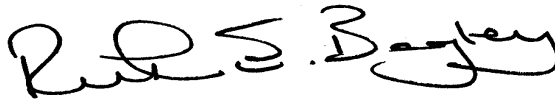


Date of issue: Wednesday, 22 October 2014

MEETING	LOCAL ACCESS FORUM
DATE AND TIME:	THURSDAY, 30TH OCTOBER, 2014 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 last meeting held on 1st May 2014	1 - 6	(2 mins)
4.	Matters Arising (other than those on the agenda)	7 - 20	(10 mins)
5.	Membership <ul style="list-style-type: none"> • Article in Citizen • Recommendations from Members • New Independent website 		(5 mins)
6.	Transport /Schemes/Designs - Updates and consultations	21 - 30	(10 mins)
7.	Joint LAF Chairs Meeting	31 - 38	(15 mins)
8.	Slough Arm of Grand Union Canal - Updates		(10 mins)
9.	Gating - Updates <ul style="list-style-type: none"> • Victoria Road Gating Order • Torridge Road Gating Order • Birch Grove through to Furnival Ave Flats • New Legislation – Public Spaces Protection Orders 	39 - 52	(10 mins)
10.	Regional and National News <ul style="list-style-type: none"> • Conferences - The George Fox Room at the Friend's Meeting House in London (173 Euston Road, NW1 2BJ) has been provisionally booked for <u>Tuesday 19th May 2015</u>. <u>Please let me know if you would like to attend.</u> • Letter from Dan Rogerson MP – Defra Minister on ROWIP reviews encouraging greater emphasis on cycling, disabled access and equestrian provision. • Updated LAF Engagement Plan – June 2014 • Annual Review • DfT Cycling Delivery Plan consultation ends 13th Nov. Does the LAF want to respond to the DfT and/or recommend to SBC that it should make an expression of interest? 	53 - 84	(10 mins)
11.	Date of the next meeting Weds 28 th January 2015, 6pm at the Chalvey Community Centre.		

AGENDA
ITEM

REPORT TITLE

PAGE

TIME
ALLOCATED

Thursday 30th April 2015, 6pm at the Chalvey
Community Centre
Weds 16th Sept 2015, 6pm at the Chalvey
Community Centre

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. Please contact the Democratic Services Officer shown above for further details.

The Council allows the filming, recording and photographing at its meetings that are open to the public. Anyone proposing to film, record or take photographs of a meeting is requested to advise the Democratic Services Officer before the start of the meeting. Filming or recording must be overt and persons filming should not move around the meeting room whilst filming nor should they obstruct proceedings or the public from viewing the meeting. The use of flash photography, additional lighting or any non hand held devices, including tripods, will not be allowed unless this has been discussed with the Democratic Services Officer.

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Local Access Forum – Meeting held on Thursday, 1st May, 2014 at the Meet at Canal Basin and continue at West Wing (cafe area), Stoke Road, Slough

Present:-

LAF Members

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

Observers

Officers, Slough Borough Council

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

146. Apologies and Welcome

Cllr Wayne Strutton
Trevor Allen

147. Declarations of Interest

None

148. Minutes of the last meeting held on 21st January 2014

Minutes of the last meeting held on 21st January 2014 were approved.

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

Ditton Park Cycle Path Update –

JW tabled report updating the current situation. Members considered photos of the repairs on the path in Southfield, judging the path surface to be lower than the land on both sides. IH noted that the path surface is not ideal for cycling being loose gravel.

Local Access Forum - 01.05.14

Members found it unacceptable that the Northfield path was closed while the Southfield path was closed due to flooding. They felt that signage at the crossroads of the path would have been sufficient to direct people away from the flooded area and thus allowed the Northfield path to stay open. DM felt that CA would have been covered from a health and safety perspective if such signage had been used and that their extended closure of the northern route was without good cause.

CA can now be challenged by the LAF on spurious closures. Members agreed that they would send a joint letter with RBWM LAF to let CA know their feelings on the closure.

Resolved – JW would approach RBWM LAF with a draft letter to CA. To include a question about when the Northfield path will be repaired this year.

Footpath 35a – A design for the development has been produced by the Council for the car park area that does not include the footpath. The Council still proposes to stop up the route from Herschel Street to High Street, Slough under the S106 planning agreement.

Resolved – JW will forward the planning design to members when received.

Footpath 57 – Glentworth Ave to Tuns Lane –
JW tabled map of the route and explained the narrow nature of the path. The recent usage survey showed similar results to the one last year. Members discussed the level of anti-social behaviour and usefulness of the path as it doesn't provide a great short cut in relation to the main road. The use might just be from the actual residents of Glentworth Place, but all questioned whether that would be justification for closure. ASB has been going on in this path for years with the complainants being the residents living adjacent to the path. JW said this path would be discussed at the next Gating Panel meeting. Members were not convinced a closure is necessary.

Resolved – JW would bring crime statistics to the next meeting.

150. Slough Arm of the Grand Union Canal

JW tabled the draft Slough Canal Action Plan and asked for input.

IH didn't like the idea of the wooden jetty being removed as it is a historical feature that ought to be improved with a new wooden top and walkway. TH and DM both disagreed saying that something new would look better.

The jetty as it used to look – photo provided by TH post meeting
--

Local Access Forum - 01.05.14



All members agreed that the concrete wall between open space Housing land and the north side of the canal should be removed. TH stated the concrete walls were initially installed as a safety measure to prevent small children from accessing the canal. However, all agreed they had now become an eyesore and detract from the canal environment. Members agreed SBC Housing and CRT should be approached about the wall being removed.

JW suggested a working group evening meeting to develop the ideas in the Action Plan, including a leaflet in time for the Canal Festival. JW would send an invite.

Ollie Kelly, Parks Manager, SBC is very interested in integrating Bowyer Playing Fields and Bloom Park with the canal. A meeting with the residents of Goodman Park is due in early May to discuss this matter. JW would attend and report back to the LAF.

Dredging – the dredging that had been promised by CRT for the last few years is now underway to have a single channel cleared from Highline Yachting to the Basin. Dredging is due to take place over 6 weeks and as much as possible will be done in that period.

Members discussed the recent newspaper article about the dredging which also mentioned development potential of the canal basin. All felt that the towpath needs to be opened out at the basin end and serious attention given by CRT to enhancements.

Members felt that small enhancements at the canal basin, as discussed and contained in the Action Plan would have a positive effect for local people and definitely increase the chances of encouraging future developers who may be interested in the site. JW would draft a letter to CRT listing the main areas of concern and send it around to members with dates for a subgroup meeting to concentrate on the Action Plan implementation. CRT had recently contacted JW mentioning their desire to make enhancements to the interface between the Basin and Stoke Road, which is a positive move. JW would forward this correspondence to the correct officers to ensure this opportunity is progressed.

Resolved – Members agreed the draft Action Plan as a way forward. Actions to be taken as detailed above and item to remain on agenda.

Concerning the CRT Towpath consultation – the following were noted -

- Future towpath maintenance must be secured.
- Conflict between users; boaters, cyclists and walkers must be a high priority.
- Possibility of a Slough Arm Partnership – the three LA's to look at planning and maintenance issues.
- Inclusion of the Slough Arm in the CVP – JW suggested future correspondence should be copied to the Chairman of the CVP.

151. Transport / LSTF Schemes/Designs - Updates

JW tabled the report in the papers with updates on LSTF schemes;

East/West Cycling Route – The scheme needs planning approval and JW would bring further updates as it progresses. JW will contact the Parks Manager for his comments on this route.

Leigh Road Bridge – a drawing was sent around showing the updated layout.

Pavement Parking Scheme – JW had forwarded the LAF's comments from the last meeting. SWY stated that the LAF's comments had been taken on board and the rollout of the scheme in Wexham ward is on hold while the Council asks for suggestions of hotspot areas. Members felt that the greatest need was in the Priory Estate. It was understood that the scheme would now be rolled out on a needs basis instead of ward by ward. The initial logic had been that rolling the scheme out zone by zone would make it cheaper and help reduce street furniture.

JW asked members to let her know of any other hotspot areas for the PPS.

Cinder Track – photos tabled showing the recent works to widen the narrow section leading into Godolphin Playing Fields. TH suggested the LAF look into any existing standards or guidelines for light levels/visibility in alleyways. JW would investigate existing planning guidance to see if there is anything that the LAF could recommend SBC takes into account on improvements to existing and new paths.

Resolved – Actions to be taken as detailed above.

152. Regional and National News

The SE LAF Conference is on Tuesday 20th May 2014. TH proposed that he attend and members agreed, as the conference is a good opportunity to network and engage with other LAF members across the region. Network Rail is to give a presentation about public rights of way crossing points which raised the question of the Stoke Poges Lane footbridge works under the Cross Rail scheme. SP informed members that the Stoke Poges Lane footbridge works would be started at the end of 2014.

JW drew attention to the LAF letter of objection to the planning application for the dis-used railway line route in Colnbrook. JW would let members know the outcome after the planning committee on the 7th May 2014, but noted that the report had fully explained the fact that the route was used as a footpath. The application could not be refused on this basis though, due to the fact that the path is not a recorded right of way.

Summer Site Meetings –

The dis-used railway line route in Colnbrook, would be the first site to visit during the Summer months. JW would send dates around to members. The CA Ditton Park cycle path and Cinder Track were proposed as other locations. TH suggested that the LAF meeting could be held at one of the schools along the Cinder Track.

Resolved – JW would send dates around to members for the Summer site meetings.

153. Date of the next meeting

Thursday 25th September 2014, venue tba

(Note: The Meeting opened at 6.00 pm and closed at 8.15 pm)

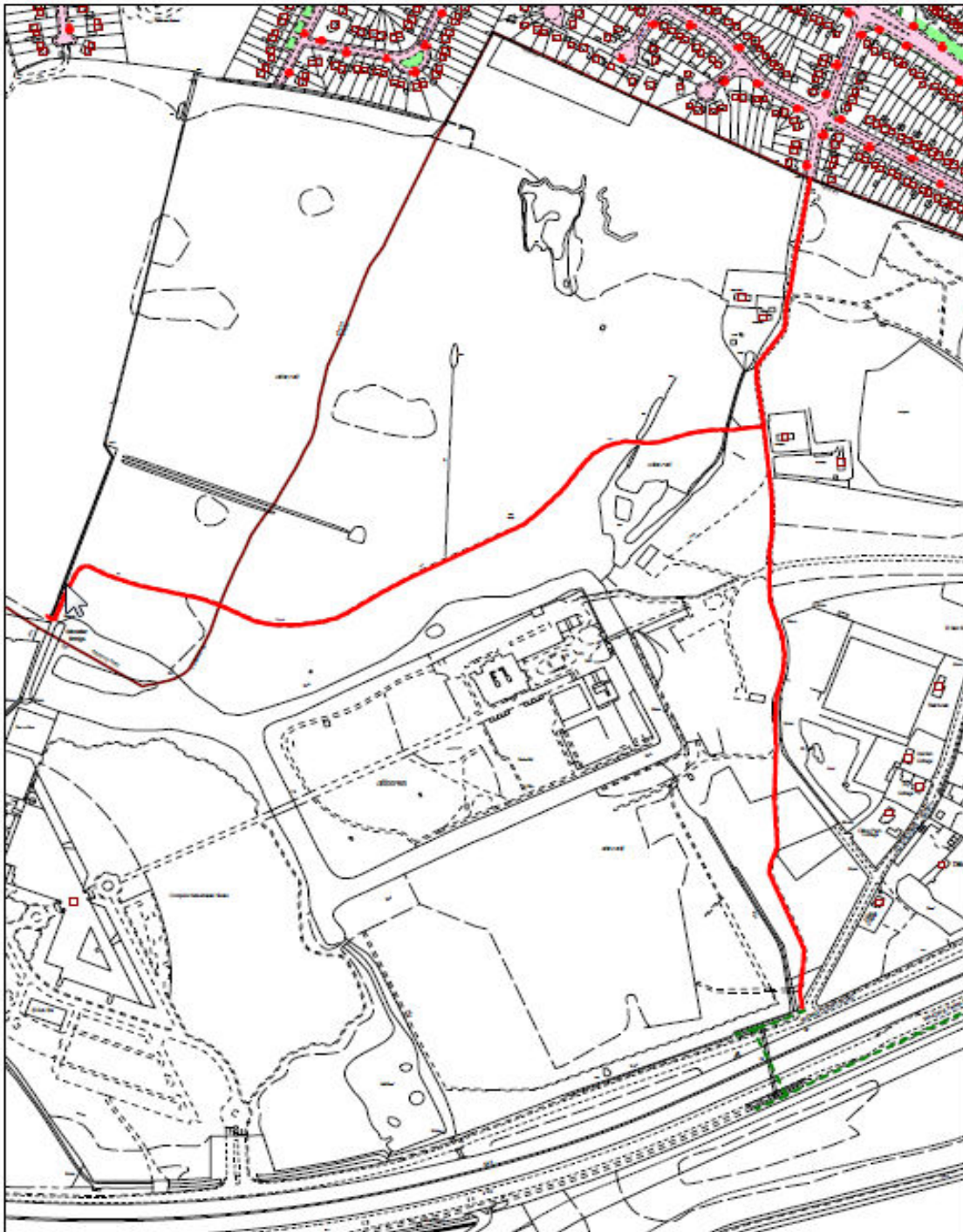
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MATTERS ARISING

1. PURPOSE OF THE REPORT

To provide update on the Ditton Park cycle path.

