

# Oxfordshire Countryside Access Forum

**Third meeting of 2018/19**  
Ground Floor Meeting Room 2a-c  
Speedwell House, Speedwell Street Oxford OX1 1NE  
**Wednesday 27<sup>th</sup> February 2019**  
**10am – 12.30pm**

## AGENDA

2018 (3)

	Item	<i>Coffee available from 9.45am. Please aim to be seated by 9.55</i>
<b>10.00</b>	1	Welcome by the Chair
	2	Apologies for absence and declarations of interest - to declare any personal or prejudicial interests
	3	Confirm the minutes of 21 <sup>st</sup> November May 2018 (2018/2)
<b>10.10</b>	4	Matters arising from minutes
<b>10.20</b>	5	Update from Countryside Records (Mike Walker)
<b>10.30</b>	6	Managing vehicles and use of Traffic Regulation Orders
<b>11.15</b>	7	Review of Buckinghamshire Rights of Way Improvement Plan
<b>11.20</b>	8	Oxfordshire Joint Strategic Spatial Plan
<b>11.30</b>	9	Space for questions from members of public/observers or AOB
<b>11.45</b>	10	Confirm date, time and location of future meetings Fixed dates - 3 <sup>rd</sup> Wednesday in May and November and optional 3 <sup>rd</sup> Wednesday in February: <b>15<sup>th</sup> May 2019</b> , 20 <sup>th</sup> November 2019  All 9.45 for 10am location probably County Hall or Speedwell House

*n.b. all times are indicative only*

Oxfordshire Countryside Access Forum is a Local Access Forum – a statutory independent advisory body, established and administered by Oxfordshire County Council to assist with improving access to Oxfordshire’s countryside under s94 of the Countryside and Rights of Way Act 2000.

Contact any member via the OCAF Secretariat: Oxfordshire County Council, Countryside Area, 3<sup>rd</sup> Floor Speedwell House, Speedwell Street, Oxford OX1 1NE Tel 01865 810226, email: [paul.harris@oxfordshire.gov.uk](mailto:paul.harris@oxfordshire.gov.uk) or visit

[www.oxfordshire.gov.uk/ocaf](http://www.oxfordshire.gov.uk/ocaf)



**OXFORDSHIRE COUNTRYSIDE ACCESS FORUM**

MINUTES OF THE SECOND MEETING OF 2018/19  
Wednesday 21 November 2018 Speedwell House, Oxford

2018 (2)

**Attending:**

**Members and their interest areas:**

Stuart McGinness, **Chair** (SMG) - User - off-road cycling and leading youth cycle training  
Matthew Judson, **Vice-chair** (MJ) - User- 4x4 use and leading youth outdoor hiking training

Dave Cavanagh (DC) – User - Walking and practical voluntary action on paths  
Philip Chamberlain (PC – Landmanaging - Arable farmer and diversified farm estate  
Gordon Garraway (GG) - Other – green space protection and recreational trails  
John Griffin (JG) – Cycling, walking and protected areas  
Andrew Hawkins (AH) - Landmanaging – woodland owner and ecologist  
Ilse Lambert (IL) -User-Trail riding (motorcycling)  
Rachel Livingstone (RL) – Lost ways/DMMOs and equestrian users  
Anne Luttmann-Johnson – User - wheelchair user access to the countryside  
Sarah Martin (SM) - User - walking and botany, permissive access

Cllr Yvonne Constance OBE – Oxfordshire County Council Designated Cabinet Member to OCAF

**Observers/Guests:**

Chris Blomfield (CB) - Trail Riders Fellowship  
Chris Hurworth (CH) - Trail Riders Fellowship and motorcycling interest member of Bucks LAF  
Beth Rutterford (BR) - OCC Cherwell area Countryside Access Officer and equestrian user

**Oxfordshire County Council Officers attending to support OCAF:**

James Blockley (JB) - Principal Officer Trees & Countryside Access  
Gwen Harris (GH) - OCC Change Manager for Communities Directorate  
Paul Harris (PH) - OCAF Secretary/Countryside Access Strategy & Development Officer  
Hugh Potter (HP) - Group Manager Area Operations Hub  
Mike Walker (MW) - Principal Officer Countryside Records

**1. Welcome and introductions**

Chair opened the meeting and welcomed members, observers and OCC staff. Those present gave brief introductions

**2. Apologies for absence and declarations of interest**

None

**3. Confirm the minutes of 16<sup>th</sup> May 2018 (2018/1)**

Signed as correct with the addition of Chris Hurworth as observer

**4. Matters arising - action items not on the agenda or already actioned**

2017(2) Action 1 (JB to supply group with examples of cost recovery or repairs to address extraordinary use and damage). JB said that he had compiled some images but needed clarification what the purpose was and apologised that he would have to pass this to his replacement. PH said that action was about if OCC had managed to secure payments or repair

following extraordinary traffic on a right of way - for example from forestry or utility operations. YC highlighted the need to make distinctions between regular use by local ratepayers and damage from touring recreational users. MJ challenged this point saying that all recreational vehicle users pay council and vehicle excise duty. PC stated that if restrictions were placed on agricultural use of tracks farmers were likely to bill for other goodwill operations and land use. YC stated that it was not a worthwhile use of officer time and that there wasn't the staff capacity to follow this up. **Action closed**

2017(2) Action 2: (*HP to look at how Traffic Regulation Order and other closure information is made available and how this could be improved*). See item under any other business.

HP thanked OCAF for their work in developing a draft managing vehicles policy which was very helpful to assist the Council in taking this forward. There was some refinement needed around the edges to make it function as an OCC policy and he would also be speaking to key neighbouring authorities. HP assured the group that the policy will be taken forward and that it would be more or less the same. He needed to work out a timeline for producing the Council's version consulting with stakeholders and then briefing Cabinet Member before formal adoption process. HP gave a backstop time limit of 12 months subject to delays of recruitment replacement for James Blockley. SMG suggested that May would be the best time for it to be issued. HP agreed but said it needs others outside of OCAF to have the opportunity to get involved and comment hence the backstop position.

2017(2) Action 3: (*Secretary to work with TW and YC and staff to set up a DMMO working group*). Discussed - later in the meeting. **Action closed**

2017 (2) Action 4: (*JB to supply OCAF with contact list of volunteer groups*). PH circulated paper copy of the contact details. **Action completed**

2018 (1) Action 2: (*Tom Scholes to share legal advice on existing evidence and processing constituting a legal event*). Members referred to the paper provide by Mike Walker RL asked if other authorities accept Inclosure Awards (IA) as a legal event so they can streamline their systems. MW said he knew of one or maybe two but was not convinced that this was an appropriate direction for the Council to go. It could result in high court challenge. RL suggested that it needs more consideration and asked if Oxfordshire's position was down to legal advice or the team's interpretation. MW responded that advice can be conflicting and that it was a balance of risk against what the law and guidance say is reasonable. The Council's actions should also be seen to be fair and reasonable. RL referred to her conversations with Sheffield City Council's legal team which made 9 Legal Event Modification Orders [*Orders that change the Definitive Map & Statement based on a 'legal event' e.g. diversion, modification order, inclosure award, creation agreement etc having taken place*] with the team looking at the IA and deciding if it looks sound choosing to make a LEMO which saves time and money.

