

**Local Access Forum – Meeting held on Thursday, 26th September, 2013 at the Meeting Room 1, Chalvey Community Centre, The Green, Chalvey, Slough, SL1 2SP**

**Present:-**

**LAF Members**

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

**Observers**

**Officers, Slough Borough Council**

Jacqui Wheeler Rights of Way Officer  
Vinay Vyas Community Safety Officer

**124. Apologies and Welcome**

Trevor Allen  
Toby Evans  
Ken Wright  
Alex Deans, Head of Highways Engineering

**125. Declarations of Interest**

None

**126. Minutes of the last meeting held on 22nd May 2013**

The minutes of the meeting held on 22<sup>nd</sup> May 2013 were approved as an accurate true record.

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

Ditton Park Cycle Path update –

CA is yet to provide the action plan and works schedule for repairs to the path through Ditton Park. However, they have been in email contact to give notice of a couple of unexpected closures and are expected to provide information soon.

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**Resolved** – JW would continue liaising with AH and PC on this issue and would circulate details of the path repair as soon as it's provided by CA Technologies.

### Jubilee River – Enhancement and Development – updates

JW informed the meeting that the Activities Communities and Participation Manager for SBC, Kam Bhatti is taking forward the rowing and canoeing project explained by the EA at the last meeting. The project is called “CanRow” and the next stage is to bid for funding from Sport England and Canoe England. JW will bring further updates on this project to a future meeting.

Kim Truelove, the Healthy Walks Coordinator is looking at organising further led healthy walks incorporating the Jubilee River and promoting them via GP surgeries. JW will contact Kim to find out more about promotion of led and self-led walks across the borough. Members recognised the significance of the health and well-being agenda to the LAF mission of encouraging people to walk and cycle in their daily lives.

## 128. Colne Valley Park - Stewart Pomeroy

Regional Park –

The Colne Valley Park was founded in 1965 led by the Local Authorities in the area as the first taste of countryside to the west of London. There is a variety of environments. It is a coherent landscape but divided by LA boundaries. The sheer scale of partners involved in the Park is both a strength and a weakness. The challenge is getting organisations to work together particularly from a planning point of view.

Parts of Colnbrook and Poyle are within the Park.

Six Objectives of the CVP are;

- Maintaining and enhancing the landscape
- Safeguarding the countryside – where development is permissible with adequate mitigation for the benefit of the local countryside and community.
- Conserving and enhancing biodiversity
- Providing opportunities for countryside recreation
- Achieving a vibrant and sustainable rural economy
- Encouraging community participation

The cumulative effect of all the major developments affecting the CVP is not currently being recognised at local level or central govt. level. The effect of Cross Rail for instance, is minimal within the Park because the scale of other

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developments has grown so much. These regionally and nationally significant developments need to be viewed together and planned for properly to give the best long term outcomes for the Park and local communities.

The CVP was an informal partnership until recently, but is now a Community Interest Company which legally exists, can have its own views, employ staff and raise its own funding.

CVP is a broad based CIC representing the interests of all the stakeholders. Over time the membership will grow with Local Authorities being fundamental. SBC has signed up and recognises the 6 objectives, though does not contribute financially. User groups are the biggest segment of membership with the CVP looking to expand the corporate membership which currently stands at three.

There is a board of 12 directors taken from across the CIC membership highlighting the need for private/public partnerships when considering the wider landscapes and acknowledging the development pressures. Each member organisation contributes a small amount and this is multiplied up by Groundwork the managing company so that the funding is increased significantly.

### Projects –

- The Park is increasingly aiming at long term revenue type projects rather than one-off capital investments; looking for sustainability value with future maintenance built in and involvement by local groups.
- Circular walks to be collated into a single publication and downloadable individually from the website. This will encourage people to use the countryside on their doorstep park which in turn will help them value it, understand it and then want to protect it from development. Encouraging as many people as possible to identify with the Park is paramount.
- Develop and promote the Colne Valley Trail as a flagship route. There is work to extend the Trail to link up with the Thames path in the south. There is a plan agreed with the relevant local authorities which will be implemented bit by bit when funding becomes available.

