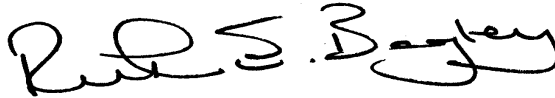


Date of issue: Tuesday 14<sup>th</sup> January 2014

<b>MEETING</b>	<b>LOCAL ACCESS FORUM</b>
<b>DATE AND TIME:</b>	TUESDAY, 21ST JANUARY, 2014 AT 6.00 PM
<b>VENUE:</b>	MEETING ROOM 1, CHALVEY COMMUNITY CENTRE, THE GREEN, CHALVEY, SLOUGH, SL1 2SP
<b>LOCAL ACCESS FORUM SECRETARY (for all enquiries)</b>	JACQUI WHEELER, RIGHTS OF WAY OFFICER 01753 477479

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



**RUTH BAGLEY**  
Chief Executive

AGENDA

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>TIME ALLOCATED</u>
1.	Apologies and Welcome		(2 mins)
2.	Declarations of Interest		(2 mins)

(Members are reminded of their duty to declare personal and prejudicial interests in matters coming before this meeting as set out in the local code of conduct)

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>TIME ALLOCATED</u>
3.	Minutes of the last meeting held on 26th Sept 2013	1 - 8	(5 mins)
4.	Matters Arising (other than those on the agenda)		(10 mins)
5.	Stopping Up Order Proposals <ul style="list-style-type: none"> <li>- Footpath 35a High Street to Herschel Street</li> <li>- Footpath 57 Glentworth Place to Tuns Lane</li> </ul>		(5 mins)
6.	Transport/LSTF Schemes/Designs (Updates)	9 - 18	(10 mins)
7.	Gating	19 - 20	(10 mins)
8.	Slough Arm of the Grand Union Canal <p>Update on meeting with Canal and Rivers Trust – cycle video Kendal Close Action Plan</p>	21 - 26	(10 mins)
9.	Regional and National News <p>Draft Deregulation Bill Huddle Update LAF Engagement Plan MENE update South East LAF Conference</p>	27 - 54	(5 mins)
10.	Any Other Business		(2mins)
11.	Date of the next meeting <p>Thursday 1<sup>st</sup> May 2014 Training Room 1, Chalvey Community Centre</p>		

Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Special facilities may be made available for disabled or non-English speaking persons. Please contact the Democratic Services Officer shown above for further details.

**Local Access Forum – Meeting held on 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.

## Local Access Forum - 26.09.13

**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



## Local Access Forum - 26.09.13

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.

## Local Access Forum - 26.09.13

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.

## Local Access Forum - 26.09.13

- 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

## Local Access Forum - 26.09.13

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.

## **Local Access Forum - 26.09.13**

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)

**CYCLING ABOUT SLOUGH**

**1. PURPOSE OF THE REPORT**

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

Location	Description/ Issue	LAF consensus/action	Feedback rec'd	Outcomes/Updates
East West Walking and Cycling Route – Salt Hill Park section <b>LSTF funded scheme</b>	<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"> <li>Phase 1 – link between Salt Hill Way and subway and from subway along northern boundary of park towards Stoke Poges Lane / Lansdowne Avenue</li> <li>Phase 2 – link between Salt Hill Way leading to Barn Cafe (in the Centre of the Park)</li> </ul>	LAF comments minuted emailed to Transport officers.		<b>Further details requested concerning further details and timescales.</b>
Leigh Road New Bridge	Construction of a new bridge and road works between Ajax Avenue and Buckingham Avenue	Comments so far minuted. LAF requested more detail	<b>New Drawing available for comment</b>	
Borough wide	Pavement parking	Letter to police Minutes recommended SBC use new powers TA met with GR Keep on agenda for updates	Emails with Parking Development Officers – safety audits done, scheme being implemented as an experimental TRO and	<b>Updates – Feedback from Parking Officers requested. Consultation ends on 23<sup>rd</sup> January 2014. LAF members agreed to take a look at the changes on the ground with a view to making a formal representation.</b>

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	<p>details/final scheme drawings available on consultation website <a href="http://tinyurl.com/a43t98k">http://tinyurl.com/a43t98k</a>.                  Formal representations being accepted over the 6 month experimental period.</p>		<p>Various correspondences. HoS Safety Audit report forwarded to members</p>	<p>Crossing by my Council - Changes to the sequencing of the lights at this crossing have been implemented and do seem to be alleviating situation. Audible beepers also installed. HoS Cycle About – TE and IH, PC, AD, SD and JW attended on 1<sup>st</sup> November 2012. <b>No Updates</b></p>
<p>Heart of Slough</p>	<p>- Crossing by My Council                  - Brunel Way north side footway - street lighting columns on footway                  - Audit of scheme from cycling/pedestrian perspective</p>		<p>Various issues including concerns about increased congestion, off c/w cycle lanes.</p>	<p>Scheme currently in process of being implemented.</p>
<p>Farnham Road Better Bus Scheme</p>	<p>Various issues</p>	<p>LAF comments forwarded</p>	<p>Savio DeCruz dealing. See Transport comments below</p>	<p>Scheme implemented from Mon 13<sup>th</sup> Jan 2014. Feedback requested from Transport Officer as to effects and how it's being received. See email from RB.</p>
<p>Lansdowne Ave Experimental Closure</p>	<p>To implement improvements to footway on south side of A4 – including widening and levelling surface</p>	<p>No comments from LAF</p>	<p>Emails rec'd from Transport (LB) See Transport feedback/comments below. More detailed design provided in papers and SD                  Transport (RB)</p>	<p><b>All works completed.</b></p>
<p>A4 Ledgers Rd to High Street – shared use footway</p>	<p><b>New</b>  <b>Land at no.51 Belfast Ave being dedicated by Housing dept to allow narrow section of the</b></p>			
<p>Cinder Track LSTF funded scheme</p>				



Cinder Track to be widened where it enters the park. Lighting to be included.

## 2. FEEDBACK FROM COUNCIL

### Better Bus Farnham Road

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

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

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

### **Lansdowne Ave Experimental Closure**

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

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

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

## LOCAL ACCESS FORUM REPORT – 21<sup>st</sup> JANUARY 2014 – AGENDA ITEM 6

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

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

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

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## 1. PURPOSE OF THE REPORT

To give details of the proposed works to improve the Cinder Track (BR24a-e).

## 2. Dedication of land at 51 Belfast Avenue:

LSTF funding has been secured within this financial year (13/14) to undertake a project to widen the narrowest section of the Cinder Track (see photo below). As the narrowest, unlit part of the Cinder Track this section rather lets down the wide avenue type feel of the route.



Tenants at no. 51 Belfast Avenue a council owned property initially complained about the continual damage to their wooden fence which runs alongside the path from Belfast Ave into Godolphin Playing Fields and anti-social behaviour (including drug dealing taking place in the path at night). The existing path surface is crumbling away as the wooden fence is not a sufficient retaining structure in the garden which is considerably lower than the path surface. This provided the impetus for Community Safety, Highways and Housing to find a resolution to the problems.





**Solution:**

Housing has been asked and has agreed to dedicate a strip of land from no.51 Belfast Ave to allow the existing path to be widened.

A concrete fence will be erected to act as a retaining structure for the path surface. Once the works are completed the path will be 3m the minimum width requirement for a cycle way. The large tree at Belfast Ave end will be retained and the new concrete wall will butt up to it. A light column will be installed at the park end of the path along with signage and bollards to help slow cyclists down on entering the path.

**3. Bollard Replacement:**

The Colne Valley bollards designed specifically for the Cinder Track provide the Track with a clear identity for its entire length. However, it has been noted that the condition of some of the bollards and railings has deteriorated. Where the fabric of the bollards and railings are assessed as beyond repair new units will be installed in the same design and where possible action will be taken to remove graffiti.



#### 4. Graffiti Removal

Graffiti on rear fences/walls along the Cinder Track is a continual problem, requiring a disclaimer signed by individual households to enable jet spray removal or painting over. After discussions between the NET team and Highways it's agreed that it would be beneficial to have a rolling programme of painting over graffiti; with the works undertaken by Community Payback on their monthly visit to the Track. In order for this to happen indefinite disclaimers are required for all the properties with walls/fences backing onto the Track. The process of contacting each household and if rented properties, then the landlord is currently on-going. It is hoped to be able to start the rolling programme next month.

#### 5. Dispenser Bins:

This project aims to help improve the problem of dog fouling along the Cinder Track.

##### Aims of this project

- To improve and enhance the Cinder Track by adopting an innovative approach to reduce dog fouling. A similar project set up last year in Lynch Hill Valley, has proven to be successful, with residents commenting positively about its impact in the valley.
- To encourage the schools and community to participate in the scheme by producing suitable artwork, to ensure a supply of empty bags for the dispenser, and to actively report fouling activity to the authorities.

##### Outline of the project

This innovative approach has worked in Britwell and plans are to introduce a similar scheme in the Cinder Track.

Baylis Court School, an Arts Academy has produced suitable artwork to be used on the recycling stations. Artwork produced by the school, encouraging dog-walkers to be more responsible will be screen printed on metal plates and affixed to the dispenser bins.

It is envisaged that the dispensers will be re-stocked with bags by local students and resident groups. The potential of schools becoming collection points for empty bags brought in by parents and the students will be explored.

The various stakeholders will promote scheme by sign posting dog walkers to the new collection points. Businesses in the area can also be urged to participate by supplying bags if needed.



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adopted highway path through to garages at Torridge Rd  
Scale 1:1000

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## Welcome to Regent's Canal

Please follow the Greenway Code for Towpaths



**1. Share the space**

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



**2. Drop your pace**

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



**3. Pedestrians have priority**

towpaths are 'Greenways' or shared use routes where pedestrians have priority and vehicles, except bicycles and mobility aids, are generally excluded.



**4. Be courteous to others**

a smile can go a long way. Abusive or threatening behaviour is not acceptable and should be reported to the police.