2. Location Plan



Ditton Park Cycle Path Scale 1:5000

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3. Before and After Photos of the Northfield path repairs





3. Section of Cycle path in Slough





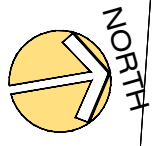
4. Ditton Park Cycle path Record of closures

Table of Incidents/Closures

Date	Closed	Reason for Closure	Length of closure	Comments	Reported by:
22.04.13	No			3 x fires in Northfield	
29.07.13	Yes – emergency closure	Safety of users on the route	29 th July to 30 th July	Fire in Northfield, fire brigade attended	CA
04.09.13	Yes – emergency closure	Security issue	One hour between 12.15pm to 1.15pm		CA
29.09.13	Yes – 2 days' notice given	Works being carried out in the grounds	The morning of the 29 th Sept		CA
11.11.13	Yes – four weeks' notice given	Repairs to the path in Southfield	11.11.13 to 09.12.13		CA
01.01.14	Yes – emergency	Due to flooding	01.01.14 – 15.03.14	Southfield path flooded but all gates closed	CA
02.07.14	Yes - 1½ weeks' notice given	?	3 hours from 11-2pm		CA
28.08.14	CA deny closed	None given	Not sure	Gate at Ditton	Sharon

LOCAL ACCESS FORUM REPORT –30th OCT 2014 – AGENDA ITEM 4

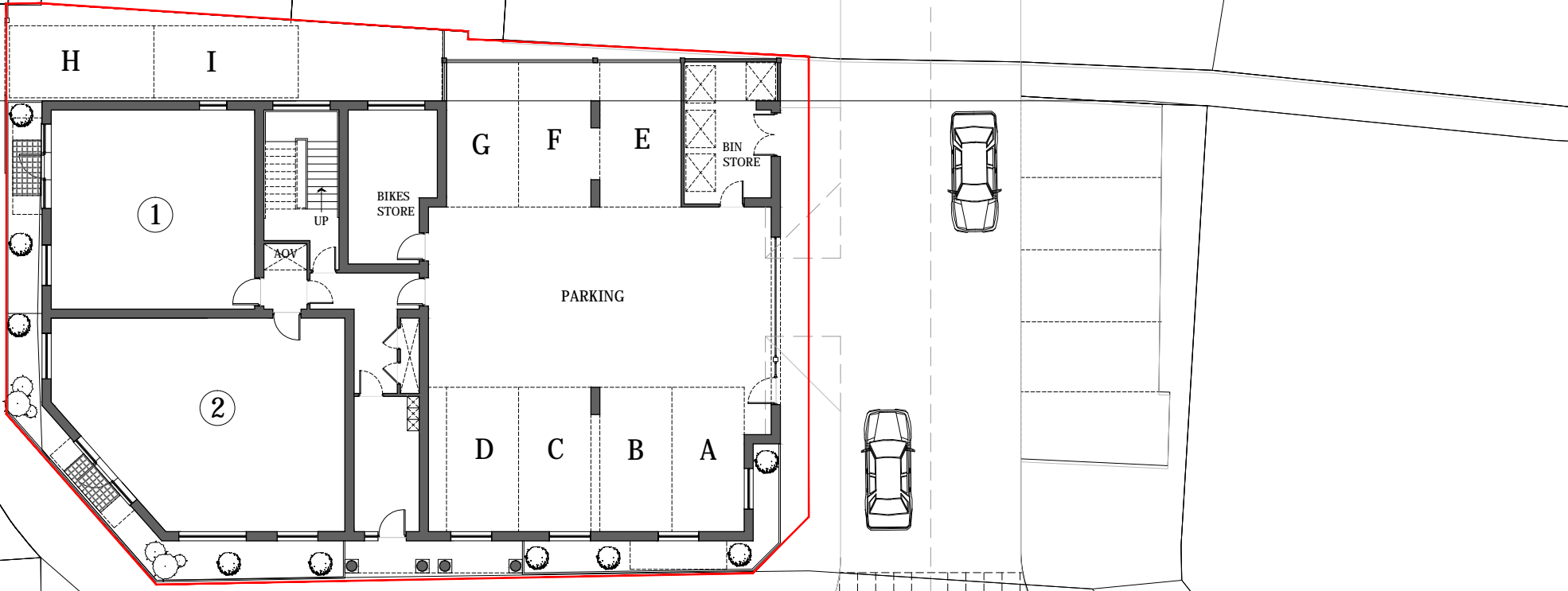
	they are investigating			Park Rd j/w Riding Court Road was found to be closed at 17:00 no reason given on gate.	Adams – user
14.09.14	Yes	Repairs to Northfield path	2 weeks – due to re-open on 27.09.14	Weather dependent	CA



HERSCHEL STREET

28

COURT



ALPHA STREET NORTH

The scaling of this drawing cannot be assured

Revision	Date	Initial
P1	ISSUED FOR APPROVAL	05.05.14 EU
P2	PLOT OUTLINE AND FLOOR PLAN LAYOUT REVISED	23.05.14 EU
P3	PLOT OUTLINE AND FLOOR PLAN LAYOUT REVISED	22.08.14 EU
P4	LAYOUT REVISED	09.09.14 EU
P5	PARKING NUMBERING REVISED	11.09.14 EU
P6	PARKING AND BIN STORE REVISED	19.09.14 EU

HATCH KEY

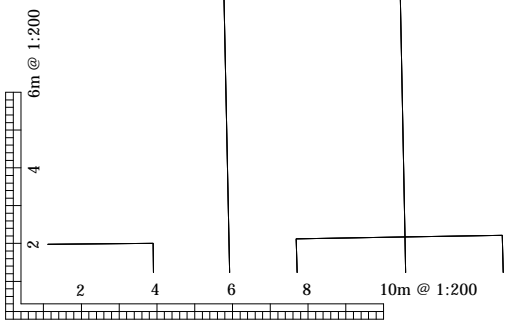
 BOUNDARY OUTLINE

Status		
DESIGN PROPOSAL		
Project		
ALPHA STREET SLOUGH		
Client		
MR. COLIN HEARSUM - SLOUGH COUNCIL		
Drawing Title		
SITE LAYOUT		
Date	Scale	Drawn by
AUG 2014	1:200 @ A3	EU
Project No	Drawing No	Revision
146	PL-10_02	P6

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COLNE VALLEY PARK Community Interest Company



Notes from Annual Forum 2014, Thursday 25th September
Venue: Buckinghamshire Golf Club, Denham, Bucks, UB9 5PG

Welcome & introduction Richard Skehens Chairman, Colne Valley Park CIC

Welcomed everyone to the CIC's annual forum and thanked Buckinghamshire Golf Club for providing the attractive venue.

Reminder that there is no 'you' and 'us', it's all 'us'! We are all here because our organisations have signed up as a member of the Colne Valley Park CIC. Richard requested that all groups should encourage other groups and associations to sign up, together we are stronger and have a louder voice for our local landscapes and countryside.

Actions following on from the last forum include

- 8 Founding Corporate Supporters have joined, many thanks to all of them.
- Regular column of various authors giving a personal take on the Colne Valley in Bucks Advertiser – thank to the paper and Mort Smith in particular. Please contact us with other suggestions and your own articles. Still a long way to go with awareness of the Colne Valley Park but we are in a better position than when the CIC formed 2.5 years ago
- Spatial planning. Main focus has been on HS2 (more of that later)

The CIC's Managing Agent (Groundwork South) have submitted a stage 1 application for £1.7M to the Lottery Landscape Partnership for a 5 year programme to address key challenges facing the Park A decision expected in October. If successful we will have funds from the Lottery to write a business plan and submit the full application.

2015 marks the 50th anniversary of the Colne Valley Park. Since George Hooper, in his role as the first Chief Executive of the newly formed London Borough of Hillingdon, first brought the local authorities together to focus on the whole landscape. We intend to use the anniversary as an opportunity to raise awareness of the Colne Valley Park amongst local residents, users, businesses.

High Speed 2 Mike Nye Director, Colne Valley Park CIC

HS2, if permitted to proceed, will be one of the most disruptive projects that the Park has had to contend with in all of its existence. The character of the most attractive and well used parts of the landscape will change forever with the addition of viaducts, embankments, construction compounds, tunnel portals. Not forgetting the impact on the peace and serenity that many visitors seek, whether they be serious bird watchers or family groups walking and enjoying the countryside on their doorstep.

Plan A: Best case for the Colne Valley is that High Speed 2 does not go ahead

Plan B: Tunnel under the Park

Plan C: Impacts on the Park are reduced alongside mitigation and compensation for the benefit of local landscapes and local communities.

The CIC has submitted a petition against the HS2 Hybrid Bill. We are unclear on exactly when we will be called in front of the select committee but one of the directors will present to the select committee possibly as soon as early Spring 2015.

COLNE VALLEY PARK Community Interest Company



Notes from Annual Forum 2014, Thursday 25th September
Venue: Buckinghamshire Golf Club, Denham, Bucks, UB9 5PG

When we appear in front of the select committee we will need to provide evidence on the impacts on the Colne Valley Park to back up our petitioning points. We will also need a clear vision of what we are asking for.

The CIC are involved in joint discussions with Local Authorities and local groups who have also petitioned against the Hybrid Bill. The Buckinghamshire Councils have appointed Land Use Consultants (LUC) to undertake a study that will take an overview of the appropriate landscape design and mitigation principles for the HS2 scheme.

We are all agreed that HS2 Ltd have not done a good job with integrating mitigation into the scheme. We intend to make a start on what we would like it to look like to present an alternative scenario, using the environmental statement as a starting point. This will require us to draw up a masterplan for the Colne Valley. The Masterplan would effectively be an implementation of the more strategic work undertaken for Buckinghamshire.

This appears to be the best scenario for us in order to obtain a creditable and professional package for the onerous task of evidencing our submission to the Select Committee. There will be additional cost implications to the CIC, which is the reason that a letter from our Chairman went to all members of the CIC requesting a small contribution to the HS2 'fighting fund'. Many thanks to all our member organisations that have contributed so far.

Finance Update John Whitby Director and Treasurer, Colne Valley Park CIC

John started by describing one example of what the CIC achieves.

- The CIC receives lots of individual small financial contributions from members
- These are collated into one pot
- Groundwork uses some of this to develop projects and fundraising. During 2013/14 Groundwork was able to secure over £7 of external funding for every £1 put into the CIC.

Other activities of the CIC include responding to planning, bringing stakeholders together, raising awareness of the Park and the issues faced by our local countryside

The overriding aim when setting up the CIC was to affect a positive step change in what the Colne Valley Park can achieve. We are doing this – progress has been made since our formation in July 2012. Your board of directors wants to do more

The board has set a planned budgeted deficit for the CIC on core income vs. core expenditure in 2014/15, The CIC has reserves but if nothing is done the CIC will fold in less than 5 years or sooner if we continue to spend reserves on one-off costs (e.g. High Speed 2 costs, legal fees on leases)

The CIC's board has agreed that a budget should be set that aims to close the core operating deficit within 3 years.

COLNE VALLEY PARK Community Interest Company



Notes from Annual Forum 2014, Thursday 25th September
Venue: Buckinghamshire Golf Club, Denham, Bucks, UB9 5PG

The CIC board has set a tight core expenditure schedule to achieve the aims and ambitions for the Colne Valley Park. Directors Development Day reviewed expenditure, view taken that cannot reduce expenditure on:

- communication and publicity
- Responding to planning applications
- Project development and fundraising and delivery
- Finance and administration
- Visitor centre, community engagement and volunteering

Therefore focus on increasing income. The CIC's business plan identifies 9 income sources, 4 main sources will be focussed on in the near future.

Local Authorities:

- Currently the largest source of income
- however note that prior to the establishment of the CIC this was the only source of income
- We are aware of pressures faced by local authorities and need to work with local authorities to ensure that any decreases in contributions are tapered and are offset by other means (e.g. gift in kind, officer support, one off capital contributions)

Corporate Supporters.

- This is an area with potential for further growth,
- There will need to be active involvement of all member organisations, directors and recruitment of new director(s) with good business contacts.

Donations and legacies

- We could encourage donations towards the Colne Valley Park.
- It is intended the Managing Agent develop a legacies scheme in 2014/15

We believe the targets have the right balance of realism and ambition. If the income generation targets to achieve 3 year deficit reduction budget are unable to be met (as reviewed regularly at board meetings) we will look again at reducing expenditure and will have to take tough decisions

ColneCAN

Stewart Pomeroy

Groundwork South

Update on the Colne Catchment Action Network (ColneCAN) that brings people together to explore better ways to protect and enhance the water environment of the Colne valley. This focusses on the wider Colne Catchment through linking the Colne Valley Park with the Chilterns Chalk Stream Project and the Upper Colne in Hertfordshire. SP talked through the soon to be launched website and new web based action plan to improve our rivers for wildlife and for people.
www.colnecan.org.uk

COLNE VALLEY PARK Community Interest Company



Notes from Annual Forum 2014, Thursday 25th September
Venue: Buckinghamshire Golf Club, Denham, Bucks, UB9 5PG

Questions

How is the CIC going to respond to Heathrow Airport expansion plans?

The proposals conflict with the 6 objectives of the Colne Valley Park – all groups were encouraged to reference to the Colne Valley Park and its objectives in their communications with Heathrow. The Davies commission will report back in July but now is the time to start influencing Heathrow to look at mitigation for local landscapes and local communities.

It was noted that no MP's were present, how many were invited?

All 9 MP's that cover part of the Colne Valley Park were invited. 3 of the MP's have expressed interest in a meeting to discuss issues and challenges in the rural urban fringe – the CIC will follow this up.

To help with income generation can the CIC apply for grants?

We do and so do Groundwork South (our managing agents) and many other organisations that are active within the Park. However the income figures presented by John Whitby were for core income required for the CIC to continue to function respond to planning, bringing groups together etc. Grant income is an essential part of what we do as it helps achieve our 6 objectives but does not help financially sustain the CIC.

Why can't the CIC make money from car parking?

The CIC does not have leasehold or freehold interest in land –therefore are unable to generate significant income in this way. Bucks County Council who own 3 country parks do generate income from their sites to contribute towards their own operating costs.

Information stalls gave people an opportunity to talk to directors and other organisations to feed back on:

- **ColneCAN action plans** to improve the 200km of watercourse in the Colne Valley as part of the wider 1000km² Colne Catchment
- **High Speed 2:** Colne Valley Park landscape masterplan – focussing on mitigation for the impact of HS2
- The **Colne Valley Park Community Interest Company** – our shared objectives and how individual members and individuals can help.