CH questioned why in Oxfordshire the maxim of assuming the IA was completed correctly because it was completed unless proved otherwise was not being applied. MW stated that a correct process ought to be followed. His team's view was that if there's strong evidence in the IA then that ought to be sufficient evidence for a Modification Order to be made - with a check that there has not been some other legal event, such as stopping up orders or a Quarter Sessions record etc. This process would mean that research and determination timescales could be cut and this would be his preference rather than simply making a LEMO. RL asked why it was necessary to have further delay of advertisements and challenge when it had already been through the statutory IA process and so should just form part of a LEMO. YC questioned likelihood of challenge. MW said that it would be a balance of risk for the Council to consider. The intention of a LEMO was to bring a DM up to date as a consequence of a legal event, such as a Diversion Order, as soon as reasonably practicable. Whether using a LEMO 200 years after the event complies with that is questionable. RL questioned this as she said the only way to challenge a legal event was another legal event. MW confirmed this and replied but advised that the modification order process was the appropriate way to consider the balance of

evidence. If OCC made a LEMO to add a route to the definitive map and someone then came along later with a stopping up order, OCC would then have to go through modification process. RL commented that this should then be another LEMO process. YC said that that challenge would only come about as a result of the LEMO and that the order could be made in the hope that no challenge would be made -and that was the balance. MW referred to the bigger risk of high court challenge and YC said that this challenge may never happen, and would only happen if evidence was brought forward. YC acknowledged a difference in approach and the appetite for taking on the risk of challenge. MW referred to the picture across the country where the practice of taking an IA straight to a LEMO is not adopted by most authorities. There are differences of opinion whether it's the right way thing to do. He said his view of the right way to do it was to acknowledge the IA, look at it and other evidence, make the order and advertise it. This ought to result in a relatively straightforward solution with low risk of public inquiry but, if it was referred to the Planning Inspectorate the likelihood is that the matter would be addressed by a written representations process. RL said that this approach involved extra resources for the team whereas with LEMO there would be no need for advertising and consultation delays and workload and taking to planning inspectorate. There's such a huge backlog of DMMOs she thought that any area of streamlining to get backlog down would be an advantage. MW agreed the need to get backlog down and streamline processes. **Action completed**

2018 (1) Action 3: (Tom Scholes and OCAF Secretary to set up DMMO priority working group) Dealt with under agenda item 8. **Action closed**

2018 (1) Action 4: (Secretary to circulate explanatory note about the new [British] standard [5709:2018]). PH reported that this was sent by email to all members. **Action completed**

## 5. Permissive Access

PH referred to the note and drew members' attention to the two website links for agri-environment scheme access as well as paths provided in lieu of Inheritance Tax. DC said that some access was provided under permission of landowners as a part of agri-environment or other schemes but knowledge of this access was limited and often some routes were only known by locals. When planning routes for leading a walk using maps and online resources these usually didn't show permissive paths. He could understand why Ordnance Survey couldn't put some paths on as orange dots when permission may be removed at any time but this made it hard to plan. He asked whether OCC could show permissive paths on its interactive web map.

SM referred to local permissive paths she had negotiated in her area which was only publicised locally and where she would feel uncomfortable with it being put on the internet. When asked why she said that it wasn't part of a stewardship type scheme and was meant for locals as part of commemorating the Millennium and Diamond Jubilee and that putting on the internet wasn't part of that agreement [*post meeting note: the Jubilee Path forms one of the Six Bells pub trails* <http://www.thesixbellswarborough.co.uk/local-walks.htm>].

PC explained that publicity normally forms part of the agreement to provide access for agri-environment scheme grants. He was considering removing all permissive access where the scheme had expired, and farmers generally were thinking about what action to take in advance of the proposed new land management grant scheme. JG asked if there was a difference between local permission and paths created as part of a national Defra-type scheme. PC said that for the public there was no difference between the type of agreement or permission, but web publicity was a part of the stewardship scheme and access was one way to add points to wider stewardship scheme application.

DC accepted all the points raised about differences in access permissions and agreements and referred to areas of good practice. He added that the OCC countryside access map's point is getting people out and about so these paths should be included. He asked if OCC could do this.

PH said that the technology was simple – another layer could be added to the geographic Information system, as could be done for path closures, and as already is done for access land links. For Ordnance Survey maps the orange dots will only be added if the agreement is for more than five years and an organisation/authority takes responsibility for managing the route. PH added that it was unlikely that the very local routes would be added to any online facility. BR said that the team got many reports about maintenance and it is assumed that all paths on the maps will be maintained by the publicising body. Adding more routes could increase demands. DC asked if it would be necessary to approach all landowners for retrospective permission. SM said that in her case there was likelihood that the path would be lost. DC said he was asking about larger routes that link paths to paths. PC added that he would be happy for information to go on the web providing there was a line on a map saying permissive and could be closed, and that there was no additional liability on farmers – as this was something his insurers are concerned about. RL highlighted the importance of connecting and circular routes being publicised.

MW said that ‘putting it on the map’ involved finding, digitising and mapping the permissive routes which would be another pressure on his team and this would need to be accompanied by having to find out management and longevity information for each route. Datasets for national schemes etc are easy to upload. He has argued for years that agri-environmental schemes should be easily searchable. The 10-year permissive path period changes between routes and it would add to the burden to keep this data up to date. DC expressed sympathy for the situation and referred to the new access payments system proposed under the Environmental Land Management System. As part of the quid pro quo it should include online mapping and publicity. YC said this was a different situation if farmers were receiving public money and at the moment on current system there was no need for OCC to know where these paths are, nor should it be retrospective. DC said it will not be new access under the scheme just a redevelopment. DC asked that if there are new agreements and there is some payment for it then the public should be easily made aware and asked that it can be looked into - regardless of resource issues. YC said there was an extraordinary backlog for the team and she was not going to accept a commitment at the moment and we need to see what happens with the new ‘Gove’ scheme. SMG commented that the basic problem is that there is no list and before we do anything we need a list. YC stated that she and others are aware of the DMMO workload, and adding permissive paths would add to that by creating the list, digitising and then finding out or seeking permission. DC asked if OCC and other authorities could engage with and respond to the new scheme and keep publicity in mind.

## **6. Environmental Land Management System**

PH introduced the agenda item. This had been discussed at the annual conference of the Institute of Public Rights of Way and Access Management (IPRoW) and Natural England had given authorities the opportunity to comment. PH had sent informal officer views to Natural England and suggested OCAF members may be interested in commenting. He also advised members that permissive access opportunities were shown as links on OCC’s website. SMG invited comments and suggested sub group could be best way forward.

