LLANHARAN COMMUNITY COUNCIL

Minutes of the meeting of the Trenos and Ewenni Crossings Project Committee (TEC) held by remote attendance at 7.00pm on Tuesday 18th February 2025

The meeting was held in accordance with:
The Local Government and Elections (Wales) Act 2021

Present:
Councillors Chris Parker (Chair), Neil Feist, Janine Turner, Mark Steer, Robert Smith, Rhys Jenkins.

Apologies: Cllrs Andrea James, Claire Morgan.

Absent: Cllr David Evans, Will Thomas.

1 members of the public.

Clerk to the Council: Leigh Smith.

RFO/Deputy Clerk: Lisa Phillips.

TEC2025/001 Welcome and Apologies
The Chair welcomed all attendees.

a) RESOLVED
That the reason proffered with Cllr Andrea James' apology for absence be accepted as a valid reason for absence.

b) RESOLVED
That the reason proffered with Cllr Claire Morgan's apology for absence be accepted as a valid reason for absence.

TEC2025/002 disclosures of personal and/or prejudicial interests from members in accordance with the Code of Conduct.

Cllr Neil Feist declared a general personal interest being a member of Cycling UK.

TEC2025/003 Public Speaking
A member of the public spoke regarding agenda item 7 (Minute reference 2025/007).

Cllr Janine Turner joined the meeting.

TEC2025/004 Correspondence
None.

TEC2025/005 TEC Committee Action Plan
No actions to date.

TEC2025/006 Reports or recommendations from the Trenos Crossing and Ewenny Bridge Working Group
None.

TEC2025/007 Alterations to project map.

a) RESOLVED

To amend to project map to the following:

1. To decide upon a detailed set of parameters (scope) to facilitate the procurement process to obtain a project manager for the project.

2. To appoint a suitably qualified and experienced Project Manager for the project.

3. To decide on the method of administering the project with a view to issuing tender(s) for design, consents, build and installation of the project. (Initially comprising the Bridge over the River Ewenni and the connecting multi-user pathway between the Ewenni bridge and the Network Rail railway crossing bridge).

TEC2025/008 Engaging a third party to assist in the drawing up of a detailed set of parameters (scope) to be used in the procurement process to obtain a project manager for the Ewenni Bridge project.

a) RESOLVED

To delegate authority to the Clerk to spend up to £850 and in consultation with the 'Trenos Crossing and Ewenni Bridge Working Group' to produce a draft scope for submission to the committee at a later date.

b) RECOMMENDED

To recommend to full council that Financial Regulation 11.3e) iii 1be suspended to allow the Clerk to proceed on the basis of one quote. The work being specialist in nature and Vale known to have the required expertise.

TEC2025/009 Decision making matrix

a) RESOLVED

To make alterations to the decision making matrix as detailed in Appendix 6 presented to the meeting with the definition of 'Multi-user route' to be made explicit on the document as "'Multi-user being defined as for use by all users. including pedestrians, cyclists, horse riders, disabled people and those with impaired mobility therefore being fully compliant with the Equality Act 2010 and family friendly. This definition is NOT a legal definition of any right of way

or bridleway or any other such passage and is to be used within the context it was written.

The member of the public left the meeting.

TEC2025/009a Exclude the Press and Public
RESOLVED
To exclude the press and public by virtue of the Public Bodies (Admission to Meetings) Act 1960, the press and public to be excluded from the meeting on the basis that with regards to the following item of business, disclosure thereof would be prejudicial to the public interest by reason of the confidential nature of the business to be transacted.

Cllr Janine Turner left the meeting.

TEC2025/010 Motion to expand the scope of the project LCC23/01 ' Bridge over the River Ewenny' to include paths to the North and South of the proposed bridges.

