leisure activities, campaigning for CRT to make improvements etc.</p>	<p>LAF</p>	



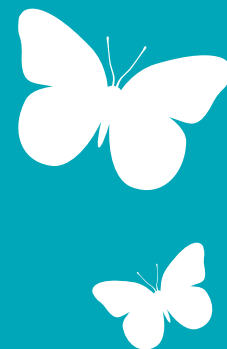
<p>Gaining partners/support</p>	<p>Ask Bucks CC and South Bucks District Council about coming back into the partnership on the canal. (email/letter to appropriate officers and copied to the Bucks LAF)</p> <p>Send letter to CIC CVP chairman explaining that the whole arm of the canal is within CVP and urging CIC CVP to re-enter partnership. Copy to SBC</p>
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# Sharing Towpaths

## A consultation on towpath use for the Canal & River Trust



The Canal & River Trust is consulting with stakeholders, local authorities, communities and partners in order to put together a National Towpath Use policy. The aim of the policy is to improve the experience for those who use towpaths in England and Wales. We aim to attract more visitors to regularly use and enjoy the waterways and to encourage shared, safe use of towpaths.

In an age where life is increasingly fast-paced, and every day stresses can wear us down, it's important to find the time to slow down.

Whether it's a short lunchtime stroll, jogging, a cycle ride or angling, the towpaths have a wide range of users and with 50% of the population of England and Wales living within 5 miles of a Trust waterway, so many more people could benefit from the calm the water brings.

This paper sets out the Trust's proposed approach to towpath management to ensure they are shared spaces where a range of uses can be enjoyed, with all parties respecting each other's use.



Canal &  
River Trust

## Purpose



The production of a national towpath use policy which will:

- be clear on the Trust's approach to managing safer sharing of towpaths
- set out what the Trust will do
- set out what visitors can do

The Policy will also help guide partners and funders on some of the challenges faced by the Trust and the expectations of our visitors.

Above all, the Policy is a form of social contract or memorandum between the Trust as guardian of a historic network on the one hand, and everyone who uses and enjoys it on the other; a shared commitment to conserve and improve all it offers now and for the future.

## Towpath Funding Trends

Over the last 10 years there has been significant funding available for improvements of towpaths. Local Authorities, Local Sustainable Transport Fund, Sustrans, Wales and other Government funding has recognised the value and accessibility that improved towpaths offer. More recently the Cycle Ambition Fund and, in London, the Mayor of London's Cycling Vision have offered additional investment for towpaths.



All of this means that whilst there is a significant funding opportunity for towpaths, funded programmes present challenges to ensure investment continues to deliver benefits for everyone, particularly the majority of visitors who are pedestrians.

In simple terms, any funding should deliver better towpaths for everyone and improvements to increase towpath use should not be at the expense of the quality of the towpath experience but with a clear aim of increasing betterment over time.



## The Trust's Approach

The Trust is in a position to provide leadership on policies and practice related to 'shared use' paths. Some of our work is of continuing interest to many other organisations, including local authorities and parks that experience similar challenges in managing safe sharing of paths.

The policy will underpin our management measures, reflecting experiences around the country.

## ***Principles***

1. Towpaths have established uses in supporting boating, angling, walking and other water-based activities, to be balanced with their role in connecting places.
2. The Trust and its stakeholders will ensure canal and river environments are safeguarded as havens for people and wildlife.
3. Towpaths should be free to access for all users who wish to walk, run, fish, cycle etc. and who are committed to behave considerately to other users of the towpaths who are slower or more vulnerable than themselves.
4. Towpaths should be improved where needed, to accommodate increased visits safely and to improve disabled access. Improvements should benefit a wide range of users and enhance the waterway setting.
5. Towpaths should be a distinct category in cycle or other route design standards, recognising their shared use and historic waterside character.
6. Visitors will continue to recognise they are entering a slower space shared by pedestrians, cyclists, boaters, joggers and anglers.
7. Routes along canals and rivers will be branded in the names of these historic waterways.
8. The tradition of horse boating is part of the heritage of our waterways and improvements made should follow the guidance for horse boating. Towpaths although built for horses are now predominantly used by people and (except where designated as bridleways) use for horse riding requires specific permission or alternative routes may be developed.
9. Where there are concerns over capacity or underlying condition, towpaths will not be promoted as part of a wider route network, but alternative routes along roads will be sought.

