



Quad 1

Rickmansworth and Chorleywood

Trees:

The vast majority of the area is covered by TPOs and Conservation Area TPOs. The Three Rivers District Council Tree Officer needs to grant works authority also. The relationship now is that approval may be given and the paperwork chased later.

Horses:

Surfacing and noise. Chorleywood horse riders & M25 noise. M25 widening include bunds; & noise red fencing. Linked routes.

M25 widening:

Vast majority being done within existing M25 boundary so consultation with RoW was limited at the beginning. RoW meet regularly with M25 Skanska.

Enforcement:

Most relates to fencing and encroachment, with some 'tree safety' work.

RoWIP:

Main issue is ingress/egress to Chorleywood Common. A major submission for possible improvement was rejected by CW Parish Council. Efforts are in hand to undertake some traffic management investigation with Herts Highways.

Some easy RoWIP targets have currently been thwarted by some landowners who have stated that they will not do anything until M25 works completed.

Planning:

Patches of the area have regular planning submissions and owners are not keen to have upgrades / dedications etc as they believe it may inhibit future planning applications.

Aquadrome:

Achieving wants in this area are restricted due to the varying interests of the owning bodies and 'statutory' headings of some land e.g. wetland wood. CMS are now undertaking a 'one stop' review in an effort to amalgamate everything, although this is not binding. Monies exist to spend.

Damage:

Fly tipping. Apart from normal criminal damage, most damage is off route but access is gained via RoW e.g. pony and trap, quad.

Symon Gaughan 01992 556188

Quad 1 Continued

Hertsmere, Watford, Three Rivers & Welwyn / Hatfield

S106	S106 opportunities e.g. Wall Hall
RoWIP	Road verge improvements, e.g. Tylers Causeway
Stiles	Upgrading stiles for gates & landowner reluctance issues
P&C	Ploughing & Cropping issues annually
Misuse	(Gipsies & travellers); Fly tipping.

Dawn Grocock / Judy Raymond – 01992 555235 / 290

Quad 2

Trees in Urban Areas:

a) Rooted in the Highway (BOAT / RB or UCR), liability to HCC.

Inherited old field hedge systems now entombed in housing estates, e.g. Jersey Lane, Ever Lasting Lane, Bridleway 58 St Albans City, BOATs 32/33 Harpenden Urban and Ayot Green Way, Welwyn Garden City. These tend to be heavily used urban routes serving as connections to the countryside from urban areas. The sub soil of the path is usually unregistered and so liability tends to rest with the Highway Authority, as no owner is forthcoming when liability issues arise.

b) Insurance liability

Roots and foundations, this involves HCC Insurance Section. The law is very simple if a root or branch enters onto someone's land, they can insist it be removed, if it does proven damage then liability rests with the owner of the tree. Tree Preservation Orders seem to offer little protection to a tree that has been proven to cause damage, as liability has to rest somewhere and if works to the tree are not permitted the district council would be putting themselves at risk of an action from the building owner.

c) TPOs

Education of public (continuous) that we have to cut trees down occasionally. Working with DC officer ref; e.g. St Albans DC Trees Strategy and linked to Rights of Way GPG, i.e. we seek advice from Trees Officer even on our own trees, so we both present a consistent approach that can be explained and justified to the public in difficult circumstances.

d) Rights to Light from Right of Way trees. Again education that under common-law no right exists when referring to trees (except Leylandii now under Statute Law), need to inform residents regularly and be consistent with district tree officer's approach. Similarly highway tree limbs over hanging private gardens - right to cut off but if thrown – over, will be offence as highway is obstructed (137 HA 1980). Again education and information provision.

e) Dead Elms and re growth. This has to be continually managed, allowing some habitat /screening to remain, subject to wind blown damage and resultant insurance claims.

This is a very time consuming area, as complaints come from householders with frontages onto RoW of several metres, so a route a kilometre long can generate potentially hundreds of problems a year. This is an increasing area of work, officers have all completed a LANTRA Tree inspection Course, which allows them to inspect and initially assess a tree. This then allows them to ascertain if further more detailed reports are a necessity.

Planning Applications & Large Development

a) Rail freight terminal , June decision expected , section 106 agreement will establish extensive new ROW network however construction and delivery of the routes in practical terms may be difficult and involve the Environment Agency . This will involve DM and Access officer time and resources.

b) Oaklands College, extant permission, section 106 allows for additional definitive bridleways and definitive footpaths as part of extensive redevelopment programme that will involve temporary closure and permissive diversion. A welcomed addition to network but will involve officer time both DM and Access.

The Quad is urban fringe and land is under pressure from developers, so further schemes are expected. Use of section 106 agreements is a high priority to deliver RoWIP schemes and general betterment of the network at all levels.

