

*Royal Borough of Windsor and
Maidenhead*

CONSULTATION DRAFT

**Public Rights of Way
Management and
Improvement Plan**

2016-2026

Consultation draft

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1. Introduction

1.1 The Countryside and Rights of Way Act 2000 places a duty on all local highway authorities to publish and review a Rights of Way Improvement Plan for their area. The first Rights of Way Improvement Plan for the Royal Borough covered the period 2005-2015, and this document is the second Plan, which will cover the period 2016-2026. The Plan sets out the Council's strategy for managing and improving the public rights of way network and other accessible routes in the Royal Borough.

1.2 The 2016-2026 Plan is called a "*Public Rights of Way Management and Improvement Plan*", as it covers the management and improvement of the existing path network as well as seeking new or upgraded routes where possible.

1.3 Annual "*Milestones Statements*" are produced as a mechanism for planning and monitoring the implementation of the 10-year Plans: these annual plans guide the work of the Council's Public Rights of Way team, feed into team and individual performance plans and reports to other interested parties including Parish Councils, volunteers, user groups and landowner organisations.

1.4 Both the 2005-2015 Plan and the 2016-2026 Plan have been prepared in partnership with the Royal Borough of Windsor and Maidenhead Local Access Forum.

1.5 The "*2005-2015 Rights of Way Improvement Plan*", and the annual "*Milestones Statements*" can be viewed at:

http://www.rbwm.gov.uk/web/prow_policies-plans-prog-rpts.htm

2. Achievements of the Rights of Way Improvement Plan 2005-2015

2.1 Twelve new or upgraded routes have been created:

Year created	Path	Details
2005	Twyford Road horse margin.	Horse margin created on highway verge, segregated from carriageway by wooden rails.
2006	Cookham FP 69/Maidenhead FP 55 (link path in " <i>The Green Way</i> ").	Path Creation Agreement secured as condition of planning permission.
2007	Eton Footpath 49, off Summerville Road.	Path Creation Agreement with landowner.
2007	Extension of Cookham Footpath 60, beneath Cookham Bridge.	Path Creation Agreement with landowner.
2008	Footway at Ray Mead Road, Maidenhead, opposite Thames Hotel (<i>Thames Path National Trail</i>).	Acquisition of land by RBWM through Land Registry application

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Year created	Path	Details
2010	Horton Bridleway 5, off Horton Road.	Path Creation Agreement secured as condition of planning permission.
2011	Permitted Path at Berks College of Agriculture, off Henley Road (link path in " <i>The Millennium Walk</i> ")	Permitted Path Agreement with landowner.
2012	Henley Road horse margin	Horse margin created on highway verge, segregated from carriageway by embankment.
2013	Jubilee River multi-user route (permitted bridleway).	Permitted Path Agreement with landowner, to allow horse riding on riverside footpath-cycleway.
2014	Maidenhead Footpath 90: off Ray Mill Road West (link path in " <i>The Green Way</i> ").	Path Creation Agreement with landowner/dedication by RBWM.
2014	Eton Footpath 51: riverside path at "Thameside", (link path to <i>Thames Path National Trail</i> at the Brocas)	Path Creation Agreement with landowner, secured as condition of planning permission.
2015	Extension of Maidenhead Footpath 53: Ray Mead Road (<i>Thames Path National Trail</i>)	Path Creation Agreement with landowners.

2.2 Accessibility improvements:

160 stiles have been removed and replaced with gates or gaps, improving access to over 120 miles (190km) of public footpaths in the borough.

2.3 Partnership working:

Through the *Parish Paths Initiative*, the Council has worked with all 15 Parish and Town Councils in the borough to identify and implement local path improvement projects.

2.4 Community involvement:

The Council has worked with a range of community and volunteer groups on practical path improvement projects, including the East Berks Ramblers, conservation volunteers and Scout groups.

2.5 Information and promotion

The Council has published a wide range of information and promotional material which can be viewed at:

http://www3.rbwm.gov.uk/info/200939/public_rights_of_way/199/public_right_of_way_publications

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3. Assessment of the existing public rights of way and access network.