## **What the Trust will do**

***The Trust will work in partnership with local authorities and local communities to improve and promote the use of its towpaths for a wide range of users.***

- Deliver surface improvements in line with our Towpath Guidance Document including the design of towpaths to encourage safe shared use.
- Consider the effects of such improvements (risk reviews)
- Provide information for visitors on the condition of our towpaths, including identifying those which are surfaced and are therefore more suitable for mobility vehicles, pushchairs and cycling.
- Encourage local communities to work with us to maintain towpaths and through that local ownership encourage others to respect them and treat them with care.
- Reclaim towpath width for safer shared use where practical and appropriate.
- Manage vegetation and improve verges where appropriate, recognising also the environmental and wildlife benefits that this provides.
- Review and research the best practice for towpath design and shared use.



- Review towpath use where there is evidence of conflict and if required:
  - ⇒ act to protect the slowest moving users first
  - ⇒ make use of our campaigns (e.g. Share the Space, Drop your Pace)
  - ⇒ introduce additional signage
  - ⇒ aim to provide a visible presence through volunteering to encourage improved behaviours
  - ⇒ introduce physical measures with the aim as not to inconvenience
- Conduct surveys, and /or focus groups relevant to sharing of towpaths.
- Share findings with others.



### **We will be clear on behaviours expected of those using towpaths**

- Publish and promote a Towpath Code intended to encourage responsible behaviour and reduce negative behaviour.
- Develop shared use signage – ‘pedestrian priority’, ‘thanks for slowing down’.
- Encourage events led by rangers and or volunteers to help reinforce considerate behaviour.
- Encourage adoption of our towpaths by local communities or businesses.

### **Work with partners to enhance the towpath environment for visitors**

- Liaise with key interest groups.
- Work with local authorities and the Police.
- Promote alternative routes around the busiest towpaths.
- Consider joint enforcement of anti-social behaviour.

### **What visitors can do**

- Be aware of the shared nature of towpaths
- Be considerate of others and acknowledge other users courteously
- Keep towpaths clear for other users

## ***A proposed Towpath Code:***

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**Share the space** - consider other people and the local environment whenever you're on a towpath. Remember some people may move less predictably, for example young children or those with visual or mobility impairments.

**Drop your pace** - considerate sharing of the limited towpath space is the key. Jogging and cycling are welcome, but drop your pace in good time and let people know you are approaching by ringing a bell or politely calling out before waiting to pass slowly.

**Pedestrians have priority** - towpaths are shared spaces where pedestrians have priority and vehicles, except bicycles and mobility aids, are generally excluded.

**Be courteous to others** – a smile can go a long way. Abusive or threatening behaviour is not acceptable and should be reported to the Police.

**Follow signs and obey local bye-laws** - they are there for the safety of everyone. Cyclists should dismount where required and use common sense in busy or restricted areas, recognising that pedestrians have priority.

**Give way to oncoming people beneath bridges** whether they are on foot or bike and be extra careful at bends and entrances where visibility is limited.

**Give way and use common sense** when travelling in large groups, especially if you are running or cycling.

**Avoid wearing headphones** as this makes you less aware of your surroundings, possible hazards and others sharing the same space.

**Keep dogs under control** ideally using a short lead on busy towpaths and clean-up after them. Dog fouling is unpleasant for other towpath users and is a health hazard.

**At all times, keep children close to you** and encourage them to learn and follow the Towpath Code



# We would like to hear your feedback on our proposals

**Tell Us  
What You  
Think**

- Do you experience problems on your local towpath?
- What additional priorities should we address in our code of conduct?
- What behaviours should we seek to encourage?
- How should we encourage better sharing of towpaths?
- Should we adopt the same approach in all areas, urban and rural?
- How should we balance the needs of busy communities with capacity of the towpaths in those areas?

## **Please send us your feedback:**

Participate in our website survey and let us have your views by Friday 9th May 2014

(Link to be added)



## **Get involved**

### **Become a friend of the Canal & River Trust**

There are many ways you can make a difference to your local canal or river.

You could join our Friendship scheme by giving a monthly donation. Or you could simply make a one-off donation and help ensure that our inland waterways remain a valued part of our local landscapes now and forever.

Visit • Donate • Volunteer

[canalrivertrust.org.uk](http://canalrivertrust.org.uk)





Department  
for Environment  
Food & Rural Affairs

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April 2014

Local Access Forum Chairs

**From Dan Rogerson MP**

Parliamentary Under Secretary of State for Water, Forestry, Rural Affairs and Resource Management

I would like to thank you for your work and achievements during the period of April 2012 to March 2013 in providing a local level body of expertise on public access and outdoor recreation issues.

