



Tylers
Green
Village
Green

Chepping Wycombe Parish Council Tracks Maintenance Policy

Approved

1. Introduction

This policy identifies Chepping Wycombe Parish Council's approach to the management of tracks on land owned by the Parish Council. It is intended to act as a point of reference for the public, Councillors and Council employees to ensure a clear, consistent and structured approach to the management of these tracks.

The tracks are all the areas covered by Village Green status that are not wooded or grassed and includes all types of surfaced tracks and car parks and footpaths.

The Council is mindful of three restraints in the management of these assets ie

1. Legal
2. Budget
3. History

The legal position is that the special status of Village Greens as open spaces for the enjoyment of all is protected by a number of Acts of Parliament. It is illegal to dig up, drive over, park on or damage the surface of a Village Green. (See the Inclosure Act 1857 s12; The Commons Act 1876 s29; the Law of Property Act 1925 s193(4) and the Road Traffic Act 1988 s34(1).) The Parish Council has a legal duty to be cognisant of these laws in its management of the Common.

Residents, and their visitors, have permission to use the tracks and this permission has been granted through prescriptive rights or wayleaves being granted.

The budget position is set out each year for The Common and part of that budget may be used to maintain or improve the tracks. The budget may be augmented by contributions from residents.

The History position means that there is no necessity to change or improve the tracks, but the council recognises its obligations to maintain the tracks and drains associated with them.

The Council recognises that the residents (or their contractors or visitors) are generally the main users of the tracks and therefore they should be encouraged to participate in the track maintenance. Key exceptions being the car parks and footpaths.

The Council will undertake a prioritised inspection programme of its tracks to ensure that they are maintained and welcomes feedback from residents as well.

The Council does all in its powers to minimise damage through the advertisement of the 5mph speed limit and trying to discourage both through and heavy vehicles.

2. Works to Tracks

Any work carried out will be subject to available budget which will be applied on a priority scale. Significant improvements will need to be approved by Full Council and may well require a 50% contribution from residents.

Work may be undertaken by residents at their own expense subject to satisfactory materials and techniques being used. These should be the subject of discussion and approval by the Clerk.

Works by the Council will generally be limited to pothole filling and soakaway cleansing.

The Council will facilitate the maintenance of potholes through the positioning of small dumps of suitable material.

Track Maintenance Policy v 4

1 River Wye @Boundary Park .

2 Ranger Summer river clean and dip session (£400/Ranger/day).

Clean out the rubbish out and then do some stream dipping to learn what lurks beneath.

To ensure a range of activities for all ages and abilities, we will make and install a couple of bat boxes at this session @£35 per kit, plus a couple of bird boxes @£17 ea = £104.

This event will be dual badged - as there is another project (with limited funding) run by Bucks Council HW Community board called Pride of Place 'Love Our Wycombe, Love Our World'.

They will pay for 1 ranger, you pay for 1 - that's 2-4-1

Provisional date: Thurs 7th August 10-3 so hopefully as it's summer holiday we'll get some families too.

As well as the river session in the summer, we could then do a ranger day (£400) for a boundary hedgerow planting day in the autumn.

We'd need some funding for whips £3ea x 50 = £150 plus some woodchip £100. Ideally scheduled for tree week in late November-Dec

If you want to you could add an extra ranger on that session and then we'd be able to do river clean as well....

Total cost £1,154 -1,554 plus VAT

2 Grey Squirrel traps - supply, install and checks

The traps are £195 ea for King's Wood, let's start with 2 traps.

We will install them, giving you the what 3 words location for each and check each trap twice in the first 2 months i.e. once per month. to see if they need rebaiting or CO2 cannisters replacing. We will report the kill numbers to you.

Total Cost £650 plus VAT

3 Bat & bird Boxes - you can order these through us - I think we could do a Ranger session with TGMS or Carrington where their Yr 4/ 5 kids make them ready for installation by your team - costs are

£45plus VAT per box Swift & Sparrow terrace

£17plus VAT for standard bird boxes

all made by HW Men in Sheds as kits

plus a Ranger for the day £400 plus VAT.



Plate 1 Google Earth aerial image dating to June 2024 showing approximate site area (outlined in red)

The south-westerly cutting face is generally around 3m in height and appears to have been originally cut at a lesser gradient of around 30° although this face is mostly obscured by vegetation.