RECOMMENDED
To expand the scope of the project LCC23/01 ' Bridge over the River Ewenny' to include the following: to make improvements to relevant paths to the northern side of the Ewenny Bridge, into and through Brynna Woods to make them suitable for all users in line with the requirements of The Equality Act 2010 and to make improvements to relevant paths to the southern side of the Network rail crossing bridge to make them suitable for all users in line with the requirements of The Equality Act 2010; Subject to the permission of the relevant landowners and in partnership with other interested parties. Details to be decided at some later date. And for the project to be conditional on the Trenos Bridge being 'Access for all compliant'

Thus giving the project the following scope:

To facilitate the building of the Ewenny Bridge, the construction of an appropriate path to the South to link up with the Network Rail crossing bridge and to make improvements to relevant paths to the northern side of the Ewenny Bridge, into and through Brynna Woods and to relevant paths to the southern side of the Network Rail Trenos railway crossing bridge to make

them suitable for all users in line with the requirements of The Equality Act 2010. And for the project to be conditional on the Trenos Bridge being 'Access for all compliant'

TEC2025/011 Future scheduled meeting dates for the committee

RESOLVED
A meeting to be held on 18th March 2025, future meeting dates to be decided on a meeting by meeting basis up until the annual meeting in May. Meetings to be scheduled monthly thereafter.

TEC2025/012 Urgent Information or Future Agenda Items

None.

There being no further business, the meeting closed at 8:50pm

Date of next scheduled meeting: 18th March 2025

Councillor Chris Parker

Chair of the Trenos and Ewenni Crossings Project Committee

Appendix 4

To consider alterations to the current project map

Council has previously resolved the following:

2024/042 Change to the project map for the potential Ewenny Bridge project

RESOLVED

To amend the process map for the proposed Ewenny Bridge project to:

Ewenny Stream Bridge – Proposed project route-map V2 February 2024

1. For the Trenos Crossing Working Group to meet with key stakeholders as soon as possible and to seek engage early pending formal written permission as required. In particular the Wildlife Trust, NRW and any other relevant bodies.

2. For the Clerk to obtain quotations from an appropriate company to produce a scoping design for the bridge, the approaches and associated works.

3. The Trenos Crossing working Group to meet to decide on matters to be included in the scoping design. This will include all aspects of the scoping design including the required specification and design parameters, access arrangements and restrictions, licensing requirements and other factors that will be used as the basis of a public consultation/tender document. The Clerk to produce a document to capture all aspects to be considered and to record any decisions made.

4. Produce a scoping design to be used as the basis for a public consultation. Carry out a public consultation on the question of committing circa £275,000 of CIL funds to replace the current footbridge over the river Ewenny with a multi- user bridge, including improvements to its approaches and associated works. This public consultation be specifically focused on the proposed bridge and associated works and distinct from any consultations carried out regarding changes to public rights of way (although it will be necessary to allude to them in the consultation).

5. Following the public consultation, if the Council resolves to proceed with the project the scoping design be reviewed and any alterations arising from the public consultation be made to produce a stage 2 scoping design.

6. The Clerk to apply for a Lawful development certificate (planning) from RCTCBC, a Flood Risk Assessment Plan (FRAP) from NRW and any other relevant pre-tender permissions and consents using the stage 2 scoping design.

7. Provided the relevant permissions and licenses are obtained, details and any

conditions to be added to the scoping design to produce a final scoping design for tender.

8. A suitable tender document to be drawn up using the scoping design.

9. Then project put to tender to facilitate the selection of an appropriate vendor to deliver the project.

10. Council to select a vendor

Proposal:

To now amend to project map to the following:

1. To decide upon a detailed set of parameters (scope) to facilitate the procurement process to obtain a project manager for the project.

2. To appoint a suitably qualified and experienced Project Manager for the project.

3. To decide on the method of administering the project with a view to issuing tender(s) for design, consents, build and installation of the project. (Initially comprising the Bridge over the River Ewenni and the connecting multi-user pathway between the Ewenni bridge and the Network Rail railway crossing bridge).

Appendix 5

To consider engaging a third party to assist in the drawing up of a detailed set of parameters (scope) to be used in the procurement process to obtain a project manager for the project

In order to request quotations for a Project Manager to work on the Council's Ewenni Bridge Project, it is important that the Council is able to quantify exactly what is required from the Project Manager, what the extent and limits of their involvement will be and the terms of any engagement including the scope of work, deliverables, timelines, and evaluation criteria.

In particular this will allow the Council to:

a) Engage in competitive quotations. (Although price should not necessarily be the primary factor to be considered when selecting a quote).

b) Have and give a clear idea of what the Project Manager is expected to deliver.

c) To agree on measures to mitigate the risks of the cost escalating without control or early visibility for members (for example monthly statements giving a rundown of all costs and a predicted end cost in the event of 'out of scope' costs being required).