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

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

**7. When travelling in large groups**  
especially if you are running or cycling, please use common sense and give way to others.

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

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

**10. At all times, keep children close to you**  
and encourage them to learn and follow the Greenway Code for Towpaths.

**share the space  
drop your pace** 

on Canal & River Trust Greenways



**Canal &  
River Trust**

CRN-G02-117c

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# Pedestrian priority



share the space  
drop your pace  
on Canal & River Trust Greenways



Canal &  
River Trust

Canal & River Trust

 **contract** CANAL & RIVER TRUST (CIN-G02-117b) Date: 09 / 04 / 13 Size: 300 x 360 mm. (k).  
sign systems

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share the space  
drop your pace  
on Canal & River Trust Greenways



## Upper Lee and River Stort waterways map



## Welcome

Towpaths along the Capital's canals and rivers, like many paths through public parks, are Greenways, which are shared use routes where pedestrians have priority and vehicles are generally excluded.

Greenways link in many places to other routes along borough roads including parts of the National Cycle Network.

London's canal and river Greenways are attractive, quieter leisure routes that connect with green spaces. They are great places to walk, jog or cycle as you enjoy the heritage, charm and tranquility of our historic waterways.

## About us

The Canal & River Trust is the new charity entrusted with the care of 2,000 miles of waterways in England and Wales. In an increasingly fast-paced and crowded world, our canals and rivers are a local haven for people and nature.

Find out more and join in at [www.canalrivertrust.org.uk](http://www.canalrivertrust.org.uk)

## Islington Tunnel



## Maida Hill Tunnel



## Be part of it

There are lots of great opportunities to volunteer with Canal & River Trust. You can be a Towpath Ranger, a Lock Keeper or take part in one of our Towpath Task events.

To find out more visit:  
[www.canalrivertrust.org.uk/volunteering](http://www.canalrivertrust.org.uk/volunteering)

Contact us:  
[www.canalrivertrust.org.uk](http://www.canalrivertrust.org.uk)

Tel: 0303 040 4040



Canal & River Trust

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# The Greenway Code for Towpaths

Canals and rivers are a treasured part of London's outdoors. So whether you're walking, running or on your bike, help us to keep your towpath safe and pleasant for everyone to share and always follow the Greenway Code:



## 1. Share the space

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



## 2. Drop your pace

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



## 3. Pedestrians have priority

towpaths are 'Greenways' or shared use routes where pedestrians have priority and vehicles, except bicycles and mobility aids, are generally excluded.



## 4. Be courteous to others

a smile can go a long way. Abusive or threatening behaviours are not acceptable and should be reported to the Police.

## 5. Follow signs and obey local by-laws

they are there for the safety of everyone. Cyclists should dismount where required and use common sense in busy or restricted areas, recognising that pedestrians have priority.

## 6. Give way to oncoming people beneath bridges

whether they are on foot or bike and be extra careful at bends and entrances where visibility is limited.

## 7. When travelling in large groups,

especially if you are running or cycling, please use common sense and give way to others.

## 8. Try to avoid wearing headphones

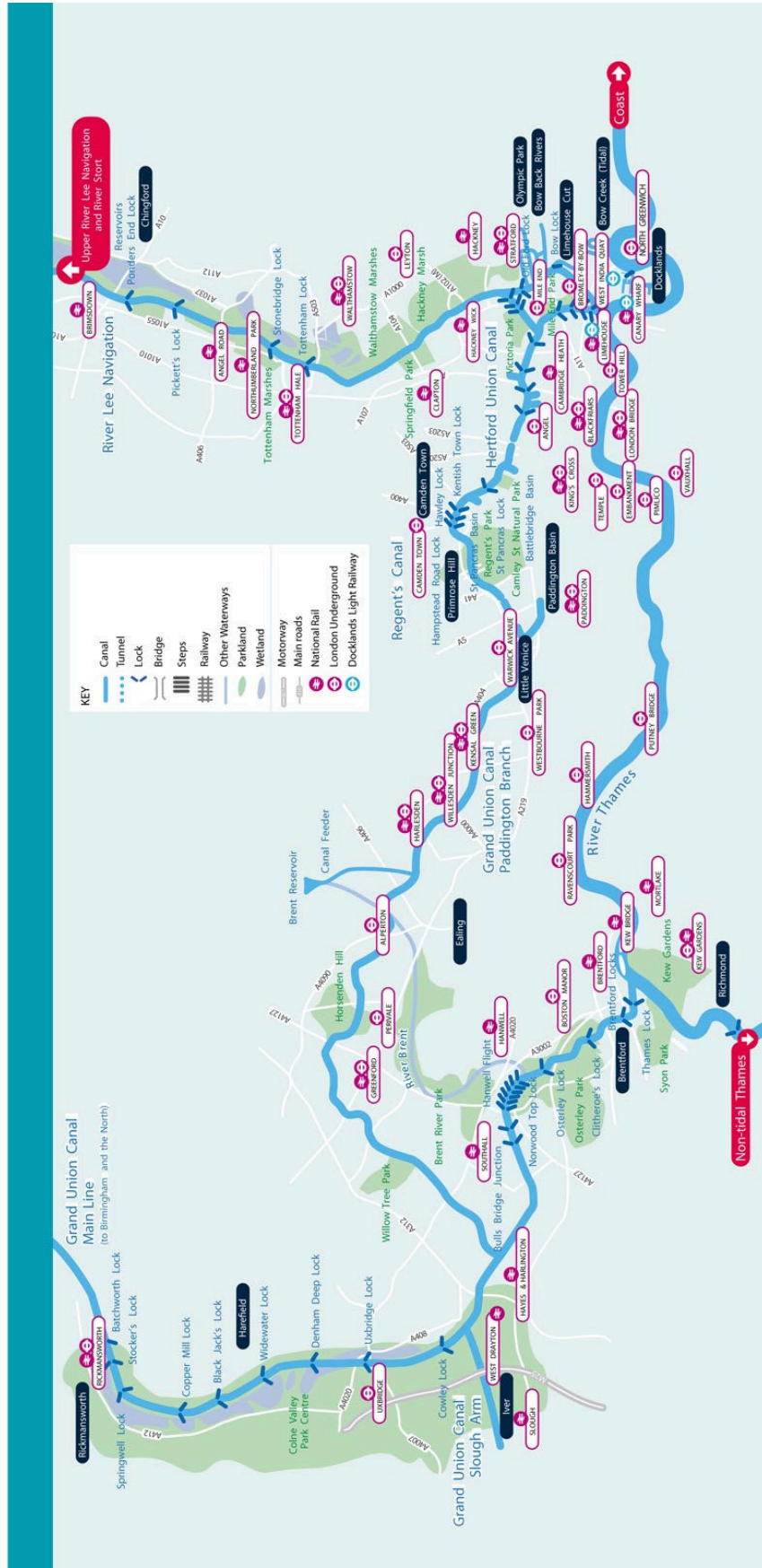
as this makes you less aware of your surroundings, possible hazards and others sharing the same space.

## 9. Keep dogs under control

ideally using a short lead on busy towpaths and clean-up after them. Dog fouling is very unpleasant and is a health hazard.

## 10. At all times, keep children close to you

and encourage them to learn and follow the Greenway Code for Towpaths.





WESTMINSTER BRIEFING

11<sup>th</sup> December 2013

Good morning everybody & a very warm welcome to this Westminster Briefing.

We are here today to discuss and hopefully advise those govt colleagues present, on: **“Protecting our Public Rights of Way: Putting Deregulation into Practice”**

Starting with the first half of that title “Protecting our Public Rights of Way”, it is widely recognised that England and Wales have this unique resource of public rights of way, a part of our ancient highway network that allows the public to walk, ride horses, cycle and use vehicles along linear routes.

The rights of way network has been recognised by successive governments of all political persuasions as a valuable public asset. The government of 1949 took extensive advice about the need to protect rights of way for future generations and it is likely that much of the today’s network would have been lost, had they not done so.

Today we have an opportunity to help the current government with feedback directly to those involved at the sharp end (Paul & Dave), to influence the thinking of those on the SWG, (Ray and Mike), who are still involved and being consulted on an ongoing basis by Natural England & Defra – I should know as one of them is in my team and is constantly disappearing to do SWG work!

Taking the second half of our title for today’s session: “Putting Deregulation into Practice” - Public rights of way are often portrayed as a public benefit, to the detriment of the land owners and managers who live in the countryside. But more careful consideration shows that our whole economy benefits from being able to promote our countryside as a tourist attraction and the economy suffers during closures, such as during the foot and mouth outbreak.

Of course it is not just the countryside that benefits from the rights of way network; the network extends into urban areas and provides opportunities for walking or cycling to school or to work or to the shops; those small local journeys that we all need to get out of our cars to do for the good of the nation’s health and for the good of our environment. So in putting into practice deregulation, we all have to be careful not to damage the economy we are trying to stimulate (there you go I’m sounding like a politician now, in Richard Benyon’s absence!). We need to take care and not to throw the baby out with the bathwater.

Part of today’s discussions will no doubt cover the job of recording all public rights of way that exist, started in 1949, and still on-going, as this is an area that deregulation aims to improve on – through streamlining, through efficiencies, and through bringing-in the 2026 cut-off. Let’s not forget that the cut-off is looming over us and as it was first contained in the CRoW Act 2000 – that means we are now over half way there!

The current legislation has been described as complex; it often frustrates both those who have to operate it – my professional colleagues in IPROW and other officers in LAs; and those who have to live with it – the users and landowners alike. There is a

healthy debate over deregulation / reregulation within IPROW and while members up and down the country do not all agree with each other on the details, it has been recognised for some time that at least some reform is needed to have any impact on the backlog of work to do.

This is a controversial area and it is important that any legislative reform is balanced and up to the job. What we do not want is something which becomes just a lawyers' charter to make money on endless test cases (with apologies to William & Michael and any other lawyers present!).

