

Public Document Pack

**NOTICE
OF
MEETING**

LOCAL ACCESS FORUM

The Royal Borough



**Windsor &
Maidenhead**

will meet on

WEDNESDAY, 11TH NOVEMBER, 2015

at

6.30 pm

in the

DESBOROUGH 4 - TOWN HALL, MAIDENHEAD SL6 1RF

TO: MEMBERS OF THE LOCAL ACCESS FORUM

COUNCILLOR MAUREEN HUNT
ASGHAR MAJEED & VACANCY

& EXTERNAL MEMBERS: http://www.rbwm.gov.uk/web/laf_members.htm

Karen Shepherd
Democratic Services Manager
Issued: 03.11.15

Members of the Press and Public are welcome to attend Part I of this meeting.

The agenda is available on the Council's web site at www.rbwm.gov.uk or contact the Panel Administrator **Tanya Leftwich** 01628 796345

Fire Alarm - In the event of the fire alarm sounding or other emergency, please leave the building quickly and calmly by the nearest exit. Do not stop to collect personal belongings and do not use the lifts. Congregate in the Town Hall Car Park, Park Street, Maidenhead (immediately adjacent to the Town Hall) and do not re-enter the building until told to do so by a member of staff.

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AGENDA - PART 1

ITEM	SUBJECT			PAGE NO
1.	Welcome, apologies and introductions (a) Declarations of interest (b) Approval of Minutes – 24th June 2015 (c) Matters arising from last meeting	10 mins	Peter Thorn / Andrew Fletcher	3 - 28
2.	Members' update	10 mins	All	
3.	Membership update (a) Election of chair & vice-chair (b) General forum membership (c) LAF Fast Response Team membership (d) LAF member training	10 mins	Andrew Fletcher	
4.	Rights of Way Management and Improvement Plan 2016-2026	30 mins	Andrew Fletcher	29 - 96
5.	Milestones Statement and Annual Targets for 2016-2017	20 mins	Andrew Fletcher	97 - 100
6.	Proposed diversion of Hurley Footpath 18 at Berkshire College of Agriculture	10 mins	Andrew Fletcher	101 - 104
7.	Looking forward issues (a) Improvements to cycling (b) Extension to the multi-use route at Dorney (c) Improvements to bridleways (d) Improvements to disabled access	20 mins	Andrew Fletcher	
8.	South Lincs and Rutland LAF consultation: Making our needs known and future of permissive access	10 mins	Andrew Fletcher	105 - 118
9.	LAF Monitoring items	10 mins	Andrew Fletcher	119 - 122
10.	Feedback from meetings and conferences (a) Agriculture and Public Rights of Way (b) Institute of Public Rights of Way Annual Update	15 mins	Andrew Fletcher	
11.	Date of next meeting: tbc	2 mins	Tanya Leftwich	

MEMBERS' GUIDANCE NOTE

DECLARING INTERESTS IN MEETINGS

DISCLOSABLE PECUNIARY INTERESTS (DPIs)

DPIs include:

- Any employment, office, trade, profession or vocation carried on for profit or gain.
- Any payment or provision of any other financial benefit made in respect of any expenses occurred in carrying out member duties or election expenses.
- Any contract under which goods and services are to be provided/works to be executed which has not been fully discharged.
- Any beneficial interest in land within the area of the relevant authority.
- Any license to occupy land in the area of the relevant authority for a month or longer.
- Any tenancy where the landlord is the relevant authority, and the tenant is a body in which the relevant person has a beneficial interest.
- Any beneficial interest in securities of a body where
 - a) that body has a piece of business or land in the area of the relevant authority, and
 - b) either (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body **or** (ii) the total nominal value of the shares of any one class belonging to the relevant person exceeds one hundredth of the total issued share capital of that class.

PREJUDICIAL INTERESTS

This is an interest which a reasonable fair minded and informed member of the public would reasonably believe is so significant that it harms or impairs your ability to judge the public interest. That is, your decision making is influenced by your interest that you are not able to impartially consider only relevant issues.

DECLARING INTERESTS

If you have not disclosed your interest in the register, you **must make** the declaration of interest at the beginning of the meeting, or as soon as you are aware that you have a DPI or Prejudicial Interest. If you have already disclosed the interest in your Register of Interests you are still required to disclose this in the meeting if it relates to the matter being discussed. A member with a DPI or Prejudicial Interest **may make representations at the start of the item but must not take part in discussion or vote at a meeting.** The term 'discussion' has been taken to mean a discussion by the members of the committee or other body determining the issue. You should notify Democratic Services before the meeting of your intention to speak. In order to avoid any accusations of taking part in the discussion or vote, you must move to the public area, having made your representations.

If you have any queries then you should obtain advice from the Legal or Democratic Services Officer before participating in the meeting.

If the interest declared has not been entered on to your Register of Interests, you must notify the Monitoring Officer in writing within the next 28 days following the meeting.

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ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD

LOCAL ACCESS FORUM MEETING MINUTES

24 June 2015

ATTENDANCE LIST

Name	Interest area
Peter Thorn	Chairman, land management
Julie Mason	Vice-Chair, walkers, strategy
James Copas	Land management, Copas Farms
Roy Fabry	Cycling, disabled access, SUSTRANS
Harry Hancock	Walking, open spaces, Mid-Thames Ramblers
Gordon Harris	Walking
Councillor Beer	Walking, cycling, Old Windsor Parish Council
Councillor Majeed	RBWM Councillor, Oldfield Ward
Owen Hibben	Land management, National Trust
Tom Jarvis	Land management, Crown Estate
Gordon Marrs	Walking, East Berks Ramblers
Rosemarie Nash	Sunningdale Parish Council (sub for Christine Gadd)
Andrew Fletcher	Local Access Forum Secretary
Tanya Leftwich	Clerk to the Forum

OBSERVERS

Councillor Hunt
Annie Keene
Alan Keene
Valerie Pike

APOLOGIES

Name

Margaret Cubley
John Foulger
Christine Gadd
Andrew Randall
Chris Westacott

ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD
LOCAL ACCESS FORUM
24 June 2015
MINUTES

ACTION

1 Welcome, Apologies and Introductions, Declarations of Interest

The Chairman **Peter Thorn** welcomed everyone to the thirty-second meeting of the Local Access Forum.

Apologies for Absence were received from Margaret Cubley, John Foulger, Christine Gadd, Andrew Randall, and Chris Westacott.