Photo 1 looking north-west from base of cutting with 15-20m high cutting face on left and circa 3m high face on right

Geology

British Geological Survey (BGS) mapping data shows that the solid geology beneath the site comprises undifferentiated Seaford and Newhaven Chalk Formations (SNCF) of Cretaceous age and which forms the hill to the south-west. The SNCF is shown to be underlain by the Lewes Nodular Chalk Formation (LNCF) which is shown to outcrop to the north-east of the railway cutting. A fairly wide track of alluvium (ALL) is shown to overlie the solid geology within Loudwater some 100m to the north-east and Pleistocene Beaconsfield Gravels (BG) are shown to overlie the solid geology on high ground to the south-west, but not in the immediate vicinity of the site (Figure 1).

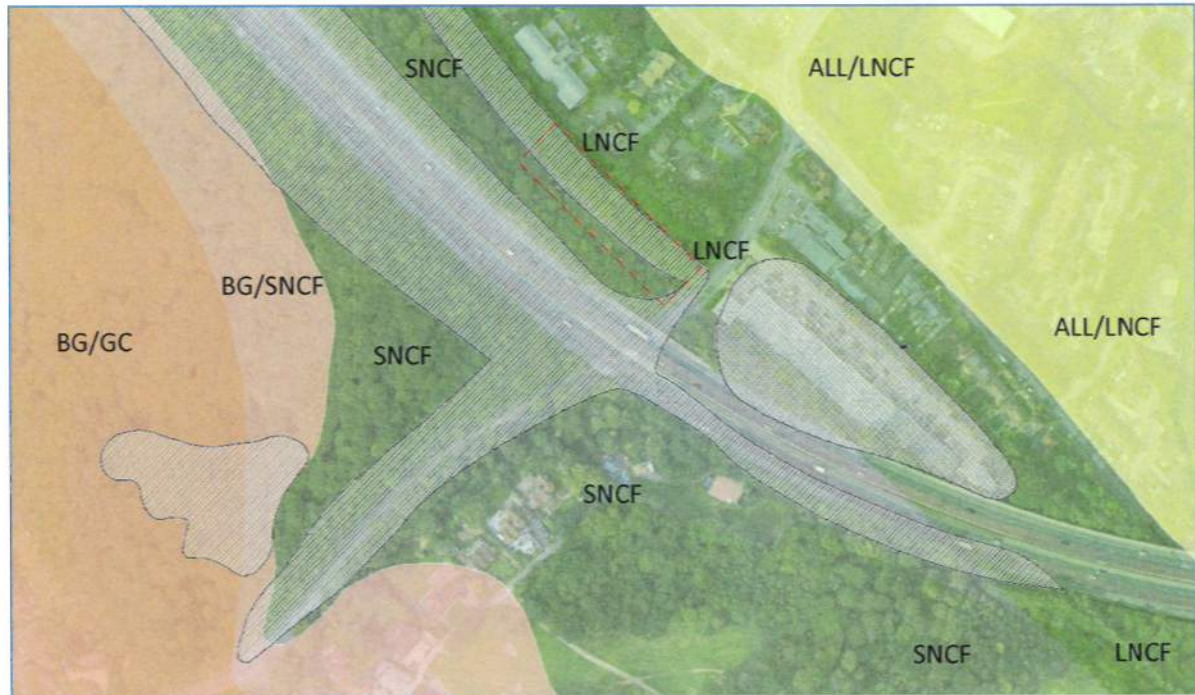


Figure 1 Geological Survey overlay showing approximate site boundary outlined in red

Areas of artificial ground (shown hatched on Figure 1) are identified and principally appear to relate to motorway construction although the cutting is also identified together with a relatively extensive area (location of former Loudwater railway station) to the south-east. A further area thought to be associated with a former gravel pit located some 250m to the south-west is also identified.

The presence of artificial ground appears to be in part in error as there was no evidence for the presence of made or filled ground within the cutting. Furthermore, apart from the approaches to the Toadsmoor Hill underpass, the M40 to the north-west appears to be carried in a shallow cutting (circa 1-3m) as the hillside rises to the south-west.

There are no areas of landslip identified in the general area.