An accurate and up to date Definitive Map and Statement is vital in providing both clear information to users of the countryside and clarity and certainty for those who own and manage the land.

The present process for making changes to this legal record is well known for being lengthy, bureaucratic and often generating conflict. The stakeholder working group has worked hard to achieve a balanced set of proposals to simplify those processes and assist with completing the Definitive Map (whether via deregulation, or reregulation as it is being called by some, or in the Defra guidance to follow). It's time now to see that hard work and those reforms through, so that those whose work it is to finish the job started in 1949 can get on and do it as efficiently as possible.

Richard Cuthbert,  
President of IPROW  
11/12/13

Natural England

Monitor of Engagement  
with the Natural  
Environment

2012-13 Annual results  
presentation - Highlights

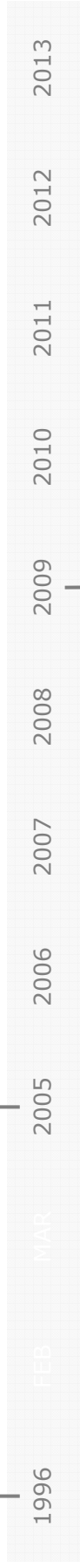
NE Access and Engagement



# Survey background

MENE has unique value in that it collects continuous data on engagement with the natural environment. It provides measurement of the volume of visits taken to the natural environment each month over an extended period, which has never been available before.

Series of surveys tracking participation in leisure day visits.  
No detail on day-to-day use and enjoyment of the natural environment.

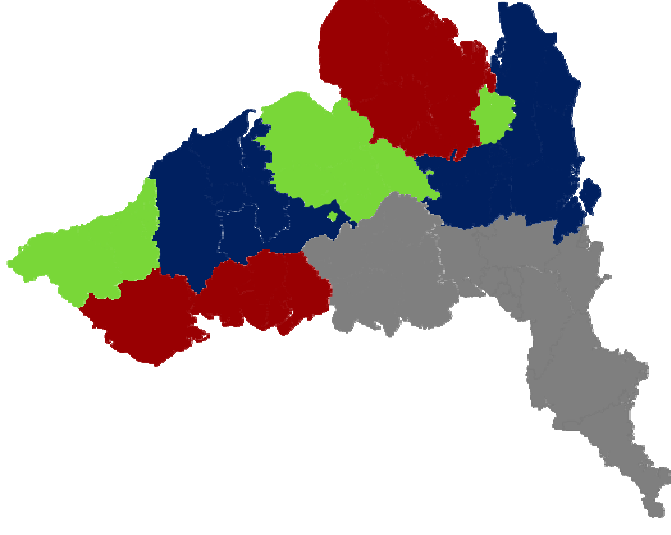


Natural England, Defra and the Forestry Commission commissioned TNS to undertake the Monitor of Engagement with the Natural Environment (MENE).



# Survey purpose

- MENE provides the most comprehensive dataset available on people's use and enjoyment of the natural environment.
- It includes information on visits to the natural environment as well as other ways of enjoying the outdoors such as gardening, watching wildlife and volunteering.
- The growing database provides insight into trends in visit taking over time and allows analysis for smaller geographic areas and population groups.



MENE is designated as Official Statistics and is subject to the Statistics & Registration Services Act 2007. The statistics are collated, analysed and disseminated according to the Code of Practice for Official Statistics and the Pre-release Order 2008.



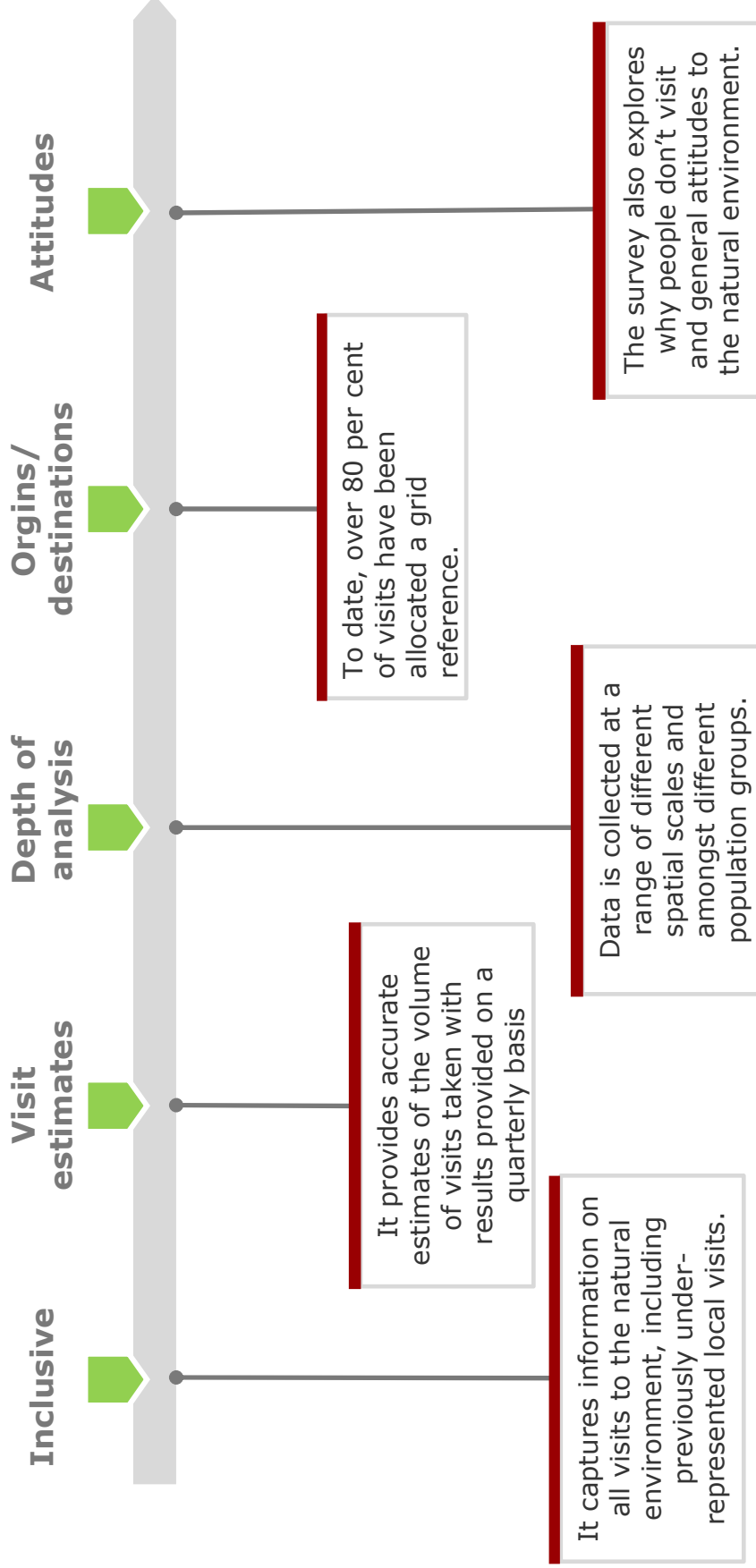
MENE 2012-13 Annual Results  
Presentation

© TNS August 2013

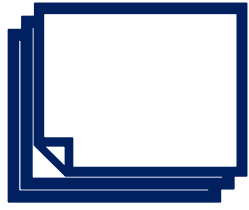
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# What makes MENE different?



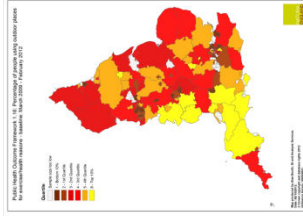
# How is MENE being used?



As a data source in the Natural Environment White Paper section on reconnecting people and nature, highlighting the importance of the availability and quality of local green space.



As indicator 13 in Public enjoyment of the natural environment for Biodiversity 2020.



As one of the datasets for the Public Health Outcomes Framework including local authority level weights that make the data more robust at local level.

Plus:



As support data for the ONS Wellbeing analysis













By other organisations e.g. the University of Brighton and Nottingham National Ecosystem Assessment work

# Survey method

- In-home face to face interviews**
- Weekly interviews on TNS omnibus survey
  - Representative of the English adult population

- Cumulative sample sizes**
- Interviews – Years 1 to 4 – 188,780
  - Main visit details collected –160,376 visits
  - Full visit details – 56,777 visits