The Forum approved the minutes of the meeting held on 2 December 2014.

Matters arising from last meeting

Andrew Fletcher referred members to pages 1-3 of the agenda.

2 Members' Update

Owen Hibben informed the Forum that the National Trust was putting in more gates to upgrade stiles and that they would be in touch with RBWM officers shortly. **Andrew Fletcher** explained that the East Berkshire Ramblers had funded a replacement gate at Widbrook Common. **Owen Hibben** went on to state that they were experiencing problems with motorised vehicles getting onto the rights of way which they were currently trying to restrict. Again the National Trust would contact RBWM officers to discuss issues.

James Copas informed the Forum that a new gate was needed at Cock Marsh (at the bottom of the track heading towards the railway line) and that he would need a new RADAR lock too for a second gate in the same area.

3 Membership update

General Forum membership

Andrew Fletcher informed the Forum that two new members had joined since the last meeting:

- Gordon Marrs (walking, East Berkshire Ramblers)
- Roy Fabry (cycling, disabled access, Sustrans)

It was noted that the following members had resigned from the Forum:

- Hilary Essen
- Phil Smith
- Jo Strickland
- Councillor John Stretton

Andrew Fletcher explained that the Forum membership was made up of a balance of six land management interest members, eleven user interest members and 2 'others'.

LAF Fast Response Team membership

Andrew Fletcher informed the Forum that the LAF Fast Response Teams membership currently consisted of four volunteers who looked at issues outside the Forum meetings in order to meet deadlines and reported back to subsequent

meetings. It was noted that these issues tended to be handled via email as it was less time consuming than meeting face to face. **Andrew Fletcher** stated that additional LAF members were needed on the LAF Fast Response Team. The team should consist of two land management members and two user interest members. **Andrew Fletcher** informed the Forum that they currently had one of each one category.

ALL

Andrew Fletcher went onto explain that Julie Mason would be unable to act as Vice-Chair as of next year, but wished to remain on the Forum, which meant the Forum would need to appoint a new Vice-Chair next year.

ALL

4 **Current cycling schemes**

The Forum was referred to page 4 of the agenda.

It was noted that the purpose of the report was to inform the Forum about the current cycling schemes being implemented, and schemes that were currently being planned.

Andrew Fletcher informed Members that **Gordon Oliver** had attended the Forum in the past to speak on this subject.

Andrew Fletcher informed the Forum that he was currently working on the Wells Lane scheme with **Gordon Oliver** as part of a joint scheme. In addition to this a Traffic Regulation Order was being made to restrict the width of traffic to 1.6 metres.

Andrew Fletcher agreed to find out from **Gordon Oliver** whether schools were being provided bikes for their pupils as part of the school cycle parking scheme.

AF

Roy Fabry stated that the multi use routes covered walking, cycling and horse riding, not just cycling and informed the Forum that Sustrans would support the schemes listed as much as possible.

Councillor Majeed stated that whilst the Council did not normally have to provide car parking for developments in the town centre they could look to provide cycle racks. It was suggested that **Councillor Majeed** and **Andrew Fletcher** look at planning applications and current cycle routes / tracks around the town centre to see what could be identified.

AF /
CLLR
MAJEED

Councillor Beer stated that fresh cycle racking had been replaced / added at Maidenhead Station. **Andrew Fletcher** explained that it all linked into the Rights of Way Improvement Plan which featured later in the agenda.

It was **agreed** that a report from the Cycle Forum on this subject (problem areas / strategies) be brought to a future Forum meeting with **Gordon Oliver** in attendance.

AF /
CLLR
BEER

5 **Quiet Lanes**

The Forum was referred to pages 5-6 of the agenda.

It was noted that the purpose of the report was to inform the Forum about the operation and implementation of Quiet Lanes and the experiences of

neighbouring authorities where these schemes to be implemented.

It was **agreed** that as there evidence showed that Quiet Lanes have had limited success in the South-East region it was not considered worthwhile to have a target to create them within the Royal Borough.

6 **Rights of Way Management and Improvement Plan 2016-2026**

The Forum was referred to pages 7-40 of the agenda.

It was noted that the purpose of the report was to consult the Forum on the ‘Consultation Draft Royal Borough of Windsor and Maidenhead Public Rights of Way Management and Improvement Plan 2016-26.

Andrew Fletcher explained that the Improvement Plan would then go before the Rights of Way & Highway Licensing Panel on the 20 July 2015, then go out to a ten week consultation period, then back to the Forum on the 11 November 2015, back to the Rights of Way & Highway Licensing Panel in December to come into force in January 2016.

Andrew Fletcher informed the Forum that late comments had been received from Ann Darracott and a Bisham Parish Councillor. It was noted that the grey sections in the Improvement Plan were either new sections or sections of the plan that had been changed from the previous plan.

The **Chairman** ran through the Improvement Plan (third draft) page by page and the following was noted:

- Page 16 – **Andrew Fletcher** to provide **James Copas, Owen Hibben** and **Christine Gadd** with a copy of the dog walking leaflet / Code of Conduct. It was also agreed that a copy of the map of recognised paths in Sunninghill be provided to **Christine Gadd**. **AF**
- Page 17 – para 1.12 – the **Chairman** commended **Andrew Fletcher** on the number of days of volunteers works that had been achieved. It was noted that if anyone was interested in volunteering their time to contact **Andrew Fletcher**. **Councillor Majeed** suggested that **Andrew Fletcher** contact local businesses as they offered their staff time off for volunteering days. **ALL**
- Page 23 – **Andrew Fletcher** to suggest that **Gordon Oliver** add ‘cycle refuges on long roads’ into the Highways element of his plan. **AF**
- Page 27 – **Andrew Fletcher** referred everyone present to the seven maps that showed the site specific schemes. It was noted that all schemes needed landowner approval. **AF**

The draft Improvement Plan was **agreed** by the Forum subject to the following:

- Removal of para 1.8 (Quiet Lanes)
- Add in businesses and schools to para 1.12 (volunteer work)
- Add in horse riding to para 3.3 (health benefits)

7 **Multi-user routes and bridleways**

The Forum was referred to pages 41-43 of the agenda.

It was noted that the purpose of the report was to inform the Forum about the current progress towards the extension of the Multi-User Route from Eton

through Dorney and Taplow.

Multi-user route extension Eton-Dorney-Taplow

Andrew Fletcher informed the Forum that this work was still ongoing and that he was happy to report that no issues had been reported from any of the users.