COLNE VALLEY PARK Community Interest Company



Notes from Annual Forum 2014, Thursday 25th September
Venue: Buckinghamshire Golf Club, Denham, Bucks, UB9 5PG

Attendance List:

Deborah Valman	Groundwork South
Stewart Pomeroy	Groundwork South
Jamie Murray	Groundwork South
Matthew Hartgrove	Groundwork South
Kate Birch	Groundwork South
Paul Graham	Iver & District Countryside Association / CIC
Michael Nye	Friends of the Colne Valley Park / CIC
Richard Skehens	Grundon Waste Management / CIC
John Whitby	Rural Development Forum / CIC
Denise Alder	Colne Valley Park CIC
Cllr. Carol Gibson	Iver Parish Council / CIC
Cllr. David Martin	Bucks County Council / CIC
Mike Woods	Buckinghamshire Conservation Trust/ CIC
David Greenwood	Surrey County Council
Justine Bayley	Friends of the Gt Barn at Harmondsworth
Jeff Creak	Hillingdon Outdoor Activity Centre
Liz Pinfold	Friends of the Colne Valley Park
Robin Allen	Denham Waterski Club
Gill Taylor	Groundwork Hertfordshire
Keith Clayton	Middlesex Branch, Inland Waterways Association.
Martin Cartwright	Friends of Plnn Meadows
Dubravka Griffiths	Buckinghamshire Golf Club
Nick Orson	Egham and Staines Conservation Volunteers
Pippa Hopkins	Slough Borough Council
Rob Rees	Environment Agency
Paul Samson-Timms	Colne Valley Fisheries Consultative
John Price	Croxley Hall Trout Syndicate
Allen Beechey	Chilterns Chalk Streams Project
Cllr. Marilyn Heath	Denham Parish Council
Chris Burridge	Rickmansworth Waterways Trust
Jenny Bazilay	Rickmansworth Waterways Trust
Cllr. Margaret Skelton	Denham Parish Council
Becca Taylor	Affinity Water
Rob Sage	Affinity Water
Terry Skelton	Denham History Society
David Munkley	Slough Local Access Forum

COLNE VALLEY PARK Community Interest Company



Notes from Annual Forum 2014, Thursday 25th September
Venue: Buckinghamshire Golf Club, Denham, Bucks, UB9 5PG

Jacqui Wheeler	Slough Local Access Forum
Cllr Neil Fyfe	London Borough of Hillingdon
Keith Pursall	Maple Lodge Conservation Society
Jane Griffin	South Bucks District Council
Ifath Nawaz	Chiltern District Council
Graham Pearce	Harrow Angling Society
Cllr. Carol Coleman	Surrey County Council
Cllr. Robert Evans	Surrey County Council
Alan Rix	Hillingdon Natural History Society
Ann Rix	Hillingdon Natural History Society
Mr Dunlop	Willowbank Association
Mrs Dunlop	Willowbank Association
David Coupe	Amey
Claudia Innes	Thames Water
Maggie Nye	Friends of the Colne Valley Park
Cllr. Wendy Matthews	Iver Parish Council
Mort Smith	Buckinghamshire Advertiser
Richard Pollard	Iver Environment Centre
Jean Phillips	Friends of the Colne Valley Park
Richard Nokes	Friends of the Colne Valley Park

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
A355 Copthorne Roundabout Route enhancement	A series of enhancements to reduce congestion, improve traffic flow Works include; <ul style="list-style-type: none"> • Remodelling copthorne roundabout • Signal and junction upgrades • Selected road widening • Bus priority measures 	Does LAF want to respond to this consultation? Is it within LAF remit? The consultation is online and members can complete as individuals if they want.		
A332 Windsor Road Corridor Improvements	Works include; <ul style="list-style-type: none"> • Widening the A332 • Removing pinch points • Improving pedestrian access • New infrastructure for buses and cyclists 			
Slough Mass Rapid Transit	Aim to achieve bus service that is; <ul style="list-style-type: none"> • More frequent • Quicker • More reliable • Improve traffic flow for other users 			

LOCAL ACCESS FORUM REPORT –30th OCT 2014 – AGENDA ITEM 5

<p>East West Walking and Cycling Route – Salt Hill Park section LSTF funded scheme</p>	<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) 	<p>LAF comments minuted emailed to Transport officers.</p>	<p>Email from VV</p>	<p>Email rec'd from VV – info about trees and implementation date will be available in due course. The scheme needs planning approval first.</p> <p>Planning consent received. Informal consultation for diversion of Footpath 21 done and no objections received. SD signed and in process of instructing legal. Plan and letter in papers. Need LAF view on the diversion.</p>
<p>Leigh Road New Bridge</p>	<p>Construction of a new bridge and road works between Ajax Avenue and Buckingham Avenue</p>	<p>Comments so far minuted. LAF requested more detail</p>	<p>New Drawing available for comment</p>	<p>Existing highway rights will be stopped up over old bridge and a public right of way dedicated over the bridge to a width of 3m for cyclists/pedestrians via a creation agreement.</p>
<p>Borough wide</p>	<p>Pavement parking</p>	<p>Letter to police Minutes recommended SBC use new powers TA met with GR Keep on agenda for updates LAF recommendations for roll out of the scheme were sent to KH,MM and SDC.</p>	<p>Emails with Parking Development Officers– 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 accepted over the 6 month experimental period.</p>	<p>Updates – Feedback from Parking Officers requested. Consultation ends on 23rd January 2014. LAF members agreed to take a look at the changes on the ground with a view to making a formal representation. Verbal update from KH – TRO's have been made, enforcement can now start. Delayed as some small changes had to be made as a result of residents' comments. There is 18 month window under the experimental legislation in which to make a decision on permanency. Wexham to be the next area and</p>

LOCAL ACCESS FORUM REPORT –30th OCT 2014 – AGENDA ITEM 5

				include hospital problem parking – hoping to work with Bucks. New verbal update via SDC to SWY – Cllr Anderson has asked that the PPS is not rolled out into adjoining wards to Central ward. He wants to know the worst areas in the borough with a view to consulting residents in these areas. At the same time a discount for drop crossings can be offered in areas being done to allow more off street parking. Update requested.
Heart of Slough	- Crossing by My Council - Brunel Way north side footway - street lighting columns on footway - Audit of scheme from cycling/pedestrian perspective	Various correspondences. HoS Safety Audit report forwarded to members	Emails from Nick Healey/AD	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 bleepers also installed. HoS Cycle About – TE and IH, PC, AD, SD and JW attended on 1 st November 2012. No Updates
Farnham Road Better Bus Scheme	Various issues including concerns about increased congestion, off c/w cycle lanes.	LAF comments forwarded	Savio DeCruz dealing. See Transport comments below	Scheme implemented. Any comments from LAF can be forwarded.
Lansdowne Ave Experimental Closure	Various issues	Some comments given.	Emails rec'd from Transport (LB) See Transport feedback/comments below. More detailed design provided in papers and SD	Scheme implemented from Mon 13 th Jan 2014. Feedback requested from Transport Officers as to effects and how it's being received. Any comments from LAF now scheme implemented can be forwarded.
Cinder Track LSTF funded scheme	New Land at no.51 Belfast Ave			Works completed.

LOCAL ACCESS FORUM REPORT –30th OCT 2014 – AGENDA ITEM 5

	being dedicated by Housing dept to allow narrow section of the Cinder Track to be widened where it enters the park. Lighting to be included.			
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September 17, 2014

Slough Local Access Forum
St Martins Place
51 Bath Road
Slough
Berks

Department: Highways Engineering
Contact Name: Ms Jacqui Wheeler
Contact No: 01753 – 477479
Email: jacqui.wheeler@slough.gov.uk
Our Ref: JW/8/29/1-4

Dear Sir/Madam,

**Slough Borough Council - Proposed Diversion of Part of Footpath 21 Slough
S 257 Town and Country Planning Act 1990**

The Council is proposing to divert part of Footpath 21 Slough. The proposal is shown on the enclosed plan; I also enclose a location plan.

The proposed diversion is required as a result of the development of Salt Hill Park, Slough whereby a new path will be provided with lighting from Salt Hill Way across public amenity land into Salt Hill Park as part of the East – West Cycle route. As part of this development a gate will be installed across the existing public footpath 21 where the definitive line enters the park at Salt Hill Way and the existing surfaced path on the definitive line is to be broken out and re-landscaped. These proposals mean that the current definitive line of public footpath 21 will be blocked and no longer available to the public. As the footpath diversion is necessary for the development to take place, the procedure to be used is under S257 of the Town and Country Planning Act 1990.

The current definitive line of footpath 21 exits Salt Hill Park adjacent to no. 66a Salt Hill Way and follows the perimeter of the park before re-entering the park at the entrance adjacent to no.4 White Close (see enclosed Location Plan). The current line of the path then follows existing park paths crossing the stream where it continues south through the park. This existing section of the footpath is considered unfavourable as it takes users out of the park where it narrows and then back into the park and is not as widely used as paths within the park which are much more convenient, lit and open.

Moreover, future plans for the East – West Cycle Route involve creating legalised cycle paths within the park as part of improving connectivity to the wider sustainable transport network. Diverting this footpath now would also aid in these plans as preparation for a future upgrade to legalise the cycling use along it.

It is therefore proposed that the current line of footpath 21 just south of the subway tunnel entrance into Salt Hill Park should be diverted onto a more desirable line wholly within the park following existing laid out paths.

Main Reception: 01753 552288
Minicom: 01753 875030
DX: 42270 Slough (west)

Slough Borough Council
St Martins Place GFW, 51 Bath Road
Slough, Berkshire SL1 3UF

The tests for making and confirming a footpath diversion order under the provisions of section 257 of the Town and Country Planning Act 1990 include consideration of;

- the need for the diverted path to end at a point on a highway which is substantially as convenient as the existing points of termination;
- the need for the path to be not substantially less convenient to the public as a result of the diversion;
- the effect of the diversion on the public enjoyment of the path as a whole;
- the effect of the diversion on the land crossed by the existing and the new paths.

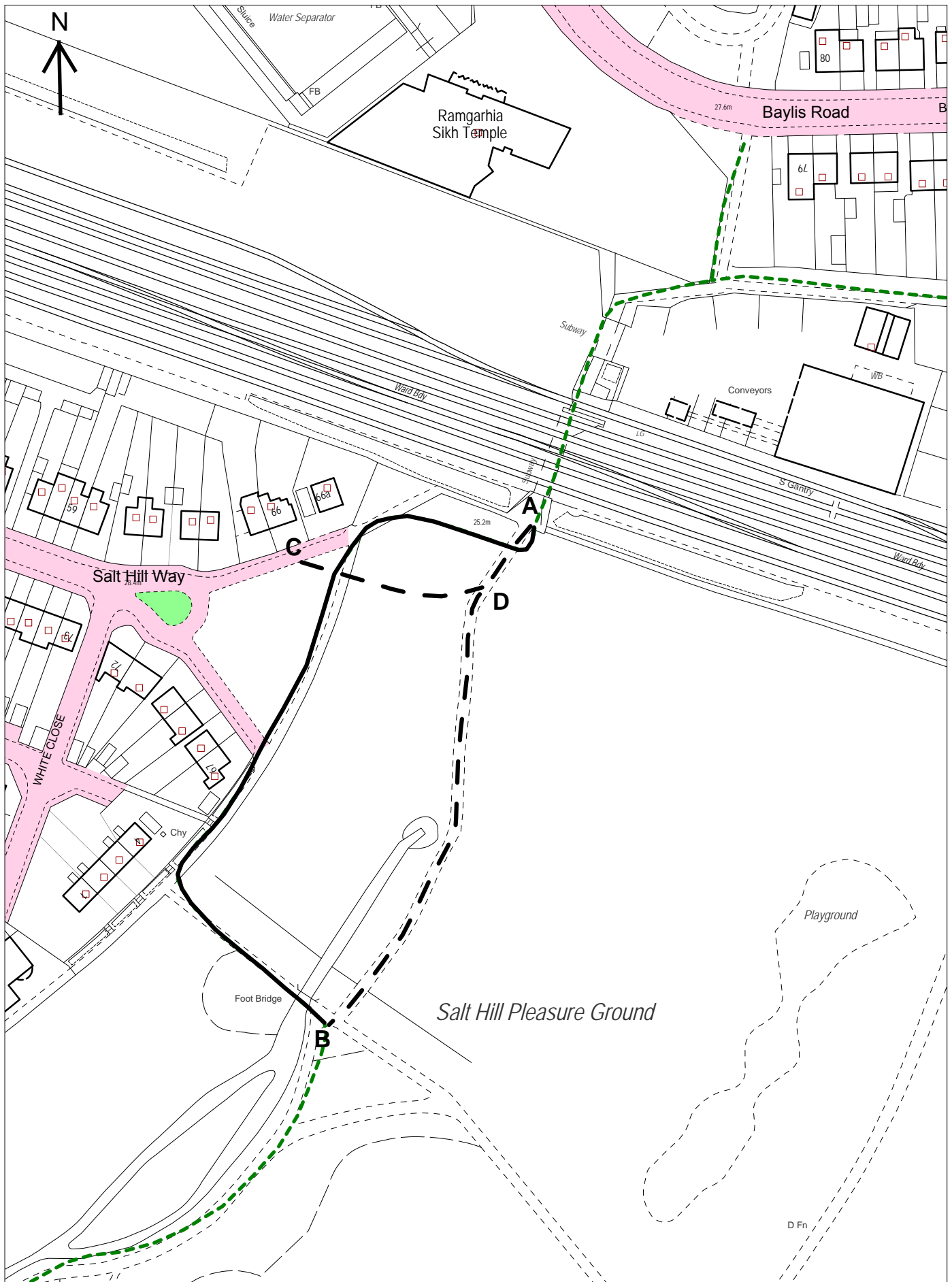
The footpath will be diverted onto the line of the newly constructed path across public amenity land in Salt Hill Way so that it will still have a point of termination on Salt Hill Way which is equally as convenient as the existing. The diverted route will be more convenient as it will follow a path through the park which is wider, more open and therefore safer and more enjoyable for the public. The development will improve the attractiveness of the route through Salt Hill Park.

I am writing to you now to invite your views on the proposed diversion. Unless I hear from you by 20th October 2014, I will assume that you have no comments to make. Please do not hesitate to contact me if you would like any further information.

Yours sincerely

Jacqui Wheeler
Public Rights of Way Officer

Appendix 1 - Path Diversion



FP21 SLO Scale 1:1250

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- A - B ——— Line to be extinguished
- A - D - B - - - - - New line of Footpath 21
- C - D - - - - - New line of Footpath 21
- - - - - Existing Footpath 21

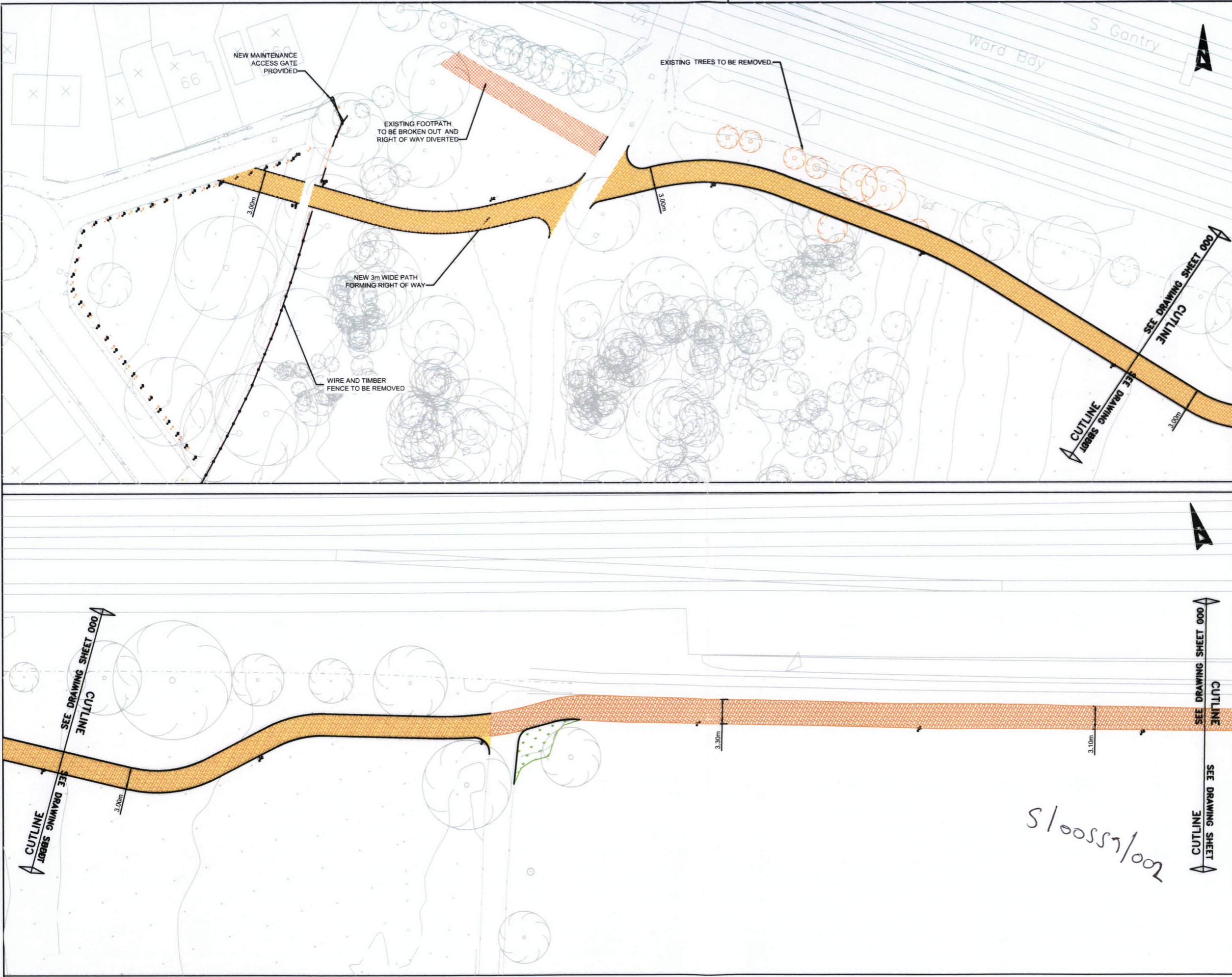
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Revision
Drawing Number 5115645/200/GA/0003
Status P