## Survey topics:

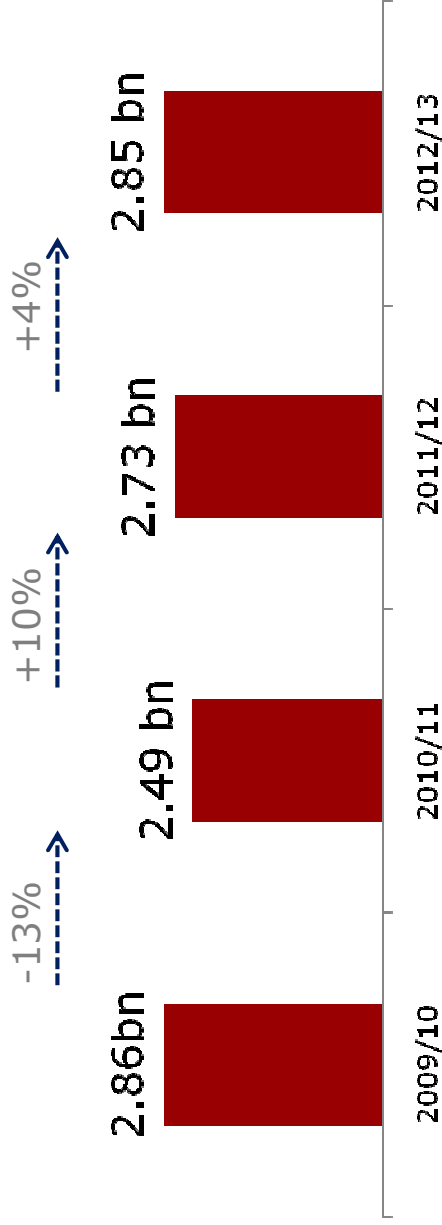
				
Volume of visits	Places visited	Activities	Duration	Distance
				
Transport	Reasons	Expenditure	Other engagement	Barriers



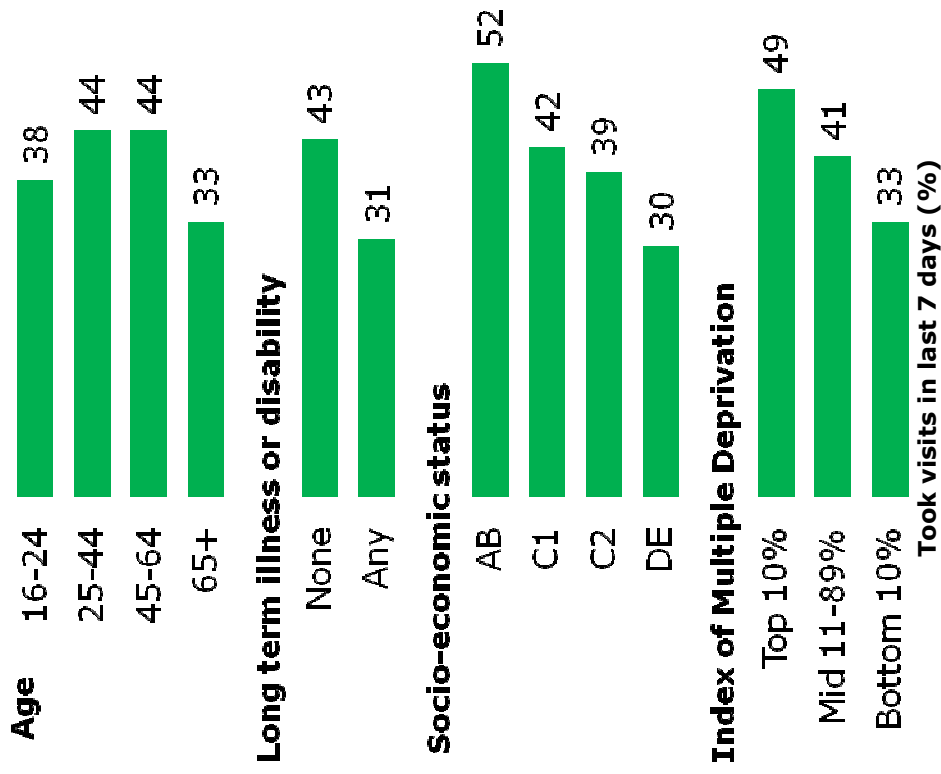
# Annual volume of visits March 2012 to February 2013



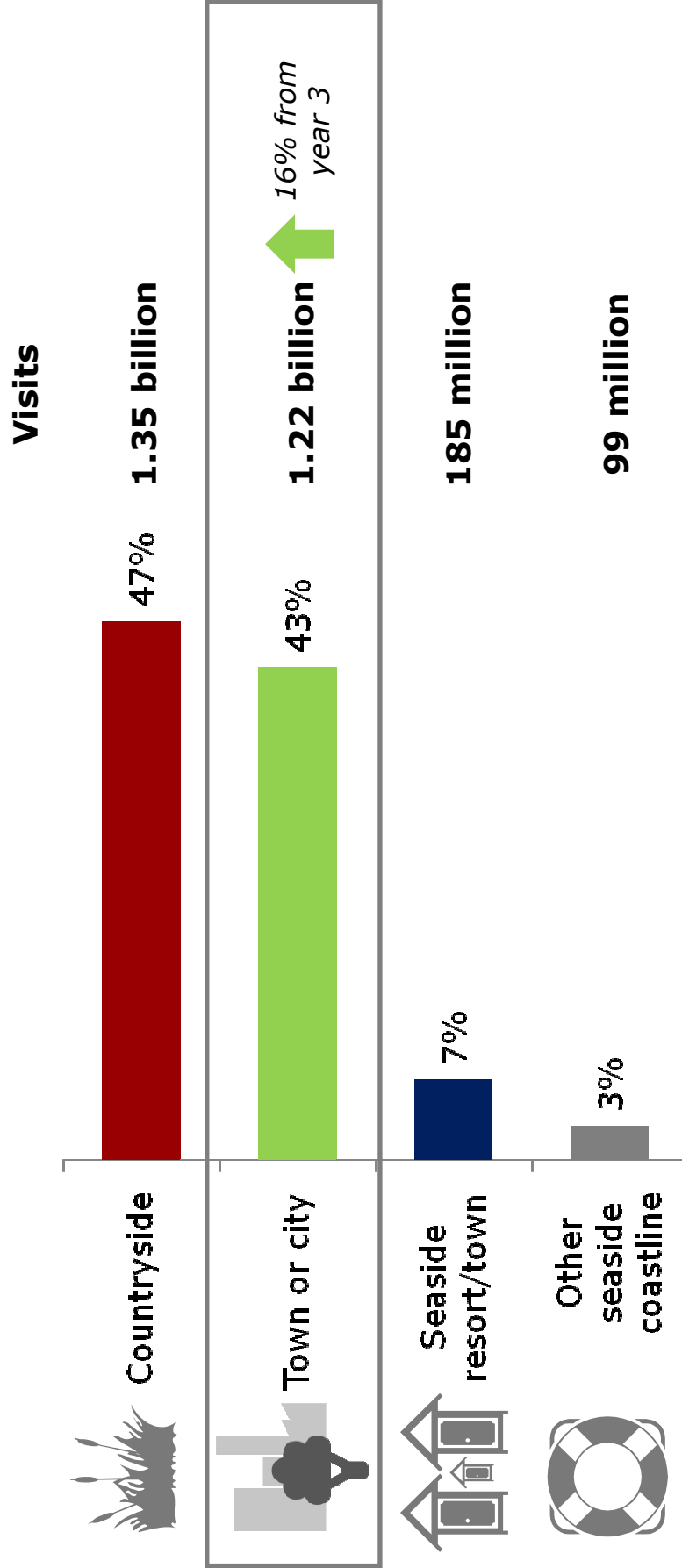
Overall difference of less than 1% between years 1 and 4