A Lidar image of the site area (1m DTM) was obtained (Plate 2)

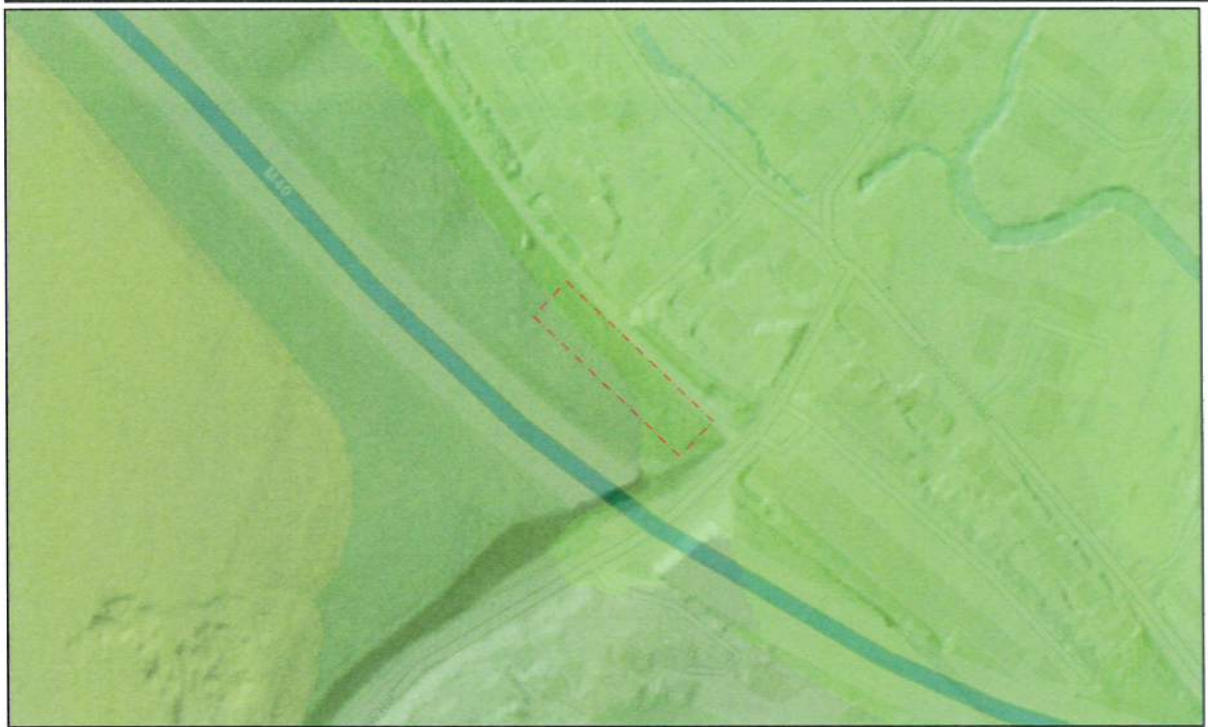


Plate 2 Lidar (1m DTM Model) with site outlined in red

The Lidar model shows an essentially even profile on the hillside forming the north-easterly facing cutting slope.

Walkover Survey

A walkover survey of the 15-20m high, north-easterly facing cutting slope was carried out on 11th January 2025. The survey was carried out by foot at the base of the cutting with a high level walkover at the crest. The cutting face was extensively vegetated with mixed deciduous trees and patches of undergrowth. The cutting face was generally fairly even in face profile with an overall slope gradient of around 35° (Photo 2).



Photo 2 General slope profile

This was not universally the case however and localised areas of steepened slope which show accumulations of topsoil/subsoil at the lower levels of the face (Photo 3 & 4).



Photo 3 showing local accumulations of topsoil/subsoil on lower section of cutting face



Photo 4 Oversteep topsoil/subsoil accumulation close to base of cutting

Of significance was the presence of a near vertical backscarp of around 0.5-1.0m high at the crest of the cutting face (Photo 5).



Photo 5 Near vertical backscarp at crest of cutting

The near vertical backscarp showed approximately 0.30-0.50m of topsoil/subsoil over an off white chalk gravel which is considered to represent in-situ SNCF. The near vertical backscarp appeared relatively stable but to a large extent was held up by the rooting system of trees at the crest (Photo 6 & 7).



Photo 6 showing tree root systems partially stabilising backscarp at crest of cutting



Photo 7 showing tree root systems partially stabilising backscarp at crest of cutting

In places, there were trees located on the slope which appeared from cursory inspection to be unstable. There were also several fallen trees on the face which resulted in shallow overly steep dish shaped depressions in the face of the cutting where the tree root bowl has uprooted (Photo 8).