PC advised any member response or sub group action should not hang around with comments as there was a very small window that this scheme was being developed. BR said that at the IPRoW event attendees were told that this was being done none. She said that a ‘Polluter Pays’ principle seemed to be being adopted now and it was felt that any access payments should go towards additional access provision. PC referred to a farm visit he hosted with Natural England where he had asked for a scheme that could tidy up duplicated, unsuitable or unused rights of way in exchange for additional links that were wanted by the community. He acknowledged that such a policy could be difficult to get through but it may be a way to improve the mental blockage and poor relationships between landowners and users and there is room in ELMS to address this. He suggested that paths regarded as anomalies by farmers needed to be sorted before any extra provision would be given.

AH said that with regard to management measures, a recent article in the Henley Standard talked about footpaths being subject to misuse by horseriders and cyclists and all users. In his wood he had experienced people exercising multiple dogs off lead which is very bad for ground nesting birds. He added that landowners welcome users exercising a certain degree of responsibility but so many people wander off around arable margins and through woodlands this is a problem for landowners.

SMG said that individual members and their interest groups should make comments to Natural England [*post meeting note: PH passed on DC's point about information, publicity and mapping to Natural England*]

## 7. Strategic planning issues

PH introduced the paper and referred to the background reading material including the Government acceptance of recommendations from the National Infrastructure Commission to develop the Oxford-Cambridge Arc and some of the counter-arguments by groups such as Council for the Protection of Rural England and the Wildlife Trust. He reported that he had attended the stakeholder workshops and circulated the note he had given to them. From discussions it was clear that the Expressway would have a construction standard like a motorway meaning that no at-grade crossings by rights of way would be permitted. Instead all paths would be diverted or routed over or under the road. PH added that Highways England has a specialist consultant covering access issues but that no path was likely to be such a constraint that the route would be changed to accommodate it. The route of the expressway past Oxford had been narrowed down to one of two approximate corridors and these would be subject to full consultation.

CB said that the local Wildlife Trust is fundraising for a legal challenge to the Expressway. Bucks LAF had done a report and it could be worked into a joint response as there was an opportunity for cross-boundary routes to be improved. RL commented that Network rail had not been very good at setting aside money for access in relation to East West Rail. JG advised that user groups and LAFs had to be on the ball with this. It was good news if the route was to be treated like a motorway with separated grade crossings. The response by the Bucks officer was good especially the linking up of travel options and knowing where bus and railway stations are. IL said she had looked at similar plans for Stonehenge Tunnel where reasonable access provision had been made. However, it was necessary to include all rights of way users as smaller engine motorcycles couldn't keep to the minimum speed proposed for the tunnel and so would have to take a circuitous alternative route.

ALJ asked about proposed accessible crossings and ramps. Although 1:12 ramps were okay they also needed flat resting platforms rather than continuous slopes. She said that early representations and more provision were necessary. SMG referred to an example of good practice he had seen in Cannock with an accessible but not intrusive bridge. RL said that proposed Tackley crossing did nothing for accessibility as a stepped footbridge was all that was proposed for the bridleway crossing. GG referred to a good subway provision for the Ridgeway under the A34 south of Harwell, but highlighted livestock causing accessibility problems where they use subways so it was important all uses are considered. PC said it was important that OCAF has a view on the principles of the schemes rather than commenting on each crossing point. Network Rail should ensure it talks to landowners to look at potential solutions as these were more likely to be successful than if they are not included early on.

DC agreed that it was better that the Expressway was to be motorway standard. He supported the Bucks and OCC responses and would like this topic to be on all future agendas. PC repeated his point about OCAF concentrating on the principles rather than the detail. PH summarised that he and other officers would keep involved in the development of these schemes and bring them to OCAF as necessary.

For the reservoir YC informed the group that the OCC Cabinet decision on 20<sup>th</sup> November was to call for a public inquiry. The situation and argument is much the same as before but there were questions over water trading and supply from other regions and the reservoir was being brought forward by ten years. She added that the reservoir would be eighty feet high, four square miles and with the footprint of Heathrow Airport. It was unrealistic to expect a watersports facility as it may be security fenced and with solar panels. OCC wasn't formally objecting but was supporting the position of GARD (Group Against Reservoir Development) as was the case previously.

DC questioned if OCAF should do its own response regarding the Expressway or wait until the next meeting. JG supported a response being made and ALJ said she wanted the accessibility message beefed up. YC advised members and organisations to give as much information to Highways England as they wanted to and make representations at this and later stages.

**Action 1: Chair and Secretary** to circulate a draft OCAF representation about the Expressway to members and then send to Highways England.

## 8. Draft Statement of Priorities for Definitive Map Modification Orders

MW introduced his paper. He had been in post for two months and was aware that there was dissatisfaction with the level of service the authority provides in terms of quality and rate of productivity. A change to the way cases were prioritised would not alter the number of applications or the resources available. He said that the backlog seemed to have assumed mythical proportions with the message that it would be years before a new case would even be looked at and this becomes demotivational for staff as much as it is frustrating for applicants. Clearly this was unsatisfactory and the team needed to be as flexible as possible. He had looked at the makeup of the applications with two thirds being user evidence based and one third historic documentary based. An argument for prioritising user based cases is that they are contemporaneous with the route in recent use and there was risk that older witnesses might die before cases are examined. This approach could however mean all historical-based applications just slipped further down the pile as new user based applications come in. MW wants to be more robust and take applications out of sequence and take opportunities to make quick wins. The current process has become a state of mind with no appetite for risk due to threat of public inquiries -although very few modification orders actually end up there. Staff shortages are also being addressed although new staff will need time to learn the job.

MW said that one action he had decided on is to look at the entire caseload and determine where some might be addressed differently. A list of 45 of the 108 applications will be touched on in some way between now and the end of March, including the 31 from Trail Riders Fellowship. Some will pass quickly through system, some will be being researched, some will be submitted to the Planning Inspectorate. The ambition is to raise the game substantially and the challenge will be to bring start-to-end timescales down to a reasonable period – depending on other facts like Inspectorate's own timetable and delays. SMG said any improvement would be beneficial.

MW referred to the recommended solution -a twin list of application types processed in parallel. After asking what happens with combined applications RL noted that this was complicated as the pile is still the same and a chronological order approach may be best. The problem before was that there was too little officer flexibility in pulling applications out of date order in priority situations especially where routes are threatened by development – and this really needed to change. DC said he understood the need for professionals to exercise discretion and supported being able to trust officers to be able to act on pressures in order to prevent loss of routes or opportunities. RL suggested that elderly witnesses needed inclusion and consideration in the list. GH said that the revised statement of priorities benefited from being less defined as if you try to make them too detailed it makes it too prescriptive. PC asked about the relative value of elderly people's evidence and asked if they looked at the other evidence other than use from 50 years ago and perhaps OCC should focus on other routes. RL responded that some

obstructions happened many years ago so the only witnesses who recalled using routes when they were open were in their eighties. SM asked how you can prove people did not use the routes. MW replied this is why it was necessary to consider and balance the evidence when there were conflicting claims. YC said that user evidence needed to be one of the circumstances where the risk of a witness dying off was very real.