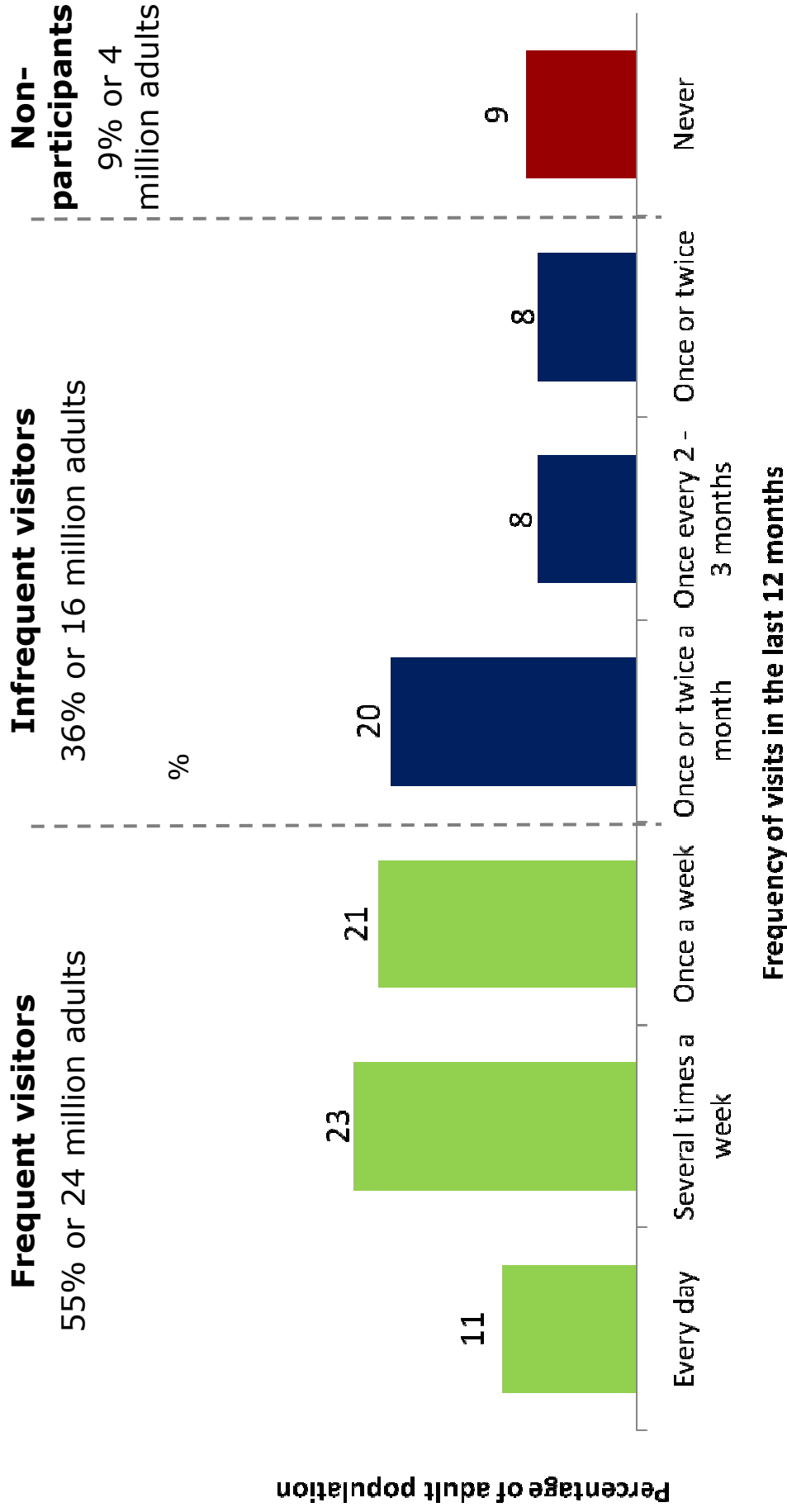
# Participation in the last 7 days



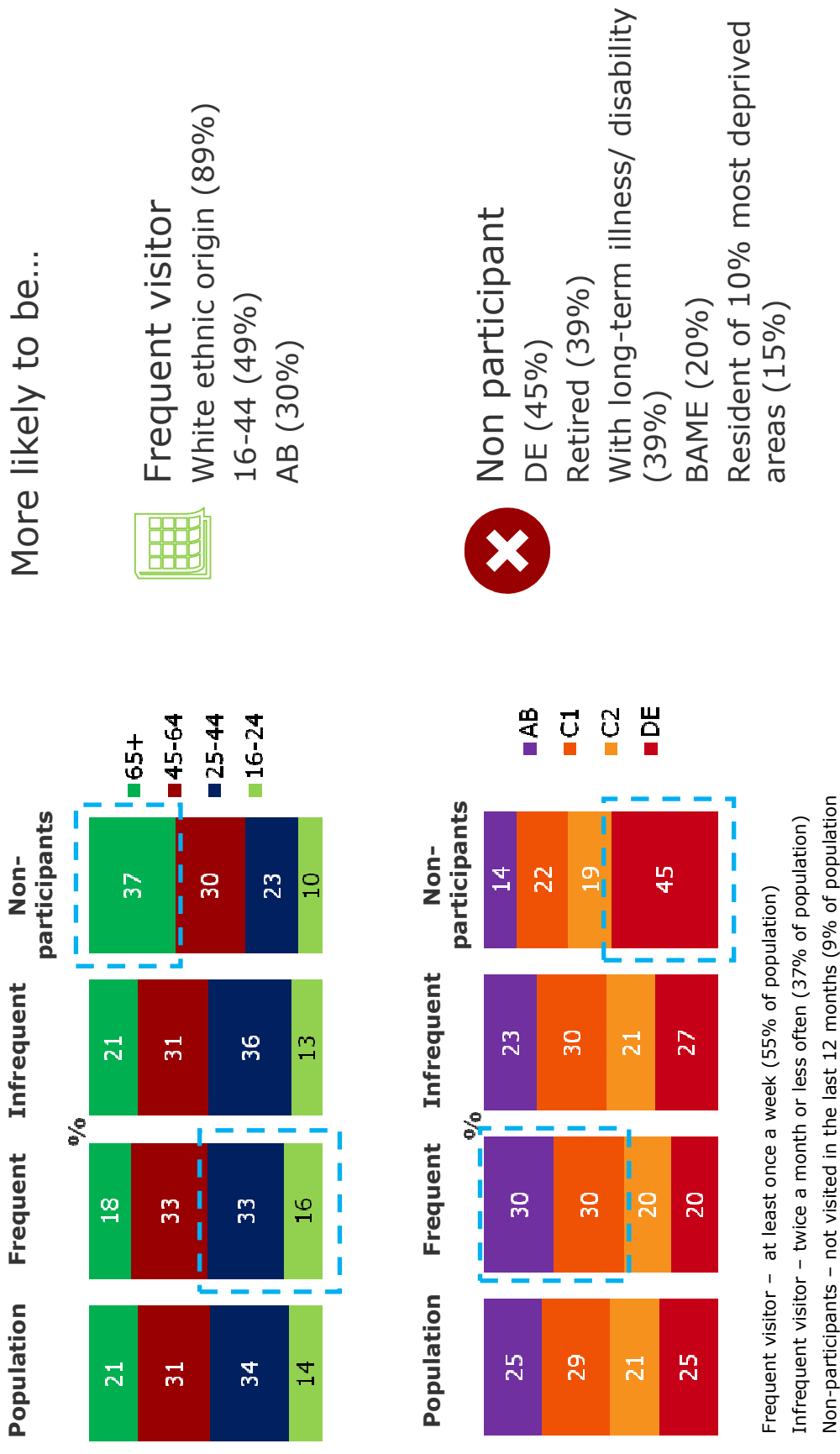
# Types of place visited



# General levels of engagement

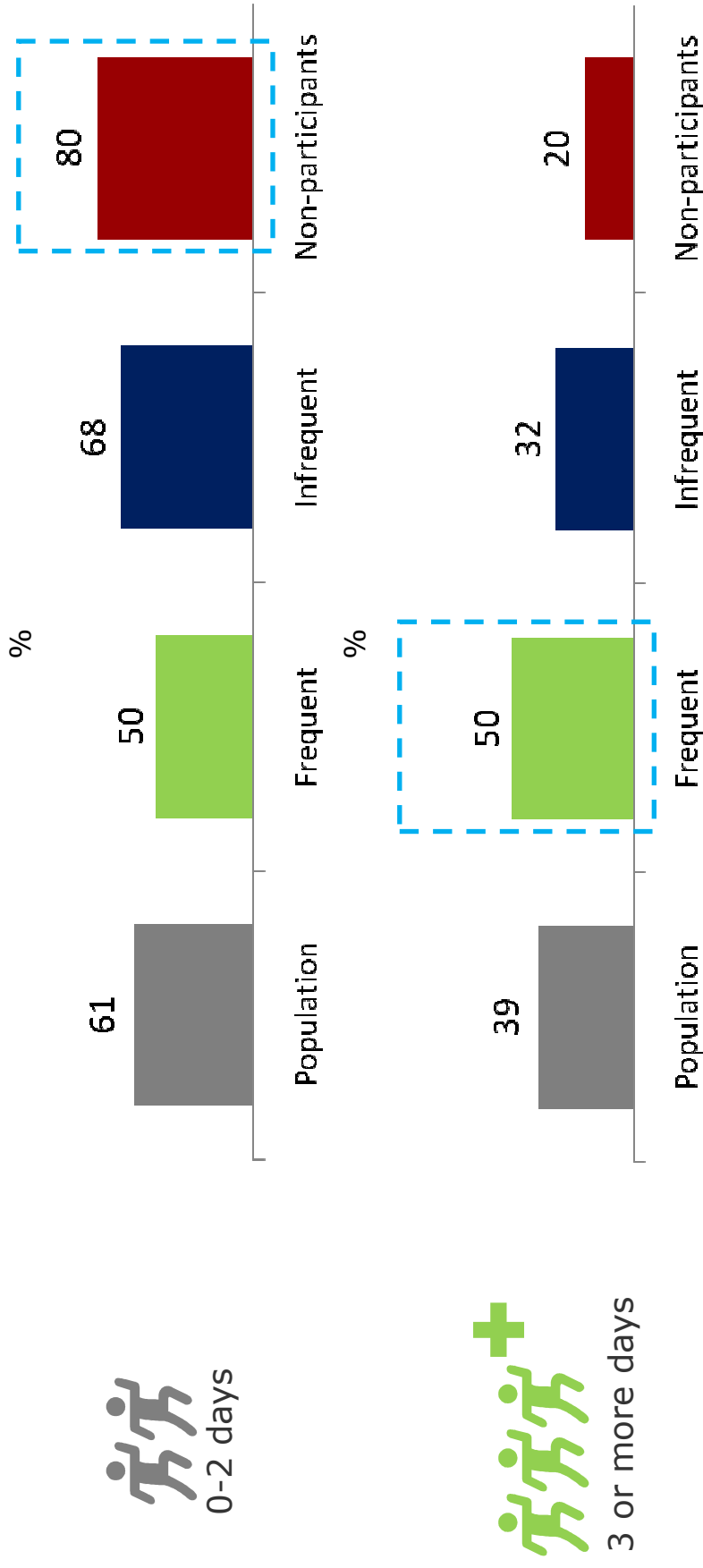


# Age and socio-economic profile by frequency of visits



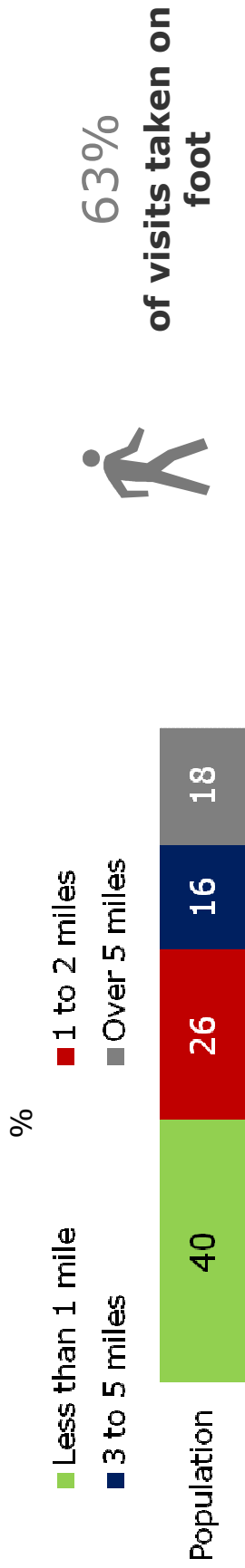
# Levels of physical activity by frequency of visits

There is a clear relationship between visits to the natural environment and levels of physical activity.