3.1 A map of the existing public rights of way and permitted path network is included in Appendix 5 (Map 1).

3.2 Lengths of Public Rights of Way by Parish, April 2015

Parish	Length (km)				Total km	% of network	
	Footpath	Bridleway	Byway	Restricted Byway			
Bisham	13.397	2.524	-	2.228	18.149	5.92	%
Bray	36.665	9.999	2.184	0.682	49.530	16.15	%
Cookham	33.611	1.980	0.469	0.405	36.465	11.89	%
Cox Green	8.395	1.399	-	-	9.794	3.19	%
Datchet	4.761	-	-	-	4.761	1.55	%
Eton	18.289	3.561	-	-	21.850	7.12	%
Horton	1.200	1.254	-	-	2.454	0.80	%
Hurley	31.468	6.115	-	6.909	44.492	14.50	%
Maidenhead	29.619	0.439	-	2.596	32.654	10.64	%
Old Windsor	4.574	-	-	-	4.574	1.49	%
Shottesbrooke	3.240	-	-	1.612	4.852	1.58	%
Sunningdale	3.554	1.666	0.337	-	5.557	1.81	%
Sunninghill	10.771	-	3.592	1.299	15.662	5.11	%
Waltham St Lawrence	17.728	-	-	7.209	24.937	8.13	%
White Waltham	11.011	0.530	0.342	4.165	16.048	5.23	%
Windsor	4.230	1.994	1.644	0.259	8.127	2.65	%
Wraysbury	6.876	-	-	-	6.876	2.24	%
Total (km)	239.389	31.461	8.568	27.364	306.782	100.00	%

3.3 Satisfaction levels

The National Highways and Transport Network postal survey for 2014 includes questions on public rights of way. The Royal Borough scores slightly above the Unitary Authority average for the provision of footpaths, the overall condition of Rights of Way, and signposting of rights of way, and slightly below average on the provision of bridleways, and the provision of information about rights of way (see details at Appendix 4).

3.4 Ease of use surveys

Annual "ease of use" surveys conducted by volunteers from the East Berkshire Ramblers on the Council's behalf resulted in the following scores over the past 3 years:

2014-2015: **90.6%** easy to use

2013-2014: **93.1%** easy to use

2012-2013: **90.7%** easy to use

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4. Draft Statement of Action

New or updated targets

Overarching policies

ID	Identified needs	Policies	Links to RBWM policies
1.1	<p>All users should be taken into account in the planning, management and maintenance of public rights of way:</p> <ul style="list-style-type: none"> •walkers •mobility restricted users •cyclists •horse riders •motorised users •carriage drivers 	<p>Ensure that the needs of all users are fully considered when:</p> <ul style="list-style-type: none"> • Planning new routes • Considering and implementing network changes, status changes, and restrictions • Maintaining and improving existing public rights of way • Consultation with the Local Access Forum and path users on the details of specific schemes where appropriate • An impact assessment to be conducted on how the needs of users are affected by changes to the network and major projects • Compliance with British Standards on all new structures and furniture, and where possible, upon replacement of existing structures or furniture • Undertake annual risk assessment of the Thames Path National Trail. 	
1.2	<p>Ensure that public rights of way potentially affected by development proposals are fully considered in the</p>	<p>(a) Ensure that the public rights of way team and the RBWM Local Access Forum are consulted at an early stage on all proposed developments potentially affecting public rights of way,</p>	

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	development control process	and that those developments are publicly advertised in advance in accordance with Government regulations (b) Seek to enhance and improve the public rights of way network when there are new developments.	
1.3	Ensure that maintenance and enforcement problems are prioritised and all are dealt with within a reasonable timetable	Prioritise works in accordance with the Statement of Priorities and Service Standards published in the annual Milestones Statement.	
1.4	Take into account the impact that public rights of way have on the environment and wildlife	(a) Ensure effective consultation with Natural England and the Environment Agency on proposals affecting designated areas, water courses and protected species (b) Ensure the protection of biodiversity and sites of nature conservation importance by consulting the Council's ecological advisor at an early stage (c) Maximise the use of recycled and reused materials in rights of way maintenance where practicable. Take into account landscape and nature conservation issues when considering proposed changes to and maintenance of the network (d) Include landscape and nature conservation information on promotional material to foster	

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		<p>environmental awareness</p> <p>(e) Include the use of public rights of way as a means of sustainable transport in the Local Transport Plan</p> <p>(f) Draw on external expertise as required, in particular the RBWM Local Access Forum and the Berkshire Local Nature Partnership and the Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust.</p>	
1.5	Improved management of dog waste on public rights of way	<p>(a) Seek to install dog waste bins in affected areas of PROW where feasible and appropriate</p> <p>(b) Install additional signage on PROW where issues identified</p> <p>(c) Work with Dog Wardens to patrol areas of paths where a particular issue has been identified.</p>	
1.6	Improved transport facilities to allow people to access the countryside	<p>(a) Work with the Borough's Transport Team to improve public transport facilities to the countryside</p> <p>(b) Work with land managers to enhance car parking facilities in the countryside.</p>	
1.7	Take into account the effect that public rights of way have on the future retention of farming and landowners	<p>(a) Ensure effective liaison / consultation with landowners when planning works on public rights of way</p> <p>(b) Encourage landowner / land manager participation in the Local Access Forum</p> <p>(c) Liaise with landowners as soon as potential issues or risks are identified and seek to resolve potential problems before they</p>	