MW asked if the final view was to revert to chronological approach but with all the considerations for taking applications out of that order and use of greater flexibility. SMG said that this whole issue had been raised because of the inflexibility of officers previously so we need to ensure that the flexibility is brought in. GH said this was why the process had been reviewed so that the team had the ability to move forward. BR asked if all this could be covered under officer discretion. RL replied that in no cases had officers applied discretion which is why she had to go to Secretary of State to get a direction.

**OCAF AGREED that OCC follows a chronological approach subject to full implementation of the considerations by the team in pages 2 and 3 of the Revised Statement of Priorities dated 21 November 2018**

**9. Space for questions from members of public/observers or AOB**

2017(2) Action 2: (*HP to look at how Traffic Regulation Orders (TRO) and other closure information is made available and how this could be improved*). HP reported that having spoken to colleagues it was clear that there were very few relevant TROs. Out of the 800 per year only 30 or so (4%) affected public rights of way. Some of them were very temporary in nature. It was felt that a threshold of time needed to be established for publication. Some authorities produce a list and as the temporary traffic order process was currently under review the inclusion of a map based system was on the review team's radar. In the interim HP undertook to circulate the TRO list for rights of way and put them on the countryside access web pages. IL referred to a route with a notice on site which expired in August. When she phoned to check she was informed that the route was still subject to a TRO. On-ground signing needs to be kept up to date in order to be enforceable. HP said that officers usually posted the notices but they were sometimes passed to third parties to check.

**Action 2: Hugh Potter to circulate list of Traffic Regulation Orders affecting public rights of way and ensure information is posted to countryside access web pages**

For maintenance and repair of byways CH said the Trail Riders Fellowship were engaging with authorities across the country making the offer to clear vegetation and repair byways because of the awareness and impact of authority budget cuts. The group had their own insurance for hand tools and were seeking power tool cover. JB said that volunteers in Oxfordshire affiliated themselves to groups to get cover and training and relied on the highway authority for landowner liaison and work specification. RB asked if the TRF were interested in unclassified road clearance and CH replied that they were, although most seemed to be dead ends. GG asked about the protection of green lanes and suggested that the TRF might like to bring a paper or discussion to a future OCAF meeting since the TRF in the north of England do much to keep green lanes open and useable. CB reported that most authorities in the South of England seem reluctant to take up the TRF's offer, but those that have, have been very pleased.. Some members have their own certificates for plant and machinery and the the Loddon Vale TRF Group, with help from Oxfordshire TRF members repaired a very poor stretch of byway recently. They were willing to help but did need the authority's support. HP thank the TRF for their offer and said OCC would want to work with them in the future. MJ welcomed the positive reception by OCC as Green Lanes Association (4x4 users) had offered help in the past but this had not been taken up.

RL recorded thanks to James Blockley for his hard work and efforts in his time in Oxfordshire and the group wished him the best of luck for his future work in Gloucestershire.

SMG also recorded thanks to Troth Wells for her many years of work with OCAF as Chair, Vice-chair and member and for the fight she had shown to achieve better access as well as keeping OCAF together and functioning.

Members fully AGREED with both of these statements and passed thanks to James and Troth

## 10. Next meeting

As per agenda item - fixed as far as possible for the 3<sup>rd</sup> Wednesday in May and November and optional 3<sup>rd</sup> Wednesday in February

27 Feb 2019 and 15<sup>t</sup> May 2019, venue normally County Hall or Speedwell House

Meeting ended 12.20pm

### Glossary of some terms used in this meeting

**DMMO** – Definitive Map Modification Order – A duty of the surveying authority (county or unitary authority) is to make sure their definitive map is correct by amending it to remove discrepancies between rights of way that exist, but which aren't recorded, and those that are recorded.

Definitive maps cannot just be redrawn and a surveying authority has to follow a legal procedure, making and confirming a DMMO before a change can be made. Anyone can apply for a DMMO and there's no charge for doing so. Applications should be made to the surveying authority for the area. More information on OCC's web pages

[www.oxfordshire.gov.uk/definitivemap](http://www.oxfordshire.gov.uk/definitivemap)

**LEMO** – Legal Event Modification Order – an order to record on the definitive map legal changes that have already taken place under some other legislation. An example would be to record the fact that a way has been diverted or extinguished. They follow a simpler procedure to DMMOs as they do not have to be advertised, are not subject to objections, and take effect as soon as they are made.

**TRO** - Traffic Regulation Order - Highway authorities can place temporary, experimental or permanent restrictions on traffic within their areas by way of a Traffic Regulation Order (TRO).

## **Countryside Records Team – Update**

### **1. Staffing**

Since the last meeting, recruitment to a full team has been completed. The full team structure is attached at **APPENDIX 1**.

Joining the team is Tristan Wright, who is legally trained, and Laurence Smith, formerly a Definitive Map Team Leader at Cambridgeshire Council as well as other experience with Cornwall and Somerset Councils.

### **2. DMMO Programme**

As of 1 October 2018, a revised programme of works to address DMMO applications for the 6 months to 31 March has been developed. This is attached at **APPENDIX 2**.

This shows an initial programme simultaneously working on 45 cases, progressing them to an assessed target position by 31 March. This includes 31 of the TRF cases (1-31 on the programme).

During this 6-month period, a further 18 cases have been added to the programme (32-63) where opportunities have been identified to resolve them more expeditiously or have been allocated to new members of the team.

Case No 64 on the list is a further case where the Council has recently been directed by PINs to determine.

### **3. Village Green Matters**

The programme of Village Green applications and rectifications is attached at **APPENDIX 3**.

### **4. Public Path Orders**

The current caseload consists of around 20 applications. 3 matters are currently with the Planning Inspectorate.