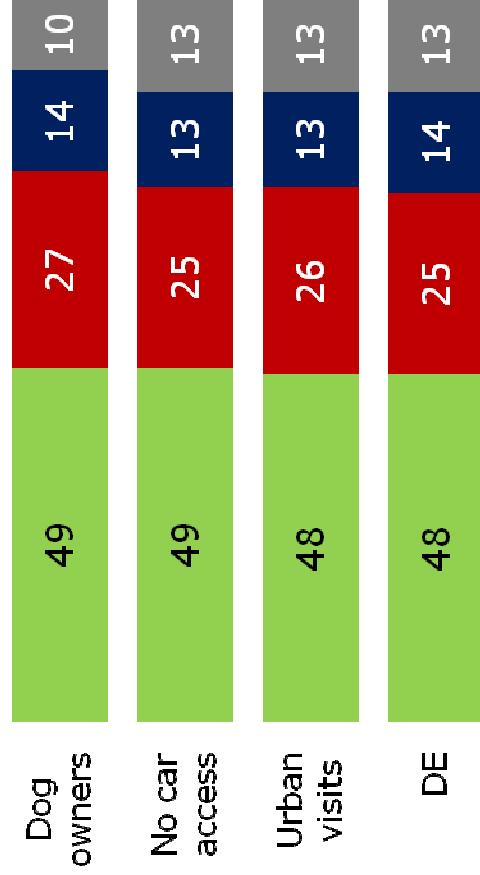
# Distances travelled

Most visits are close to home and taken on foot



63%  
of visits taken on  
foot

## Most likely to travel a shorter distance...



29%  
of visits taken in a  
car/ van

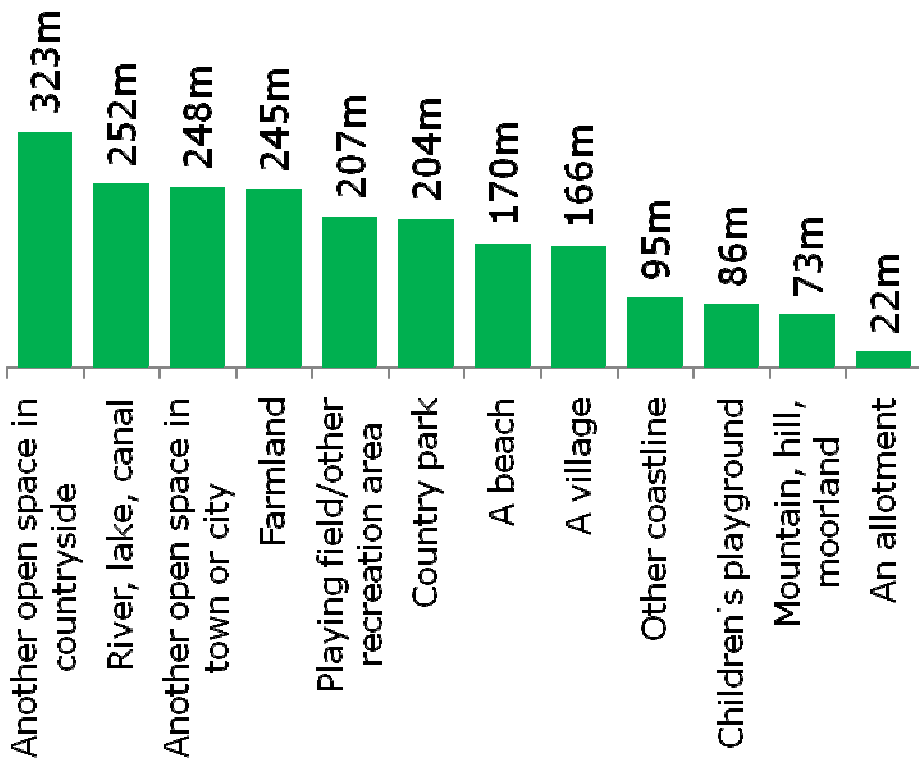


3%  
of visits taken using  
public transport

# Types of place visited – volume of visits



**710 million**  
visits taken to parks in  
towns/ cities



**448 million**  
visits taken to paths/  
cycleways/ bridleways



**357 million**  
visits taken to  
woodlands/ forests



# Activities during visits to the natural environment

## - volume of visits



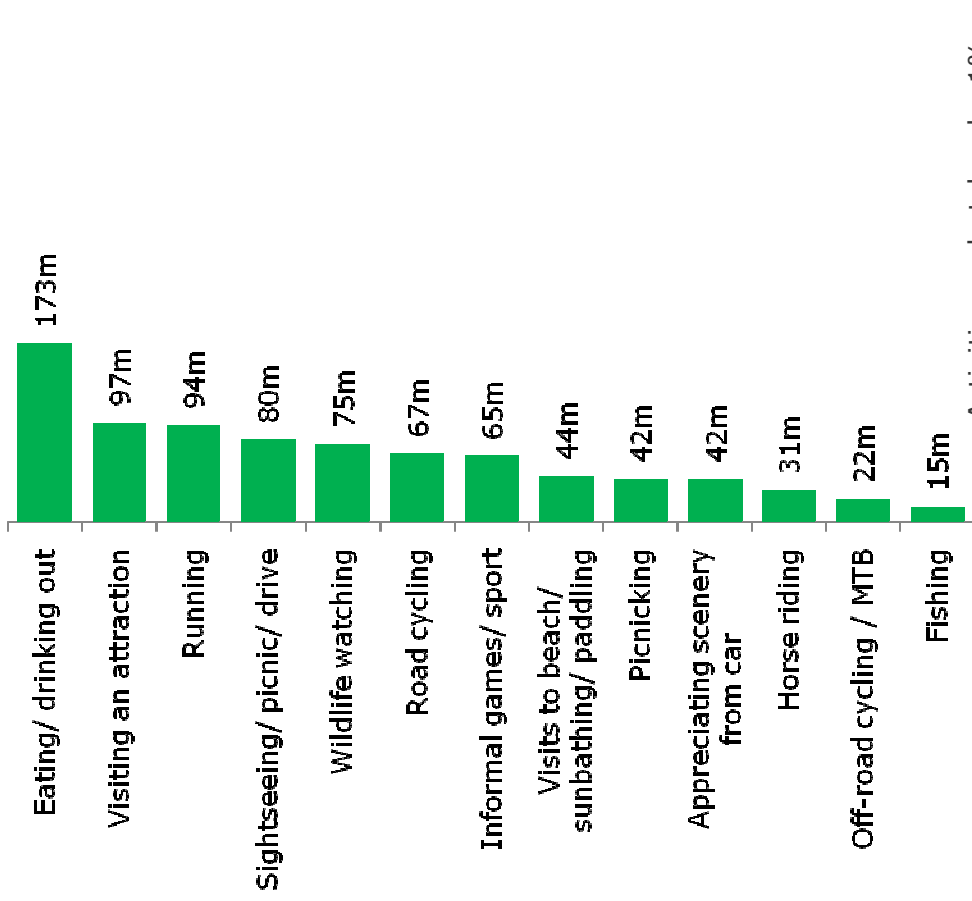
1.4 billion  
visits where dog  
walking undertaken



769 million  
visits where walking  
without a dog  
undertaken



235 million  
visits where playing  
with children  
undertaken



Activities undertaken by 1% or more shown in chart.

# Activities during visits to the natural environment

## Participant profiles



49%

of visits involved walking a dog



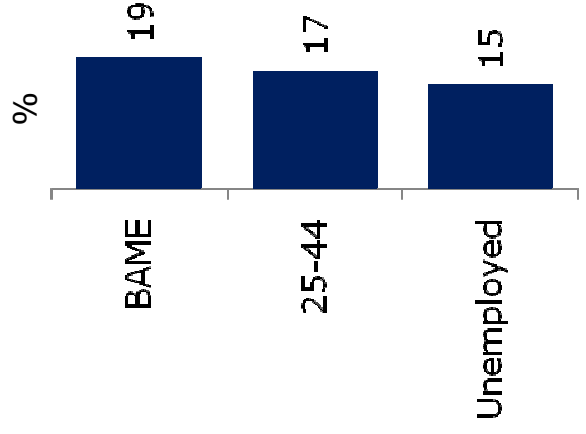
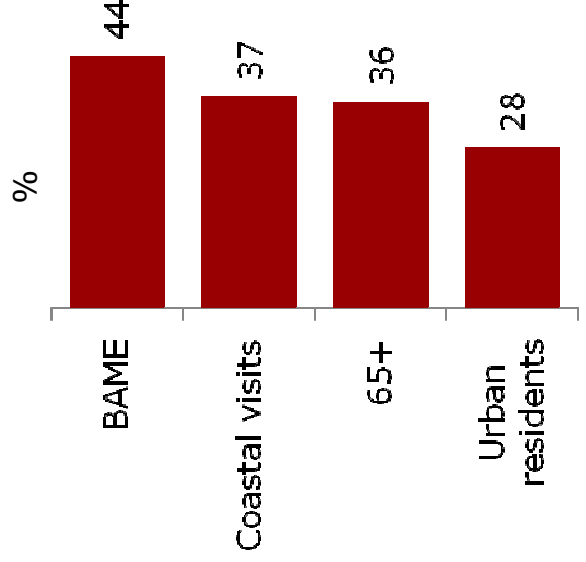
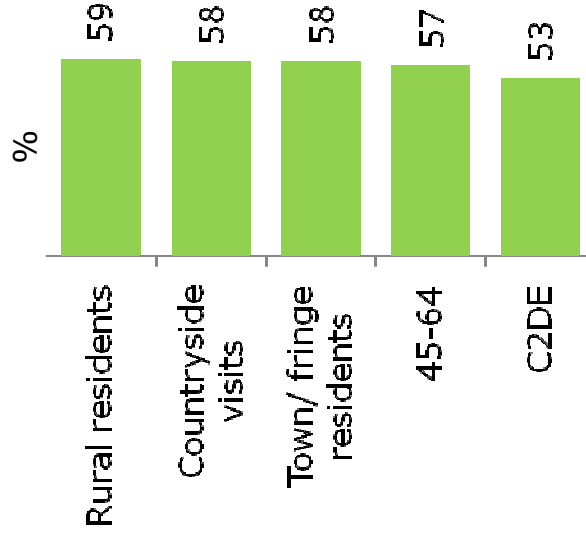
27%

