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To: Jonathan Clark, Bucks County Council

Jon

You asked me to set out some ideas about potential improvements to Iver ROWs if the Old Slade Lane bridge is ever inaccessible because of the M4 widening.

I attach eight photos I took on 27 November 2015 and a map of the area.

My suggestions are:

1. Better surfacing on BW31 section A-B-C, BW31 section E-J-O, FP34 section I-J-K-M. Photographs 3 (south of point I) and 5 (west of point J) show what it is like. The surface on BW31 section C-E is good.
2. Improved signing or waymarking at points A, B, E, I, L, M, N. Photo 4 shows point I looking west where there is no sign at all. Photo 6 shows point L where the sign is hidden in the trees when approaching from the east. Photo 7 shows point M. At points A, B, I and N the signs should include info about where the path leads to, the distance(s) involved and the number of the ROW.
3. At point B there should be steps down the bank from the roadway. At present, walkers coming from the south intending to use BW31 have to walk 200m north to point A and then 200m south to point B.
4. The route of the Colne Valley Way or Trail goes under the M25 (with over 2m high clearance) on a good path from point E (see photo 1) to point F in Thorney Park. It is not a definitive path, but it and the other paths in Thorney Park are used by walkers and seem well maintained. Because the land is owned by Bucks County Council they are presumably permissive. Photo 2 shows an old waymark at point F.
5. There should be better signing at points G and H off Thorney Mill Road indicating where the paths leads to and the distance(s) involved. Photo 8 is taken at point G – note the blue cycle route sign on the right.
6. There should be marked parking places in the old stub of Thorney Mill Road at point G for the use of walkers.
7. Paths Iver 20 and Iver 24 are at present underused. In order to provide a full circular route in connection with the above, they should be cleared, the path definition should be improved and they should be better signed. At present there are virtually no waymarkers at path junctions or at points where the paths turn through 90 degrees.
8. Lastly, there is potential for a temporary or permanent ROW south from point C to point D under the M4 to a private fisherman's track around Old Slade Lake that could then lead onwards to a Slough Borough public ROW that runs along the west bank of the Colne Brook to the A4 and to Colnbrook Village. The route C-D is not well used, but has no physical access problems. There are wide concrete pathways under the motorway, with a minimum head clearance of about 1.8m. It is of course all in Slough Borough, and agreement would have to be reached with the owners of the lake.