### **5. Con29 Searches of Common Land**

609 common land searches completed since 1 October

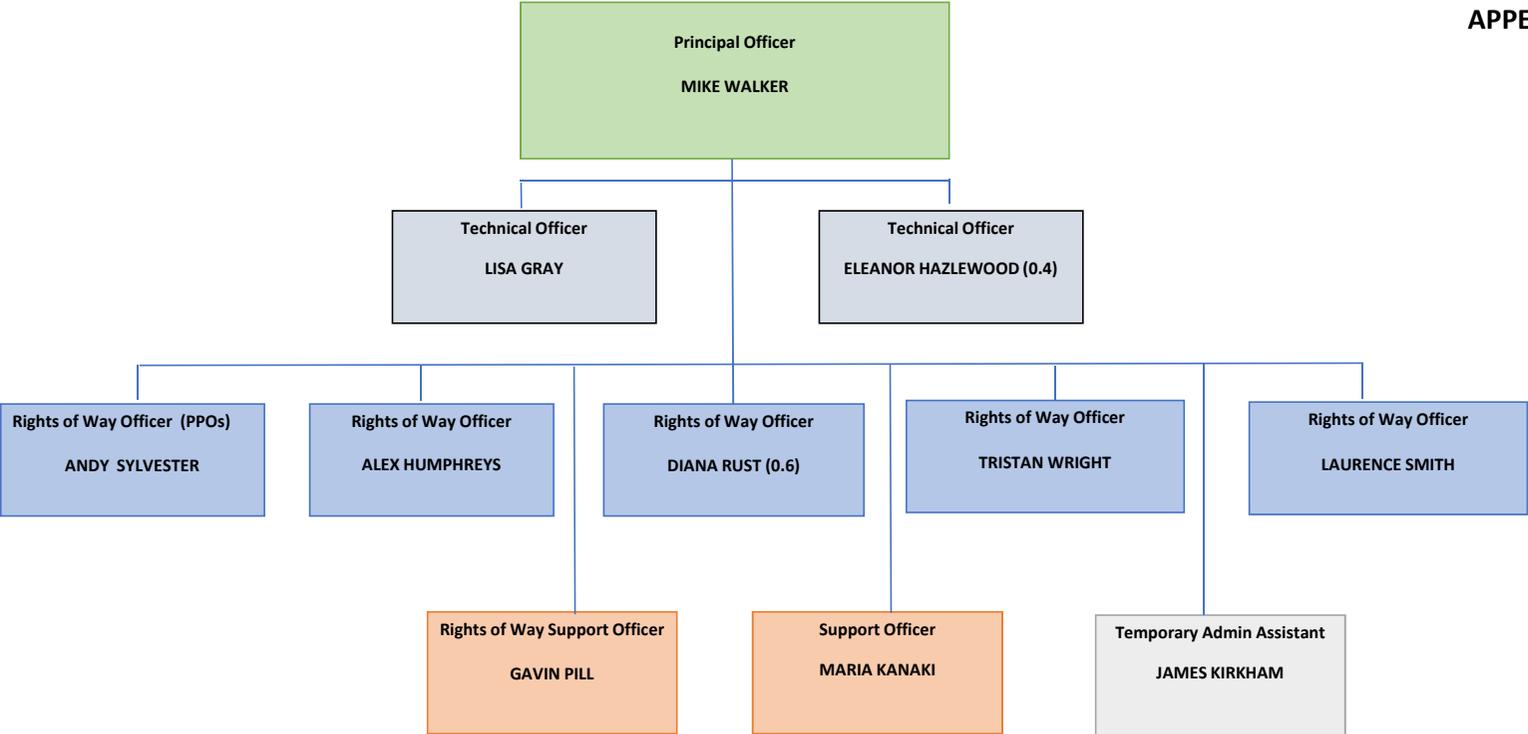
### **6. Website Development**

Since the last meeting, the Council has agreed the revised Statement of Priorities which is now on the website.

Further development has been undertaken to provide better and more timely updates on DMMO cases which gives a much more up to date progress check for each application

# DEFINITIVE MAP AND COMMONS

## APPENDIX



## DEFINITIVE MAP CASE LIST - OCTOBER 2018 TO MARCH 2019

Case	Parish / Location	Detail of Application	Case Officer	Status at October 2018	Target March 2019	Comments	Status	
<b>Cases Targeted – Work Programme 1 October 2018 to 31 March 2019</b>								
1	02008	Ardington, Ashbury, Childrey, Compton Beauchamp, East Hendred, Kingston Lisle, Letcombe Bassett, Letcombe Regis, Lockinge, Sparsholt, Uffington, Wantage, Woolstone Part of the Ridgeway National Trail	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 1 of 31 TRF applications for BOAT	Completed Determined Against
2	02010	Blewbury	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 2 of 31 TRF applications for BOAT	Completed Determined Against
3	02012	Lockinge, Wantage	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 3 of 31 TRF applications for BOAT	Completed Determined Against
4	02013	Crawley	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 4 of 31 TRF applications for BOAT	Completed Determined Against
5	02014	Swinbrook and Widford	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 5 of 31 TRF applications for BOAT	Completed Determined Against
6	02015	Leaffield	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 6 of 31 TRF applications for BOAT	Completed Determined Against
7	02016	Crawley	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 7 of 31 TRF applications for BOAT	Completed Determined Against
8	02017	Leaffield	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 8 of 31 TRF applications for BOAT	Completed Determined Against

## DEFINITIVE MAP CASE LIST - OCTOBER 2018 TO MARCH 2019

	Case	Parish / Location	Detail of Application	Case Officer	Status at October 2018	Target March 2019	Comments	Status
9	02018	Crawley	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 9 of 31 TRF applications for BOAT	Completed Determined Against
10	02019	Hanborough	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 10 of 31 TRF applications for BOAT	Completed Determined Against
11	02021	East Hanney	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 11 of 31 TRF applications for BOAT	Completed Determined Against
12	02024	Britwell Salome, Lewknor, Pyrton, Shirburn, Swyncombe, Watlington Part of the Ridgeway / Icknield Way	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 12 of 31 TRF applications for BOAT	Completed Determined Against
13	02025	Drayton St Leonard, Stadhampton	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 13 of 31 TRF applications for BOAT	Completed Determined Against
14	02029	Horspath, Wheatley	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 14 of 31 TRF applications for BOAT	Completed Determined Against
15	02030	Kirtlington, Lower Heyford, Middleton Stoney	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 15 of 31 TRF applications for BOAT	Completed Determined Against
16	02031	Brize Norton, Curbridge	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 16 of 31 TRF applications for BOAT	Completed Determined Against
17	02032	Forest Hill with Shotover	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 17 of 31 TRF applications for BOAT	Completed Determined Against
18	02033	Benson, Ewelme, Nuffield	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 18 of 31 TRF applications for BOAT	Completed Determined Against
19	02034	Ewelme	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 19 of 31 TRF applications for BOAT	Completed Determined Against

## DEFINITIVE MAP CASE LIST - OCTOBER 2018 TO MARCH 2019

	Case	Parish / Location	Detail of Application	Case Officer	Status at October 2018	Target March 2019	Comments	Status
20	02047	Crowell	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 20 of 31 TRF applications for BOAT	Completed Determined Against
21	02048	Nuffield, Stoke Row	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 21 of 31 TRF applications for BOAT	Completed Determined Against
22	02049	Checkendon, Ipsden	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 22 of 31 TRF applications for BOAT	Completed Determined Against
23	02050	Ipsden	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 23 of 31 TRF applications for BOAT	Completed Determined Against
24	02054	Swyncombe	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 24 of 31 TRF applications for BOAT	Completed Determined Against
25	02055	Swyncombe	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 25 of 31 TRF applications for BOAT	Completed Determined Against
26	02056	Clifton Hampden, Culham	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 26 of 31 TRF applications for BOAT	Completed Determined Against
27	02059	Stoke Row	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 27 of 31 TRF applications for BOAT	Completed Determined Against
28	02060	Highmoor	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 28 of 31 TRF applications for BOAT	Completed Determined Against
29	02061	Nettlebed	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 29 of 31 TRF applications for BOAT	Completed Determined Against
30	02062	Nettlebed & Bix and Assendon	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 30 of 31 TRF applications for BOAT	Completed Determined Against