VERTICAL SCALE
2000:1

A3
0 10 50

File: 5115645_200.1 TD 4 GA_17-06-2014.dwg
Date: Jun 19, 2014 - 2:10pm
Plotted by: 511460776



ATKINSTM

GENERAL KEY:
ANY SYMBOLS BELOW APPEARING IN:
ORANGE REPRESENT REMOVED
GREY REPRESENT EXISTING

- B BOLLARD
- LC LAMP COLUMN
- SI SIGN ARRANGEMENT
- CONCRETE EDGING (50mm X 150mm)
- NEW FOOTWAY CONSTRUCTION WITH SURFACE DRESSING GMM 1-3MM UNCOATED NATURAL GRAVEL CHIPPINGS IN BITUMEN BINDER.
- EXISTING FOOTWAY OVERLAY WITH SURFACE DRESSING GMM 1-3MM UNCOATED NATURAL GRAVEL CHIPPINGS IN BITUMEN BINDER.
- NEW FOOTWAY CONSTRUCTION
- SOFT LANDSCAPING AREA

SLOUGH BOROUGH COUNCIL
PLANNING SERVICE
19 JUN 2014

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	MAINTENANCE/CLEANING	USE	DECOMMISSIONING/DEMOLITION
NONE	NONE	NONE	NONE

Stat	Rev	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth

Atkins Limited
Consulting Engineers,
Highways & Transportation
Euston Tower
285 Euston Road
London NW1 3AT
Tel: 020 7121 2000
Fax: 020 7121 2333
www.atkinsglobal.com

Client
SLOUGH BOROUGH COUNCIL

Project
SALT HILL PARK
CYCLE ROUTE

Title
GENERAL ARRANGEMENT
PRELIMINARY DESIGN
SHEET 1 OF 2

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:500	PS Date 18/06/14	CW Date 18/06/14	VV Date 18/06/14
Status	Drawing Number	Rev		
P	5115645/200/GA/0003			-

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Slough/001

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LAF CHAIR MEETING – 24TH SEPTEMBER 2014**ATTENDANCE**

Local Access Forum	Name
Bucks LAF	Gavin Caspersz Jonathan Clark (Secretary)
RBWM LAF	Peter Thorn (Chair) Andrew Fletcher (Secretary)
Slough LAF	David Munkley (Chair) Jacqui Wheeler (Secretary)

ACTIONS ARISING FROM THE MEETING

Item	Action / Issue	Action Owner	Outcome
1	Joint site visits to be held with neighbouring forums to discuss genuine cross-boundary issues	ALL	draft list of Slough cross boundary issues below
2	Site visit invitation to be sent to neighbouring LAFs to Rooks Wood on 21 st Oct 2014.	AF	JW attended along with 2 from RBWM and 4 from Bracknell – see dog leaflets from Bracknell and Slough
3	Uniform standards to be adopted across neighbouring authorities to that users have a seamless experience	ALL	
4	Produce a map of cross boundary paths and known issues	AF/JC/JW	
5	Develop LAF working parties to look at cross boundary links and issues	ALL	
6	Distribute link to RBWM website showing path furniture information	AF	Link to be sent out via email
7	Future LAF Chair meetings to be arranged. BFBC CLAF and MWBCLAF to be invited	AF	

List of Cross boundary issues in Slough

1. Links across Farnham Lane from Lynch Hill Valley and Cocksherd Woods to Bucks to enable walking towards Burnham Beeches.
2. Cinder Track linking to bridleway in Bucks – there is private vehicular access along the bridleway in Bucks and the surface is very poor.
3. Wexham Road to Stoke Road – trodden path used by locals but recently signed and obstructed by landowner. This has caused enquiries from users. Landowner has been contacted to see if they

would dedicate. They have suggested a site meeting though are looking to use the possibility of a dedication in redevelopment negotiations. Bucks Row team are supportive of this creation.

4. Ditton Park Cycle Path – CA Technologies site – S106 agreed with RBWM Due to success of Joint LAF letters, path recently repaired and communications open.
5. Jubilee River – boundaries with RBWM and Bucks
6. Potential multi-user route linking Eton/Jubilee River with Maidenhead through Dorney/Taplow
7. Slough Arm of the Grand Union Canal – links through to Langley Country Park

Solutions to dog fouling

- When walking your dog always take an adequate amount of poop scoop bags.
- Worm your dog regularly.
- Report regularly fouled areas to the Neighbourhood Enforcement Team.
- Should you witness someone letting their dog foul, failing to clear it up and you know the person responsible for the dog; please report it to the Neighbourhood Enforcement Team, providing full details.

Animal Welfare Act 2006

The Animal Welfare Act 2006 is enforced by the council and the police. The RSPCA investigates complaints on cruelty or neglect. As an animal owner you are legally required to provide your animal with the 5 freedoms:

- Freedom from hunger and thirst - by ready access to fresh water and a diet to maintain full health and vigour
- Freedom from discomfort - provide an appropriate environment including shelter and a comfortable resting area
- Freedom from pain, injury or disease - by prevention or rapid diagnosis and treatment
- Freedom to express normal behaviour - provide sufficient space, proper facilities and company of the animal's own kind
- Freedom from fear and distress - provide conditions and care which avoid mental suffering.

Contacts

Slough Borough Council
Neighbourhood Enforcement Team 01753 875255

RSPCA's Hillingdon, Slough, Windsor
and Kingston branch 01895 833417

Thames Valley Police 101

RSPCA 0300 1234 999

Useful websites

- www.slough.gov.uk
- www.rspca.org.uk
- www.rspcahillingdonclinic.org.uk
- www.thamesvalley.police.uk
- www.defra.gov.uk

If you would like assistance with the translation of the information in this document, please ask an English speaking person to request this by calling 01753 875255.

यदि आप इस दस्तावेज़ में दी गई जानकारी के अनुवाद कराने की सहायता चाहते हैं तो कृपया किसी अंग्रेजी भाषी व्यक्ति से यह अनुरोध करने के लिए 01753 875255 पर बात करने का कहें.

ਜੇ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚਲੀ ਜਾਣਕਾਰੀ ਦਾ ਅਨੁਵਾਦ ਕਰਨ ਲਈ ਸਹਾਇਤਾ ਚਾਹੁੰਦੇ ਹੋ, ਤਾਂ ਕਿਸੇ ਅੰਗਰੇਜ਼ੀ ਬੋਲਣ ਵਾਲੇ ਵਿਅਕਤੀ ਨੂੰ 01753 875255 ਉੱਤੇ ਕਾਲ ਕਰਕੇ ਇਸ ਬਾਰੇ ਬੇਨਤੀ ਕਰਨ ਲਈ ਕਹੋ।

Aby uzyskać pomoc odnośnie tłumaczenia instrukcji zawartych w niniejszym dokumencie, należy zwrócić się do osoby mówiącej po angielsku, aby zadzwoniła w tej sprawie pod numer 01753 875255.

Haddii aad doonayso caawinaad ah in lagu turjibaano warbixinta dukumeentigaan ku qoran, faa'lan weydiiso in qof ku hadla Inhiis uu ku Waco 01753 875255 si uu kugu codsado.

اگر آپ کو اس دستاویز میں دی گئی معلومات کے ترجمے کے سلسلے میں مدد چاہیے تو، براہ کرم ایک انگریزی بولنے والے شخص سے 01753 875255 پر کال کر کے اس کی درخواست کرنے کے لئے کہیں۔

This document can be made available on audio tape, braille or in large print, and is also available on the website where it can easily be viewed in larger print.

Responsible Dog Ownership

Information for residents



Stray dogs

Under the Environmental Protection Act 1990 allowing your dog to stray in a public place or onto private land where permission has not been granted is an offence and your dog could be seized and you could face prosecution or a fine. Slough Borough Council provides a confined stray dog collection service 24 hours a day. Current contact details for the stray dog collection service can be found on the council's website.

Any dog that is seized by the council as a stray is scanned for a micro-chip and checked for tattoos and tags which may identify the owner.

If an owner cannot be found or contacted the dog is transported to kennels and held for up to seven days. If the dog is not claimed during this time it will be assessed for re-homing. The owner, whether they claim back their dog or not must pay a statutory fine of £25, a collection fee, kennelling fees and any other associated costs. Further details of these costs can be found on the council's website.

The best way to ensure that your dog is returned to you should it be collected by the council is to have it micro-chipped and ensure the details are kept up to date.

Why are stray dogs a problem?

Stray dogs can:

- cause road traffic accidents
- attack people
- attack other animals
- foul public and private areas
- damage property

How to stop your dog from straying?

- Make sure your garden is securely fenced and if necessary supervise your dog when in the garden
- Ensure that your dog has a collar with your details engraved on it, or a tag
- Micro-chip your dog
- Ensure that your details are up to date on the micro-chip
- Do not allow your dog to run loose on its own
- Report dogs that regularly stray to the Neighbourhood Enforcement Team.

Out and about with your dog

Taking your dog out into a public place without a collar that includes the name and address of the owner is an offence. The council can seize the dog as a stray and prosecute the owner resulting in a fine of up to £5000.

You must also be able to put your dog on a lead should you be asked to do so by a Community Warden or any other Neighbourhood Enforcement Team officer.

Dangerous dogs

Under the Dangerous Dogs Act 1991, which is enforced by the police, it is an offence to own, keep, breed, sell, give away or abandon any of the types of dogs listed below:

- American Pit Bull Terrier
- Japanese Tosa
- Fila Brasileiro
- Dogo Argentino

It is important to note that in the UK dangerous dogs are classified by 'type', not by breed label. This means that whether a dog is considered dangerous and therefore prohibited will depend on a judgment about its physical characteristics and whether they match the description of a prohibited 'type'. It is also an offence under this act for a dog to be 'dangerously out of control' in a public place such as a street or park. If you see a dog in a public place that looks likely to cause serious injury, report it to the police on 101.

Dog fouling

Dog mess left in public places is unpleasant to see, smell or tread in. It is particularly offensive on school routes, children's play areas and sports fields.

The faeces from a dog can carry diseases such as Toxocariasis which can cause severe health problems such as blindness. Those particularly susceptible are the young and elderly.

If you fail to clear up after your dog in a public place you may be issued with a fixed penalty notice. Failure to comply with the notice may result in a fine on summary conviction in a magistrates court of up to £1000.



Respect, protect and enjoy!

Code of Conduct for Dog Walkers



Please follow the Countryside Code:

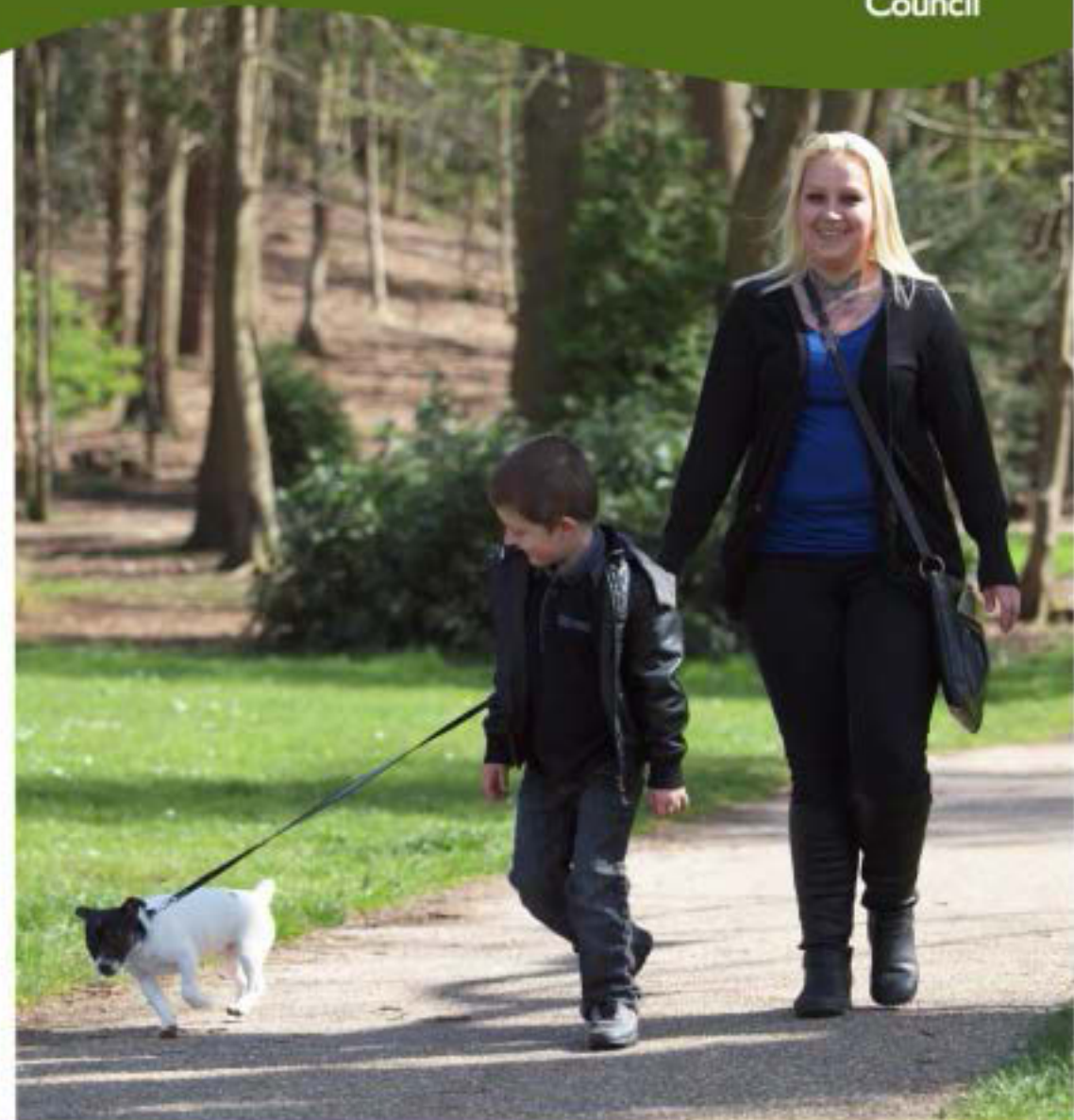
- Consider the local community and other people enjoying the outdoors
- Leave gates and property as you find them and follow paths unless wider access is available
- Leave no trace of your visit and take your litter home
- Keep dogs under effective control
- Plan ahead and be prepared
- Follow advice and local signs



Page 35

Produced and published by Bracknell Forest Council
Parks & Countryside Service
Tel: 01344 354441
Email: rangers@bracknell-forest.gov.uk
Website: www.bracknell-forest.gov.uk/parksandcountryside

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 01344 352000.