It was noted that this was renewable by a review on an annual basis.

The Forum was informed that Phase 1 was Eton and Phase 2 looked at linking Eton to Maidenhead via Dorney and Taplow. It was noted that the LAF Fast Response Team had written to Bucks LAF to get a 'missing link' established. The **Chairman** explained that this 'missing link' was established it would create a circular route of approximately 10kms and would be considered a real success.

Andrew Fletcher informed the Forum that three potential routes had been identified (gold, silver and bronze) which could be found on page 43 of the agenda. It was noted that if the Bucks LAF was in agreement the landowner and environmental agency could be approached for permission for horse riders to use the route..

The **Chairman** requested any areas / links suggestions that would offer a valuable scheme to be sent to **Andrew Fletcher**.

ALL

Access to Windsor Great Park

Andrew Fletcher explained that a Pegasus crossing had been installed which could be used by horse riders. It was noted that the timings of this crossing were out of sync (too long to wait and short a time to cross). **Andrew Fletcher** agreed to ask for the timings of the crossing to be adjusted.

AF

It was noted that there might be scope for a similar crossing at the Bisham roundabout.

8 M4 Smart Motorway proposals

The Forum was referred to pages 44-61 of the agenda.

It was noted that the purpose of the report was to inform the Forum about the M4 Smart Motorway proposals being developed by Highways England and the Forum was invited to discuss and prepare feedback to be sent to Highways England.

Andrew Fletcher informed the Forum that they had until the 3rd July 2015 to submit their comments. It was noted that if the bridges were to be widened it could make them easier to be used by horse riders.

Councillor Beer stated that he was horrified by the concept of Smart Motorways but that if the Royal Borough had to have them he hoped recreational activities would increase as a result.

Andrew Fletcher was requested to speak / write to Datchet Parish Council to request suggestions / input.

AF

9 LAF Annual Report & Pro-forma

The Forum was referred to pages 62-71 of the agenda.

It was noted that the purpose of the report was to inform the Forum about the preparation of the annual report and Natural England Proforma for its activities over the past year, and to seek approval from them to be published.

Andrew Fletcher explained that he hoped to send the draft out at the end of the week. It was requested that comments be submitted to Andrew Fletcher by the end of the week.

AF / ALL

Andrew Fletcher requested items for the 'Looking Forward' section of the report. The following were suggested:

- Disabled access (suggested by Councillor Majeed)
- Site visits with Bucks LAF and Slough LAF. **Andrew Fletcher** to circulate a list of suggested joint visits for the Forum.
- That **Owen Hibben** request footfall figures from the Park Rangers with regard to the improvement works from the Church to the Anchor Estate that led to National Trust land completed approximately a year ago.

AF

OH

10 Ramblers' Big Pathwatch

The Forum was referred to pages 72-83 of the agenda.

It was noted that the purpose of the report was to inform the Forum about the 'Big Pathwatch' scheme being launched by The Ramblers.

Andrew Fletcher informed the Forum that this was an information item and explained that the Forum was invite to consider whether members would wish to take part in the survey. It was noted that a report to the RBWM Rural Forum was also being prepared.

Councillor Majeed suggested that the subject of volunteering needed more publicity and that it should therefore be presented to the Big Society Panel. **Andrew Fletcher** agreed to speak to the Democratic Services team to see how best to progress this.

ALL

AF

11 LAF Monitoring items

The Forum was referred to pages 84-98 of the agenda.

It was noted that the purpose of the report was to update the Forum about the status of projects on the LAF regular monitoring list and to seek the Forums advice regarding the members' discussion forum.

Thames Path 'missing link' at Bridge Gardens

Andrew Fletcher informed the Forum that the Thames Path 'missing link' at Bridge Gardens by way of a roadside path was now in place.

Deregulation Bill update

Andrew Fletcher informed the Forum that the Council was awaiting regulations and guidance before the public rights of way sections were enacted fully.

Volunteer works

The **Chairman** informed the Forum that the Council was looking to extend

volunteer works. It was noted that as these works were organised through the Royal Borough the volunteers were covered for insurance purposes.

Activities of the LAF Fast Response Team

Andrew Fletcher referred the Forum to pages 85 & 86 in the agenda that listed the activities.

12 Feedback from meetings and conferences

SE LAF Conference

Andrew Fletcher informed the Forum that he had sent the presentations out by email in advance of the meeting. It was noted that the SE LAF Conference had taken place on the 19 May 2015 where it had been reported that cattle attacks were on the increase. It was noted that other items mentioned at the conference included the Deregulation Bill, improving rural businesses, the Ramblers' Big Pathwatch project and a discussion on measuring the impact of bids for funds, specifically cycling in the Chilterns.

Andrew Fletcher informed the Forum that he had a copy of the Natural England engagement plan if anyone wanted a copy.

LAF Chairs meeting

Andrew Fletcher explained that three meetings had taken place to date. It was noted that **Andrew Fletcher** would circulate the action notes he took at the LAF Chairs meeting to Forum members.

AF

13 Date of Next Meeting-

The date of the next meeting was confirmed to be Wednesday 11 November 2015 (6.30pm start in Desborough 4, Town Hall, Maidenhead).

Councillor Beer thanked **Andrew Fletcher** for all his hard work which was echoed by the Forum.

The meeting which started at 6.30pm, ended at 8.15pm.

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LOCAL ACCESS FORUM: 11th NOVEMBER 2015

ACTIONS ARISING FROM THE MEETING

PURPOSE OF REPORT

To inform the Local Access Forum about the progress made on actions and issues arising from the Forum meeting held on 24th June 2015

Key:

Completed items
In progress
Incomplete

Action owners:

AF	Andrew Fletcher (Public Rights of Way Officer)	AH	Anthony Hurst (Principal Public Rights of Way Officer)
OH	Owen Hibben (National Trust Ranger)	SW	Sharon Wootten (Public Rights of Way Officer)
TB	Tim Blake (Senior Traffic Engineer)	TRS	Traffic & Road Safety team

Agenda Item 2: Members update

Item	Action / Issue	Action Owner	Outcome
2.1	Discuss options for a replacement gate by the railway bridge at Cockmarsh with the National Trust.	SW	The Council and the National Trust have agreed to replace the gate. This is currently awaiting prices from the Council's contractors.