The main thing is to use the limited funding and resources available for the CVP to the best possible value.

DM queried the use of mapping on the CVP website and SP explained that the website is out of date and it is hoped to access funding for a re-design soon to make information more accessible from the site. DM suggested that bus routes and car parks ought to be included on maps of walking routes through the CVP.

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WS thought there was little mention of the SSSI's in the CVP literature, in particular the Magna Carta site, which is of major cultural interest and could therefore be highlighted to increase revenue for the Park. SP agreed and explained that CVP are talking to the National Trust and RBWM council to establish a southern gateway to the Park at this site with linking routes according to local need.

SP made the point that one of the main aspirations of the CVP is to make the argument for joined up thinking across county and borough boundaries on a landscape scale by drawing attention to the importance of the CVP as a whole with high levels of biodiversity of European significance.

DM asked how many people were visiting the CVP and SP stated it is certainly in the millions per year. One of the most popular destinations used mainly by Slough residents within the CVP is Black Park.

Members asked for confirmation that the entire Slough Arm of the Grand Union canal is inside the CVP, though SP stated that he is uncertain. TH thought that the whole canal length was added in 1987 when SBC joined the CVP. JW will investigate whether the whole canal is actually part of the CVP as members are keen that it is promoted as part of the CVP.

SP invited members to the upcoming CVP CIC annual meeting on the 12<sup>th</sup> November 2013. DM proposed that the Slough LAF become a member of the CVP CIC as a community group. A vote was taken and all agreed. SP would keep in touch via email and would send the appropriate forms.

**Resolved:** That the Slough LAF supports the objectives of the CVP and would like to work in partnership with CVP in recognising the importance of the Parks promotion and accessibility to Slough residents. To help accomplish this Slough LAF will become a member of the Colne Valley Park CIC.

## 129. Transport / LSTF Schemes/Designs - Updates

Pavement Parking Central Scheme update –

JW stated the safety audit has been done and the final scheme drawings are available. The scheme has been implemented and representations are being accepted over the 6 month experimental period. IH commented that in his experience pavement obstructions in this area seem improved since the scheme implementation. JW confirmed that the 6 month consultation period was specific to central ward and the roll out to other wards may not be dealt with the same way.

JW agreed to would find out;

- What is being done to monitor the effect of the changes,
- When the consultation is due to end and how the decision would be made to make changes permanent or not.

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- Where the next pavement parking scheme is going to be and how the consultation will be approached.

IH thought it would be useful to know the main locations being targeted, with before and after photos to help determine the success of the changes. DM agreed asking that all members make an effort to review the changes and take an individual view so that a consensus could be pulled together for a formal LAF response at the next meeting.

### East – West Cycle Route –

JW tabled the new route to be constructed through the Salt Hill Park on new and existing paths. The intention is to open up the entrance to the park at Salt Hill Way so that it feels more welcoming with the east/west cycle route continuing west along Salt Hill Way. This could involve a diversion of the existing public footpath 21 which runs along the perimeter of the park at this location.

Discussions followed with members agreeing that it would be beneficial to divert the public path as shown on the plans as the current access point is dark and lacks natural surveillance.

Members queried the necessity of removing poplar trees adjacent to the railway and whether or not a new bridge is planned over the stream where the plans indicate a path widening. The plans state the trees are being removed due to safety concerns and will be replaced. JW agreed to find out further details about both these issues. JW will also find out the date for the Zebra implementation on Stoke Poges Lane

### Leigh Road New Bridge –

JW tabled the design for Leigh Road with a new road bridge being constructed and the old narrow bridge being retained as a shared use cycleway/footway. JW explained that the SBC officers are asking for opinions on how the shared use cycleway/footway bridge should be landscaped.

The plan is to stop up the existing adopted highway across the old bridge and then create it again as a public bridleway with the existing width of 4m. This will allow SEGRO to utilise land on the approaches not required for the cycleway.