Donbass Ltd have provided a document that may help inform this process, Furthermore Vale Consultancy have committed to providing a price to produce a scope.

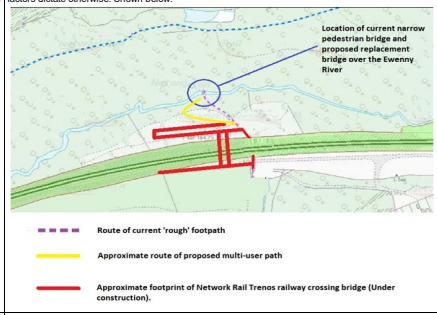
Proposal:

- To delegate authority to the Clerk to spend up to £750 and in consultation with the 'Trenos Crossing and Ewenni Bridge Working Group' to produce a draft scope for submission to the committee at a later date.

- To recommend to full council that Financial Regulation 11.3e) iii [1]be suspended to allow the Clerk to proceed on the basis of one quote. The work being specialist in nature and Vale known to have the required expertise.

[1] (where value……is below £1,500 and above £250 the Proper Officer shall strive to obtain 3 estimates of the cost of proposed supply).

Item no	Element of specification	Notes	Further notes	Decision	Further notes/actions	Further notes and recommendations for Committee 18th Feb 25
1	Provide Vale with specification for Equestrian bridge relevant to our circumstances	Height, width, surface material (bhs Specification sheet sent to CN). Some of this detail will depend on the eventual span and deck height. Also some of the specifications in the document are subjective - See document notes. This should be reviewed by the working group and definitive measurements given pertaining to the local conditions.	RE Bridleway aspects, as per the BHS guidance to Bridges gradients and steps in England and Wales (Oct 19). However for a bridge with a span of over 8m and a deck height of ver 1m, a 4m width is specificed with an asterix refering to text relating to mitigation measures should the recommended width not be practicable. (The width being primarily to allow two way passing). Mitigation measures ,"such as signs at each end giving priority to horses so that passing another user does not place a horse too close to a parapet" are recommended. RE access for disabled people or those with reduced mobility to be built into the bridge design (ie Access ramps to be between 1:12 and 1:20 and as close to 1:20 as possible).	20 meter span. (From start of northern foundation to start of southern foundation - Actual design span of bridge may be greater - Foundation location parameters shown in item 4 and 5) As per bhs spec, specifically: 3 meters wide. 1.8m parapet. Suitable for bridleway use and disabled access. Construction from traditional steel and timber. Surface material of deck (see item 3) to be decided following the above and further research. Note: Should be durable, proivde long lasting skid resistance, be equestrian and wheelchair friendly (and those with limited mobility) should be resitant to puddling have drainage properties and able to be used in a woodland environment (leaves/mulch etc..)	Q - Material to be decided following further advice from Vale RE Benefit and disadvantages of FRP materials. (LS note Add flammability to Vale feedback). Suggest signage (See further notes) as mitigation for 3m width. Q - Surface material of deck (see item 3) to be decided following the above and further research. Note: Should be durable, proivde long lasting skid resistance, be equestrian and wheelchair friendly (and those with limited mobility) should be resitant to puddling have drainage properties and able to be used in a woodland environment (leaves/mulch etc..)	As per the notes. This information to inform the Vale scoping design only. The final design parameters will be evaluated by the project manager as part of the design process. The approximate location and parameters to follow the existing bridge unless engineering or other factors dictate otherwise. However for the assumption to be made that the Bridge will be constructed from traditional steel and timber.
2	Felling of trees.	Where trees will need to be felled (This will form part of the initial FRAP application), who will fell them. Wildlife trust prior to construction (with note in tender that contractor will fell any additional trees as necessary once approved by WT and FRAP) by contractor.	The contractor must specify which trees would need to be felled for the final design and /or during access to site and construction.	The contractor would identify and make arrangements for felling all trees. This would include applying for a fellinglicence if necessary.	To be built into tender	Remove - Will be handled as part of routine project mangement.
3	Consider decking spec on bridge	Recommendation is timber although other cost effective solutions may exist. Timber is long lasting. Realistic alternative is concrete (composite is very expensive). Would need to ad to tender requirement for a grippiness and to cope with environment (falling leaves, equestrian use).solution (can be scored in tender consideration).			Q - Surface material of deck (see also item 1) to be decided and further research. Note: Should be durable, proivde long lasting skid resistance, be equestrian and wheelchair friendly (and those with limited mobility) should be resitant to puddling have drainage properties and able to be used in a woodland environment (leaves/mulch etc..), If an FRP bridge is selected this may be an integral part of that design.	To be decided at a later date.