Agenda Item 4: Current cycling schemes

Item	Action / Issue	Action Owner	Outcome
4.1	Provide more details regarding the school cycle parking schemes for Rosemary Nash.	AF	Proposed school cycle parking schemes to be funded as part of the 2015/16 capital programme include: Cookham Dean Primary School Windsor Boys School Furze Platt Infants School Furze Platt Senior School <u>Reserve schemes:</u> Home First School Cookham Rise Primary School
4.2	Work with development control to look at how new town developments can be linked with existing cycle routes, especially where cycle racks have been	AF	Cycling infrastructure is being considered and sought as part of new major development proposals and will be linked to the wider cycling network where

	installed as part of the development.		possible. One example is the Harrow Estates land south of Stafferton Way that is providing new cycle routes within the development which link to the cycle routes along the Green Way and Stafferton Way and will provide a new cycle crossing on Stafferton Way.
4.3	Provide the Forum with information about the ongoing cycle strategies that are being developed.	AF	An update on the actions from the cycling workshops is included in the appendix to this report. This work will be subsumed into the Cycling Strategy.

Agenda Item 5: Quiet lanes

Item	Action / Issue	Action Owner	Outcome
5.1	The forum advises that it is not considered worthwhile to implement Quiet Lanes within the RBWM area.	AH	The forum's advice has been included in the Rights of Way and Highways Licensing panel report to be considered on 20 th July 2015.

Agenda Item 6: Rights of Way Management and Improvement Plan 2016-2026

Item	Action / Issue	Action Owner	Outcome
6.1	<p>The forum endorses the draft Rights of Way Management and Improvement Plan 2016-2026 with the following recommended changes:</p> <p>1.8 The Local Access Forum considers that this section should be removed. Quiet Lane schemes that have been attempted in neighbouring authorities have not been successful in achieving their stated aims and have been shown to raise objections from local residents. In addition to this, different schemes such as off-road shared use paths may be more desirable.</p> <p>1.12 The Local Access Forum consider that businesses, schools and the Community Payback scheme should be added to the lists of volunteers.</p>	AH	The forum's advice has been included in the Rights of Way and Highways Licensing panel report to be considered on 20 th July 2015.

	3.3 The Local Access Forum agreed with Bisham Parish Council that the health benefits of Horse Riding should also be added to this list.		
6.2	Send advisory notes for dog walkers and professional dog walkers to James Copas, Rosemary Nash, Owen Hibben and Tom Jarvis.	AF	The advisory notes were emailed directly on 26 th June 2015.
6.3	Provide a new copy of the Parish Definitive Map for Sunninghill.	AF	A new map has been sent to Sunningdale Parish Council as requested.
6.4	The forum recommend that cycle refuges are considered along long roads so that cars are able to get past.	AF	This recommendation has been fed back to Gordon Oliver, Principal Transport Policy Officer. Whilst this is considered a nice idea, it would pose a problem as cyclists would find it difficult to merge back with traffic at the end of the refuge and could be put at risk of collision with passing vehicles.

Agenda Item 7: Multi-user routes and bridleways

Item	Action / Issue	Action Owner	Outcome
7.1	Arrange for the timings on the Pegasus crossing at Windsor Great Park to be adjusted to allow less time to wait and more time to cross.	TB	The crossing timings will be adjusted in the interim to allow approximately 20 seconds for users to cross. With regard to the waiting times this will require full refurbishment of the crossing point, including digging up of the existing cables and replacing with new. Funding options are being sought for this work.

Agenda Item 8: M4 Smart motorway

Item	Action / Issue	Action Owner	Outcome
8.1	All members to provide feedback to Andrew Fletcher with suggestions for any bridge improvements by 1 st July 2015	ALL	No additional feedback received.
8.2	Write to parish councils in the affected areas to inform them about the scheme and the	AF	Due to the short timescale the Parishes who are affected by the proposals have been telephoned.

	bridge proposals.		They were already aware of the consultation and were considering their own responses.
8.3	Respond to Highways England regarding the bridge proposals, with comments/requests for bridge adjustments from the Multi-User Route meeting and any subsequent comments from the Forum.	AF	A response on behalf of the Local Access Forum was sent to the Planning Inspectorate on 3 rd July 2015. A copy of the advice is included below.
8.4	The forum recommends that the works are monitored to ensure that any path closures are lifted following completion of the works.	TRS	All path closures will be monitored to ensure that no access is lost following the construction works

Agenda Item 9: LAF Annual Report

Item	Action / Issue	Action Owner	Outcome
9.1	All members to provide any additional comments about the LAF Annual Report to Andrew Fletcher by midday on Friday 26 th June.	ALL	No additional feedback received.
9.2	Publish Annual Report and NE proforma	AF	The Natural England proforma was submitted on 30 th June 2015 and the LAF Annual Report was published on 2 nd July 2015.
9.3	Email/telephone all members to advise them of deadlines for LAF annual report and M4 Smart motorway comments	AF	Email sent to all LAF members on 25 th June 2015.
9.4	The forum decided the following areas to be considered during 2015/16: <ol style="list-style-type: none"> 1. Improvements to cycling 2. Extension to the Multi-use route at Dorney 3. Improvements to bridleways 4. Improvements to disabled access <p>Site visits:</p> <ol style="list-style-type: none"> a) Joint site visit to Jubilee River/ potential Multi-use route at Dorney b) Other site visits depending on particular 	AF	The Local Access Forum Annual report has been updated to show these plans.

	ongoing projects to be decided.		
9.5	Circulate list of potential joint LAF site visits to all LAF members	AF	Joint site visit suggestions are listed in the appendix to this document.
9.6	Provide details of the footfall at Ankerwycke to the Forum.	OH	<i>Awaiting feedback from National Trust when figures are available</i>

Agenda Item 10: Ramblers Big Pathwatch

Item	Action / Issue	Action Owner	Outcome
10.1	The forum recommends that a report regarding the project is also submitted to the Big Society Panel.	AF	After discussions with the chair of the Big Society Panel it was decided not to send this to the panel, however the report will be circulated to the Rural Forum.

Agenda Item 11: LAF monitoring items

Item	Action / Issue	Action Owner	Outcome
11.1	Circulate Local LAF Chair meeting actions to all members for information.	AF	Included as an appendix to this document.