A guide to help you enjoy Bracknell Forest's parks and countryside



Bracknell Forest is a wonderful place to go walking with plenty of unspoilt places to explore. To ensure that the landscape remains beautiful and safe for everyone to enjoy please follow the guidance below.

Health: Help protect your dog from diseases like canine parvovirus and kennel cough by vaccinating them in accordance with veterinary best practice. Further guidance is available from your local vet or the RSPCA.

Identification: Dogs in a public place are legally required to 'wear a collar with the name and address of the owner inscribed on the collar or on a plate or badge attached to it'.¹ Ideally all dogs should be chipped to allow prompt return if lost. (This will be a legal requirement in 2016.) To report lost or found dogs during office hours contact our Customer Services on tel: 01344 352000. During 'out of office' hours, use this same number and select Option 2.

Fouling: Faeces can spread disease - any dog having a 'poo' in the park must have a watchful owner to bag and bin the waste (our bins are suitable for litter and dog waste). You can report dog fouling using our 'Report a street cleansing issue form'. It is an offence² to allow your dog to foul in a public place without clearing it up. 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 complete our 'Dog fouling witness statement form' and return it to our Environmental Protection Team. Forms available at: www.bracknell-forest.gov.uk/dogcontrol

Behaviour: Please be considerate to others and keep your dog under control. Any dog 'off-lead' must not jump up at strangers and must return to its owner when called. Dogs are not permitted in playgrounds. For your dog's safety, please don't allow them to approach livestock and take special care when walking where there are likely to be ground nesting birds, such as in heathland areas.

Our parks and countryside rangers liaise with dog owners in order to promote this code of conduct and ensure it is followed. Questions you might be asked include:

1. Which vet is your dog registered with and has it been vaccinated?
2. Can I see a spare poo bag please to demonstrate you are ready to pick-up?
3. Can you please summon your dog for me (if it is let off the lead) to say hello?



Responsible dog ownership is taken seriously for the benefit of all users Of parks and countryside sites.

Great places to walk your dog include:

- Ambarrow Court
- Englemere Pond
- Garth Meadows
- Horseshoe Lake
- Larks Hill
- Lily Hill Park
- Longhill Park
- Pope's Meadow
- Shepherd Meadows

www.bracknell-forest.gov.uk/parkstovisit



¹ Control of Dogs Order 1992
² The Dogs (Fouling of Land) Act

Help us to keep Bracknell Forest a special place.

Dog walkers pledge



I hereby volunteer to promote responsible dog walking in the borough.

1. I will clean up after my dog and dispose of the waste in a bin.
2. When others walk my dog I will ask them to clean up after my dog.
3. I will keep my dog under control so that it's either on-lead or returns when called.
4. My dog wears a collar with my name and address inscribed on the collar or on a plate or badge attached to it.
5. I will follow the Countryside Code.

Please complete (in print) the following section and return to us at the address below. Forms can also be handed in at South Hill Park reception and borough libraries.

Your name Dog's name.....

Areas where I walk my dog.....

Signed..... Date.....

If you are interested in receiving information about our park events then please provide us with your contact details:

Email / Tel

Data protection policy over page.

The information you have provided will be used for the purpose of this service only. If the information on this form relates to an organisation which is providing a service on behalf of the Council it may be shared with that organisation in order to deal with your enquiry or complaint. Otherwise we will not disclose any information about you to outside organisations or third parties without your consent, unless there is a legal requirement to do so.

SLOUGH BOROUGH COUNCIL

Slough Borough Council Victoria Road Gating Order 2014 ('Order')
(Gating Order 3 of 2014)
Highways Act 1980

1. Slough Borough Council makes this Order in exercise of its powers under Section 129 of the Highways Act 1980 and any other enabling powers.
2. The Order shall come into operation on 16/09/2014 and may be cited as the Slough Borough Council Victoria Road Gating Order 2014 (Gating Order 3 of 2014).
3. There shall be no access to part of the public highway at Victoria Road due to the installation of a gate and fence at the location along the blue line shown on the plan annexed hereto.
4. There is no alternative route for pedestrian and vehicular access.
5. The Council is satisfied that the conditions set out in Section 129A(3) of the Highways Act 1980 have been satisfied and that it is in all the circumstances expedient to make the Order for the purposes of reducing crime and anti-social behaviour.
6. Responsibility for the repair, maintenance and operation of the gate and fence will lie with Slough Borough Council, St Martin's Place, 51 Bath Road, Slough, Berkshire, SL1 3UF.
7. If any person desires to question the validity of this Order on the grounds that it is not within the powers of the Highways Act 1980 or that any requirements of that, or of any instrument made under it have not been complied with, he or she may apply to the High Court within six weeks following the date made.

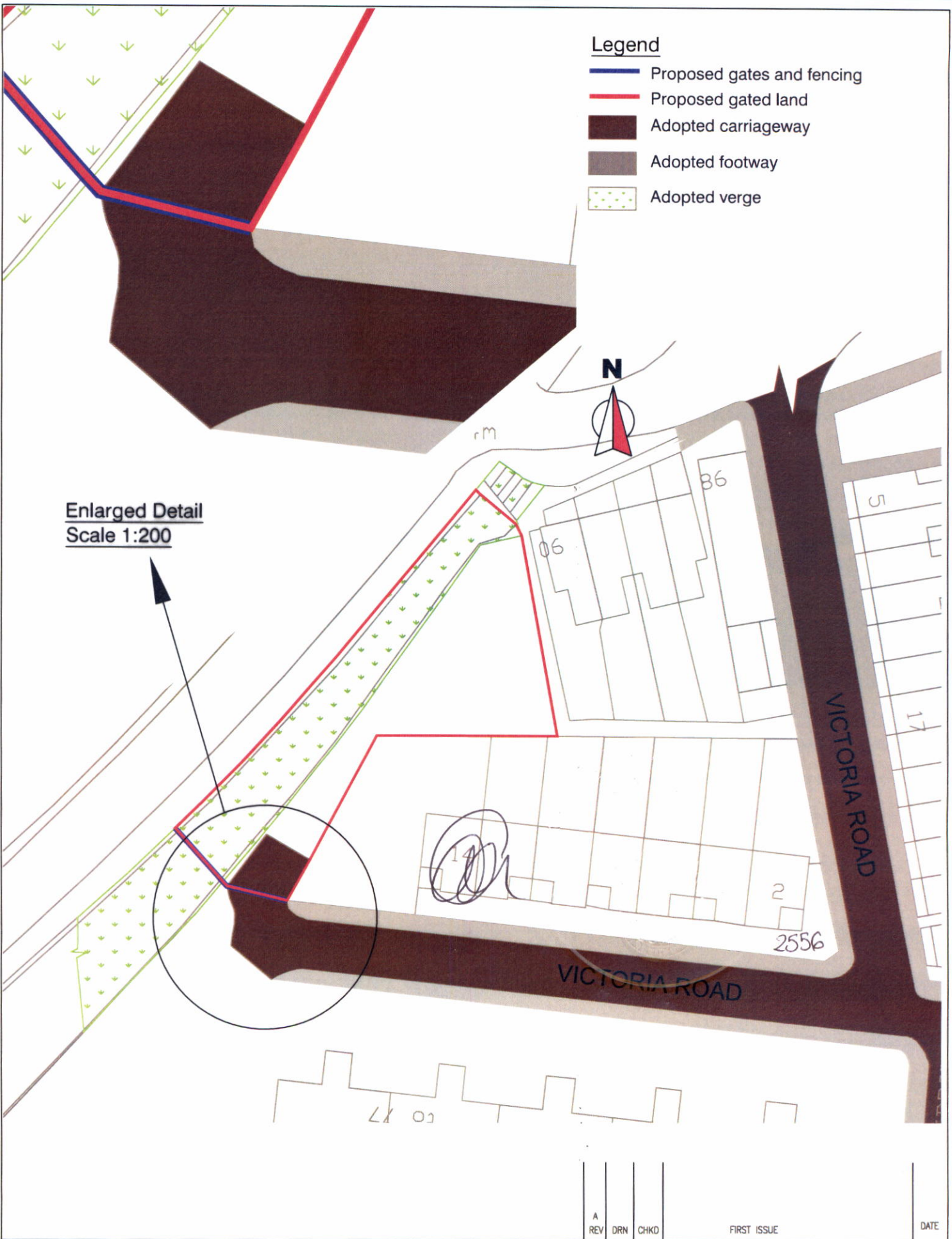
Dated: 16 September 2014

Executed as a deed by affixing
the Common Seal of
Slough Borough Council
in the presence of:



Head of Legal Services





SLOUGH BOROUGH COUNCIL

NOTICE OF MAKING

SLOUGH BOROUGH COUNCIL VICTORIA ROAD GATING ORDER 3 of 2014

NOTICE IS HEREBY GIVEN that on 16 September 2014, 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.

1. The effect of the Order is to restrict the public right of way over part of the public highway at Victoria Road at all times by erecting a gate and fence along the blue line on the annexed plan.
2. There will be no alternative route for pedestrians and vehicles.
3. Responsibility for the maintenance and operation of the gate and fence will lie with Slough Borough Council, St Martin's Place, 51 Bath Road, Slough, Berkshire, SL1 3UF.
4. 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.
5. 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.
6. A copy of the Order, plan and associated documents may be inspected at the following –
 - Main Reception, St Martin's Place, 51 Bath Road, Slough, Berkshire, SL1 3UF;
 - My Council, Landmark Place, High Street, Slough, Berkshire, SL1 1JL;
 - Slough Library, High Street, Slough, Berkshire, SL1 1EA; and
 - or alternatively on the Council's website: www.slough.gov.uk.

Dated 19 September 2014

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Date: Friday 17th October 2014

Department: Neighbourhood Services
Contact Name: Esther Deacon
Contact No: 01753 477355
Email: Esther.Deacon@slough.gov.uk

Local Access Forum

Care of Jacqui Wheeler (LAF Secretary)
Slough Borough Council
St Martin's Place, Ground Floor West

Dear Jacqui Wheeler,

Notice of Making – Slough Borough Council Torridge Road Gating Order 2014

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

Please find enclosed a copy of the Notice of Making and the Gating Order, which details the highway affected and the effect that the Order will have. Please also find enclosed a location plan.

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

Yours Sincerely,



Esther Deacon
Community Project Officer

SLOUGH BOROUGH COUNCIL

Slough Borough Council Torridge Road Gating Order 2014 ('Order')
(Gating Order 4 of 2014)
Highways Act 1980

1. Slough Borough Council makes this Order in exercise of its powers under Section 129 of the Highways Act 1980 and any other enabling powers.
2. The Order shall come into operation on 7 October 2014 and *may be cited* as the Slough Borough Council Torridge Road Gating Order 2014 (Gating Order 4 of 2014).
3. No person shall have access to the alleyway adjacent to 80 Torridge Road, Slough due to the installation of one gate at the location shown on the plan annexed hereto. The gate shall remain locked at all times except for the purposes of cleaning, maintenance, emergency or private access.
4. There is no alternative route for pedestrians.
5. The Council is satisfied that the conditions set out in Section 129A(3) of the Highways Act 1980 have been satisfied and that it is in all the circumstances expedient to make the Order for the purposes of reducing crime or anti-social behaviour.
6. Responsibility for the maintenance of the gate and the keeping of the key will lie with Slough Borough Council, Community Safety Team, St Martin's Place, 51 Bath Road, Slough, Berkshire, SL1 3UF.
7. If any person desires to question the validity of this Order on the grounds that it is not within the powers of the Highways Act 1980 or that any requirements of that, or of any instrument made under it have not been complied with, he or she may apply to the High Court within six weeks following the date made.

Dated: 7 October 2014

Executed as a deed by affixing
the Common Seal of
Slough Borough Council
in the presence of:

Head of Legal Services



2579



Legend

-  Existing gates and fencing
-  Proposed gate (subject to Gating Order consultation)
-  Proposed gated land
-  Garage area
-  Adopted footway

A	REV	DRN	CHKD	FIRST ISSUE	DATE



Regeneration Housing and Resources
 St. Martins Place,
 51 Bath Road,
 SLOUGH, SL1 3UF

Title Torridge Road Gating Order Statutory Consultation

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Scale 1:500
Date 29/08/14
Drawn KSM
Checked IA
Drg. No. CP-178386-102

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1. PURPOSE OF THE REPORT

To provide information on the new legislation that will replace Gating Orders and Dog Control Orders

2. NEW LEGISLATION

The Anti-Social Behaviour, Crime and Policing Act 2014 comes into force on 20th October 2014.

The Act allows local authorities to make **Public Spaces Protection Orders (PSPO's)** which will replace Dog Control Orders, Gating Orders and designated Public Place Orders. PSPO's are intended to deal with a particular nuisance or problem in a particular area that is detrimental to the local community's quality of life by imposing conditions on the use of that area.

Currently Local Access Forums are a statutory consultee for both Gating Orders and Dog Control Orders. Under the new legislation however, that is not the case.

Tests for making a PSPO are that the Authority is satisfied on reasonable grounds that the;

- activities or behaviour in the public place have an “actual and likely” “detrimental effect on the local community's quality of life” and that;
- the impact of the Order justifies the restrictions being put in place and that;
- the activity or behaviour is “persistent and unreasonable”

PSPO's will last for up to 3 years before requiring a review and there is no longer a requirement to publish in the local newspaper.

The explanatory notes provided by the government say that;

- Where an order restricts access to a public right of way, the local authority should also consider the wider impact on those in the locality and the availability of other routes. (section 64(1)). For instance, an alleyway between houses and a key local amenity (shops, etc.) should not be closed where there is no other reasonable route for people to use.
- The local authority must also inform those in the locality of any proposed order (section 64(2)). Where an order would restrict a public right of way that crosses into another local authority area, that local authority must also be consulted where the issuing authority thinks it appropriate to do so (section 64(3)).

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63 Consumption of alcohol in breach of prohibition in order

- (1) This section applies where a constable or an authorised person reasonably believes that a person (P) –
- (a) is or has been consuming alcohol in breach of a prohibition in a public spaces protection order, or
 - (b) intends to consume alcohol in circumstances in which doing so would be a breach of such a prohibition.