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		become an issue for the public.	
1.8	Establishment of Quiet Lanes to provide useful links in the public rights of way network	<p>(a) Develop a policy to establish Quiet Lanes in the Borough to create circular and / or continuous networks</p> <p>(b) Work with CPRE and other amenity societies, Parish Councils, and relevant Council departments to identify possible Quiet Lanes to form links in the public rights of way network and where appropriate improve linking paths.</p>	
1.9	A coherent approach between neighbouring authorities towards access	<p>a) Work with neighbouring local authorities to develop more consistent signage on paths, particularly where they cross administrative boundaries</p> <p>b) Liaise with neighbouring local authorities to develop cross-boundary projects.</p>	
1.10	Access additional funding through grant schemes	Engage with existing grant schemes to access additional funding for projects.	
1.11	Greater engagement with the business community	Develop greater links with the business community to generate additional funding and other support for path improvements.	
1.12	Develop use of volunteers to achieve path improvements	<p>a) Work with existing volunteers to undertake identified path improvement projects</p> <p>b) Encourage engagement with local scout, girl guides and other groups to undertake path improvement works</p> <p>c) Engage with community focused projects and</p>	

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		initiatives.	
1.13	More assistance is needed for members of the public seeking to claim historic public rights	<p>a) Facilitate and assist those who wish to submit path claims</p> <p>b) Provide links to existing toolkits available for the public to use.</p>	

Improvements to existing paths and creation of new routes

All users

ID	Identified needs	Proposed actions	Links to RBWM policies
2.1	Ensure adequate frequency of seasonal vegetation clearance	<p>(a) Increase frequency of cutting of paths to a minimum of 2 cuttings per year where appropriate, in line with their general usage and nature conservation interest, and to keep them well defined</p> <p>(b) Work with landowners to ensure that hedges and other vegetation are cut back and maintained effectively.</p>	
2.2	Improved sightlines on paths	<p>(a) Improved maintenance of path entrances and exits to give maximum visibility of any approaching traffic, liaising with highways if required</p> <p>(b) Cut vegetation on paths to improve sightlines</p> <p>(c) Seek to ensure new landscape planting is not close to paths and avoid use of hostile plant species.</p>	
2.3	Improved and appropriate surface conditions on paths	Carry out surface and / or drainage improvements on selected paths to meet identified needs and outcomes from risk assessments.	

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2.4	Removal of unnecessary stiles, gates, fencing and barbed wire	<p>(a) Seek to remove unnecessary furniture, fencing, and barbed wire</p> <p>(b) Endeavour to install 'dog ways' where needed and where a stile cannot be replaced.</p>	
2.5	Destination signs on selected paths	Install destination signs where appropriate on paths and cycle tracks leading to town centres, facilities, popular recreational areas, and to / from selected promoted routes. The signs should lead entirely to destination and not be confined to the public rights of way network.	
2.6	Installation of crossing signs to warn drivers and / or path users where paths cross roads	Work with Borough's traffic and road safety engineers to install signs where paths cross busy roads.	
2.7	Clear signposting and way-marking at all road intersections and field crossings where necessary	<p>(a) Ensure that all waymarks and fingerposts point in correct direction across open land and fields</p> <p>(b) Install white destination markers where paths cross fields to enable users to see destination, and maintain as necessary</p> <p>(c) Install 'To Footpath' signs where appropriate.</p>	
2.8	Maintenance and improvement works on restricted byways giving access to residential properties	Maintain and improve restricted byways to a standard appropriate for their use by the public.	
2.9	More routes to popular recreational areas	<p>a) Feasibility studies to be conducted for relevant routes</p> <p>b) Prioritise outcomes of the feasibility study and implement where possible.</p>	

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2.10	Routes to schools	<ul style="list-style-type: none"> a) Develop and maintain direct routes from residential areas to schools, in consultation with the Transport Team b) Work with schools to develop new and improved routes based on identified needs from the school travel plans c) Work with schools to develop routes for sport, exercise and healthy living programmes. 	
2.11	Routes should be provided to local facilities, utilities and services	<ul style="list-style-type: none"> (a) Develop paths to access leisure centre facilities in Windsor and Maidenhead (b) Establish paths to all railway stations from residential areas (c) Establish paths from bus routes and railway stations to the public rights of way network (d) Seek to acquire off-road routes to town centres from satellite villages. 	
2.12	Additional crossing points over the Thames river	A feasibility study to be conducted in relation to new routes over the Thames to link paths on both sides of the river.	
2.13	New links between paths, in particular between recreational routes	<ul style="list-style-type: none"> (a) Develop links in the network to fill gaps in access and to create circular routes (b) Establish links in the public rights of way network between residential areas and the countryside and open space (c) Seek to develop links between promoted routes within and outside of the Borough (d) Improve links to other local authority networks (e) Promote the use of permitted paths to fill links in the existing network. 	