4	Decide on the final point of the bridge on the southern end.	Take into accound option to extend the span of the bridge to extend further to the south along the route of RAN20/1 on the definitive map, over the sewer pipe. This could allow existing southern abutments and concrete path etc., to stay in place (reduce cost and mitigate any NRW concern pending NRW site visit) and remove the need for any work in proximity to the sewer pipe. Or Southern abutment to be constructed on the southern bank and build a path to the south, following the definitive route, the desire line of the current path or some other route to facilitate a reasonable gradient. (An alterntive route may necessitate costs and a path diversion application).	Note: We must provide Vale with the exact points so the span of the bridge can be calculated. Option to build new abutments/bank pads slightly to the rear of the current abutments discussed. This could be a vialble alternative to produce a shorter span which will a) reduce bridge costs and b) allow flexibility in overcoming the practical difficulties of on site construction.	Foundation to be constructed 4.5m from the banks and must not encroach within 3m of the DCWW sewer pipe at any point (southern end). (No construction activity other than access allowed within 3m of the pipe and full RAMS and mitigation measures such as use of bog mats etc.. to be pre-approved by DCWW). Span 20 meters. (Start of N foundation to start of S foundation. Actual design span of bridge may be greater). Note: Orientation of the Bridge to be along current angle. Approximate location of foundation pads shown on attached diagram.	Q - Check with NRW whether bank erosion protection might be required and/or desired. If so ask for recommendations RE type and extent of solutions. (email sent 30.1.24) Q - Should we survey in the start locations of the N and S foundations?	As per the notes. This information to inform the Vale scoping design only. In the final design this will be evaluated by the project manager as part of the design process. The approximate location and parameters to follow the existing bridge unless engineering or other factors dictate otherwise.
5	Decide on the final point of the bridge on the northern end. (ie How far to the North can the bridge terminate).	The further to the north then potentially the less need for disruption to the bank to remove/repalce the existing northern abutment. This could reduce/eliminate the need for mitigation measures from NRW .				As per the notes. This information to inform the Vale scoping design only. In the final design this will be evaluated by the project manager as part of the design process. The approximate location and parameters to follow the existing bridge unless engineering or other factors dictate otherwise.
6	Should either the northern or southern termination points be further away from the current bridge abutments then decide on whether to carry out further ground testing to inform the tender document or to use the current information taken from close to the river bank.	The cost for the extra testing could be mitigated by reduced construction costs due to an expectation that the ground conditions improve further from the bank. Note testing costs est £800. This may lead to a delay as the testing rig needs to access the southern side. Either through the river (which is difficult when water levels are high) or via the Network rail bridge when it opens.			Q - The ground testing data was obtained from much closer to the river bank. Recommend we obtain fresh ground testing results from the likely foundation points. Reason - The condition of the ground is likely to be much drier at the foundation points. The ground testing data will be used to calculate foundations and there is likely to be a cost implication for the final design.	REMOVE This will be evaluated by the project manager as part of the design process. The approximate location and parameters to follow the existing bridge unless engineering or other factors dictate otherwise.
7	Should either the northern or southern termination points be further away from the current bridge abutments then decide on whether leave existing abutments in place.	Largely to mitigate the risk of affecting the watercourse which could mean restrictions or extra requirments from NRW. Would also reduce cost.		Leave existing abutments in place		As per the notes. This information to inform the Vale scoping design only. In the final design this will be evaluated by the project manager as part of the design process. The approximate location and parameters to follow the existing bridge unless engineering or other factors dictate otherwise.