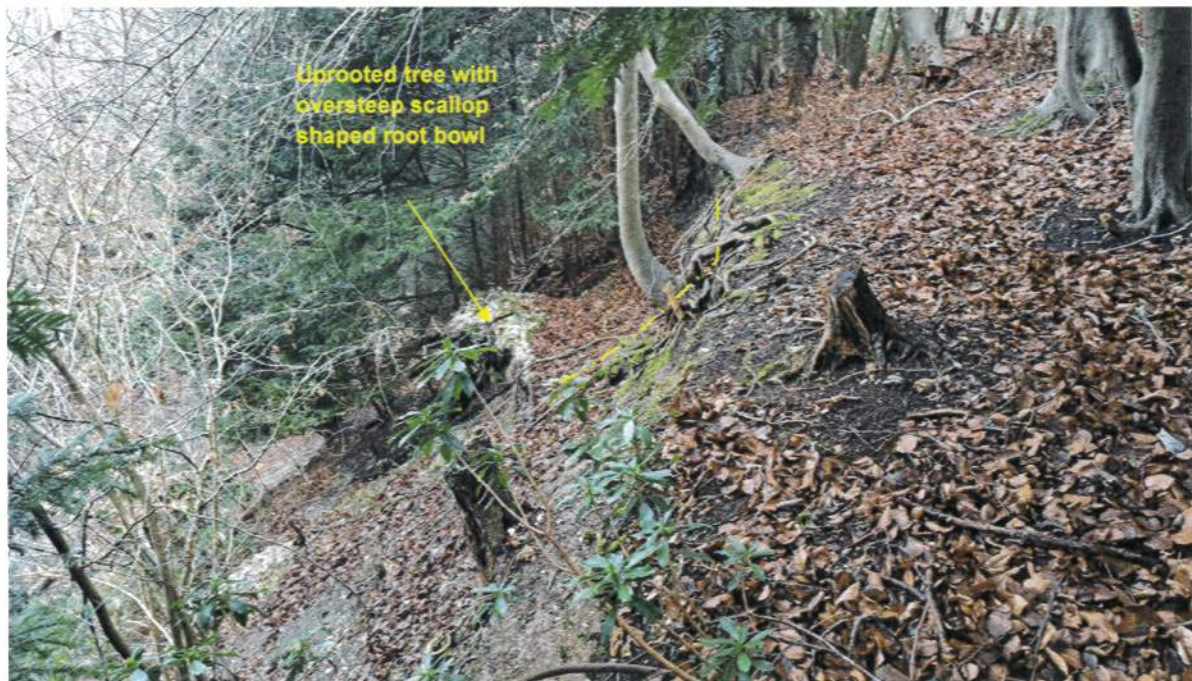


Photo 8 showing upturned tree root bowl

Discussion

Inspection of the cutting face shows evidence of slope failure. Instability is not usually associated with chalk even at quite steep slope angles as evidenced by the deep chalk cutting on the M40 (to the west) which has an overall slope angle of around 60°. Deep seated instability of the chalk forming the cutting is not implicated.

The cause of slope failure is considered to be multiple shallow translational slides of the topsoil/subsoil along the length of the cutting and which mantles the face of the slope as schematically illustrated in Figure 2.