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2.14	Greater access along the waterways in the Borough	(a) Establish new routes to and along the main waterways in the Borough.	
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Mobility restricted users

ID	Identified needs	Proposed actions	Links to RBWM policies
2.15	Removal of unsuitable barriers on paths, and other access improvements	<p>(a) Remove or replace stiles, inaccessible gates and barriers from paths, based on targets set in the annual Milestones Statement</p> <p>(b) Remove or replace unnecessary steps on paths to enable access for mobility restricted users</p> <p>(c) Work with Borough's traffic and road safety engineers to ensure that dropped kerbs are installed where paths meet roads.</p>	
2.16	Create more paths designed for mobility restricted users	<p>(a) Work with the Local Access Forum and Access Advisory Forum to identify desire areas that are currently not accessible</p> <p>(b) Create suitable paths for use by mobility restricted users in river areas and other identified areas</p> <p>(c) Create linear Easy Going Routes where a circular route is not viable</p> <p>(d) Seek access improvements near to or adjacent to accessible routes.</p>	

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Cyclists

ID	Identified needs	Proposed actions	Links to RBWM policies
2.17	Cyclists require a good surface to ride on, and sufficient width to share the path with other users	<p>(a) Surfaces of bridleways and restricted byways promoted for, or heavily used by, cyclists will be kept reasonably firm</p> <p>(b) Where bridleways are shared to a high degree between horse riders and cyclists, a minimum width of 3m will be maintained where possible.</p>	
2.18	Seek to improve links within the existing cycle network	<p>a) Work with the RBWM Local Access Forum, the RBWM Cycle Forum and local cycling groups to identify missing links in the cycling network</p> <p>b) Where possible seek to fill in links identified</p> <p>c) Work with the Borough's traffic and road safety engineers to provide roadside cycling and / or walking links, for example utilising highway verges.</p>	
2.19	Improve cycling facilities alongside waterways	Review where cycling already occurs on the Thames Path National Trail with a view to formalising where appropriate.	

Horse riders

ID	Identified needs	Proposed actions	Links to RBWM policies
2.20	Horse riders require an improved standard of maintenance with regard to widths and heights	Bridleways will be maintained to give a minimum clearance of 3m height and 3m width where possible, particularly around gates and points of exit /entry.	

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2.21	Gates situated next to a road can cause problems for horse riders	Endeavour to move gates on bridleways, restricted byways and byways further away from the roads to allow greater room for users to stand safely.	
2.22	Gate handles on bridleways can be hard to use on horseback	<ul style="list-style-type: none"> a) Ensure all gate handles are designed to be operable on horse back b) Ensure approaches to gates are clear from vegetation to allow horses and riders to approach and use gates easily. 	
2.23	Improved links needed between bridleways, restricted byways and byways	<ul style="list-style-type: none"> a) Seek to improve links between the higher rights network in the patches that have more concentrated and cohesive networks b) Seek to link the cohesive patches up to create a larger cohesive off-road network c) Seek to create multi-use routes utilising existing routes d) Seek to provide horse margins to link selected bridleways and byways e) Seek to provide horse margins to link selected country lanes and quiet lanes. 	
2.24	Horse riders are not aware of the entire extent of the network they can use, from public rights of way to permitted paths	Develop maps for horse riders to show permitted routes and definitive routes, especially in National Trust, Crown Estate and Woodland Trust land.	

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2.25	Horse riders can encounter problems using road bridges with low fences or balustrades	<p>a) Seek to improve bridges that are used regularly by horses by working with those responsible for the bridge to raise balustrades and fences</p> <p>b) Seek to install mounting blocks where appropriate so that users may dismount and walk over/under bridges.</p>	
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Carriage drivers

ID	Identified needs	Proposed actions	Links to RBWM policies
2.26	An improved standard of paths (furniture, width, and entrances)	<p>(a) Restricted byways will be maintained to a minimum clearance of 3m height and 3m width</p> <p>(b) Install Kent Carriage Gap barriers where appropriate.</p>	
2.27	Improved linking required for carriage driving use	<p>(a) Upgrade suitable bridleways to restricted byways, in particular to create circular routes</p> <p>(b) Seek to establish permitted carriage driving routes utilising suitable bridleways and tracks.</p>	

Improved information and promotion

ID	Identified needs	Proposed actions	Links to RBWM policies
3.1	<p>Additional information on opportunities for:</p> <ul style="list-style-type: none"> • walking • horse riding • cycling • carriage driving • mobility restricted users 	<p>(a) Ensure that a full range of PROW information is available online and visible to the public, is accessible by all devices and easy to use</p> <p>(b) Publish a leaflet and associated information about shared use of multi-user routes and 'higher rights' paths, emphasising the need to share the space available</p>	