In this section “authorised person” means a person authorised for the purposes of this section by the local authority that made the public spaces protection order (or authorised by virtue of section 69(1)).

- (2) The constable or authorised person may require P –
- (a) not to consume, in breach of the order, alcohol or anything which the constable or authorised person reasonably believes to be alcohol;
 - (b) to surrender anything in P’s possession which is, or which the constable or authorised person reasonably believes to be, alcohol or a container for alcohol.
- (3) A constable or an authorised person who imposes a requirement under subsection (2) must tell P that failing without reasonable excuse to comply with the requirement is an offence.
- (4) A requirement imposed by an authorised person under subsection (2) is not valid if the person –
- (a) is asked by P to show evidence of his or her authorisation, and
 - (b) fails to do so.
- (5) A constable or an authorised person may dispose of anything surrendered under subsection (2)(b) in whatever way he or she thinks appropriate.
- (6) A person who fails without reasonable excuse to comply with a requirement imposed on him or her under subsection (2) commits an offence and is liable on summary conviction to a fine not exceeding level 2 on the standard scale.

Restrictions on public rights of way

64 Orders restricting public right of way over highway

- (1) A local authority may not make a public spaces protection order that restricts the public right of way over a highway without considering –
- (a) the likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway;
 - (b) the likely effect of making the order on other persons in the locality;
 - (c) in a case where the highway constitutes a through route, the availability of a reasonably convenient alternative route.
- (2) Before making such an order a local authority must –
- (a) notify potentially affected persons of the proposed order,
 - (b) inform those persons how they can see a copy of the proposed order,
 - (c) notify those persons of the period within which they may make representations about the proposed order, and
 - (d) consider any representations made.

In this subsection “potentially affected persons” means occupiers of premises adjacent to or adjoining the highway, and any other persons in the locality who are likely to be affected by the proposed order.

- (3) Before a local authority makes a public spaces protection order restricting the public right of way over a highway that is also within the area of another local authority, it must consult that other authority if it thinks it appropriate to do so.
- (4) A public spaces protection order may not restrict the public right of way over a highway for the occupiers of premises adjoining or adjacent to the highway.
- (5) A public spaces protection order may not restrict the public right of way over a highway that is the only or principal means of access to a dwelling.
- (6) In relation to a highway that is the only or principal means of access to premises used for business or recreational purposes, a public spaces protection order may not restrict the public right of way over the highway during periods when the premises are normally used for those purposes.
- (7) A public spaces protection order that restricts the public right of way over a highway may authorise the installation, operation and maintenance of a barrier or barriers for enforcing the restriction.
- (8) A local authority may install, operate and maintain barriers authorised under subsection (7).
- (9) A highway over which the public right of way is restricted by a public spaces protection order does not cease to be regarded as a highway by reason of the restriction (or by reason of any barrier authorised under subsection (7)).
- (10) In this section –
 - “dwelling” means a building or part of a building occupied, or intended to be occupied, as a separate dwelling;
 - “highway” has the meaning given by section 328 of the Highways Act 1980.

65 Categories of highway over which public right of way may not be restricted

- (1) A public spaces protection order may not restrict the public right of way over a highway that is –
 - (a) a special road;
 - (b) a trunk road;
 - (c) a classified or principal road;
 - (d) a strategic road;
 - (e) a highway in England of a description prescribed by regulations made by the Secretary of State;
 - (f) a highway in Wales of a description prescribed by regulations made by the Welsh Ministers.
- (2) In this section –
 - “classified road”, “special road” and “trunk road” have the meaning given by section 329(1) of the Highways Act 1980;
 - “highway” has the meaning given by section 328 of that Act;
 - “principal road” has the meaning given by section 12 of that Act (and see section 13 of that Act);

Local Access Forum (LAF) Annual Review Form: April 2013 to March 2014

Name of LAF: Slough Local Access Forum

Name of LAF Chair: David Munkley

Name of LAF Secretary: Jacqui Wheeler

Number of LAF members: 8

Number of LAF vacancies: 2

1 - Involvement and Representation

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

What skills, sectors, interest groups, experience are missing? horse riding, local business, landowners, 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, monitoring of Huddle etc) do you follow that help you work effectively? Are these effective? new applications for membership are dealt with via a recommendation from the LAF Secretary to the delegated officer and there is the normal council procedure for expense claims, though no set procedure for Huddle at present

How do you ensure that your members are able to work as a team? A small membership means informal meetings and members have met between meetings for specific items

In what ways do you reach consensus? A general consensus is usually reached by the use of an informal and fully participatory debate on the issue in question, summed up by the Chair. A general consensus is usually accepted by the members but if that is not the case the Chair would take the matter to a formal vote. To date, a formal vote has rarely, if ever, been required and members have been happy to accept informally reached consensus where, if a minority view is strongly held, that is recorded in the minutes and presented alongside the majority view to whomever the LAF is responding

How do you ensure proper conduct and/or resolve any conflicts? There have not been any occasions of improper conduct and conflicts are generally resolved through discussion at the meeting

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 - There is still a difficulty in the LAF being proactive as this is dependent on the time that the Support Officer can devote to the LAF between meetings.

2 - There is always a time pressure at meetings which have to be held in the evenings due to work commitments of members. An effort is being made to hold more frequent meetings with shorter agendas.

3 - The LAF has no funding of its own, derived from the local authority or independently, and so ideas that it might like to pursue are not always feasible. However, the LAF would be concerned if dedicated funding from the local authority or Government was not to a set and

Local Access Forum (LAF) Annual Review Form: April 2013 to March 2014

prescribed formula since anything other than such objective funding might be used to compromise the independence of the LAF

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

Have you established a clear role for the LAF in the local area? The LAF role is becoming more apparent and the motivation to make it clearer is there in the way the LAF concentrates its agenda on a variety of local issues.

Main or notable achievements? The LAF has been able to develop a clearer focus on issues it considers important, such as the development and improvement of the Slough Arm of the Grand Union Canal. Two notable organisations attended the Slough LAF this year. Firstly the EA attended to give insights into the way the flood alleviation scheme is run as well as how the area is managed and promoted as a local leisure destination and the way it can be developed in future as a "Country Park". Ideas were discussed as to how the LAF could help. Secondly the Colne Valley Park CIC gave their perspectives on their new way of working and the Slough LAF became a member of CVP Community Interest Company. The Slough LAF formally objected to a Gating Order and were consulted on a variety of sustainable Transport Schemes in the borough.

4 - Profile and Direction

Has anything changed over the last year? A alteration in focus towards walking and cycling off road routes

What changes / barriers can you see ahead? Difficulties in making things happen

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

1 - Concentrate on developing and implementing a LAF Action Plan for the Slough Arm of the Grand Union Canal and CVP

2 - Continue highlighting the LAF's role and profile to the Council and other organisations

3 - Increase activity in the Slough LAF area and with neighbouring LAFs having more of the subject items in their domain, to deliver enhancements to, and greater public awareness/recreational and travel-to-work usage of, the Western Arm - Grand Union Canal and the Colne Valley Park plus accessibility to and recreational usage of The Jubilee River flood relief channel

What support or training do you need to deliver your priorities?

5 - Section 94 Bodies

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

1 - Joint LAF letter to large multi-national company to ask them to comply with their S106 agreement obligations regarding a vital cycle path/sustrans route.

2 - The LAF commented on a variety of LSTF funded transport schemes put forward by the Council's Transport section.

Local Access Forum (LAF) Annual Review Form: April 2013 to March 2014

3 - The LAF formally objected to one of the locations on a Gating Order where two locations were cited.

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 and only count specific consultations once even if advice has been given on them a number of times. If a consultation covers more than one subject area, please count them separately as appropriate.

Public meetings (e.g. LAF meetings)	3	Working groups	
Training days	0	Definitive map modification orders	
Highway orders		Green Infrastructure strategies	
Gating orders	3	Local transport plans and traffic management schemes	9
Cycle projects		Disabled access	
Dog exclusion/on leads/fouling orders		Housing development schemes	
Planning applications	2	PROW network and projects	
ROWIP planning and objectives		Local development frameworks and planning strategies	
Local Nature Partnerships		Recording of paths and promoting use	1
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	

Local Access Forum (LAF) Annual Review Form: April 2013 to March 2014

Disposal and development of land owned by the Council		Parish Council or local improvement grant schemes	
Shoreline management plans		Rail freight interchange strategic development	
Network rail and rail crossing closures		Access and nature conservation	
Horse routes and equestrian provision		Multi user routes	1
National Parks		Coastal access	
Motorised vehicle access		Access to MOD land	
New town & village green registration government consultation		Natural England consultations	
Defra consultations		Commons grazing proposals	
Highways Agency consultations		Department for Transport consultations	
Other (please specify):			

8 - Final comments from Appointing Authority: The LAF has continued to develop its focus and own agenda of important issues over the last year.

9 - Final comments from LAF Chair: As Chair, I have been fortunate enough to have with me members who are wonderfully enthusiastic, highly committed and of independent thought. The latter can present a welcome challenge and members are not only very forthcoming in their views but willing to engage in sub-groups and participate in other bodies. The Slough LAF membership is an outstanding group of people and the only regrets are that, as a small but highly urbanised forum, we have struggled to attract wider special-interest membership such as ramblers, horse riders, disabled people and those from ethnic groups. We are also in need of female members

In our early days, in my first term as Chair of the Slough LAF, as a highly urbanised area we had to interpret regulations and guidelines in ways that were perhaps outside of original considerations of the legislators but necessary for survival of the Slough forum and others like it. It has been pleasing to see guidelines changing to reflect the work and visions of urban LAFs but there remains a lot to be done in Slough and with many urban LAFs, to raise public and business-sector profile, enhance the perceived relevance of the forum so as to increase membership, and to widen diversity. These have to be our priorities for Slough in the future, plus delivering benefit for the community, alongside retaining the valuable membership that we have



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Local Highway Authority Chief Executives
(via Natural England)

30 June

From Dan Rogerson MP

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

The Government made a commitment in the January 2013 Forestry and Woodlands Policy Statement to provide guidance to assist local highway authorities in reviewing Rights of Way Improvement Plans (ROWIPs).


Officials in my Department have consulted rights of way officers across the country and the response has shown little appetite for new guidance. The existing guidance, *Rights of Way Improvement Plans Statutory Guidance to Local Highway Authorities in England*, <http://archive.defra.gov.uk/rural/documents/countryside/prow/rowip.pdf> published in November 2002, explains the statutory requirement to assess and review rights of way improvement plans not more than 10 years after publication and at intervals of not less than 10 years thereafter. This is still the case, and as this existing guidance is consistent with current access objectives I see no need to update it at this stage.

However, I am particularly keen that as you review your ROWIP you specifically consider access to woodland, as well as other land types, and consider how to improve provision for cyclists, equestrian and disabled users. I am aware that the existing public rights of way network does not always serve cyclists and horse-riders particularly well, particularly as rural traffic is increasing.

Following the Prime Minister's announcement last Autumn the Department for Transport will soon publish a cycling and walking delivery plan, which calls for local highway authorities to have a "commitment to creating a sense of place through cycling and walking, with coherent, connected and attractive networks". I encourage you to look to this plan while considering how to include cyclist needs in your ROWIP.

Additionally, there is a duty to consider the needs of disabled users and improve disabled access on Rights of Way. I encourage you therefore to continue to consider the needs of these users when preparing your ROWIPs. I also encourage you to work with your local access forum (LAF), as required by the legislation, when reviewing your ROWIPs.

I wrote to all LAFs earlier in the year encouraging them to continue their work in offering advice to local highway authorities as you review your ROWIPs.

Your faithfully

DAN ROGERSON MP

Plan of Engagement between Natural England, Defra and the Local Access Forums

1. Purpose

1.1 This plan summarises the role of Local Access Forums (LAFs) and clarifies the relationship between the LAFs, Natural England and Defra. It is designed to be a dynamic document that informs and guides all three parties to direct and focus effort. It is kept under regular review and revised as necessary in the light of annual reports and conferences.

1.2 In parallel Natural England will produce a LAF Annual Report to Defra which will highlight achievements and current issues.

2. Introduction

2.1 Local Access Forums (LAFs) are advisory bodies established under the *Countryside and Rights of Way Act 2000*. LAFs are established by local highway authorities and National Park Authorities (termed the Appointing Authorities in the legislation) and their main function is to provide independent advice to the Government and to section 94 bodies¹ on the improvement of public access to land in that area for the purposes of open air recreation and the enjoyment of the area, and on other matters prescribed.

2.2 'Guidance on Local Access Forums in England' was issued by the Secretary of State in 2007. It remains an essential reference guide which details respective roles and responsibilities and can be found on the LAF section of the Natural England Website and on Huddle².

2.3 Whilst LAFs have clear statutory duties, they can add value to their local access agenda by going beyond their statutory brief and embracing a wider role.

2.4 There are currently 85 active LAFs in England and they are made up of voluntary members appointed by the Appointing Authority (local authority or national park authority). The Appointing Authority provides secretariat support for the meetings as well as expenses for the LAF members.

2.5 The importance of LAFs was recognised in the Natural Environment White Paper, June 2011, particularly in para 4.33 which recognised that *'Clear, well maintained paths and bridleways are important to give people access to the natural environment and can be enjoyed by cyclists, walkers and horse riders. There is considerable scope to improve and extend this network for example through LAFs and Rights of Way Improvement Plans.'*

¹ The Countryside and Rights of Way Act, 2000, Section 94(4) specifies that it is the function of a local access forum, as respects to the area for which it is established, to advise the appointing authority; the local highway authority; other bodies exercising functions under CROW Act Part 1 (Natural England, Forestry Commission and English Heritage) and such other bodies as may be prescribed. These other bodies are set out in the LAF Regulations 2007, paragraph 21, and include: any conservation board established by the Secretary of State, any parish or town council in the area covered by the LAF, and Sport England.

² Huddle is the Defra social network which has a section dedicated to Local Access Forums.

3. The LAF role

3.1 The primary purpose of LAFs is to provide advice to a range of organisations specified in the CROW Act, 2000 and in supplementary regulations and guidance. Specifically to:

‘advise as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area, and as to such other matters as may be prescribed (Secretary of State, Guidance on LAFs, 2007, para 3.1.1).’

The LAFs set their own priorities depending on local issues and what is of interest to the group members, as well as providing a local input to consultations and draft policy documents.

Matters of interest are likely to include:

- the management of access land;
- the condition of PROW and work to record PROW;
- improvements to the network of routes and open spaces in an area including PROW and access land;
- provision of greenspace (including woodland and coast);
- relationship with other sectors with an interest in providing opportunities to enjoy open air recreation including health, sport tourism, land management and biodiversity;
- how local authorities prioritise their spend on access and recreation;

3.2 Each forum meets at least twice per year, but generally more often. Members of the public are entitled to attend meetings and may be permitted to contribute to discussion.