LAF CHAIR MEETING – 2nd June 2015

ATTENDANCE

Local Access Forum	Name
Bracknell Forest LCAF	Graham Pockett [GP]
Bucks LAF	Jonathan Clark (Secretary) [JC]
Mid & West Berks LCAF	Colin Patient [CP] Ray Sharp [RS]
RBWM LAF	Peter Thorn (Chair) [PT] Andrew Fletcher (Secretary) [AF]
Slough LAF	Jacqui Wheeler (Secretary) [JW]
Surrey LAF	Graham Butler (Chair) [GB]

ACTIONS ARISING FROM THE MEETING

Item	Action / Issue	Action Owner	Outcome
1	Send a map to JC regarding the proposed extension to the Multi-use route in Dorney	AF	A map was sent on 3 rd June 2015. Formal letter to follow
2	Question to be posed to all LAFs to ask whether they consider that it would be beneficial for the neighbouring Local Authorities to work out a consistent approach to the design and placement of signage	ALL	
3	Distribute a copy of the Wokingham Horse Riding leaflet	CP	
4	Send email regarding Smart Motorway contact to AF	JC	

KNOWN JOINT ISSUES / BOUNDARY ISSUES

1. Upgrade of footpath to bridleway across the boundary of Wokingham and Bracknell Forest – Bracknell Forest/Wokingham
2. Hawthorn Lane/Berry Lane Traffic Regulation Order (in progress) – Bracknell Forest/RBWM
3. Slough arm of Canal at Langley Park – Bucks/Slough
4. Ditton Park (in hand at present) – RBWM/Slough
5. Multi-user route extension at Bucks – Bucks/RBWM/Slough
6. Slough Intermodal Freight Exchange at Colnbrook – RBWM/Slough

JOINT SITE VISIT SUGGESTIONS

1. Proposed upgrade of cross boundary Footpath to Bridleway (*Bracknell Forest/Mid & West Berks*)
2. Eton-Dorney-Taplow proposed multi-use route extension (*Bucks / RBWM / Slough*)
3. Slough Intermodal Freight Exchange site at Colnbrook (*RBWM / Slough / Surrey*)

LAF CHAIR MEETING – 2nd September 2015**ATTENDANCE**

Local Access Forum	Name
Bracknell Forest LCAF	Graham Pockett <i>[GP]</i>
Bucks LAF	Jonathan Clark (Secretary) <i>[JC]</i>
Mid & West Berks LCAF	Janice Bridger (Chair) <i>[JB]</i> Colin Patient <i>[CP]</i> Peter Radband <i>[PR]</i>
RBWM LAF	Peter Thorn (Chair) <i>[PT]</i> Andrew Fletcher (Secretary) <i>[AF]</i>
Slough LAF	David Munkley (Chair) <i>[DM]</i> Jacqui Wheeler (Secretary) <i>[JW]</i>
Surrey LAF	Graham Butler (Chair) <i>[GB]</i>

ACTIONS ARISING FROM THE MEETING

Item	Action / Issue	Action Owner	Outcome
1	Circulate regulations regarding design of signs. Is this still an issue the LAFs need to discuss?	AF	The relevant section of the Traffic Signs Regulations and General Directions 2002 have been circulated to all, whilst they specify the size, colour and design of the signs they do not specify where they should be placed.
2	Attend M4 Smart motorway preliminary meeting	AF	The meeting dealt with preliminary issues regarding the timing of discussions, however an outcome of the meeting was that Highways England agreed that the bridge design requests from the LAF can be incorporated into the “Common Ground” document currently being prepared for the public inquiry.
3	Provide details of the HLS permissive path schemes that have been withdrawn within RBWM	AF	Upon further investigation it appears that no HLS permissive footpath schemes have been withdrawn
4	Find information regarding the Section 106 agreement for Ditton Park	AF	This information has been sent to JW directly.
5	Circulate details of PROW Training course – Is there interest for this from LAF members and perhaps also	JW/AF	The content of the IPROW course would be tailored for whatever the LAFs required. To be discussed at LAF

	from Parish Councils?		meetings at fed back to LAF chairs meetings.
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UPCOMING POTENTIAL ISSUES

Item	Action / Issue	Comments
1	Virtual English Access Forum	Incoming consultation to Local Access Forums

KNOWN JOINT ISSUES / BOUNDARY ISSUES

1. Upgrade of footpath to bridleway across the boundary of Wokingham and Bracknell Forest – Bracknell Forest/Wokingham
2. Slough arm of Canal at Langley Park – Bucks/Slough
3. Ditton Park (in hand at present) – RBWM/Slough
4. Multi-user route extension at Bucks – Bucks/RBWM/Slough
5. Slough Intermodal Freight Exchange at Colnbrook – RBWM/Slough

JOINT SITE VISIT SUGGESTIONS

1. Proposed upgrade of cross boundary Footpath to Bridleway (*Bracknell Forest/Mid & West Berks*)
2. Eton-Dorney-Taplow proposed multi-use route extension (*Bucks / RBWM / Slough*)
3. Slough Intermodal Freight Exchange site at Colnbrook (*RBWM / Slough / Surrey*)

RBWM Local Access Forum Fast Response Team

Consultation response:

M4 Smart Motorway proposals

The Local Access Forum (LAF) Fast Response Team has examined the proposals for the M4 Smart Motorway and make the following comments on behalf of the forum:

- **Marsh Lane (Bridge 3 on consultation plan)**

This forms part of an aspiration to improve horse riding in this area, in particular the forum is working towards a Multi-Use Route that will utilise this bridge. This area is heavily used by horse riders.

Modifications are needed to this bridge to make it easier for use by horse riders which could easily be folded in to the design of the Highways England works, including building in a sufficient verge width and installing higher parapets on the bridge. The forum suggests that the BHS are consulted regarding the detailed design of the bridge.