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	<p>including details of:</p> <ul style="list-style-type: none"> • routes • distances • parking facilities • transport links • refreshment points • wildlife interest 	<p>(c) Publish information and promotional leaflets as required for walkers, horse riders, cyclists or carriage drivers in line with stated needs and objectives</p> <p>(d) Audit paths to ascertain access opportunities for mobility restricted users, and publish a minimum of 4 leaflets in total showing accessible routes</p> <p>(e) Work with the Crown Estate to provide improved information on access to Windsor Great Park from surrounding areas, and facilities within the Park</p> <p>(f) Assist and encourage Parish and Town Councils to develop new leaflets and help promote or distribute existing leaflets</p> <p>(g) Assist and encourage user groups to develop new leaflets and help promote or distribute existing leaflets</p> <p>(h) Provide on-site information boards on selected recreational routes</p> <p>(i) Work with the Council's Leisure, Cultural and Property Services Directorate and Education Directorate to increase the amount of promotional material (e.g. posters) available in leisure centres and libraries and schools</p> <p>(j) Work with local newspapers to promote Public Rights of Way, for example through publishing local walks or rides.</p>	
3.2	Additional circular routes	<p>(a) Develop circular routes leading from the Thames Path</p> <p>(b) Promote circular routes close to residential areas to encourage casual walking.</p>	
3.3	Promotion of the health benefits of walking and cycling	Work in conjunction with the RBWM Public Health team to promote health benefits of using public rights of way	
3.4	Promotion of sustainable transport	Promote benefits of sustainable transport on leaflets and produce posters to encourage people to walk or	

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	benefits of walking and cycling as an alternative to using cars	cycle.	
3.5	Recognition of landowner “good practice” in access management	<p>(a) Work with the RBWM Local Access Forum to develop an award scheme for landowners, publishing examples of landowner “good practice” in management of public access</p> <p>(b) Enhance communication and involvement of landowners and assist in promoting landowners’ issues.</p>	

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5. Draft list of Site Specific Schemes

- The site specific schemes below have been grouped into loose areas for ease of reference; however some suggested schemes will split across multiple areas.
- The schemes and groupings are not in any priority order.
- All schemes would require the consent of the landowner if they were to proceed

New or updated schemes

Hurley, Shottesbrooke & the Walthams (See map 2)

Ref	Proposal (not in priority order)	Parish	Links to ROWIP Statement of Action
1	Create a new bridleway connecting the end of Hurley Lane with the eastern end of Bradenham Lane using existing highway land alongside the A404 northbound carriageway: <i>(March 2007 update: Initial feasibility studies and consultations have indicated that the potential benefits of this project would not justify the cost)</i>	Hurley	
2	A crossing over the Thames across Hurley Lock and weirs	Hurley	
3	Create a new right of way for non-motorised users linking Burchetts Green Roundabout to Permitted Bridleway 20, following the route of the A404 on its western side	Hurley	2.9; 2.23
4	Upgrade White Waltham Footpath 9/National Cycle Route 4 to permitted bridleway. <i>(April 2015 update: the landowner has declined a proposal to create this new pedestrian link: however, if circumstances change this project could be re-opened)</i>	White Waltham	2.9; 2.23
5	(a) New route along the Cut from Bray Wick upstream to Westleymill on the Bracknell Forest boundary (b) Establish a new path from Windmills (White Waltham Footpath 20) to Howe Lane near Howlane Bridge	Bray, White Waltham, Shottesbrooke	
6	Work with Wokingham DC to upgrade Waltham St. Lawrence Footpath 9 / Ruscombe Footpath 4 for	Waltham St Lawrence	

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	horse riding use		
7	Create of a path from Great Wood, White Waltham, south of the B3024 road to the track at Pond Wood Farm	White Waltham	
8	Create a route for carriage drivers from Beenhams Road in White Waltham to Mare Lane in Binfield.	White Waltham	
9	Improve bridleway links between RBWM and identified horse riding networks in Wokingham and Bracknell Forest	Waltham St Lawrence White Waltham Bray	1.9; 2.9; 2.23
10	Direct crossings over/under the M4 avoiding the use of road bridges	White Waltham, Waltham St Lawrence, Shottesbrooke	

Cookham & Bisham (See map 3)

Ref	Proposal (not in priority order)	Parish	Links to ROWIP Statement of Action
11	Create a pedestrian link between Bisham Bridleway 22 and the A404 tunnel at Dungle Hill Lane: <i>(March 2013 update: the landowner has declined a proposal to create this new pedestrian link: however, if circumstances change this project could be re-opened)(March 2014 update: ongoing discussions with horse riders)</i>	Bisham	
12	Upgrade Bisham Footpath 19 (Michael's Path) to a bridleway and divert the path to adjoin the disused Henley Road.	Bisham	