3.3 Members serve in a personal capacity to represent interests rather than particular organisations.

4. Role of the Appointing Authority

4.1 Appointing authorities have a duty to support their forum and contribute to its effectiveness, by:

- setting the Terms of Appointment for forum members;
- appointing suitable forum members and notifying them of their Terms of Appointment;
- providing a secretary to administer the forum;
- publicising the forum agenda, minutes and papers for public inspection;

- publishing the forum's annual report (and if necessary assisting with writing), and sending a copy to Natural England;
- assisting LAFs with producing their Annual Review Form (see below), and adding comments where required;
- meeting the forum's reasonable running costs and reasonable training needs;
- providing suitable venues and refreshments for forum meetings;
- maintaining a good working relationship with the forum, and assisting the forum in developing its forward work programme, promotional material and events etc.;
- helping the forum to develop criteria for measuring effectiveness; and
- reimbursing members' expenses in respect of travel and subsistence costs, and any expenses for the care of children or dependants (and notifying the forum members of the rules for claiming expenses).

4.2 As a section 94(4) body, an appointing authority should also:

- have regard to relevant advice from the LAF;
- consult the LAF at an early stage on relevant (not just statutory) matters;
- provide information, reports, background papers, speakers etc;
- give timely feedback on advice received from the LAF;
- raise awareness of the LAF amongst officers and members throughout the authority.

4.3 The appointing authority must ensure the LAF is made up from a range of different people from the local community representing landowners / managers, access users (such as walkers, cyclists and horse riders) and other interests (such as health and conservation. Members are appointed to provide **independent, constructive, relevant, inclusive, incisive and informed** advice which takes account of a broad range and balance of local interests about access issues and priorities affecting the local area or which influence national policy.

5. Defra role

5.1 Defra is the Government department with responsibility for policy on access and recreation in England, including access to open country under the CROW Act and management of public rights of way. Defra is also responsible for policy on local access forums.

5.2 Defra's core purpose is to improve the current and future quality of life. It brings together the interests of farmers and the countryside; the environment and the rural economy; the food we eat, the air we breathe and the water we drink. This is achieved by integrating environmental, social and economic objectives - putting

sustainable development into practice every day, and by championing sustainable development as the way forward for Government.

5.3 Defra will work with ministers and departments to promote LAFs and their work. It will work with Natural England to report annually to ministers, based on the information gathered from the LAF annual reports. It will also provide Natural England with the direction for LAFs from Ministerial interests.

5.4 Defra is responsible for the creation of regulations and guidance to support the CROW Act. It keeps this under review and updates it as necessary.

5.5 Defra is keen to support the success of LAFs and will assist with the development and delivery of training when possible.

6. Natural England role

6.1 Natural England is the Government's advisor for the natural environment in England. Its job is to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations. Its work is a significant component in the delivery of the Government's aspirations for improving the natural environment in England as described in the Natural Environment White Paper of 2011, and is the lead body for the Government's Biodiversity 2020 programme.

Natural England is charged with conserving the natural environment as a resource for people to enjoy, understand and study. We are also responsible for promoting access to the countryside and open spaces and encouraging open air recreation.

Natural England's access and engagement work includes supporting the maintenance and promotion of 13 National Trails and managing 143 National Nature Reserves (NNRs), delivering coastal access, regulating open access and working in partnership with others to deliver and promote responsible public access and engagement.

6.2 Natural England's statutory role in respect to LAFs is limited and covers:

- receiving copies of all local access forum annual reports; and
- being notified of changes made to forum arrangements and changes in the Secretary.

6.3 In addition, as a section 94 body (see paragraph 2.1) Natural England welcomes advice from the LAFs on:

- the operation of open access restrictions, management and mapping;
- the condition of National Trails;
- access to the coast;
- the implementation of HLS/conservation management on access land;
- the effects of HLS/conservation management on rights of way;

17th June 2014

- facilities and services for visitors at National Nature Reserves;
- opportunities afforded to LAFs through engagement with Local Nature Partnerships (LNPs) and Local Enterprise Partnerships (LEPs); and
- other matters relating to the provision of access and opportunities for the enjoyment of the natural environment.

6.4 In addition to its statutory function, Natural England provides support to LAFs by championing their role at national and local levels and by facilitating the exchange of good practice. To do this, where resources allow, Natural England will:

- maintain an online LAF workspace (e.g. Huddle) which enables LAF members, NE and Defra to communicate and work together nationally;
- produce an annual national LAF report for Defra;
- facilitate the sharing of knowledge and good practice gathered from meetings, annual reporting, meetings and events. To support this, Natural England issues a quarterly newsletter and supports a themed good practice section on Huddle;
- facilitate the provision of external Regional Coordinators who support LAFs by providing advice, training and facilitation as well as producing regional reports and encouraging the production of annual reports and organising regional LAF meetings and conferences;
- hold a regular national LAF conference;
- provide focussed input to LAF meetings (through an agreed targeted plan of engagement), particularly regional groupings, seeking to attend where it can make a difference;
- maintain a LAF section on its website which includes information and up to date contact links to all LAFs;
- manage communication between LAFs, Defra and Natural England (and other national bodies) via meetings, email, Huddle (in effect providing a conduit between local LAF interests and Defra / Ministerial interests).

Martin Shaw, Natural England, June 2014

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Rights of Way Review Committee: (RWRC)

The Rights of Way Review Committee came into existence in 1979 prior to the passing of the Wildlife and Countryside Act 1981 and, although the Committee has usually been chaired by an active parliamentarian, it was not set up by the Government, or any Government related body, and thus retains an independent status.

It was formed initially by the Ramblers (then the Ramblers Association), the Country Landowners Association and the National Farmers Union) but later expanded to include representatives of other recreational user groups, local and national authorities.

The Committee retains a rights of way focus but over the years it has broadened its scope to most aspects of public access. Its current terms of reference reflect this change:

Terms of reference:

"To review matters relating to public rights of way in England and Wales with a view to the improvement of law and policy, the promotion of good practice and the fostering of positive attitudes amongst all concerned with the use and protection of public rights of way, and with the aim of agreeing, by consensus, proposals for action."

Current Chair: The RWRC is currently chaired by crossbench peer Lord (John) Lytton who was invited to the position in early 2012 and has a keen interest in public access issues.

Current secretary: George Keeping, who also acts as secretary for the ADEPT Rights of Way Managers Working Group.

Membership:

Groups include:

Interest groups: Ramblers, BHS, CTC (National Cycle Charity) , Byways and Bridleways Trust, British Driving Society, LARA (Land Access Recreation) Sport and Recreation Alliance, Assc) Open Spaces Society

Local Government: ADEPT, Local Government Assc. IPROW, Assc. of National Park Authorities, Wales Local Govt Assc., National Assc. of Local Councils

Land management /land owners: CLA, NFU,

Government representation: Defra Natural England and Natural Resources Wales attend to give updates and respond to action points directed to them.

Over the years the Committee has produced a series of 'Practice Guidance Notes' aimed primarily at the rights of way profession. This published guidance has subsequently been widely used as a definitive reference and information source both for the profession and the wider public.

http://www.iprow.co.uk/gpg/index.php/RWRC_Practice_Guidance_Notes

Current activity: Topical discussion re: rights of way and access issues e.g.: the Deregulation Bill, representations to national bodies re: specific access issues, responding to national consultations and the production of a 'Legislative Shopping List' of potential reforms/amendments to existing right of way legislation.

Highway Records Working Group

<http://www.communities.idea.gov.uk/comm/landing-home.do?id=2747932>

The Definitive Map and Statement are an official record of the public's legal rights but there is no equivalent record for rights of way for motor vehicles. Local Authorities must keep a List of Streets and a Local Street gazetteer but they are not a definitive record. There is inconsistency around the way routes are recorded on these registers and there is also overlap with the definitive map and statement. (See *Stepping Forward* 6.12 – 6.15)

The Highway Records Working Group (HRWG) was set up by group local authority highways officers to try to identify and address some of the issues associated with Highway Records - specifically the existing legislation relating to the List of Streets and its often confusing relationship with other highways/rights of way records. Their terms of reference include a commitment to delivering a nationally recognised policy main aim (and a series of guidelines) to ensure a consistency of approach to this area amongst highways authorities.

The group was cited in the *Stepping Forward* proposal 30

“Defra and DfT should jointly work with stakeholders to review the possible long-term benefits of greater integration of the management and administration of the highways network”.

Defra already engages with the Highways Records Working Group, which was formed by local authority practitioners with a view to promoting best practice guidance on better integrating the definitive map and statement with other highways records. Defra will continue to support the Highways Records Working Group in developing its own approach

Stakeholder Working Group on Unrecorded Rights of Way:

<http://www.naturalengland.org.uk/ourwork/access/rightsofway/unrecorded/default.aspx>

This Stakeholder Working Group (SWG) was set up in the wake of Natural England's decision to discontinue the 'Discovering Lost Ways' project which had been intended to capture evidence about historical rights of way, not yet shown on the definitive map, and to ensure they were recorded before the 2026 cut-off date introduced by the Countryside and Rights of Way Act 2000.

The SWG's 32 recommendations – which were intended to make the process for adding unrecorded rights of way simpler and less confrontational – were published and presented to government in March 2010.

The recommendations went to a public consultation in 2012, and, following this feedback the SWG's proposals were taken forward, in part, as clauses in the draft Deregulation Bill which was published on 1 August 2013. *(As of August 2014 the Bill is currently about to enter the House of Lords committee stage following its second reading in the Lords.)*

A consensus approach was fundamental to the SWG's proposals and this approach will continue to be vital to the discussions surrounding the Bill's passage through Parliament and its subsequent practical application.

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Department
for Transport

Cycling Delivery Plan

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Introduction

1. We have seen a steep increase in cycling in London as more and more people are taking to their bikes for a quicker commute. Government welcomes this increase but we want to do more to encourage more people across England, and not just in London, to cycle. Cycling means healthier, fitter citizens, less congested cities, less pollution and a more productive workforce. We want to see hundreds of thousands more people taking advantage of the benefits of getting on a bike. This government is committed to delivering a step change and this Delivery Plan set outs how we are going to do it.
2. The government is committed to giving people a realistic choice to cycle so that anyone, of any age, gender, fitness level and income can make the choice to get on a bike. The case for cycling as the natural choice for shorter journeys is strong, and the resulting benefits are wide reaching - to the economy¹, to the environment, to the health of individuals and communities.
3. This Cycling Delivery Plan is a 10 year plan for England. A real step change in cycling cannot be achieved overnight, it requires strong leadership and commitment and vital long-term planning for incremental changes to take place until cycling becomes the norm for everyone. Cycling and walking are devolved issues, and Scotland, Wales and Northern Ireland have all developed, or are in the process of developing, their own forward plans for walking and cycling. This document summarises government's vision for cycling and walking and the role everyone - government, the wider public sector, stakeholders, business, and individuals - has to play in achieving this vision.
4. In April 2013 the All Party Parliamentary Cycling Group published a report setting out how to 'Get Britain Cycling'², which included 18 recommendations to government. Further to this, in April 2014 the All Party Commission on Physical Activity published 'Tackling Physical Inactivity: A Coordinated Approach'³ which also set out a number of recommendations to get the country more active. This followed on from the launch in February 2014 of 'Moving More, Living More', a cross-government commitment to increase physical activity for all age groups and carry on the legacy of the London 2012 Olympic and Paralympic Games. Through our past actions and the actions set out in this Plan, the majority of these recommendations will be met.
5. On 12th August 2013, the Prime Minister announced his intention to "kickstart a cycling revolution which would remove the barriers for a new generation of cyclists". This means a nation where cycling levels rival

¹ Department for Transport will shortly publish a paper setting out the economic case for cycling

² <http://allpartycycling.files.wordpress.com/2013/04/get-britain-cycling1.pdf>

³ <http://parliamentarycommissiononphysicalactivity.files.wordpress.com/2014/04/apcopa-final.pdf>

those in Denmark, the Netherlands and Germany. A nation of places where people want to live and work and where global companies are confident the infrastructure is in place for them to do business. As part of this announcement, 8 English cities and 4 National Parks were awarded £94 million of Cycling Ambition Grants to promote cycling across England.

6. This document is being released in draft so we can engage views. It sets out the specific actions that need to be taken in order to achieve government's vision. They are grouped into four broad themes; vision, leadership and ambition; funding; infrastructure and planning and safety and perceptions of safety. We welcome views on our plans as well as further suggestions on how to achieve our cycling ambition. A final Cycling Delivery Plan will then be published in the autumn. While the Plan is set for ten years, we expect to complete a biennial review of progress - with the opportunity to strengthen and create additional actions for the Plan at each of those reviews.

Theme 1: Vision, leadership and ambition

- 1.1 The Government's vision is that walking and cycling become the natural choices for shorter journeys - or as part of a longer journey- regardless of age, gender, fitness level or income. We need a long term commitment to embed change. In order to measure progress towards achieving this vision, we have set out our ambition for cycling and walking up until 2025:
 - To double cycling, where cycling activity is measured as the estimated total number of bicycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages⁴; and
 - To increase the percentage of children aged 5 to 10 that usually walk to school from 48% in 2013 to 55%.
- 1.2 It is natural to extend the cycling commitment to walking. All of us walk to some extent every day and as a sustainable transport mode for everyday journeys it delivers similar benefits to cycling for both individuals and communities. For many, walking is the most achievable and accessible alternative travel choice, so supporting people who do not currently walk regularly but could do so is a lever towards reducing congestion, supporting local economies and creating healthy communities - as well as opening the door to greater levels of physical activity.
- 1.3 In order to achieve the ambitions set out above, strong leadership is critical at both a national and local level. The Prime Minister and Deputy Prime Minister, supported by their Ministers, are committed to creating a step change in walking and cycling in England. This is exemplified by the Government's commitment to creating a physical activity legacy from the London 2012 Olympic and Paralympic Games, as set out in the 'Moving

⁴ Cycling activity for the purpose of this document is measured as bicycle stages as in the National Travel Survey. The basic unit of travel in the National Travel Survey is a trip, which consists of one or more stages. A new stage is defined when there is a change in the form of transport. Counting bicycle stages rather than trips allows us to include journeys that involve a bicycle but where this is not the main form of transport (for example, cycling to a railway station to catch the train to work).

More, Living More' campaign. We have already more than doubled spend on cycling in comparison to the last government with £374 million being committed between 2011 and 2015 (£622 with match funding) for projects including the 8 cities and 4 National Parks Cycling Ambition Grants, over 80 cycle safety at junctions projects, over 13,500 cycle parking facilities at rail stations and more.