Private Rights vs. Public Rights

Vehicular use of footpaths / bridleways without lawful authority (s34 RTA 1988) / claimed rights by house holders and increasingly developers seeking to build on out-back land and ways-in to unlock sites, e.g. FP47 & FP69 St Albans City. This is very time consuming for Access Officers and Legal Services.

Traveller & Gypsy Horses & Trespass

Fencing off paths on land they do not have right to be on, obstructing RoW, e.g. Colney Heath FP25 & FP26. Also incidents of intimidation and some sections of the network seem under-used due to social factors (ref; University of Hertfordshire Survey 2010).

RoWIP

Working with dedicated RoWIP officers to negotiate and seek out methods to deliver RoWIP projects, e.g. acquiring new routes for RoW and leasing land, using the SUSTRANS model, verge work, liaison with highways, liaison with user groups to explain what we can and cannot be achieved from the RoWIP. ROWIP officers need both access and DM officers input.

Julian Thornton 01992 556187

Quad 2 continued

Dacorum Borough

The other part of Quad 2 is Dacorum Borough Council, who manage their own PRow network, employing a full-time officer for maintenance and enforcement under an agency agreement with HCC. Definitive Map work is done by HCC.

Chilterns AONB

The Area of Outstanding Natural Beauty has its own issues and opportunities with increased levels of volunteer work to coordinate with, tighter planning controls to be aware of and 4 county councils to try to be consistent with. Ashridge – good access but impact of vehicles visiting estate.

Cycling Strategy → = cycling strategy to reduce impact of vehicles visiting estate. Ridgeway National Trail – Cycleway to Tring Station. Managed by NE with 75% of funding; RoWIP links & surfacing.

Clayton Rae 01442 228356 -----

Quad 3

Ickleford / Cadwell	Rail / road crossing
RoWIP Schemes	New bridleway links
Herts Highways	Road safety
Network Rail (NR)	Safety Audit, D/T Regs
NR	Hitchin Rail Curve. Persuading developers of value of RoW. Need HH road verge links or landowner Dedication
Letchworth GC BRs	Work with LGC Heritage Foundation / CMS
Royston	1. s106 to widen FP2 from 3' to 6' 2. New rail underpass to link communities
	PI for CPO (Not a PRow). Working on wider links inc. cycle tracks
West of Stevenage	Impact on network
	S106 negotiations
Chapel Green, Therfield	Dead-end BOAT (Dedication of RB) & VG issues
Ashwell	Route to station (in Cambs) problems. Landowner / Highway verge £££.
Baldock bypass / New A10	Side Roads Order (SROs) + LEMO issues.
Radwell to Baldock	Road verges improvements
Parish transport plans	Working with CDU and parishes to include RoW issues, e.g. St Ippollitts
Kings Walden	Dead Woman's Lane – Kings Walden – surfacing issues
Langley	Dyes Lane added to the DM as a BOAT – SSSI, PTRO & surfacing issues.

Eoin Bell 01992 555233

Quad 4

Bishops Stortford 10BR: Diversion order currently being processed. Culvert collapsed, so this section of path currently shut.

Bishops Stortford new BR 76 near Hillmead School: concerns about potential conflict between mothers taking parents to school and vehicles on section which overlaps private road.

Hertford 94FP: sheltered housing being rebuilt. This will require temporary closure of path. Passage being built over path. Diversion/Extinguishment may be applied for in longer term.

Eastwick 2BR: Ford used by horse riders is too steep for them. Alterations to gradient are with EA for approval.

Little Hadham 22FP: a number of old hand gates are falling into disrepair where path passes through paddocks. Farmer is reluctant to repair them, and is sending walkers around an unofficial diversion.

Much Hadham 20FP: large & popular bridge over River Ash becoming rotten and may have to be replaced, requiring closure of path and large budget.

Sawbridgeworth 22FP: Old revetment failing and path in danger of falling into stream. Repairs being designed, but will need EA consent.

Sawbridgeworth 30FP: upgrading of path from town to station being delayed by The Forebury Estates.

Sawbridgeworth 42FP: Complaints from local residents that this path (which is also a private road) has been narrowed by wooden posts erected by one resident.

Thundridge, various paths: ploughing & cropping (1 particular farmer).

Wareside 23BR: ramps up onto bridlebridge too steep and unprotected by parapets. Alterations being designed, but will need EA consent.

Widford 18FP: Path falling away into river at approach to bridge. Willow spiling being considered to consolidate bank.

Nicholas Maddex 01992 555243

Quad 4 continued

Rubber

The other part of Quad 4 is overseen by Colin Hambrook and is the area in which HCC is trialling the use of rubber crumb in the hard surfacing of byways and bridleways in order to provide a softer surface for horses.