## DEFINITIVE MAP CASE LIST - OCTOBER 2018 TO MARCH 2019

	Case	Parish / Location	Detail of Application	Case Officer	Status at October 2018	Target March 2019	Comments	Status
31	02063	Chipping Norton, Spelsbury, Stonesfield	Upgrade RB to BOAT	MW	Consultations Completed	Determined & Completed	No 31 of 31 TRF applications for BOAT	Completed Determined Against
32	01886	Sutton Courtney	Add Footpath	LG	Consultations Completed	Determined	Interviews completed	Will miss target
33	03436	Chalgrove	Add Restricted Byway	EH	Not Started	Determined	Directed to Determine by PINs by 06/02/2019.	
34	03400	Henley	Add Footpath	EH	Determination Reports at advanced stage	Order Made	Directed to Determine by PINs by 14/11/2018.	Landowner will dedicate
35	01876	Checkendon & Stoke Row	Add Footpath	LG	Determination Reports at advanced stage	Order Made	Determination report with Legal to comment	May miss target
36	01879	Didcot, Harwell, East Hagbourne, West Hagbourne	Add Footpaths	LG	Determination Reports at advanced stage	Order Made	Final report with Legal for sign off.	
37	01964	Chinnor	Add Footpath	EH	Not started	Order Made	Not started	Will miss target
38	02965	Mixbury	Add Bridleway	AH	Determination Reports at advanced stage	Order Made	Directed to Determine by PINs by 30/06/2018 Determination report with Legal to comment	Will miss target
39	02966	Mixbury	Add Footpath	AH	Determination Reports at advanced stage	Order Made	Directed to Determine by PINs by 30/06/2018 Determination report with Legal to comment	Will miss target

## DEFINITIVE MAP CASE LIST - OCTOBER 2018 TO MARCH 2019

	Case	Parish / Location	Detail of Application	Case Officer	Status at October 2018	Target March 2019	Comments	Status
40	02967	Mixbury	Add Footpath	AH	Determination Reports at advanced stage	Order Made	Directed to Determine by PINs by 30/06/2018 Determination report with Legal to comment	Will miss target
41	01935	South Newington	Add Footpath	AH	Determined	Order Made	Order Made. Closing date is 21 Feb	
42	01966	Shennington with Alkerton	Add Footpath	AH	Determined	With PINs	Order Made. Closing date is 21 Feb	Will miss target
43	03447	West Hanney	Record Width	LG	Determined	With PINs	Order Made. Closing Date 15 March	Will miss target
44	03399	Hailey	Add Bridleway	LG	Determined	With PINs	Directed to Determine by PINs by 15/06/2018 One objection to order. Will seek to get withdrawn	
45	02000	Wallingford	Add Footpath	TW	Consultations Completed	Researching	Research complete. Report drafted	
<b>Additional Cases Added to Programme during the Period 1 October 2018 to 31 March 2019</b>								
46	03460	Warborough	Add Footpath	MW	Not Started	Order Made	Path omitted from DM Order drafted	
47	03260	Shiplake	Add Footpath	MW	Not Started	Completed		Completed. Dedicated by owner
48	03481	Chadlington	Add Footpath	LG / Sarah A	Not started	Agreement from adjoining landowners for Common Law Dedication	Liaising with adjoining landowners	May slip

DEFINITIVE MAP CASE LIST - OCTOBER 2018 TO MARCH 2019								
	Case	Parish / Location	Detail of Application	Case Officer	Status at October 2018	Target March 2019	Comments	Status
49	2011	Fritwell, Somerton and Upper Heyford	Add BOAT	MW/AH	Not Started	Determined	TRF Case 32 - Should fail BOAT test on NERC but need investigation for RB status Research done. Report drafted	
50	2051	Lower Icknield Way	Add BOAT	MW/AH	Not Started	Determined	TRF Case 33 - Should fail BOAT test on NERC but need investigation for RB status Research done. Report drafted	
51	2053	Drayton St Leonard	Add BOAT	MW/AH	Not Started	Determined	TRF Case 34 - Should fail BOAT test on NERC EXCEPT for a short section which is UCR, but need investigation for RB status Research done. Report drafted	
52	2057	Nuffield and Stoke Row	Add BOAT	MW/AH	Not Started	Determined	TRF Case 35 - Should fail BOAT test on NERC but need investigation for RB status Research done. Report drafted	

## DEFINITIVE MAP CASE LIST - OCTOBER 2018 TO MARCH 2019

	Case	Parish / Location	Detail of Application	Case Officer	Status at October 2018	Target March 2019	Comments	Status
53	2064	Aston Rowant	Add BOAT	MW/AH	Not Started	Determined	TRF Case 36 - Should fail BOAT test on NERC but need investigation for RB status. Research done. Report drafted	
54	2065	Lewknor	Add BOAT	MW/AH	Not Started	Determined	TRF Case 37 - Should fail BOAT test on NERC but need investigation for RB status. Research done. Report drafted	
55	02066	Over Norton	Add BOAT	MW	Not Started	Completed	TRF Case 38 – Should fail BOAT test on NERC but need investigation for RB status. Research done. Report drafted	
56	2975	Oxford City (Barton)	Add Footpath	MW	Not Started	Negotiating with City Council	City Council own most of land. Happy to dedicate. Checking with their lawyers about proof of ownership of the remaining strip. DMMO may not work as it is rec ground.	
57	2007	Oxford City (Old Marston)	Add Footpath	MW	Not Started	Negotiating with City Council	Believed to be City Council owned.	

DEFINITIVE MAP CASE LIST - OCTOBER 2018 TO MARCH 2019								
	Case	Parish / Location	Detail of Application	Case Officer	Status at October 2018	Target March 2019	Comments	Status
58	2058	Benson	Add Footpath	MW	Not Started	Negotiating with parish Council	Land all unregistered but owned by PC Considering concurrent orders to divert	
59	3063	Ipsden	Add Bridleway	TW	Not Started	Determined	Report drafted	
60	2068	Horspath	Add FP	LS	Not Started	Researched		
61	2078	West Hendred	Add BW	LS	Not Started	Researched		
62	2758	Buckland	Add FP	LS	Not Started	Researched		
63	2783	Standlake	Add RB	LS	Not Started	Researched		
<b>Priority for 2019-2020</b>								
64	3090	Brize Norton	Add RB	TW	Not Started	Determine in advance of July. Report drafted	Directed to determine by 14 July.	