- 1.4** Leadership and vision are also vital at a local level. We need everyone to come together to deliver this step change. This Plan is therefore a call to action to local authorities and Local Enterprise Partnerships (LEPs) to affirm their commitment to drive up cycling across the country. In delivering this plan, the Government will set up partnerships with local authorities, where - in exchange for signing up to a series of actions that we believe are necessary to deliver ambitious changes in cycling and walking - local authorities will receive access to supporting tools and incentives, including knowledge sharing, priority access to funding and sector expertise. We are therefore calling for expressions of interest from local authorities who would be interested in forming this partnership with government, and would encourage such authorities to contact the Department for Transport as soon as possible via Walking.Cycling@dft.gsi.gov.uk.
- 1.5** Annex B provides further information on how to make an expression of interest which is the first stage in the process. From there, we would expect local authorities to begin a dialogue with us about their level of ambition, and their expectation of government's role in the partnership.
- 1.6** In forming a partnership with government, we would expect local authorities to:
- Set a clear and specific vision for their area which outlines how cycling and walking will be increased and supported in a defined area over a defined period;
 - Develop a local walking and cycling delivery plan, supported by their own local partners - such as voluntary sector organisations;
 - Appoint an influential cycling and walking champion locally (be that an elected member, supported by senior officer or a key public figure);
 - Demonstrate a commitment to door-to-door journeys, and to creating safe cycling and walking provision through cycle proofing and pedestrian proofing new transport infrastructure and, where relevant, a planned and funded cycling and walking investment programme;
 - Demonstrate that their walking and cycling plans include steps to meet the needs of people from hard to reach groups – including disabled people, older people and others - where those needs are different from the needs of other people.
- 1.7** In exchange, partner authorities can expect government to provide access to a range of tools and incentives that will support them towards achieving their cycling and walking ambitions. These include priority access to new funding streams, support via the Department for

Transport's Active Travel Consortium⁵, access to support in implementing cycling and walking plans, including to an extended Local Sustainable Transport Fund (LSTF) knowledge sharing network, and a recognised mechanism for reporting operational barriers to delivering cycling and walking initiatives back to government.

- 1.8** Specific actions that will be taken by central and local government and by wider delivery partners in relation to vision and leadership are at Annex A.

Theme 2: Funding

- 2.1** Funding for walking and cycling in England has steadily increased in recent years. For cycling, it is currently around £5 per person each year. However, there is still some way to go. The Government's aspiration is that – working with local government, and businesses, we can together explore how we can achieve a minimum funding packet equivalent to £10 per person each year by 2020-21 – and sooner if possible.
- 2.2** In July 2014 the Government announced a series of long-term Growth Deals, which allocated £6bn out of the £12bn that HM Treasury has committed to the Local Growth Fund over the next six years. With half of this £6bn awarded to transport projects and a further £6bn yet to be allocated, there is a great opportunity for local authorities to deliver a significant increase in cycling and walking in their local areas, supported by their LEP.
- 2.3** In addition to the Local Growth Fund, government has identified a number of continuous, long-term funding lines to support delivery of the actions set out in this Delivery Plan.
- 2.4** National support for cycling and walking: A long-term funding commitment to provide advice and expertise to local authorities on: access to finance; project and programme management; engaging LEPs, businesses and charities; scheme delivery; and many other aspects of developing and managing a successful cycling network. This will be delivered through the Active Travel Consortium.
- 2.5** Highways maintenance: the Department for Transport will shortly publish a consultation on how best to distribute the £976m a year highways maintenance fund from 2015-16 to 2020-21 to ensure a fair share goes to cycling and walking.
- 2.6** Strategic road network: The Department for Transport is preparing the Roads Investment Strategy for 2015-16 to 2020-21. The intention is to build a significant programme to tackle issues that have constrained the strategic road network's potential and seen it underperform, including cycle-proofing parts of the network.
- 2.7** Nearly all cycling and walking journeys are local journeys. Whilst the Government will do what it can to cycle and pedestrian-proof the strategic road network, it remains committed to the principles of localism and improvements to local roads will need to be led by local authorities.

⁵ An expert group to advise on best practice. This has already been established to receive Big Lottery Funding.

We therefore look to local authorities, with the support of their LEPs, to sign up to the commitments set out in Theme 1 above.

- 2.8** The specific actions we will take in relation to funding for walking and cycling are set out at Annex A.

Theme 3: Infrastructure and Planning

3.1 In August 2013 the Prime Minister announced his intention to "cycle proof" the road network - in other words, to ensure that cyclists are considered at the design stage of new and improved road infrastructure, which in turn benefits pedestrians too. Work to cycle and pedestrian proof roads has already begun, and the Highways Agency is leading on improving provision for cyclists and non-motorised users more generally, on and around the Strategic Road Network. Government expects local authorities to also take steps to cycle proof their local roads. In addition, the Government wants to ensure that all cycling interventions, wherever possible, benefit both the walking and cycling environment and, by considering the most vulnerable road users first, avoids bringing pedestrians and cyclists into conflict.

3.2 There are a number of areas that government, through its Cycle Proofing Working Group, will address in order to realise our cycle proofing ambitions:

- Creating a single point of information about the best practice for creating and designing cycle-friendly streets;
- Ensuring transport professionals are trained and able to design infrastructure that works for cyclists;
- Ensuring that professionals understand how to improve cyclist provision whilst considering the needs and safety of other road users, not least pedestrians and people with specific needs;
- Working with the voluntary sector, professional institutions and bodies to promote good design and greater delivery of cycling infrastructure that also benefits walking, building on existing materials and best practice guides;
- Carrying out a six month review into how the planning system supports cycling and walking provision. The review will report back with specific, realistic recommendations for how we can improve application of the existing planning framework when it comes to walking and cycling.
- Infrastructure improvements such as improved pedestrian and cyclist access to facilities and wider cycle storage and parking.

3.3 Actions that will be taken to improve infrastructure and planning arrangements for cycling and walking are included at Annex A.

Theme 4: Safety and Perceptions of Safety

4.1 Concerns over safety are often cited as one of the main reasons why people do not cycle or walk. For those who already cycle, perceptions of

safety are better with 48% of cyclists saying that it is too dangerous for them to cycle on the road compared to 67% of non-cyclists⁶. The Department for Transport is therefore developing a programme of work to address cycle safety issues with a view to both reducing the rate of those killed or seriously injured on the roads, and to publicly address the perception that cycling is not safe.

- 4.2** For people to choose to walk or cycle the conditions needs to be right, and the right support needs to be in place. For example, from a 2013 survey of Manchester Sky Ride participants, over 80% said they would definitely be encouraged to cycle more often if there were safer streets / cycle routes / paths. The street environment can be a discouragement to walking and cycling with a real or perceived feel of speed, noise, poor air quality and threat. Concern about safety is also a barrier to people cycling⁷ and walking⁸ and underpinning the commitments throughout this document is an acknowledgement of the need to prioritise improving safety and communicate these improvements.
- 4.3** The Government's vision is that every child who can walk or cycle to school should do so. In 2006/07 the Bikeability cycle training programme was launched, and over 1 million young people have been trained to the National Standard. The Government will now investigate how parents and children can be further supported in travelling safely and sustainably to school and will endeavour to continue funding Bikeability training post 2015/16.
- 4.4** The Government is committed to taking steps to both improve safety for cyclists and pedestrians, and to help break down any barriers that relate to safety. Therefore two groups are led by the Department for Transport - the Cycle Safety Group and the Justice for Vulnerable Road Users Group. These focus on specific safety and justice issues, and will be expanded to more explicitly cover pedestrian issues, as well as cycling issues.
- 4.5** Actions that will be taken to improve safety and perceptions of safety for cyclists and pedestrians are included at Annex A.

Governance and Monitoring

- 5.1** Government work to increase cycling and walking is a key component of a cross-government strategy to promote physical activity. In February 2014, Lord Coe - the Prime Minister's Olympic and Paralympic Legacy Ambassador - and Ministers launched the 'Moving More, Living More' campaign⁹. The Cycling Delivery Plan is therefore a cross-government plan, overseen by a Ministerial sub-group on Physical Activity. The

⁶ Department for Transport (2013) British Social Attitudes Survey 2013: Public Attitudes Towards Transport, London

⁷ According to the 2011 NatCen British Social Attitudes Survey, 67% of people said that they did not feel confident cycling on the roads. Around 60% agreed with the statement "it is too dangerous for me to cycle on the roads".

⁸ A recent YouGov poll commissioned by Living Streets found around a third (34%) of the parents surveyed with children who attended primary school felt the area around their child's school was fairly or very unsafe - Living Streets 2014 - Putting Pupils First - Making the walk to school safer and easier

⁹ <https://www.gov.uk/government/publications/moving-more-living-more-olympic-and-paralympic-games-legacy>

Secretary of State for Transport has overall responsibility for this Cycling Delivery Plan, with ongoing leadership for this work delegated to the Minister with responsibility for cycling and walking.

- 5.2** This Delivery Plan will be monitored regularly to ensure actions are on track, and that relevant outcome measures are showing the impact of these actions. Government will report annually to relevant Ministerial groups, and to the Department for Transport's High Level Group of walking and cycling stakeholders, and will also publish an biennial update on actions, available to the public.

Annex A - Summary of Actions

Theme 1 - Vision, Leadership and ambition: summary of actions		
ACTION	OWNER	TIMESCALES
Local authorities to register their interest for creating a cycling and walking vision	Local Government	Initial call for registrations of interest - autumn 2014 Partnership discussions - 2014/15
Summit to launch the partnerships arrangement, developed in line with the principles above, and the Government vision for walking and cycling	Government	Autumn 2014
Shape partnership commitments between local and central government: Local authorities to shape their local ambition, vision and targets and government to develop their responding support package	Government Local Government	Autumn 2014 onwards
Allocate support for partner authorities to develop their own case for cycling and walking	Government Active Travel Consortium	By May 2015
Build on the Local Sustainable Transport Fund's knowledge sharing hub to support walking and cycling projects	Department for Transport Local Government City Ambition Grant recipients	2015
Promote emerging government opportunities to partner authorities, businesses and other interested stakeholders	All Government Departments	Ongoing

Theme 2 - Funding: summary of actions		
ACTION	OWNER	TIMESCALES
Work to reduce the administrative burden on local authorities in bidding for funds	Department for Transport	2015
Seek out new funding opportunities for cycling and walking, either through discrete funding streams, joined up cross-government funding, or innovative mechanisms such as Social Impact Bonds. Investment will be prioritised in local authorities signing up to the commitments in Theme 1	Department for Transport Government Local Government	Ongoing
Provide a continuous source of seed funding, up to 2021, to enable Partner Authorities (those signing up to the commitments in Theme 1) to access wider funding opportunities	Department for Transport	2015-2021
Utilise new and existing funding and investment programmes such as the Local Growth Fund and potentially Highways Maintenance to ensure that cycling and walking is considered as part other transport investment and improvement programmes	Local Government	Ongoing

Theme 3 - Infrastructure and Planning: summary of actions		
ACTION	OWNER	TIMESCALES
Work with local authorities to promote cycle and pedestrian proofing of local roads	Government Local Government	Ongoing

Cycle proof the Strategic Road Network, and set out how this will be progressed in the forthcoming Road Investment Strategy	Highways Agency	2015-2021
Through the Cycle Proofing Working Group, seek to identify best practice in cycle proofing Promote conclusions to Local Government and engineers and create a One Stop portal for best practice	Department for Transport Cycle Proofing Working Group	2014 - 2015
Review the training needs of transport professionals in order to ensure a consistently high standard of inclusive and accessible provision of walking and cycling infrastructure on the Strategic and Local Road Network	Department for Transport Highways Agency Cycle Proofing Working Group	2014-2021
Complete the consultation and finalisation of the revised Traffic Signs and Regulations General Directions for 2015	Department for Transport	2015
Explore how pedestrian and accessibility representations can best be aligned within the Cycle Proofing Programme Ensure that, where possible, any new cycling infrastructure projects take into account pedestrian needs, and vice versa	Department for Transport Highways Agency Local Authorities	Ongoing
Undertake a six month review into how the planning system supports cycling and walking provision. The review will report back with specific, realistic recommendations for how we can improve application of the existing planning framework when it comes to walking and cycling.	Cycle Proofing Working Group Department for Communities and Local Government	2014/15
In the longer term, work to ensure 'cycle proofing' of all transport modes is mainstreamed	Department for Transport All partners	Long Term

Take forward the findings of the feasibility study into an HS2 National Cycleway as appropriate		
Work with the eight English Age-Friendly Cities to pilot mechanisms to create physical and social environments conducive to older people walking	Department of Health Brighton & Hove, Leeds, London Borough Camden, Manchester, Newcastle, Nottingham, Sheffield, Stoke-on-Trent local authorities	Ongoing
Strengthen requirements for cycling and walking in franchise specifications for rail operators and in refurbishments of stations and new stations delivered by Network Rail	Government Rail stakeholders	Ongoing

Theme 4 - Safety and Perceptions of Safety: summary of actions		
ACTION	OWNER	TIMESCALES
Continue to address cycle safety issues by engaging with other government departments, freight and cycling representative groups, and vehicle manufacturers	Department for Transport Transport for London	Ongoing, with a plan of action in place by December 2014
Promote safe and sustainable school travel, for example by supporting Bikeability, increasing awareness of cycle training for children and adults, making teachers aware of how to access cycle training resources, and utilising local road design to establish safe routes to and around schools	Department for Transport Department for Education Local Authorities The Association of Bikeability Schemes British Cycling Stakeholders	2015
Develop a series of behaviour change projects to promote cycling and walking as a normal, accessible activity available to all	Department for Transport Department of Health Public Health England Local Health and Wellbeing Boards	2015

Initiate an ongoing programme of work to maximise the potential for electrically assisted pedal cycles (EPACs, or 'e-bikes') to enable targeting otherwise hard to reach journeys or audiences	Department for Transport Office for Low Emission Vehicles	2014
Carry out a review of the current legislative framework for road traffic offences and penalties and make recommendations to ensure the law reflects current concerns whilst being consistent and proportionate	Ministry of Justice Government Stakeholders Delivery partners	2014-2015
Request that the Sentencing Council review sentencing guidelines subject to any changes in the law following the review of the current legislative framework for road traffic offences and penalties	Ministry of Justice Sentencing Council	2020
Engage with the review of Magistrates Court sentencing guidelines	Sentencing Council Stakeholders	2017
Increase transparency on outcomes of cases from police, prosecutors and the courts and continue to explore ways of improving the quality of this data	Ministry of Justice	Ongoing
Implement a project to look into cycle crime and measures to tackle this	Department for Transport Home Office ACPO	2015

Annex B - Partnership Projects

Expressions of Interest

- B.1** The Department for Transport is calling for expressions of interest from local authorities who would be interested in setting a long term ambition for walking and cycling in their area, and who, as part of that ambition would like to work in partnership with government to secure its delivery.
- B.2** Expressions of interest in working with government on partnership projects to increase levels of walking and cycling should include the following information:
- An indication of the local authority's level of ambition for cycling and walking over a defined period;
 - Their expectation of government's role in the partnership, and how they would like to work with government;
 - Plans for engaging with key stakeholders and securing an influential cycling and walking champion;
 - A demonstration of the local authority's commitment to door-to-door journeys, and to creating safe cycling and walking provision through cycle proofing new transport infrastructure;
 - An outline programme plan, including, where relevant, a planned and funded cycling and walking investment programme.
- B.3** Expressions of interest can be submitted on an ad hoc basis, and local authorities will be contacted by a member of the Cycling Policy Team to discuss their proposal.
- B.4** Submissions should be made to Walking.Cycling@dft.gsi.gov.uk.