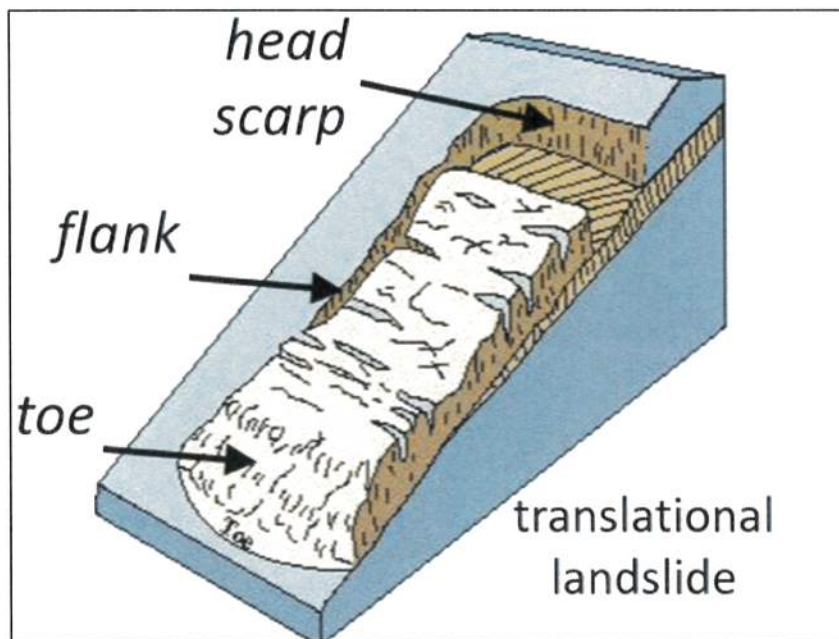


Figure 2 Schematic showing generalised translational failure

Translational shallow failure at the interface between topsoil/subsoil and the underlying chalk is thought to have resulted in the near vertical backscarp at the crest representing where shallow failures have historically occurred. Translational failures typically occur as a sheet which results in an essentially planar face similar to that observed on site and as shown on the Lidar Survey.

Although the face of the slope was too steep to access on foot, in places, topsoil on the slope was observed to be thin or absent and in other locations was found to have accumulated toward the base of the slope as evidenced in Photos 3 & 4. Where thin or absent, it is thought that failed topsoil has historically been removed from the toe.

Although the ability to retain topsoil on a slope depends on several factors, including soil type, vegetation, climate, and land management practices. Generally, a slope angle of 2:1, or around 26.5 degrees, is often considered the maximum for retaining topsoil without significant erosion. However, effective erosion control measures can allow steeper slopes to retain soil which might include:

1. **Terracing:** Creating stepped levels on the slope to reduce runoff speed and erosion.
2. **Vegetation:** Planting grasses, shrubs, or trees to stabilize the soil with their root systems.
3. **Mulching:** Applying a layer of organic or inorganic material to the soil surface to reduce erosion and retain moisture.

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4. **Erosion control blankets:** Using biodegradable or synthetic blankets to protect the soil and promote vegetation growth.

Clearly the slope is too steep and the topsoil/subsoil layer above the chalk is considered unstable and has failed or is marginally stable. Where topsoil is absent or very thin, the underlying chalk substrate is considered stable at the current slope profile.

It is thought that the main issue relates to stability of the numerous trees located on the face and at the crest of the slope. Vegetation such as tree roots can have a binding effect but where very shallow rooted (often the case with chalk substrate), trees can have a destabilising effect resulting in toppling, scalloping and migration of the failure further upslope. Historic removal of the toe of failed topsoil would have a similar effect.

Given that a public footpath occupies the base of the cutting, there is principally a significant risk that toppling trees might cause harm to passers by and it is initially recommended that the advice of an arboriculturalist be sought with a view to identifying and removing or pollarding potentially unstable trees. Further geotechnical inspection is recommended following identification and removal.

Given that the site comprises a wooded slope, remedial options to retain the remaining topsoil may be limited due to environmental factors, however more suitable planting (eg willow wands or dense shrub planting to help erosion and binding) may help stabilise the remaining topsoil. Given the nature of the site, hard engineering solutions are not likely to be economic or desirable.

The vertical backscarp at the crest is an issue and ideally this should be removed by rounding off the crest of the slope together with removal of potentially unstable trees located here.

Ideally, an interceptor drain should be installed upslope of the crest to intercept surface run off to minimise surface erosion.

Once any potentially unstable trees are removed or pollarded to make safe, there may still be a residual risk of further topsoil failure. Such failures are not likely to involve large volumes of material (as topsoil has largely already failed and been historically removed).

The above course of action would significantly reduce the risk to end users of the footpath.

If we can be of further assistance or you require further advice, please do not hesitate to contact us.

Yours Sincerely



Core Geotechnics Limited
Richard Smy BSc (Hons) CGeol FGS

Month No: 1

Committee Report

Open Spaces101 General Amenities

4037	Grounds Maintenance	0	4,050	4,050	4,050	0.0%
General Amenities :- Indirect Expenditure		0	4,050	4,050	0	0.0%
Net Expenditure		0	(4,050)	(4,050)		

102 Railway Land & Magpie Wood

4013	Rental	0	250	250	250	0.0%
4037	Grounds Maintenance	0	1,000	1,000	1,000	0.0%
Railway Land & Magpie Wood :- Indirect Expenditure		0	1,250	1,250	0	0.0%
Net Expenditure		0	(1,250)	(1,250)		

103 King's Wood

1001	Rents	0	500	500		0.0%
1002	Permits	0	1,000	1,000		0.0%
King's Wood :- Income		0	1,500	1,500		0.0%
4037	Grounds Maintenance	0	5,000	5,000	5,000	0.0%
4059	Fees	0	1,800	1,800	1,800	0.0%
King's Wood :- Indirect Expenditure		0	6,800	6,800	0	0.0%
Net Income over Expenditure		0	(5,300)	(5,300)		