## Town and Village Green Applications and Rectification Applications

### Section 15.1 applications (to register a TVG over land owned by someone else)

7 current applications: -

Application	Current activity
2 x Dorchester on Thames	Consultation period ending 22/03/19. Expecting objection. Most likely will go to non-statutory public inquiry
North Hinksey, Harcourt Hill Field	Awaiting Inspector's report from Public Inquiry and then to Planning and Regulation Committee
Stonesfield, Stockey Woods	To be advertised
Wallingford, Wilding Road park	Awaiting 'Duly Made' status. To be returned to applicant for rectification.
Woodstock, Recreation Ground	Right to apply established but most of application is 'out of time' and has been returned to applicant. Applicant has the opportunity to put it in order, and the application is not 'out of time' in respect to a small parcel of land, which the applicant can still pursue for registration if they correct defects which have been identified in the application.
Radley, Large Wood	Recently received. Awaiting 'Right to Apply' info from the Planning Inspectorate

### Section 15.8 applications (to dedicate a TVG over land owned by the applicant)

3 Current applications. These are all being processed currently

Application	Current activity
Land at Old School Close, Caversfield	Application returned to applicant, as consent required from proprietor of restrictive covenant for registration to take place.
Land at Coral Springs, Witney	Being processed by Legal Department
New Road Play Area and Bowls and Tennis Club, Woodstock	Application not duly made, has been returned to applicant for correction.

### Rectification applications (to deregister TVG or common land)

3 current applications:

Application	Status
Wallingford, Bullcroft Park	No objection at consultation. Majority of application will be deregistered
Horspath, 3 Church Road	Consultation about to start
Uffington, Pond House	Application being checked. If in order will proceed to consultation in March



# Oxfordshire Countryside Access Forum

Agenda item 6

Date: 27 February 2019

Title: Managing vehicles - feedback on OCAF proposed policy and next steps

## Introduction

OCAF has provided Oxfordshire County Council (OCC) with a recommended policy for managing vehicles and advised OCC to consider this policy and work to adopt it or a similar policy.

Officers and the OCC Cabinet member for Environment have welcomed the work by OCAF and have committed to getting an appropriate policy developed and implemented as soon as possible.

There have been delays due to operational and staff changes and these impacts are continuing. However, officers are now able to provide a view about the OCAF proposed policy and have developed a proposed draft policy that builds on the work that OCAF has done and reflects the situation in Oxfordshire. OCAF members are asked to consider these comments and then provide advice.

## Officer views on the OCAF proposed policy

The OCAF Secretary was instructed to develop a draft policy for OCAF using examples from other authorities which was then discussed and agreed at meetings of OCAF. Officers feel this has been a useful exercise as it has helped identify issues. The proposed policy is a good starting point and officers feel it could be further developed.

Officers feel that members and stakeholders will expect OCC's policy to be:

- Making situation better
- Oxfordshire-specific
- Not create excessive additional workload
- Straightforward, concise, clear and robust
- Fair and consistent
- Able to flex to take account of specific circumstances
- Managing expectations about relative priority
- Matching budget and staff resources
- Backed up with action

Looking at the OCAF policy the following items of improvement have been identified

- 1) It is based on policies from other authorities developed in 2000s linked to Government guidance and pre NERC Act (Natural Environment and Rural Communities Act 2006 – which included reclassifying all Road Used as Public Paths into a new Restricted Byway) – and the situation has moved on since then
- 2) It does not take account of OCC specific and emerging issues including

- a. Vulnerable users network
  - b. No preceding policy
  - c. Development and project pressures (housing, roads etc)
  - d. Staff and budget pressures
  - e. Emergence of electric vehicles
- 3) It doesn't consider other aspects of MPV use – including proximity, speed and noise and doesn't include other legal mechanisms for downgrading/stopping up MPV use or non-user issues such as crime and the character of the route
  - 4) It doesn't include the possibility of using vehicle weight to differentiate issues of surface damage

With these review points in mind officers have drafted a proposed draft policy and would welcome OCAF's discussion and advice.

### **OCAF Action**

Members are invited to consider the comments on the OCAF proposed policy by officers as well as the draft policy.

Indications of support for the policy together with any additional comments will be welcomed. OCC will consider the advice given.

Officers will take views and use them as background for the next steps in gaining formal adoption.

## **PROPOSED DRAFT Oxfordshire County Council Policy for the management of motor vehicles and the use of Traffic Regulation Orders on Public Rights of Way**

### **1. Managing motor vehicles**

- a. Oxfordshire County Council (OCC) acknowledges the lawful right that road legal mechanically or electrically propelled vehicle (Motor Vehicle) users have to use Byways Open to All Traffic (BOAT)
- b. OCC does not encourage this activity but will assert and protect rights for all users by ensuring routes are managed appropriately
- c. OCC recognises that walkers, horse riders and cyclists are vulnerable road users. OCC will therefore prioritise repair and maintenance to the benefit of vulnerable users and where appropriate make provision for motor vehicle use
- d. OCC acknowledges the existence of some private rights of access along public rights of way and will work with land managers, where OCC considers appropriate, to ensure this use does not unreasonably interfere with the safe exercise of public rights
- e. OCC recognises the security and land management concerns of landowners and occupiers, and will work with them to address issues connected to illegal use of motor vehicles on public rights of way and will support the Police and others to prevent such access
- f. OCC will work to encourage responsible behaviour by all users of the Public Rights of Way network so as not to interfere with the rights of other user groups

### **2. Use of Traffic Regulation Orders (TROs) on Public Rights of Way**

- a. OCC will, at its discretion, act to control or prevent access by motor vehicles using appropriate legal measures where this access causes, or is likely to cause conflict with walkers, horse riders, or cyclists as vulnerable users, damage to the route, or to the character of the site or local environment
- b. OCC will, at its discretion, consider other options which may include the use of Voluntary Restraint, seasonal restrictions or weight limits to see if the problems can be overcome without the imposition of a permanent year-round TRO
- c. OCC will not rule out the immediate use of a Temporary TRO (TTRO) to close or restrict use of a public right of way where the safety of users is at imminent risk and there are sufficient grounds for the action, or in circumstances where the extent of physical damage or the likelihood of it is so severe that a TTRO is necessary to prevent the problem from continuing, occurring or reoccurring
- d. OCC will support the use of TTRO's to allow statutory undertakers and others to carry out works that affect a public right of way and to enable repair and restoration works to be undertaken. Where possible a reasonable alternative route should be provided and maintained for the duration of the closure
- e. OCC will generally support schemes and measures that improve access for walkers, horse-riders and cyclists as vulnerable road users and that require a TRO or other legal process to restrict motor vehicle access to some extent – providing that the restriction is not unreasonable
- f. OCC will make all public rights of way TROs available on its website

## Explanation of terms

**Definitive Map:** The legal record of public rights of way. Oxfordshire County Council has a legal duty to keep this map under continuous review and to investigate applications to modify.