IH mentioned it will be interesting to see how the cycle route will be tied into the existing routes and infrastructure. Members expressed concern that road widths in general on the trading estate ought to be widened when development opportunities arise with cycle lanes given the 1.2m required width.

JW confirmed that there will be a cycle lane and footway on the new widened Leigh Road. Members recommend that there must be a pedestrian and

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cycling access from Leigh Road to Bedford Ave to allow continuation of cycling journeys along what will be a quiet east west route. It was noted the drawing shows a 1.5 m wide pedestrian access ramp and crossing point on Leigh Road at this location, though members would like greater width on the ramp. JW would ask Transport for more details on the design as they become available.

### Lansdowne Ave Experimental Closure –

JW explained that accidents occurring at the junction of the A4 with Lansdowne Ave are the main reason behind the experimental closure. Drivers turning from Lansdowne Ave into the A4 are focusing on vehicles coming along A4 from the west and ignoring pedestrians/cyclists on the footway coming from the east.

LAF members are still not convinced that the junction will be able to cope with the additional flow due to the closure despite the modelling that's been done by the Transport team and the ability of the Scoot software to adapt the functioning of the junction to the flow. Members asked if the modelling done prior to schemes is always reflected as being correct after the scheme has been implemented. JW will investigate with Transport how they evaluate the success of their schemes after completion and bring findings to next meeting.

**Resolved** – actions taken as per details above and all LAF comments to be forwarded to the relevant SBC officers.

## 130. Gating

### Birch Grove Cut-through (Location 1) and path from Furnival Flats to Bodmin Avenue (Location 2) –

VV tabled the report for the Gating Order proposals at the Furnival Ave flats, explaining the issues at the two separate locations and that there would be two separate gating orders. It is proposed that Location one being heavily used would be open during the day whereas location two would be permanently closed. VV confirmed usage data for location two is being sought and members agreed this to be of the utmost importance in determining the proposals. JW agreed to forward the usage data to members when it becomes available.

The consultation for the Gating Orders if the council decides to make them would encompass all properties within a 200m radius to gain a true representation of views as opposed to just the closest residents. Members expressed the LAF default position that no gating would be supported and that full usage survey data must be considered prior to the official consultation being drawn up. A consensus view would be collated when the official consultation starts via an email communication with members.

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A discussion followed about the planning and design stages of development and the legacy that historical design has left us of housing estates being characterised with small narrow alleyways. It was agreed public open spaces in conjunction with access in new developments is of paramount importance.

Prescott Road Gating Order –

JW presented before and after photos showing the effect of the gating order.

Victoria Road Gating Order proposal –

JW tabled the proposal to gate the dead end area of adopted highway which is constantly fly tipped. TH confirmed in his experience the area has always experienced severe fly tipping. DM thought it a shame that nothing can be done with the redundant land other than gating which would result in an unattractive area covered in litter. He suggested that the tarmac be removed, trees planted and that the natural growth be allowed to return so the area could at least be more attractive and of some amenity to the public. TH countered that the trees ought to be removed to allow natural surveillance to discourage fly tipping. JW stated the situation would be monitored and if made, the Gating Order could always be revoked if necessary.

**Resolved** - JW would ensure that a map is circulated showing the location of the proposed gates. LAF comments thus far would be forwarded to the Community Safety Officer and a formal response made when the official consultation is opened.

### **131. Slough Arm of the Grand Union Canal & Kendal Close Action Plan**

Due to lack of time JW suggested that she report back at the next meeting about progress with the Kendal Close Action Plan. It was agreed that JW meet with TH between meetings to start drawing up a list of actions that the LAF could push for encompassing the whole canal.

**Resolved** – This item be placed on the next meeting agenda.

### **132. Regional and National**

JW tabled the draft LAF Annual Review. Members agreed to pass any comments through and to default to the Chairman's approval for this item.

JW would send Regional and National updates to members in an email.

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**133. Any Other Business**

None

**134. Date of the next Meeting**

JW would circulate dates for next three meetings with a caveat that the date could be altered should it conflict with any Council meetings not currently planned.

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