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13	Improve links between Bisham and Bisham Woods for non-motorised traffic.	Bisham	2.9; 2.23
14	Extend the southern end of Bisham Bridleway 22 to connect with Dungrove Hill Lane	Bisham	2.9; 2.23
15	Upgrade part of Bisham Footpath 17 to a Bridleway	Bisham	2.9; 2.23
16	Upgrade Bisham Footpath 23 to a bridleway, to link Burchetts Green to Stubbings and Maidenhead Thicket	Bisham	2.9; 2.23
17	<p>Create a cycling route between Hurley and Temple</p> <p>(a) Create a route adjacent to Bisham Footpath 21 to allow cycle use</p> <p>(b) Upgrade part of Bisham Footpath 21 and Hurley Footpath 9 to allow cycle use and link with Mill Lane</p>	Bisham	2.9; 2.18
18	Improve the surface of Bisham Restricted Byway 11 and Bisham Bridleway 12	Bisham	2.3
19	Route from Mill Lane to Odney Road, Cookham – perhaps across Odney Common (<i>March 2009 update: the landowner has declined a proposal to create this new pedestrian link: however, if circumstances change this project could be re-opened</i>)	Cookham	
20	Access improvements at Cookham Lock to provide high degree of accessibility to the site.	Cookham	
21	<p>Upgrade Kennel Lane (Cookham Footpath 22) to a bridleway</p> <p>(<i>March 2009 update: one of the affected landowners has declined a proposal to upgrade this footpath to bridleway: however, if circumstances change this project could be re-opened</i>)</p>	Cookham	
22	<p>Crossings over the Thames:</p> <p>(a) from Hythe End to south bank avoiding M25</p>	Cookham, Bisham, Maidenhead, Datchet,	

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	<p>(b) from Magna Carta Island to north bank</p> <p>(c) from Wraysbury riverside to Old Windsor</p> <p>(d) from Ham Island to Sunnymeads</p> <p>(e) from Datchet centre to Home Park</p> <p>(f) from north side of Eton to south bank</p> <p>(g) from Windsor near Slough railway bridge to north bank</p> <p>(h) from west side of Windsor (A308) to north bank</p> <p>(i) from Bray village to east bank</p> <p>(j) from west bank to southern tip of National Trust Cliveden Park</p> <p>(k) upstream of Maidenhead where towpath crosses to Bucks bank</p> <p>(l) near Cookham Lock where towpath crosses back again</p> <p>(m) from south side of Cookham bridge to towpath on Lock Cut</p> <p>(n) from Spade Oak Farm to south bank</p> <p>(o) downstream of A404 bridge</p> <p>(p) at Bisham Church</p> <p>(q) from south bank to Medmenham</p>	Eton, Hurley	
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Maidenhead & Cox Green (See map 4)

Ref	Proposal (not in priority order)	Parish	Links to ROWIP Statement of Action
23	<p>Fill in missing links on the "Millennium Walk" from Hurley to Maidenhead Riverside / Cliveden Reach connecting to the Thames Path by securing a path from:</p> <p>(a) Nightingale Lane to the Green Way, subject</p>	Maidenhead	

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	<p>to rail crossing provision</p> <p>(b) Lower Cookham Road at Widbrook Common to the Thames Path. (<u>March 2014 update</u>): Discussions are being held with the landowners about the proposed new footpath. (<u>March 2015 update</u>): the landowners have declined to agree the creation of a new footpath across this land; however, if circumstances change this project could be re-opened).</p>		
24	<p>Create the following paths from the 1999 Royal Borough of Windsor and Maidenhead Local Plan:</p> <p>(a) a path from Lower Cookham Road at Widbrook Common to the Thames Path</p> <p>(b) a route from the Causeway at Braywick Park to Old Mill Lane via Bray Bridge</p> <p>(c) make the Green Way accessible to mobility restricted users</p> <p>(<u>March 2014 update</u>: upgrades to footbridges on Cookham FP 48 to enable disabled access: works ordered)</p> <p>(<u>March 2015 update</u>: improvements to gates at National Trust land, and stepped footbridge replaced with step-free accessible bridge)</p> <p>(<u>March 2015 update</u>: steps south of Chapel Arches being replaced with a ramp, in association with redevelopment at former cinema site)</p>	Cookham, Maidenhead Bray	
25	<p>Secure a continuation of the Thames Path in Maidenhead beside the river bank from the landing steps opposite Thames Hotel to Bridge Gardens</p> <p>(<u>March 2010 update</u>: the footpath opposite the Thames Hotel was extended in 2007, however a gap of approximately 30m remains in order to complete the link to Bridge Gardens)(<u>March 2011 update</u>: funding options for completing the remaining section of missing link are being explored in discussion with the Ramblers)</p>	Maidenhead	