- **Datchet Footpath 1 (Bridge 11 on the plan)**

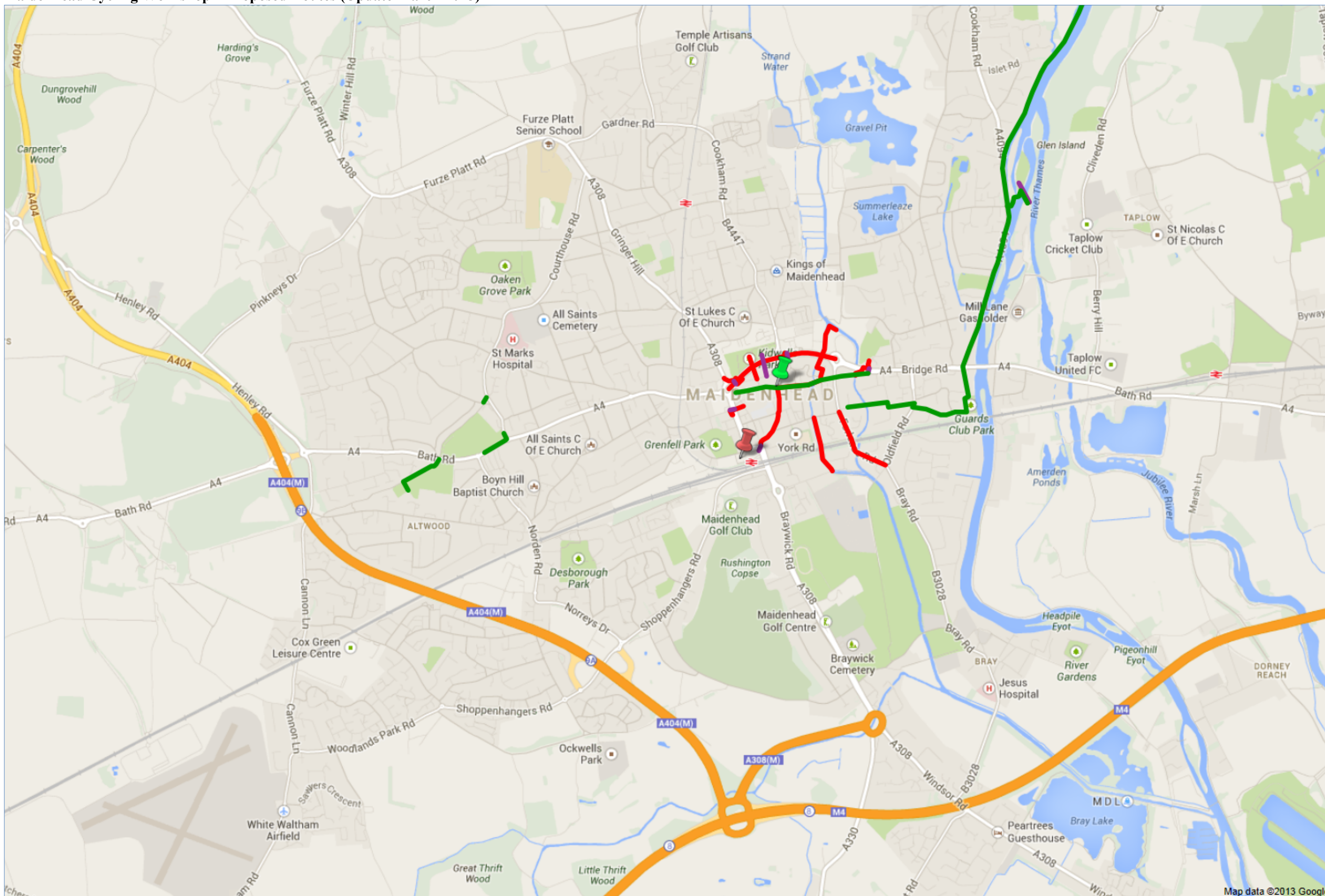
This is used heavily by cyclists as well as walkers and the forum recommend that the opportunity is taken to improve the widths of the path to accommodate this use. The forum also recommend that the existing dropped kerbs are retained in the new design as these were put in place to prevent accidents.

- **General comments**

The LAF note that there are approximately 10 paths which cross the M4 in the borough, and request assurance from Highways England that these paths will be reinstated and put back to the same condition that they are now.

<p>This letter constitutes formal advice from the Royal Borough of Windsor and Maidenhead Local Access Forum. Local Authorities are required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this forum in carrying out its functions.</p>

Maidenhead Cycling Workshop – Proposed Routes (Update March 2015)



A4 Castle Hill to Police Stn

Bury the A4 between Castle Hill and Police Station roundabouts

Scheme is not feasible - insufficient space available.

A4 Bad Godesberg Way subway

Allow cycling in the subway

The subway does not meet the minimum width standard –there is likely to be conflict with pedestrians.

Kidwells Park to West Street

New pedestrian / cycle bridge from Kidwells Park to West Street

Reliant upon redevelopment of the West Street Opportunity Area – Regeneration Team currently exploring options for the site.

A4 St Cloud Way

New surface level crossing at Sainsbury's

Manifesto commitment is not to allow any more traffic signals on A4.

Green Way (North)

Widen path and allow cycle access

Requires widening of subway – this would be very expensive and would have a poor cost benefit ratio.

A4 Bridge Road Subway

Allow cycling in the subway

Requires widening of subway - this would be very expensive and would have a poor cost benefit ratio.

Forlease Road

Two way cycling under rail bridge

Requires widening of arch - this would be very expensive and would have a poor cost benefit ratio.

Green Way (South)

Improve the route through the tunnel

Requires widening of arch - this would be very expensive and would have a poor cost benefit ratio.

Queen Street

Contra-flow cycle routes

Southern section reliant upon The Landing redevelopment – does not feature as part of the current application.

Possible alternative route via Bell Street, which would be progressed as part of the redevelopment of the York Road Opportunity Area.

Northern section not feasible due to the limited width at junction with High Street

High Street

Contra-flow cycle routes

Insufficient width available west of St Ives Road

Contra-flow to be constructed east of St Ives Road as part of Chapel Arches redevelopment

A308 Frascati Way

Allow cycling in subway between High Town Rd and King St

Scheme not feasible – subway is too narrow with blind bends

Maidenhead Station

Provide more cycle parking

Two tier cycle parking provided in forecourt, behind ticket office and in Shoppenhangers Road

Further cycle parking proposed as part of Station Interchange Proposal - total 300 spaces

A4 Bad Godesberg Way

Improved crossing facilities

Requires widening of subway – this would be very expensive and would have a poor cost benefit ratio.