of visits involved walking without a dog

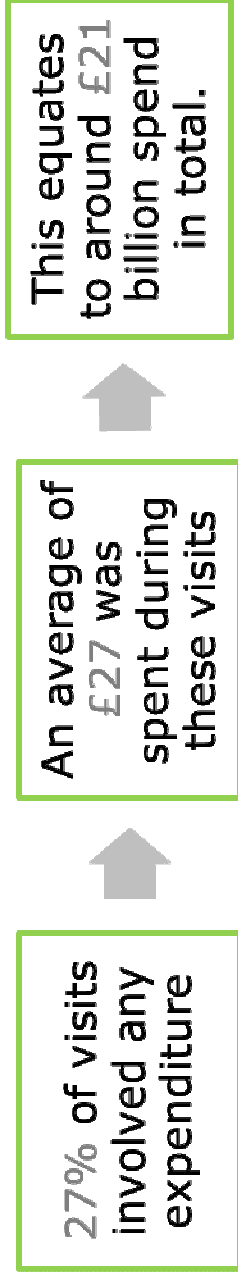


6%

of visits involved playing with children

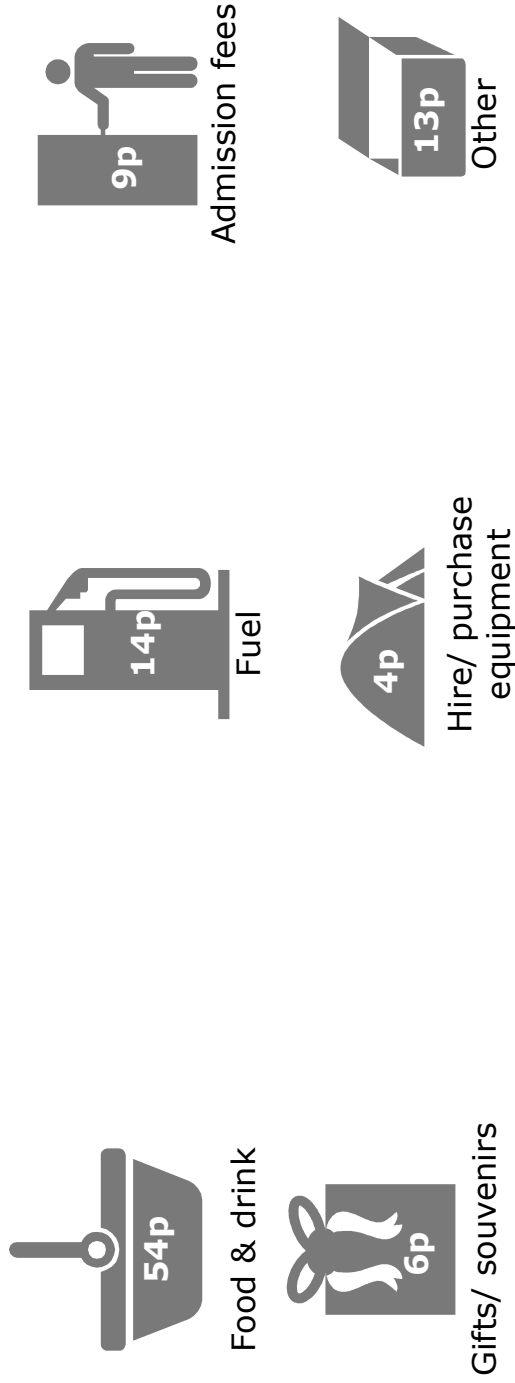


# Expenditure during visits to the natural environment



No significant variations over last four years of MENE.

For every £1 spent...



# Reasons for taking visits



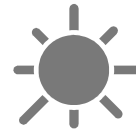
47%  
of visits had walking a  
dog as a motivation



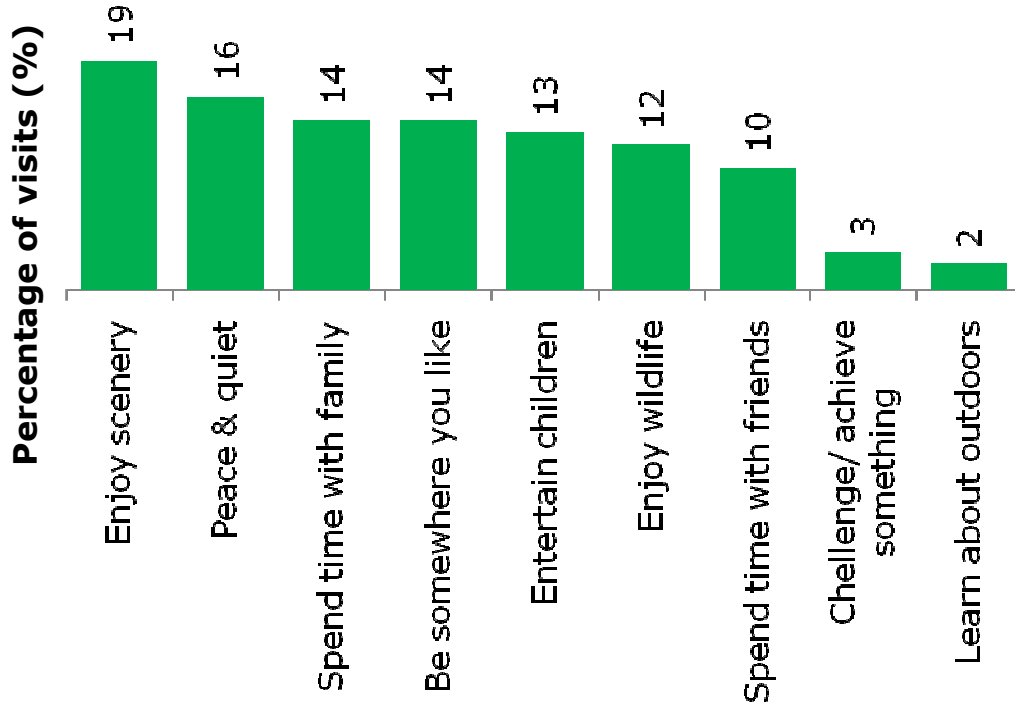
44%  
of visits were  
motivated by health/  
exercise



28%  
of visits were taken to  
relax/ unwind



26%  
of visits were taken for  
fresh air/ pleasant  
weather

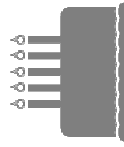


# Variations in motivations for visiting outdoors among population groups



## Gender

**Men:** health/ exercise (46%)  
**Women:** entertain children (16%)



## Age

**16-24:** time with friends (24%)  
**25-44:** entertain children (22%)  
 spending time with family (22%)  
**55+:** enjoy scenery (24%)  
 enjoy wildlife (16%)  
**65+:** health/ exercise (53%)



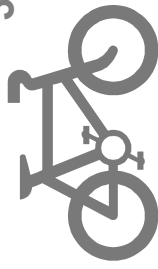
## Socio-economic grouping

**ABC1:** health/ exercise (47%)  
 relax/ unwind (30%)  
 fresh air/ pleasant weather (30%)  
**C2DE:** exercise a dog (51%)

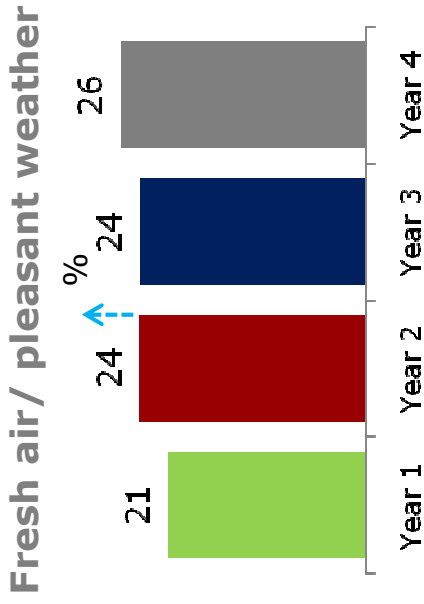
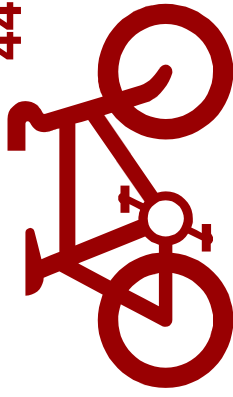
# Variations in motivations for visiting outdoors over time

Overall health/ exercise increase (years 1-4)