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	<i>(March 2015 update: Path Creation Agreement secured and new roadside footpath opened north of Bridge Gardens)</i>		
26	<p>A footbridge from Boulter's Island to east bank of the Thames, which would link the Thames Path and Jubilee River, and the walks in Taplow</p> <p><i>(March 2013 update: a new footbridge across the Thames at Boulters Lock is included in a Draft Development Brief for the Mill Lane, Taplow site produced by South Bucks District Council)</i></p> <p><i>(March 2015 update: new footbridge design agreed, subject to redevelopment proposal on east side of the river being approved by South Bucks District Council)</i></p>	Maidenhead	
27	Create a new foot/cycle bridge across the Cut and new footpath-cycleway linking Braywick Park to Bray Road adjacent to Oldfield Primary School	Maidenhead	
28	<p>(a) Upgrade Kinghorn Lane (Maidenhead Footpath 30) to a cycle route</p> <p>(b) <i>March 2009 addition: Reinstate the definitive width of Kinghorn Lane (Maidenhead FP 30) to provide segregated route for cyclists</i></p>	Maidenhead	
29	Create a continuous streamside footpath around "The Maidenhead Ring", including the Moor Cut and The Green Way, in association with the Maidenhead Waterways project	Maidenhead	
30	Upgrading Thames Path to allow cyclists to share route	Hurley, Cookham, Maidenhead, Eton, Windsor, Datchet, Old Windsor	

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Bray, Windsor and Eton (See map 5)

Ref	Proposal (not in priority order)	Parish	Links to ROWIP Statement of Action
31	An extension of the Green Way from Hibbert Road in Braywick to the River Thames at Summerleaze Bridge to provide a traffic free route for walkers, cyclists and disabled users.	Bray	
32	Promote a circular route around Bray village, and also around the old Biffa pits	Bray	
33	Improve bridleway links between Eton, Dorney and Bray working with Bucks County Council and other neighbouring authorities	Bray	1.9; 2.9; 2.12; 2.23
34	A riverside path should be created in parallel to the Thames Path on the opposite side of the river	Bray	
35	A route from Bray to Windsor, past Bray Film Studios	Bray	
36	Create a circular route around Eton and the Boveney area for mobility restricted users <i>(March 2012 update): surface improvements carried out to paths in this area in conjunction with access to Eton-Dorney Lake for the 2012 Olympics, facilitating use by mobility restricted users.</i>	Eton	
37	Expand the multi-user routes in Eton to surrounding areas and link with other bridleway routes	Eton, Dorney	2.13; 2.23
38	Create of a path between Sutherland Grange public open space, via the rear of the Centrica complex, and the access road to the Racecourse Marina	Windsor	
39	Secure a Public Right of Way or permitted link at end of Bridleway 11a Windsor, and a new footway along Winkfield Road to create a circular walk	Windsor	
40	Crossings over the Thames to link villages /settlements on either bank with paths on the other, and to link isolated bits of the old towpath	Bray, Windsor, Datchet, Old Windsor	

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Datchet, Horton, Old Windsor & Wraysbury (See map 6)

Ref	Proposal (not in priority order)	Parish	Links to ROWIP Statement of Action
41	Access around the Queen Mother reservoir, Datchet <i>(March 2011 update): The landowner has declined to agree the creation of a new footpath across this land; however, if circumstances change this project could be re-opened</i>	Datchet	
42	Improve and ensure long term accessibility (including possible bank repair / diversion) Datchet Footpath 8 <i>(March 2009 update: handrails installed by landowner in 2008)</i> <i>(March 2015 update: discussion with landowner about potential for widening the footpath)</i>	Datchet	
43	Thames side paths: (a) along the banks of Ham Island (b) south bank of Thames from Home Park (c) along the shores of the big islands downstream of Cookham (d) south bank between Bisham and Temple	Old Windsor, Windsor Cookham, Bisham	
44	Create the following paths from the 1981 Horton, Datchet and Wraysbury Local Plan, depending on the working arrangements with the landowner : (a) footpath from Datchet Footpath 7 southwest around the Queen Mother Reservoir, over the Horton Road (B376) to the railway line (b) footpath from Datchet Footpath 5 running southeast on the northern side of the railway line to Datchet Footpath 6 (c) footpath along northern side of the Thames from Albert Bridge linking with	Datchet, Horton, Wraysbury	

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	<p>Datchet Footpath 6</p> <p>(d) footpath from Welley Road, Wraysbury along southern side of the railway line to Wraysbury Footpath 6</p> <p>(e) footpath from Park Avenue, Wraysbury to Kingswood Creek</p> <p>(f) footpath from northern end of Douglas Lane (at termination of Wraysbury Footpath 6) to The Green</p> <p>(g) footpath running from High Street car park in Wraysbury, around southern part of lakes parallel to Staines Road to Staines Road near termination of Wraysbury Footpath 4</p> <p>(h) footpath running from Horton Footpath 3 around northern part of lakes to Stanwell Road</p> <p>(i) footpath from Station Road, Wraysbury, to Stanwell Road running along the western bank of the Colne Brook.</p> <p>(j) footpath from Hythe End Lane to southern end of Ferry Lane (Wraysbury Footpath 3)</p> <p>(k) bridleway from Embankment to Magna Carta Lane in Wraysbury</p> <p>(l) bridleway from Horton Road, alongside the Queen Mother Reservoir to Majors Farm Road (B370)</p> <p>(m) Footpath from Kingswood Creek to Old Ferry Drive</p>		
45	New route along the Colne Brook	Horton	