8	Decide on the route of the path to the south (If path necessary). Its construction. Materials. Handrails? Start and end point.	Any aspects of this path that are to be specificed. Will further applications be nccesary (eg - Diversion order) - How will this be managed? Who will apply and when?? Include restrictions around the DCWW Sewer pipe.	RE Sewer pipe - Design to be sent to DCWW (Stuart Sheath) for formal approval. But guidance that: Any machine access should use bog mats and aim to traverse pipe at deepest point. No excavation or structure within 3 meters of the pipe. A structure passing over the top of the pipe is acceptable but provide DCWW with the headroom measurment, Laying material over the pipe (ie building a path from any material including asphalt of concrete) is acceptable although the RAMS for doing so should be approved by DCWW before approving. In principle no access arrangements for future inspection/maintenace of the pipe is required. RAMS as part of ascope of works must be provided to DCWW - Include that in the scoping design/tender pack. Photos of existing path to be included in scoping design/tender pack if relevant (See utilimap report)..	Pathway from southern exit of bridge to NR bridge ramp to be 3m wide and constructed with a finish of compacted GSB Type 1. Section leading on to the footsteps to be 1m wide and constructed from GSB Type 1. All sections suitably edged. Gradient of this path to be no greater than the access ramp 1:20 (Checking with NR) final design and method of traversing DCWW sewer pipe to be provided to DCWW for prior approval. Note: An appropriate route MUST be maintained prior to any closure order being put in place.	Route and design to be determined. A professional design incorporating statutory requirments for paths and ramps to acheive the desired gradient must be obtained. Material can be imported. DfT best practice....gradients should not exceed 1 in 20. (A slope steeper than this is generally defined as a 'ramp'). Even if a pedestrian route has no slopes in excess of 1 in 20, it is important that there are level sections, or 'landings', at regular intervals. This is to provide people with an opportunity to rest; where possible accessible seating should be provided on such landings. A level landing should be provided for every 500mm that the route rises. The length of each landing should be equal to at least the width of the ramp. Gradients steeper than 1 in 20 can be managed by some wheelchair users, but only over very short distances (1000mm or less), for example on a ramp between a bus entrance and the pavement. Even over these short distances the maximum gradient used should be no more than 1 in 10. As a general rule, however, 1 in 12 should be the absolute maximum. Sensory trust.....Building regulations and other standards recommend that a ramp at 1:20 (5%) should not exceed 10m or rise more than 500mm without a level platform. The maximum length for a steeper gradient will be less (see BS 8300-1:2018 for calculating distances between landings). Level platforms should be at least 1500mm long and span the full width of the ramp. Clerk recoomends an engineering design is obtained which incorporates all of the requirements. Who will apply for diversion order(or appropriate order)and /or closure order and what is the sequencing?	As per notes, and decision in principle of the approximate route desired unless engineering or other factors dictate otherwise. Shown below. 
9	Decide on how to manage the small tributary stream running from the north and joining the stream to the east of the northern abutment.	- Piping undegroud would necessitate licenses and a FRAP - Leaving as is may cause future issues or issues during construction - Option to leave roughly in place but to fortify the western bank with a suitable material (Not concrete)..	Photos of this should be added to scoping design/tender pack.	Look for soft engineering solutions to be built into tender.	Contact the Rivers Trust and NRW for advice on potential soft engineering solutions that can be built into a tender pack. Note: there will be felled trees available.	As per the notes. This information to inform the Vale scoping design only. In the final design this will be evaluated by the project manager as part of the design process. The approximate location and parameters to follow the existing bridge unless engineering or other factors dictate otherwise.
10	Spec required for fencing on approaches to bridge.	Necessary to prevent users falling into stream and to guide to bridge. Extent, design , colour and material.		Material used in keeping with the bridge design. To provide a guide or corral onto the bridge and provide some measure of edge protection.		Material used in keeping with the bridge design. To provide a guide or corral onto the bridge and provide some measure of edge protection.
11	Spec required for any path surface. (If path is required)	In particular where forest floor meets metaled or hard surface. To decrease future puddling. Consider a transitional material to avoid going to soft and wet to hard which produces puddling and high maintenance demand		See item 8.		See item 8