Asbestos

The historic use of reject asbestos sheets, given away for free from a factory near Royston over 30 years ago, is now a recurring issue in the area as it becomes exposed on bridleways which double as farm tracks where farmers used it to fill holes. This is a very expensive problem to remove or to safely cap in-situ.

Easy Access Routes

In the absence of RoWIP projects in this area and no development from which to gain s106 funding, the officer is still able to improve the network by creating and promoting easy access routes, which are stile-free, wide, well-surfaced, low gradient, circular routes, ideally with parking and toilets nearby.

Colin Hambrook 01992 555249

County-wide themes

RoWIP projects – Hilary Freeman / Julia Clarke

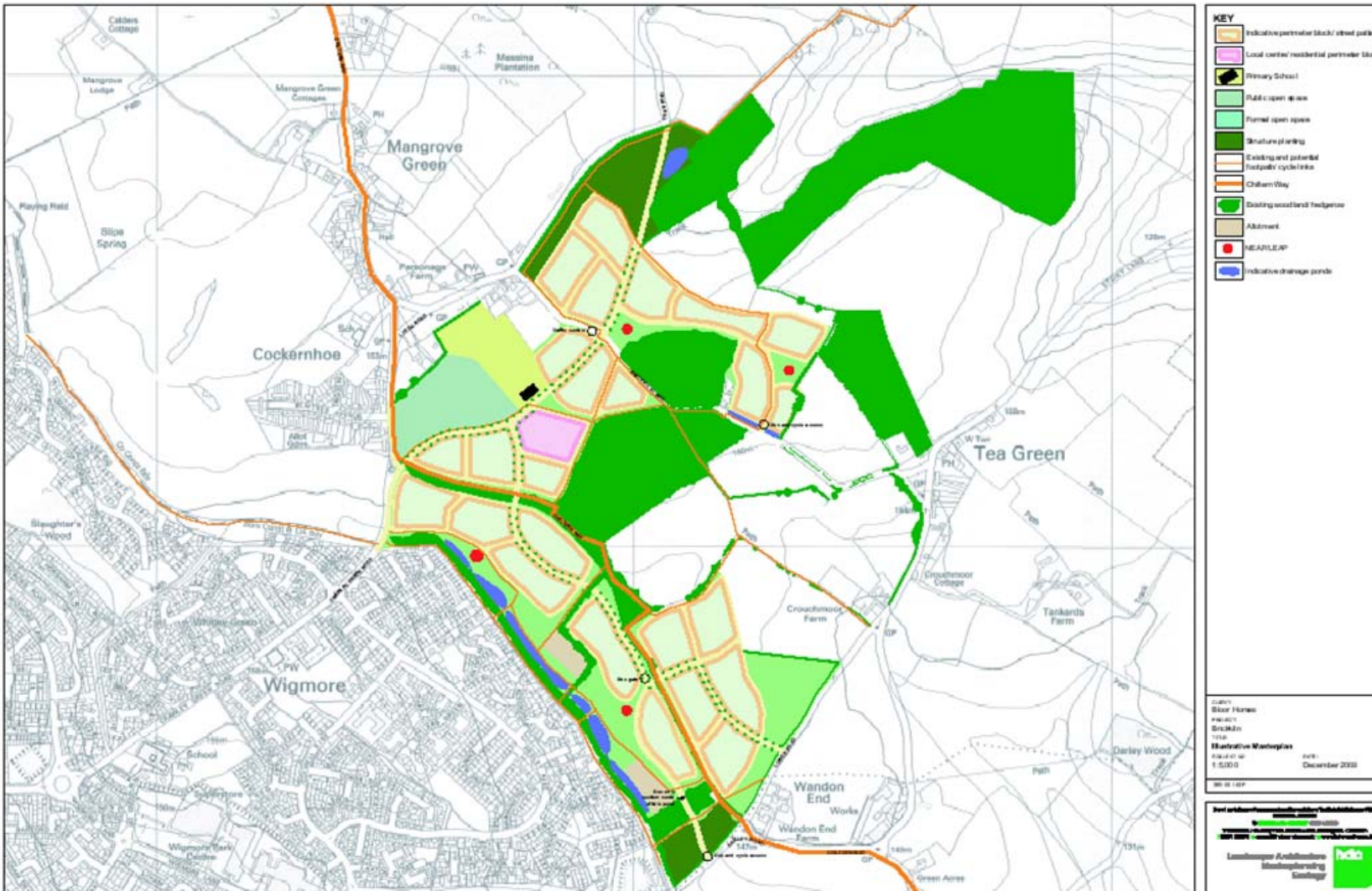
Definitive Map orders – Modifications, Diversions etc

Commons & Village Greens – applications

SFP Scheme & Cross Compliance reduced the number of issues where we had to do annual reminders.

Livestock & Access – is there a gap between reality and perception of the public re dangerous animals?

East of Luton



Ickniel Way DM Case