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Ascot, Sunninghill & Sunningdale (See map 7)

Ref	Proposal (not in priority order)	Parish	Links to ROWIP Statement of Action
46	<p>Disabled friendly routes should be investigated at Eton, Sunninghill and Ascot, Sunningdale, Knowl Hill, White Waltham and Hurley Lock</p> <p><i>(March 2015 update: replacement of stepped footbridge west of Hurley Lock)</i></p> <p><i>(March 2015 update: surface improvements at St Georges Lane and Wells Lane)</i></p>		
47	<p>Extend Sunningdale Footpath 13 through to Sunninghill</p> <p><i>(March 2009 update: feasibility studies have indicated that this project is not viable)</i></p>	Sunningdale, Sunninghill and Ascot	
48	<p>Create a path from Ascot Station westwards parallel to the railway line to Kings Ride</p> <p><i>(March 2007 update: Network Rail are unwilling to consider this proposed footpath creation)</i></p>	Sunninghill and Ascot	

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Appendices

Appendix 1

Service standards

The Royal Borough of Windsor and Maidenhead has the following key aims in relation to public rights of way:

- To ensure that the borough's public rights of way network is properly maintained and well publicised
- To ensure that public rights of way are safeguarded and enhanced
- To help landowners and users to understand their responsibilities and rights
- To consult and work with interested parties to achieve the provision of a well-maintained and signed network of public rights of way

We will liaise with and involve:

- Local Access Forum
- Parish and Town Councils
- Natural England
- East Berks Ramblers
- Disabled Ramblers
- British Horse Society
- British Driving Society
- Cyclists' Touring Club
- Sustrans
- Vehicle User Groups
- National Farmers' Union
- Country Land & Business Association
- Thames Path Partnership
- Any other interested parties

We will comply with British Standards on all new structures and furniture, and where possible, upon replacement of existing structures or furniture. BS 5709-2006 gaps, gates and stiles; order of preference; a) gap, b) gate, c) kissing gate, d) stile.

Barbed wire, razor wire, farm type electrical fences and suchlike should not normally be used in the vicinity of structures covered by this standard, but where these wires are necessary then assessment should be made of the effect they have on the safety and convenience of people in the vicinity. A condensed version of BS 5709-2006 produced by the Pittecroft Trust is available on request from the public rights of way team.

We will carry out:

- A condition survey of each path every three years, based on a rolling programme of six-monthly surveys (in partnership with the East Berks Ramblers).

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- An inspection of rights of way in a dangerous condition within one working day of notification, make safe within one working day of inspection, and inform correspondents of the results within three working days.

We will use our powers:

- To enforce and remove any obstructions to the public rights of way network within three months of inspection, and enforce compliance with the Rights of Way Act 1990 (ploughing etc) within 6 weeks of inspection, and give consideration to all available statutory powers including prosecutions where appropriate.
- To process uncontested applications for Public Path Orders and Definitive Map Modification Orders (claims) within 1 year of receipt.
- To inform the correspondents of the reasons for any delay beyond the periods stated above.

We will publish:

- The definitive map and statement every five years.
- Information leaflets and updates regularly

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Appendix 2

Statement of priorities for dealing with maintenance and enforcement problems

Maintenance and enforcement problems will be prioritised on the basis of the following factors:

- Safety of users
- Level of usage
- Extent of obstruction of definitive line (i.e. completely obstructed or partially obstructed)
- Benefit to public once resolved
- Cost/time effectiveness in resolving problem
- Number/level of complaints
- Potential for deterioration of the problem
- Age of the problem

Note: for efficient working practice, lower priority problems will be dealt with alongside higher priority problems where appropriate, for example if they are in the same locality or involve the same landowner. Lower priority problems will also be tackled as required in order to meet specific targets.

Appendix 3

Statement of priorities for dealing with applications to amend the Definitive Map and Statement of Public Rights of Way

The Council aims to process uncontested applications for Public Path Orders and Definitive Map Modification Orders (claims) within 1 year of receipt.

Applications for Orders to amend the Definitive Map and Statement (claims) will be prioritised on the basis of the following factors:

Highest priority

- Closure very likely (e.g. area subject to planning application)
- Path currently blocked by planting, fencing etc. which could be removed.
- Path currently blocked by permanent structure e.g. building.
- Possible threat to path, and/or partial blocking likely.
- No recognised threat, and route useable by the public.

Lowest priority



1. WALKING & CYCLING

THINKING ABOUT THE LOCAL AREA, HOW SATISFIED OR DISSATISFIED ARE YOU WITH EACH OF THESE..?

COMPARISON WITH NHT AVERAGE

This graph shows Royal Borough of Windsor and Maidenhead satisfaction scores for Walking & Cycling compared with the NHT Survey Unitary Authority Average scores.

This report uses the weighted Benchmarking Indicators.