12	Consider any other aesthetic aspects of the bridge or the project. (eg Colour, style etc..)	Once a colour is decided upon the Clerk can obtain codes and samples for further consideration if necessary.		Green. RAL no to be chosen once material is decided upon and any colour restrictions ascertained.		Green. RAL no to be chosen once material is decided upon and any colour restrictions ascertained.
13	Consider what aesthetic finish, if any, is required on the bridge abutments .	eg Gabion baskets / Brick finish / Timber finish / Stone facing / sympathetic to woods and/or existing Collery ruins. May require samples/pre meeting as part of tender process.		Awaiting design to acsertain if there is any exposed foundation. Vale to be explicitly asked.		Awaiting design to acsertain if there is any exposed foundation.
14	Access arrangements/restrictions for plant and equipment and working area restrictions.	Any restrictions from Wildlife trust. Timings, types of machines etc…including restrictions around the greywater(?) pipe and manhole on the northern approach path. This should include any currently known or desired restrictions regarding ecology (eg Oil beetles), although the FRAP should address these issues also. or Note: As part of the tender a site visit will be required and the tender MUST make clear the access restrictions both sides of the bridge as this will feed into construction method. It should be assumed that the NR bridge will be operational then. Include design in scoping design/tender pack.	Pictures/diagrams and rough measurements to be included in the scoping design/tender pack.	Pre-tender visit mandatory. Path from the north is currently 2m wide in places. (potential to widen slightly subject to agreement from the Wildlife trust and any consents or licences that might be necessary). Drop off only (no parking) on reserve land itself. Limited parking available at the western end of the reserve. Access from the south will in future be limited to traffic that can pass over the NR railway bridge. May also require permission in future to pass over Persimmon land (Relevant contact can be provided). Scheme of works must include the usual biosecurity plans and polution plans. (To be written into tender).	Status and weight limits on the buried greywater pipe on the northern path unknown.	Pre-tender visit mandatory. Path from the north is currently 2m wide in places. (potential to widen slightly subject to agreement from the Wildlife trust and any consents or licences that might be necessary). Drop off only (no parking) on reserve land itself. Limited parking available at the western end of the reserve. Access from the south will in future be limited to traffic that can pass over the NR railway bridge. May also require permission in future to pass over Persimmon land (Relevant contact can be provided). Scheme of works must include the usual biosecurity plans and polution plans. (To be written into tender).
15	Decide upon desired future ownership status of the bridge.	Technically will the bridge be 'adopted' and therefore 'owned' by RCT following construction?	Agreement and written confirmation required.	Desire that RCTCBC will 'adopt' the bridge following its construction.	Obtain written confirmation that RCTCBC will 'adopt' the bridge following its construction.	RCTCBC will 'adopt' the bridge following its construction. To form part of the project plan.
16	Agree in principle construction dates and arrangements for temporary closure of footpath.	No works are permitted between 15th October and 15th April in or immediately around the watercourse. Given weather conditions this would suggest an ideal operating window for construction of between approx the end April to end June. (Target 2025?) Bird nesting between March and Sept unless surveys undertaken. Oil beetle critical period between March to end may. Desirable that no work to take place on south side along pathway or in wooded area between these times. Further information required RE Mice, bats etc… Wildlife trust has some survey data that might suffice.	Due to restrictions it may be necessary to carry out tree felling the season before construction commences.	To be decided once more information obtained. (FRAP??)	Have contacted NRW to check whether FRAP will address surveys, mitigations etc.. With regards mice, bats and other speciies (ie all environmental aspects of the scheme).	REMOVE This will be evaluated by the project manager as part of the design process.
	Other environmental aspects/licences.	2 x FRAP required. Possibly tree felling licence. Bats, mice, etc… dealt with in FRAP application?			Have contacted NRW to check whether FRAP will address surveys, mitigations etc.. With regards mice, bats and other speciies (ie all environmental aspects of the scheme).	REMOVE This will be evaluated by the project manager as part of the design process.