104 Tylers Green Common & Pond

1002	Permits	326	1,200	874		27.2%
1004	Service Charges	0	100	100		0.0%
1078	Maintenance Costs Recovered	0	500	500		0.0%
Tylers Green Common & Pond :- Income		326	1,800	1,474		18.1%
4012	Water	0	1,000	1,000	1,000	0.0%
4014	Electricity	137	500	363	363	27.4%
4037	Grounds Maintenance	67	2,000	1,933	1,933	3.3%
Tylers Green Common & Pond :- Indirect Expenditure		203	3,500	3,297	0	5.8%
Net Income over Expenditure		123	(1,700)	(1,823)		

Detailed Income & Expenditure by Budget Heading 01/05/2025

Month No: 1

Committee Report

	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent
<u>105 Allotments</u>						
1001 Rents	0	5,200	5,200			0.0%
Allotments :- Income	<u>0</u>	<u>5,200</u>	<u>5,200</u>			<u>0.0%</u>
4012 Water	45	1,500	1,455		1,455	3.0%
4037 Grounds Maintenance	35	2,500	2,465		2,465	1.4%
Allotments :- Indirect Expenditure	<u>80</u>	<u>4,000</u>	<u>3,920</u>	<u>0</u>	<u>3,920</u>	<u>2.0%</u>
Net Income over Expenditure	<u>(80)</u>	<u>1,200</u>	<u>1,280</u>			
<u>106 General Recreation</u>						
1001 Rents	2,306	12,000	9,694			19.2%
General Recreation :- Income	<u>2,306</u>	<u>12,000</u>	<u>9,694</u>			<u>19.2%</u>
4037 Grounds Maintenance	1,803	6,000	4,198		4,198	30.0%
4060 Other Professional Fees	0	500	500		500	0.0%
General Recreation :- Indirect Expenditure	<u>1,803</u>	<u>6,500</u>	<u>4,698</u>	<u>0</u>	<u>4,698</u>	<u>27.7%</u>
Net Income over Expenditure	<u>503</u>	<u>5,500</u>	<u>4,997</u>			
<u>107 Derehams</u>						
1001 Rents	797	7,000	6,204			11.4%
1002 Permits	0	2,500	2,500			0.0%
Derehams :- Income	<u>797</u>	<u>9,500</u>	<u>8,704</u>			<u>8.4%</u>
4012 Water	0	1,500	1,500		1,500	0.0%
4014 Electricity	0	9,000	9,000		9,000	0.0%
4036 Property Maintenance	0	1,000	1,000		1,000	0.0%
4037 Grounds Maintenance	1,132	6,000	4,868		4,868	18.9%
4038 Maintenance Contract	129	300	171		171	42.9%
Derehams :- Indirect Expenditure	<u>1,261</u>	<u>17,800</u>	<u>16,539</u>	<u>0</u>	<u>16,539</u>	<u>7.1%</u>
Net Income over Expenditure	<u>(465)</u>	<u>(8,300)</u>	<u>(7,835)</u>			
<u>108 Dog Bins</u>						
4401 Waste Collection	993	14,000	13,007		13,007	7.1%
Dog Bins :- Indirect Expenditure	<u>993</u>	<u>14,000</u>	<u>13,007</u>	<u>0</u>	<u>13,007</u>	<u>7.1%</u>
Net Expenditure	<u>(993)</u>	<u>(14,000)</u>	<u>(13,007)</u>			
Open Spaces :- Income	3,428	30,000	26,572			11.4%
Expenditure	4,340	57,900	53,560	0	53,560	7.5%
Movement to/(from) Gen Reserve	<u>(912)</u>	<u>(27,900)</u>	<u>(26,988)</u>			

Detailed Income & Expenditure by Budget Heading 01/05/2025

Month No: 1

Committee Report

	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent
Grand Totals:- Income	3,428	30,000	26,572			11.4%
Expenditure	4,340	57,900	53,560	0	53,560	7.5%
Net Income over Expenditure	<u>(912)</u>	<u>(27,900)</u>	<u>(26,988)</u>			
Movement to/(from) Gen Reserve	<u>(912)</u>	<u>(27,900)</u>	<u>(26,988)</u>			