

	<p align="center">Location and Description of Reported Problem/Resolved Problem/ Items of Interest</p>	
	<p>When drafting the Bures St Mary risk assessment, it will be necessary to look at the specific road traffic hazards (such as blind corners, junctions, school run timings etc) associated with the locations of our signs and add in own local requirements for the volunteers installing the signs where it is thought additional 'sensible' precautions may be required. It is worth noting that signs take typically a few minutes to install and so volunteers may only be exposed to any potential risk from traffic for a short period of time. The Health & Safety Executive recommend a very simple "five steps to risk assessment" framework for carrying out risk assessment on pretty much any activity. This is the overarching 'Industry standard' for risk assessment in the UK and can certainly be applied to any Parish Council related activities.</p> <ol style="list-style-type: none"> 1. Identify the Hazards 2. Identify who might be harmed 3. Evaluate the Risks 4. Record your significant findings 5. Regularly review your risk assessment <p>This process is usually recorded in a simple five column table https://www.hse.gov.uk/simple-health-safety/risk/index.htm QLS & Suffolk Highways do not need to review parish specific risk assessments, they are for the benefit of the Parish Council and to ensure compliance with the SCC Insurance coverage requirements. This might be a statement of the obvious but as a minimum the 'competent person' drafting the risk assessment should be at least an experienced driver, with local area knowledge and authorised to act on behalf of the PC.</p>	
<p>FP3</p>	<p>From Sudbury Road lay-by to Assington Road via Corn Hall. Following a complaint from a member of the public that the cross-field section of this footpath had not been properly reinstated and is now concealed by crops, two reports have been submitted to the Suffolk Report a Problem portal. The Parish contractor has trimmed the lay-by to give clear access to the footpath and to deter littering.</p>	<p>359184 24.04.2022 00361079 15.05.2022</p>

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Highways Cutting Schedule	No progress to report.	
FP9	<p>Fysh House Farm to Over Hall Cottages The roadside finger post at Over Hall Cottages remains on the works schedule. Bricks have been put down to create stepping stones across the spring which runs across the path (although it has not caused much of a problem over this very dry period!)</p>	0033954
BWY 10	<p>From the Assington Road by Fysh House to Moat Farm (Moat Lane) Where the lane descends into the valley, there are seasonal problems with flooding, rendering the lane difficult for walkers to navigate. Horse riders churn up the surface of the lane as well. More hardcore has been put down to firm up the troublesome section.</p>	
BWY 15	<p>Dead Lane Arger Fen. Where the byway passes into the neighbouring Parish, the surface has been treated with planings, presumably by SCC, to firm up the surface which was badly rutted and very prone to flooding from the adjacent reservoirs. The vegetation also has been cut back on both sides along its entire length. This has vastly improved access for all users although recent vehicle use (permitted from April throughout the summer) has caused the rutting to quickly reappear.</p>	
FP14, 17, 18	<p>From the foot of Clicketts Hill to Smallbridge Hall. This runs by the sewage works. The section which runs by the side of the sewage works is an enclosed corridor and can become overgrown quite quickly in the summer months. This has recently been cut back by the Parish contractor.</p>	

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FP16	<p>Previously FP4 From the Sudbury Road to St Edmunds Lane (to the cemetery back gate)</p> <p>A complaint has been made by a member of the public that the footpath has developed a 'camber' which renders it difficult to walk. If it is possible, a 'shelf' will be dug in along the sloping section to level it when the soil has been softened up with some rain. In the meantime, the Parish contractor has strimmed the edge of the path and cut back a holly tree which was becoming troublesome. A loose fence panel on the adjacent property has been reported to the landowner.</p>	
FP 22	<p>From Assington Road around the perimeter wall of Fysh House across fields and joins up with the track on Moat Lane</p> <p>The Parish contractor has cleared the access paths on the approach to and exit from the field which backs onto the grounds of Fysh House.</p>	
Wharf Lane	<p>From Bridge Street to the Sportsground</p> <p>Although strictly speaking this is not a PROW, Bures St Mary Parish Council apparently is responsible for the maintenance of the lane which is used daily by pedestrians and quite frequently by vehicles accessing the Sportsground. Two private properties also have access rights along the lane. The lane is a track with some gravel/aggregate applied to its surface. Potholes have developed which are prone to flooding. One of the residents has requested that these should receive some attention. The Parish contractor has been instructed to apply aggregate to the surface where there are obviously problems.</p>	
Permissive Paths	<p>The Parish Council is very grateful to the Bevills Estate for keeping the permissive paths on the estate clear for the village and its many visitors to enjoy the surrounding countryside in greater safety.</p>	

Walkers and horse riders had been given until 1 January 2026 to apply to save any rights of way through private land that existed before 1949 but did not appear on official maps, after which they would lose the opportunity to add them to maps.

A clause in [right-to-roam legislation](#) introduced by the Labour government in 2000 stated that any pre-1949 paths must be recorded by 2026 to continue to carry public rights. The Countryside and Rights of Way Act contained a provision that would extinguish those rights if the paths have not been properly recorded.

The Ramblers have identified 41,000 miles of potentially missing rights of way to be investigated and applied for in England.

The Government has agreed to cancel the existing deadline of 1st January 2026 to record historic paths onto Definitive Maps (as required by the Countryside & Rights of Way Act 2000). Campaigners are asking for the deadline to be extended for a further ten years until 2036.