Appendix 7

To consider expanding the scope of the project LCC23/01 ‘ Bridge over the River Ewenny’ to include paths to the North and South of the proposed bridges

The following motion is an edited version of that presented to the Council meeting in April 2024, the matter being deferred by resolution of council at that time.

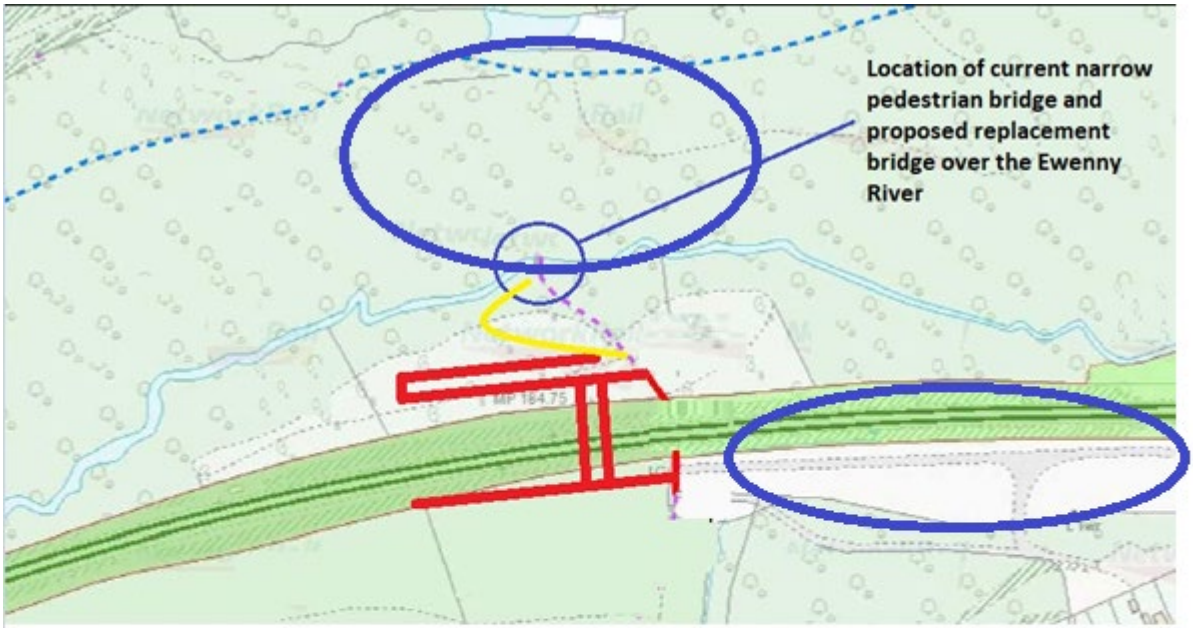
The proposer, Cllr Neil Feist has consented to the motion being edited slightly to remove the aspect of increasing the overall project allocation of CIL funding, that decision being the business of the CIL Committee.

Motion:

To expand the scope of the project LCC23/01 ‘ Bridge over the River Ewenny’ to include the following: Funds to make improvements to relevant paths to the northern side of the Ewenny Bridge, into and through Brynna Woods to make them suitable for all users in line with the requirements of The Equality Act 2010; Funds to make improvements to relevant paths to the southern side of the Network rail crossing bridge to make them suitable for all users in line with the requirements of The Equality Act 2010; Subject to the permission of the relevant landowners and in partnership with other interested parties. Details to be decided at some later date.

Thus giving the project the following scope:

To facilitate the building of the Ewenny Bridge, the construction of an appropriate path to the South to link up with the Network Rail crossing bridge and to make improvements to relevant paths to the northern side of the Ewenny Bridge, into and through Brynna Woods and to relevant paths to the southern side of the Network Rail Trenos railway crossing bridge to make them suitable for all users in line with the requirements of The Equality Act 2010.



'Paths' not currently included in the scope of the project and not currently suitable for wheelchairs.

Note that is is assumed that also included would be a route (or routes) along the route of the current bridleway though Brynna Woods (east-west) marked in a blue dotted line on the plan.

If the motion is passed then engagement with landowners/other stakeholders and investigation work would be required as to the extent, specification and cost of any improvements. Who would fund the improvements and the phasing of any work in line with the existing project (Bridge and connecting path).

Appendix 8

To consider future scheduled meeting dates for the committee up to the date of the annual meeting.

Proposal:

A meeting to be held on 18th March 2025, future meeting dates to be decided on a meeting by meeting basis up until the annual meeting in May. Meetings to be scheduled monthly thereafter.