34%

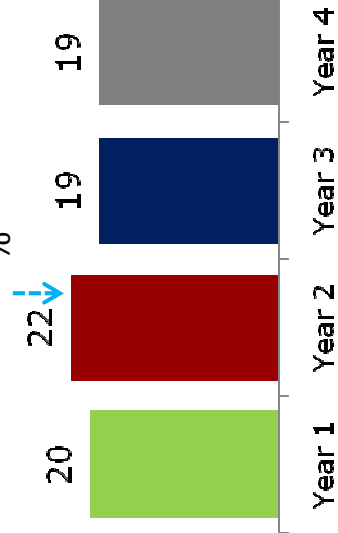


44%



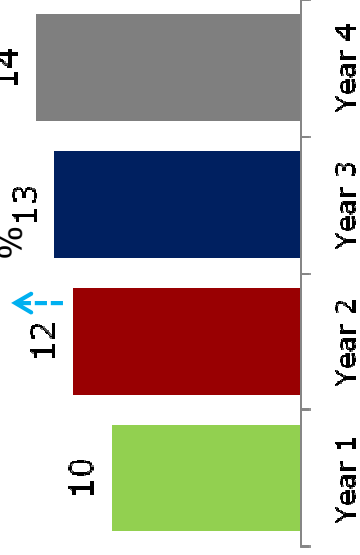
Enjoy scenery

%

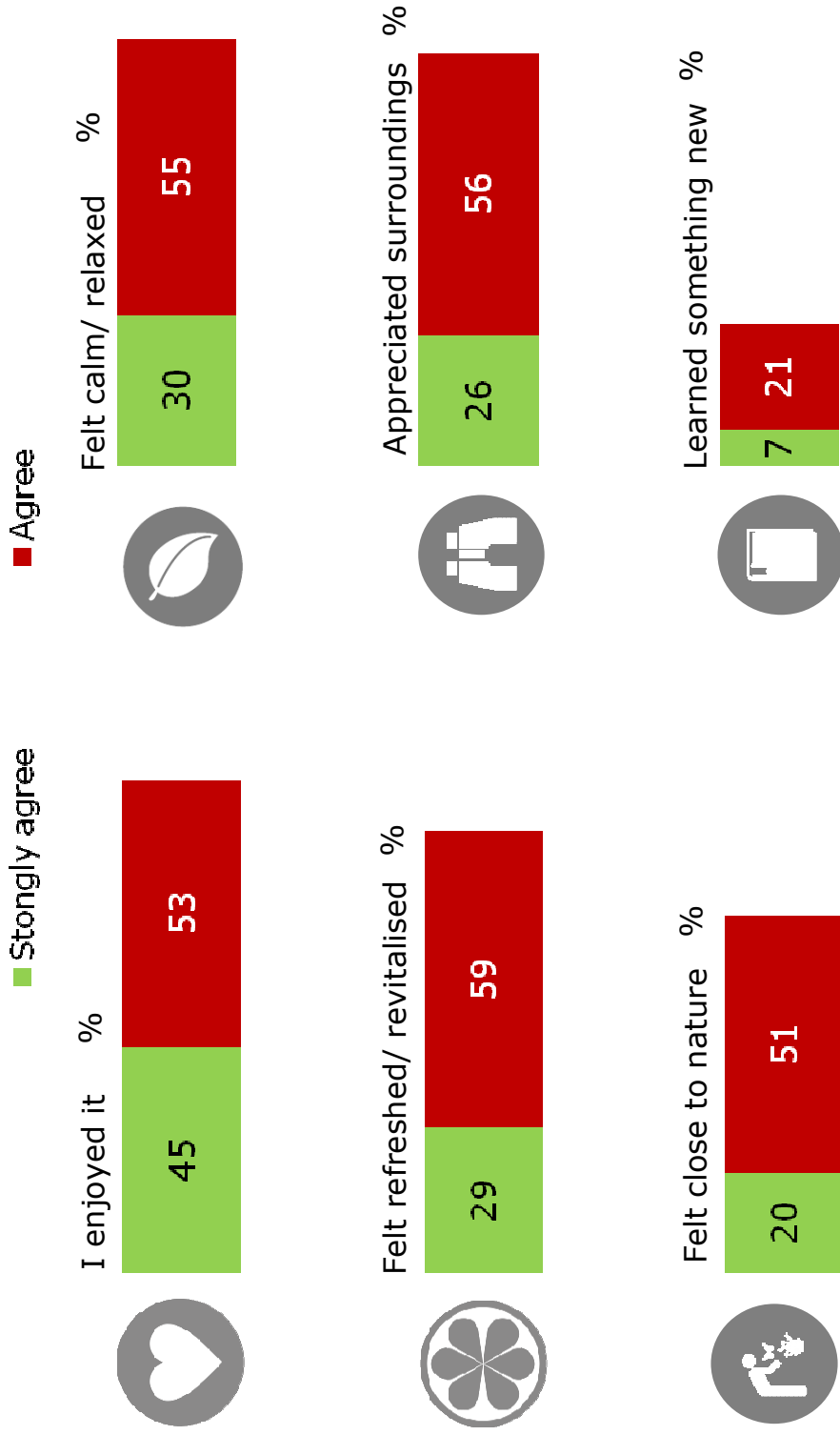


Be somewhere you like

%

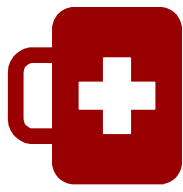


# Outcomes of visits to the natural environment\*



\*Percentage of visits

# Reasons for not participating more often



35%  
Health/ old age/  
disability



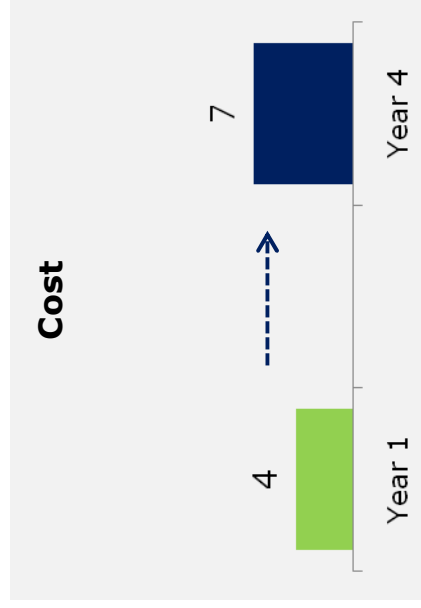
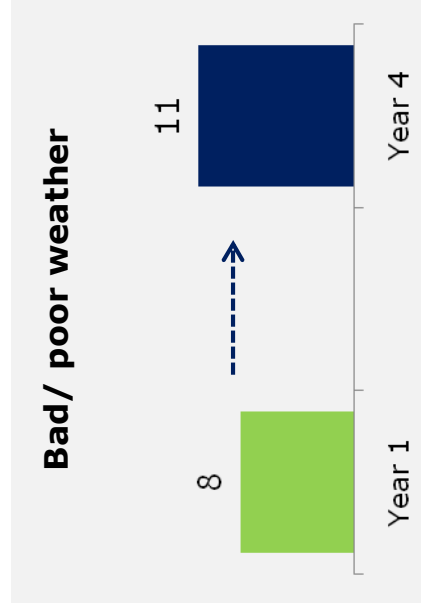
24%  
Too busy at work



15%  
Too busy at home

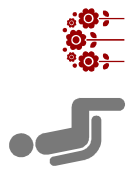


22%  
Not interested/ not  
reason

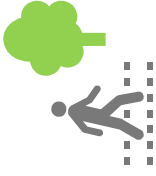




# Other activities involving the natural environment



Sit/ relax in garden (62%)



Walk through parks/ green spaces en route elsewhere (54%)



Watch/ listen to nature programmes (53%)



Gardening (52%)



Looking at scenery from car (43%)



Watch wildlife (35%)



Look at books/ photos/ websites (30%)



Unpaid voluntary work (7%)

More likely:

55+

AB socio-economic group  
Residents of least deprived areas

In paid employment

Less likely

BAME population  
DE socio-economic group  
Residents of most deprived areas  
16 to 24

# Survey outputs

## 2012/13 Annual Report

Natural England Commissioned Report HC 03722

Monitor of Engagement with the Natural Environment: The national survey on people and the natural environment

Annual Report on the 2012-13 survey

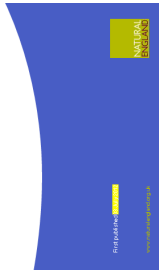


## Technical Report

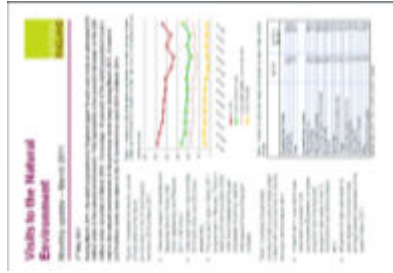
Natural England Commissioned Report HC 03722

Monitor of Engagement with the Natural Environment: The national survey on people and the natural environment

Technical Report (2012-13 survey)



## Quarterly updates On-line data viewer



## SPSS & Excel datasets

## Infographics summary

Natural England MENE infographics report



## Video podcast



Section 2  
Who engages most and why

## Special analyses & reports



For further information relating to official statistics contact [MENE@naturalengland.org.uk](mailto:MENE@naturalengland.org.uk)

For all other questions contact Erica Wayman, MENE Project Manager [Erica.Wayman@naturalengland.org.uk](mailto:Erica.Wayman@naturalengland.org.uk)



MENE 2012-13 Annual Results Presentation

© TNS August 2013



260117710

# Where to find the outputs

Access the outputs by going to:

[www.naturalengland.org.uk/ourwork/research/mene.aspx](http://www.naturalengland.org.uk/ourwork/research/mene.aspx)

Or go direct to the online viewer at:

<http://naturalengland.tns-global.com/>

The screenshot shows the Natural England website interface. At the top, there is a navigation bar with links for 'Skip to content', 'Skip to section navigation', 'Home', 'Contact us', 'Our work', 'Publications, maps & data', 'Grants & funding', and 'Advice & information'. A search bar is also present. Below the navigation bar, the 'Our work' section is highlighted in a yellow banner. The main content area features a list of links under the heading 'Our work', including 'Conservation', 'Farming and land stewardship', 'Enjoying the natural environment', 'Access: our legal role', 'Regulation and licensing', 'Landscape', 'Marine', 'Planning and development', 'Climate change and energy', 'Secure environmental future', 'Research and evidence', 'Evidence register', 'Uplands', 'Water', and 'Consultations'. The 'Research and evidence' link is expanded to show a sub-menu with 'Survey content', 'Survey method', 'How Natural England and its partners use the findings', 'Results, publications and case', 'Pre-release access list', 'Previous surveys', and 'Further information'. The 'Survey content' link is selected, leading to a page titled 'Monitor of Engagement with the Natural Environment'. The page text states: 'People enjoy the natural environment in many different ways. These include visiting the countryside, enjoying green spaces in towns and cities, watching wildlife and volunteering to help protect the natural environment. Natural England, Defra and the Forestry Commission commissioned a new survey called Monitor of Engagement with the Natural Environment (MENE) to provide baseline and trend data on how people use the natural environment in England.' Below this text, there are sections for 'On this page', 'Survey content', 'Survey method', and 'Survey content'. The 'Survey content' section explains that MENE collects information about visits to the natural environment, including the type of destination, duration of the visit, mode of transport, distance travelled, expenditure, main activities and motivations and barriers to visiting. The 'Survey method' section states that the survey also collects information about other ways that people engage with the natural environment, such as watching wildlife and volunteering. It also mentions that fieldwork started in March 2009 with around 800 respondents interviewed every week across England using an in-home interview format, and that every year at least 45,000 interviews are undertaken.

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