

Shropshire Local Access Forum	<u>Item</u>	<u>Paper</u>
30 April 2009	8	C
10.00 am		

**Shropshire Local Access Forum
UCR Working Group Meeting
Oswestry Room, Shirehall, Shrewsbury
20th March 2009 - 1.30pm – 3.30pm
Draft Minutes**

Present

GB	Gareph Boxley	LAF Members
JG	John Gibson	
DN	Dennis Nisbet	
ZR	Zia Robins	
KW	Karen Wilson	SCC Countryside Access Team

Apologies

CE	Chris Edwards	SCC Highways
AS	Andy Savage	
RK	Richard Knight	SCC Countryside Access Team

Glossary & Abbreviations:

- UCR: Unclassified County Road
- L2: Local 2 Roads-Shown on Highways Map with public vehicular rights. Generally tarmaced
- L3: Local 3 Roads- Shown on Highways Map with public vehicular rights. Generally unsurfaced
- GL: Green Lane
- ORPA: Other Routes with Public Access
- White Road: Road physically marked on the map but with no recorded status
- PINS: Planning Inspectorate
- GIS: Digital mapping system used by the County Council
- SOP: Standard Operating Procedure
- ROW right of way
- CAT Countryside Access Team

	Actions
Attendance and apologies See above.	
Minutes from last meeting The minutes from the last meeting held on the 9 th January 2009 had been circulated at the previous LAF meeting. Matters arising: <ul style="list-style-type: none"> • Process and timescale for Highways Map to be digitised KW has contacted Highways on this matter but no details on when this work will be completed are known as yet. <ul style="list-style-type: none"> • Protection and availability of present paper Highway Map 	

<p>GB stated that it was even more important that Division Maps were kept safe and archived now that Shropshire was going Unitary. Also the 1929 Handover Map needed to be protected in the same way. KW had no news to report from Highways on this would ask again.</p> <ul style="list-style-type: none"> • What highways maps do Divisions hold and how are they looked after? <p>This still needs clarification. KW to find out from Highways.</p> <ul style="list-style-type: none"> • Widths of highways are they going to be defined when the map is digitised? <p>The widths of highways need to be protected within the digitisation process. ZR wondered whether the width that comes up when you look at the highway network on Shropmap was a definitive width? It was important that the width of roads was protected. ZR gave an example of a triangle of land of the Shelve Gattton road (grid ref SO 982382) that had been fenced off and had a pony grazing on it. KW to look into this particular issue and widths in general with Highways.</p>	<p>KW</p> <p>KW</p> <p>KW</p>
<p>Survey results</p> <p>Again the group were disappointed that the Highways references shown on the map were not accurate i.e. L3 could sometimes be tarmaced and L2 sometimes covered with grass – unsurfaced GL's could also sometimes have hard surfaces. The group thought that Highways needed to spend some money on doing a proper survey and put a system in place to rectify this. KW stated that the UCR survey undertaken to date and the second phase if undertaken did go some way to addressing these problems and the information gathered would help inform Highways.</p>	
<p>Review work undertaken by Zia</p> <p>At the last meeting ZR, who has previously carried out extensive work with Highways on UCR issues, was tasked with looking at the digitised map of the UCR survey work undertaken by the Countryside Team and comparing it to routes that she knew existed. ZR stated that although she had spent many hours working on it the scale of the map provided made it too difficult for her to accurately identify issues. The scales were different to the map she used and she had to refer back to Shropmap to help with the process. ZR has only been able to look at the area from Church Stretton across west and then northward. This is the area that ZR knows best. ZR brought up a couple of issues for the group to look at eg. Startlewood Lane, near the Cliff was on the Highways map but now seems to have come off again. Watery Lane, Worthen was the same. ZR thought that the best way forward was for her to come into the office and look at the individual files so that she could cross reference these with the work that she has done. ZR has also contacted Highways to resolve some of the issues that she had originally had added to the Highways Definitive Map. It seemed that the work that she carried out with Lorna Williams was not completed and some routes were added to the digitised layers but not the paper Highways Definitive map and</p>	<p>ZR</p>

<p>visa versa. ZR has documentation regarding all these routes and it would be useful if copies were kept with the UCR survey papers to keep a complete picture. There were also lots of little ends of roads that needed to be added as they linked to ROW's.</p> <p>All the group thought that we should press again with Highways the need for a proper Definitive Highways Map showing the highway network that relates to the 1929 Handover Map widths should also be defined. A defined project to detail this would be the best way forward.</p> <p>Clarification was needed from Highways as to who was dealing with mapping issues. The Group were not sure whether mapping issues should go to Chris Edwards, Andy Savage or Darren Myrell. The need for someone from Highways to attend these meetings was again stressed.</p> <p>ZR also raised the issue that some roads seem to change from publicly to privately maintained. GB thought this could be because some private owners wanted a higher standard of road than the one that Highways were prepared to put in. Could this matter be clarified with highways?</p>	
<p>Update on funding for second survey</p> <p>Nothing to report so far. KW has contacted Highways for an update but no news. The Group regretted that Highways were unable to attend or provide an update, these meetings would become irrelevant without them.</p> <p>It was decided that the Group should report back to the next LAF meeting of their concerns regarding the fact that Highways do not appear to be giving these valuable recreational UCR's there true acknowledgement.</p> <p>GB stated that the trouble with roads was that there was no direct body who complained about them other than heavy good vehicles. Originally all road should have been tarmaced but the money set aside by the government was used for slum clearance and house building instead many years ago. Maintenance on the minor roads was brushed under the carpet then as now. Maintenance follows use but roads cannot be used until they are useable.</p>	GB
<p>Items for next agenda</p> <p>At the next meeting it is hoped that there will be an update from Highways re funding for the second survey and allocated funding for maintenance of recreational UCR's.</p> <p>Funding from Parish Councils – highways don't now give PC's a lump sum to be spent on anything they like. Spend can only be on specific projects.</p> <p>Signage needs to be looked at again – signage standards to be adopted. Old 1960's style signage could be appropriate and not too expensive if cast iron signs replaced by more modern aluminium ones. Plastic discs with a black arrow (see examples form Warwickshire CC) could be a cheaper alternative and are used in other parts of the country. The relevant coloured ROW arrows and signposts should be used off UCR's as appropriate.</p>	

Date for next meeting TBC	
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