The national annual report, compiled by Natural England, highlights the considerable range of achievements across the country by LAFs, and includes advice on coastal trails, managing dogs, working to ensure safer access, the protection of wildlife, and improvements for walkers, cyclists and horse riders.

The report showcases an increased level of achievements since the previous report, and I particularly welcome the examples of partnership working across the sectors. I look to you to continue your involvement with Local Enterprise Partnerships (LEPs), LEADER Local Action Groups (LAGs), Local Nature Partnerships (LNPs) and Health and Wellbeing Boards.

I also welcome the increase in your number reporting an initiation or contribution towards the engagement of volunteers to undertake path maintenance and improvement work; and the number of references to LAFs being directly involved in the delivery of an improved network, whether by contributing advice to a Paths for Communities project or practical initiatives to waymark routes or remove stiles.

I encourage you and your members to continue your work advising local highway authorities on the revision of their Rights of Way Improvement Plans. I am particularly keen that you ensure that revised ROWIPs cover access to woodland, as well as other land types, and consider how to provide improved provision for horse-riders.

I look forward to the continued achievements of LAFs in the future.

**DAN ROGERSON MP**



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# Slough Local Access Forum

01 April 2014

Ian Hann  
Development Control  
St Martins Place  
51 Bath Road  
Slough  
SL1 3UF

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

Tel: 01753 477 479  
Email: Localaccessforum@slough.gov.uk  
Ref: LAF comments P/14306/001

Dear Ian,

## **Re: Disused Railway Line, Old Bath Road, Colnbrook, Slough, Berks**

I am writing on behalf of members of Slough Local Access Forum in response to the consultation for the planning proposal at the above address under application P/14306/001.

It is proposed to use the site for storage purposes, which would mean the clearance of existing vegetation/ habitat and also prevention of the existing pedestrian access adjacent to and over the site.

The Local Access Forum remit includes advising the Council as a Section 94 (4) body under The Countryside and Rights of Way Act 2000 on access for the purpose of open air recreation and the enjoyment of the area and also as amended by the Local Access Forum (England) Regulations 2007 on functional access. This includes access undertaken for the purposes of going to work, school, shops or local amenities. The members of the Local Access Forum view this planning proposal as detrimental to the walking and cycling access network in Colnbrook. It would mean the closure of an existing route used by residents of Colnbrook living at the north of the site to access the Poyle Industrial Estate to the south for work and also for those residents who use the route for recreation and to enjoy the open air and natural environment.

It is known that this access has been used for a number of years because complaints were received by the Council's Public Rights of Way Officer several years ago when Network Rail attempted to gate the route. Residents of Poyle New Cottages were concerned at the time to the extent that they were prepared to submit an application to claim the route as a public right of way. On that occasion access remained open so a claim wasn't necessary. It is clear therefore that the loss of this route will impact negatively on local residents.

Though the status of the route is not recorded currently on the definitive map and statement of public rights of way, a presumption of dedication may have arisen through use. The LAF in conjunction with the Council's Rights of Way Officer consider the dedication of this route as a public right of way would enhance the rights of way network in Colnbrook and would like to object to its closure. This position is supported in the Council's strategic plans; the Local Plan for Slough and the Rights of Way Improvement Plan 2007 which seek to improve opportunities for informal recreation and improvements to the rights of way network. Though this site is described as an urban site and the developers view the trees and pedestrian access as a problem, the alternative view is that the disused railway line has become a valuable natural wildlife corridor in the urban environment which ought to be protected. It also enables sustainable access opportunity to the

# Slough Local Access Forum

workplace (Poyle Industrial Estate) which is highlighted as a Council objective in the LDF Strategic Objectives (1 – To reduce the need to travel and create a transport system that encourages sustainable modes of travel such as walking, cycling and public transport)

The site is located within the Colne Valley Park and there are planning restrictions imposed under the Council's Local Development Framework, Core Strategy to prevent development within the countryside or open areas in the Colne Valley Park unless they provide opportunities for countryside recreation which do not compromise the landscape and nature conservation. Members of the LAF contend that this site though narrow and small in size does constitute a pocket of countryside and that since it already provides opportunities for recreational access these benefits need to be enhanced not withdrawn.

In light of the above, the Slough Local Access Forum strongly objects to this planning proposal on the grounds as explained.

Yours sincerely,

A handwritten signature in blue ink that reads "David Munkley". The signature is written in a cursive style with a large, sweeping flourish at the end.

**David Munkley**  
**Chair 2014, Slough Local Access Forum,**