**Motor Vehicles:** Road legal and registered/insured mechanically or electrically propelled vehicles, including cars, 4x4s, motorcycles, quadricycles ('quad bikes'), tricycles, mini-motorbikes and mini motor scooters. This includes electric and hybrid variants but does not include qualifying registered 'invalid carriages' or qualifying electrically assisted bicycles

**Private Rights of Access:** Use of any land carrying a public right of way by farmers, landowners or those who hold private rights of access to property

**Public Rights of Way:** Public footpaths, bridleways, restricted byways and byways open to all traffic ('BOAT's). BOATs are the only rights of way (often without a sealed surface) which the public have a legal right to use motor vehicles, although they are mainly used by walkers, riders, cyclists and carriage drivers.

**Traffic Regulation Order.** The Road Traffic Regulation Act 1984 gives highways authorities the powers to impose Traffic Regulation Orders (TROs). TROs may be permanent (all year round or for a defined part or parts of the year), experimental, or temporary. They may be used to control any type of traffic on any type of highway. The Act sets out the powers and describes the circumstances and criteria which have to be met.

# Oxfordshire Countryside Access Forum

Agenda item 7

Date: 27 February 2019

Title: Invitation to comment on Buckinghamshire's review of its Rights of Way Improvement Plan

## Introduction

Buckinghamshire County Council has written to Oxfordshire to invite views about its review of its Rights of Way Improvement Plan (RoWIP).in order to help officers prepare their second version. See attached letter.

## OCAF Action

Members are invited to discuss the item and, if decided, to work to provide a response back to Buckinghamshire by their deadline

To help this some officer points are listed below based on those identified in the letter

- ***Current or future cross-boundary or strategic access projects;***
  - The access and tourism work of the Chilterns Conservation Board is relevant – including possibilities for coordination of volunteers and access funding, as is continuing support and development of the two national trails. The Thame to Haddenham Cycle Route is still an aspiration in the area and the Phoenix Trail could benefit from extension to Tiddington onwards. Developer Funding and Community Infrastructure Levy could benefit from a cross-border way of working especially in the areas with bigger growth
- ***Future working with Buckinghamshire County Council***
  - There is some officer and LAF member cross-border attendance and this could be reviewed. There could be a focus on cross-border 'anomaly' and disjunctions in PRow status or improvements, or more work to understand and address shared issues – positive and negative, as well as looking at the impacts of development in the wider context.
- ***Responses to common large-scale projects, e.g. national infrastructure projects;***
  - HS2, OXCam Expressway, East West Rail etc all involve officers of the authorities and with differing levels of LAF involvement. So far national infrastructure schemes have affected Bucks to a much greater extent and the LAF has been more involved in the strategy and detail of minimising and mitigating impacts
- ***How the Buckinghamshire ROWIP can respond to the needs of the public in neighbouring authorities.***
  - Support for the work of the Chilterns Conservation Board is important here as well as possibly including settlements in Oxfordshire that may use Buckinghamshire rights of way due to administrative boundaries and topography -and similarly Buckinghamshire residents that may access Oxfordshire countryside. This could be for the assessments of need, network mapping as well as statements of action/intent



**Executive Director:** Neil Gibson

Telephone 0845 3708090  
www.buckscc.gov.uk

Ref: DS/ROWIP  
Date: 28<sup>th</sup> January 2019

Mike Walker  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
Oxfordshire  
OX1 1ND

Dear Mr Walker

**Subject: Review of Buckinghamshire County Council's Rights of Way Improvement Plan**

Every highway authority must have a rights of way improvement plan (ROWIP). These plans set out how the public rights of way network can meet the needs of the public, now and in the future.

The County Council's first rights of way improvement expired at the end of 2018 and work to produce a new one has now begun, aiming for adoption in early 2020.

As required, Buckinghamshire County Council, is writing to inform Oxfordshire County Council that the process of carrying out a new assessment and review of Buckinghamshire's ROWIP is about to begin.

Assessing the needs of the public who use the public rights of way network in Buckinghamshire but who live in neighbouring authority areas is an aspect which must be considered in the new assessment. We would therefore invite you to input into the new ROWIP with your comments about how this can be reflected in the new ROWIP. Areas you may wish to consider in your response are:

- Current or future cross-boundary or strategic access projects;
- Future working with Buckinghamshire County Council;
- Responses to common large-scale projects, e.g. national infrastructure projects;
- How the Buckinghamshire ROWIP can respond to the needs of the public in neighbouring authorities.

The process of producing the new ROWIP is being supported by an external consultant, Sharon Bayne. Could you please respond to Sharon by 22<sup>nd</sup> March 2019. Sharon can be contacted on [rowip@blackwoodbayne.co.uk](mailto:rowip@blackwoodbayne.co.uk) or 01622 746316. Please get in touch with Sharon if there are specific areas you would like to discuss.

Buckinghamshire's current rights of way improvement plan can be viewed at <https://www.buckscc.gov.uk/services/environment/public-rights-of-way/future-of-rights-of-way/rights-of-way-improvement-plan/>

Yours sincerely



David Sutherland

**Head of Planning and Environment**  
**Buckinghamshire County Council**  
[dsutherland@buckscc.gov.uk](mailto:dsutherland@buckscc.gov.uk)



# Oxfordshire Countryside Access Forum

Agenda item 8

Date: 27 February 2019  
Title: Oxfordshire Joint Statutory Spatial Plan - Oxfordshire Plan 2050

## Introduction

As part of the Oxfordshire Housing and Growth Deal agreement with the Government, the six Oxfordshire authorities – Cherwell District Council, Oxford City Council, Oxfordshire County Council, South Oxfordshire District Council, Vale of White Horse District Council and West Oxfordshire District Council - have committed to producing a **joint statutory spatial plan (JSSP)**, known as the Oxfordshire Plan 2050.

The Oxfordshire Plan will provide an integrated strategic planning framework and evidence base to support sustainable growth across the county to 2050, including the planned delivery of new homes and economic development, and the anticipated supporting infrastructure needed.

The Oxfordshire Plan 2050 will be submitted to the Planning Inspectorate for independent examination by 31 March 2020 and adopted by 31 March 2021, subject to the examination process.

All consultation documentation is at <https://oxfordshireplan.inconsult.uk/consult.ti>

The first stage of consultation is about getting views on the vision and aspirations set out in the document and whether we have identified the right issues in setting the context for the plan. This will have a bearing on how the plan develops in the future. This consultation stage will run until 25 March 2019.

## OCAF Action

Members are invited to consider the attached document (higher resolution versions and other documents are on the above weblink), discuss it in relation to access and, if decided, how to provide a response back to the Oxfordshire Plan within the deadline.

Note that OCC access strategy and development has provided input into the pre-draft version and these comments have made it into the consultation version in a number of places