Kidwells Park to West Street












New pedestrian / cycle bridge from Kidwells Park to West Street

Will be considered as part of redevelopment proposals for West Street Opportunity Area

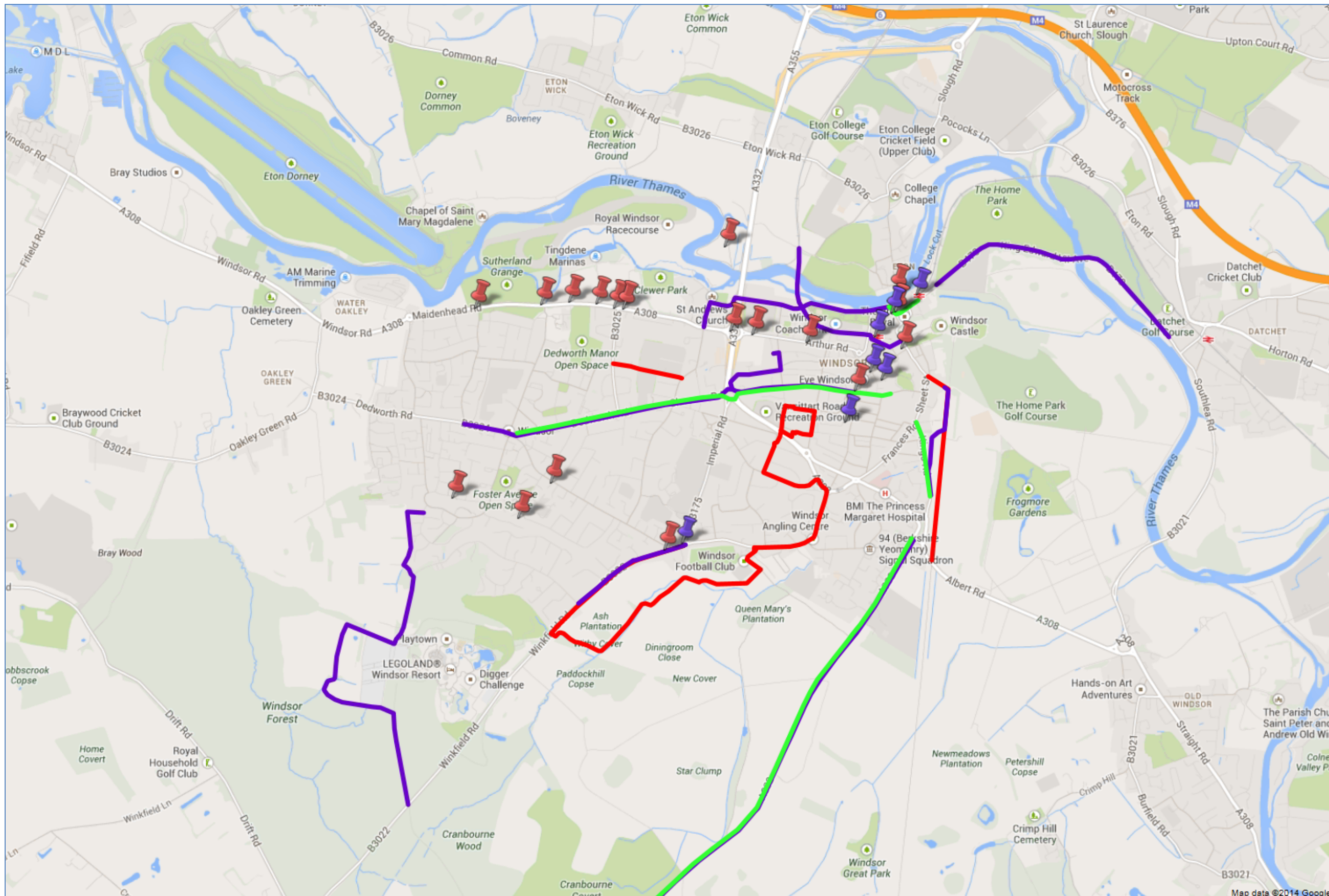
A4 St Cloud Way

Improved crossing facilities

Subway width does not meet standards, but it is wider than the other subways and the Access Forum supports a trial to allow cycling – would need to connect up to a wider cycle network with improved bridge link to Town Moor
















-  **A4 /Bridge Road**
Improved crossing facilities
Scheme not feasible – cost of widening the subway is prohibitive
-  **A308 King Street**
Improved crossing facilities
Actively being considered as part of planning application for The Landing and in relation to the Maidenhead Station Interchange
-  **A308 Frascati Way**
Improved crossing facilities
Minor improvements to the crossing at the western end of Broadway are possible - currently very low usage by cyclists.
-  **Ray Mill Island**
New pedestrian / cycle bridge
Reliant upon successful planning application for Taplow Mill site – last one was rejected
-  **Thames to Town Centre**
Shared use of Thames Path to Cookham and quiet route to the town centre.
Thames Path is too narrow for shared use.
A4 Cycle Route being progressed 2016/17
-  **Ray Mill Island**
New pedestrian / cycle bridge
Planning application for Skindles site rejected
-  **Moorbridge Road / Bridge Street / High Street**
Contra-flow cycle lanes
Contra-flow being constructed east of St Ives Road as part of Chapel Arches redevelopment
-  **Muddy Lane Extension – Allenby Road to Courthouse Road**
Conversion of existing informal track to shared use.
May require felling of some trees, but otherwise feasible
-  **Footpath 48 – A4 to Altwood Road**
Cycle access to schools
Scheme not feasible - insufficient width available
-  **A4 to Courthouse Road**
Connect existing A4 cycle route to Courthouse Road
Scheme not feasible - previously looked at route through Boyn Grove Park, which was vetoed by Leisure Services. Footway is too narrow and constrained by trees to convert to shared use.
-  **Cycle Parking**
Provide additional cycle parking around the town centre
Additional cycle parking has been provided in front of the post office as part of the resurfacing programme. Cycle parking to be provided as part of new developments (e.g. Chapel Arches and The Landing).

Appendix 4: Windsor Cycling Workshop – Proposed Routes



25

Table 1 Proposals:

-  **Long Walk**
 Permit cycling on bridleways parallel to the Long Walk (NB: The Long Walk is under the control of Crown Estate)
Not feasible – the Crown Estate’s Deputy Ranger has rejected the proposal
-  **Town Centre to South Windsor**
 Need efficient links from Vansittart Road underpass to Trinity Place. Areas with heavy parking could have cycle lanes in the middle of the road (e.g. Springfield Road).
Vansittart Road to Alma Road link was constructed 2014/15
-  **Route Via Stag Meadow**
 Circular recreational route along Winkfield Road, through Stag Meadow to St Leonard’s Road
Still to be assessed
-  **Shirley Avenue to Parsonage Lane**
 Route passes through school grounds
Liaising with schools
-  **Wyatt Road / Poolmans Road**
 Convert existing path to shared use
Still to be assessed
-  **Camm Avenue / Perrycroft**
 Convert existing path to shared use
Still to be assessed
-  **Clewer Hill Road**
 Convert existing zebra to toucan crossing
Not feasible – a toucan crossing must link two shared use paths. There are too many private accesses to consider a shared path.
-  **Winkfield Road / Clewer Hill Road**
 Better signage to alert drivers to cycle / pedestrian refuges
Signing is already considered to be adequate and it is felt that additional signing would have minimal impact and would simply add to street clutter.
-  **Peascod Street**
 Cycle parking at top of Peascod Street
Not feasible – need muster space for viewing state visits.
-  **Peascod Street**
 Cycle parking at bottom of Peascod Street
Additional cycle parking being provided in William Street / Oxford Road East as part of Peascod Street pedestrianisation scheme (existing cycle parking being relocated)
-  **Windsor Boys School**
 Priority needed for cyclists at Stovell Road traffic lights
Junctions to be reviewed as part of traffic signals programme. If traffic signals are to be retained, then Advanced Stop Lines could be considered as part of a future phase of works.
-  **Maidenhead Road Roundabout**
 Need provision for cyclists - improve visibility.
Still to be assessed
-  **Arthur Road**
 Need cycle lane away from kerbside at parked cars on Arthur Road.
Not feasible – the carriageway is not wide enough to accommodate on-carriageway cycle lanes
-  **Thames Avenue**
 Need a safe cycle route between the promenade and Windsor Bridge
The only viable option is to convert this section to 20mph – this would be subject to a safety audit and public consultation.
-  **Windsor Bridge**
 Need segregated cycle route across Windsor Bridge (ideally in middle)
Not feasible – there are large numbers of pedestrians using the bridge, many of whom are visitors who cross the bridge to look at views in both directions and would still need to cross the cycle route. A dedicated cycle route would be likely to result in increased cyclist speeds and would therefore adversely affect safety. The current arrangement means that pedestrians and cyclist must take care. Also, it would be difficult to get permission for the necessary signage and road markings on a listed structure.

















-  **Link to Eton Wick**
Upgrade surface
Surface was upgraded in preparations for London 2012 Games. Further improvements are being discussed with the Eton Neighbourhood Plan Group.
-  **Racecourse Access**
Set back give way to give cyclists priority
Technically feasible, but would be subject to consultation and safety audit. Will be considered as part of the A308 cycle route improvements.
-  **Marina Access**
Set back give way to give cyclists priority
Technically feasible, but would be subject to consultation and safety audit. Will be considered as part of the A308 cycle route improvements.
-  **Centrica**
Set back give way to give cyclists priority
Technically feasible, but would be subject to consultation and safety audit.
-  **A308 Vale Road**
Refuge to help cyclists cross the A308
Completed
-  **A308 / Smith's Lane**
Refuge to help cyclists cross the A308
Completed
-  **A308 / Gallys Road**
Refuge to help cyclists cross the A308
Not needed – there is a toucan crossing 60m to the east of the junction and another refuge at the Ruddlesway junction.

Table 2 Proposals:

-  **Dedworth Road / Clarence Road**
Top priority for Table 2. Cycle route from Dedworth to town centre.
A feasibility study was completed in 2014/15, which showed that this was not feasible
-  **Windsor to Ascot**
Priority 2 for Table 2. Route via A332 and / or keep Great Park open later in Winter.
Liaising with Crown Estate over route options – funding identified in 2015/16 for a study
-  **Railway Viaduct**
Priority 3 for Table 2. Utilise disused track bed to provide an alternative crossing of The Thames as part of high quality link between Windsor and Slough town centres.
There are other potential calls on the track bed (e.g. Windsor Link Railway / Slough to Windsor Light Rail).
-  **Link to Windsor Boys School**
Formalise existing route used by pupils.
Scheme not feasible – would encourage more cycling in the subways. Could pave the routes, but cannot convert to a cycle route.
-  **Clewer Village to Town Centre**
Need better signage of route.
To be constructed 2014/15 – scheme will include safety and lighting improvements
-  **Windsor to Datchet**
Link via King Edward VII Avenue
Scheme not feasible – insufficient space within the highway boundary, particularly over the bridge.
-  **Long Walk**
Links the existing cycle route from Old Windsor to the town centre.
Not feasible – the Crown Estate's Deputy Ranger has rejected the proposal
-  **West Windsor to Cranbourne Lodge**
Utilise the existing bridleway to Government Lodge. Will need permission from Crown Estate, since there is not public right of way to Winkfield Road.
Liaising with Crown Estate
-  **Winkfield Road**
Improve the existing cycle route.
There is some scope for cutting back vegetation, but otherwise constrained by limits of highway land.












-  **St Leonard's Road / Imperial Road**
Priority 4 for Table 2 - improve junction for cyclists
Scheme not feasible – there is insufficient space within the current highway boundary
-  **Windsor and Eton Riverside Station**
More cycle parking required.
Currently working with South West Trains – a scheme has been designed and will be installed shortly.
-  **Windsor and Eton Central Station**
More cycle parking required.
A new cycle sheltered parking area has been constructed within the coach park, since there is no space within the station.
-  **River Street Car Park**
More cycle parking required.
There is some scope for additional cycle parking – the scheme will be delivered as funding becomes available.
-  **Peascod Street**
More cycle parking required.
Additional cycle parking is being provided in William Street / Oxford Road East as part of Peascod Street Pedestrianisation scheme (existing cycle parking being relocated)
-  **Windsor Library**
More cycle parking required.
Still to be assessed
-  **East Berks College**
More cycle parking required.
There is little demand for on-street cycle parking in this location – onus should be put on the college to provide additional cycle parking within their curtilage.

Table 3 Proposals:

-  **East-West Cycle Route**
Need cycle lanes on Dedworth Road, provision for cyclists at Clarence Road roundabout, and 20 mph on Clarence Road / Victoria Street.
A feasibility study was completed in 2014/15, which showed that cycle lanes along Dedworth Road were not feasible. Traffic speeds are currently too high for a 20 mph on Clarence Road / Victoria Street.
-  **King's Road**
20mph speed limit.
Traffic speeds are currently too high for a 20 mph on King's Road.
-  **Windsor to Ascot Cycle Route**
Cycle lanes along A332.
Liaising with Crown Estate over route options
-  **River Street / Thames Avenue**
20 mph speed limit.
This would be subject to a safety audit and public consultation.

PUBLIC RIGHTS OF WAY MANAGEMENT AND IMPROVEMENT PLAN 2016-26

1. PURPOSE OF REPORT

To consult the Forum on the outcome of the “*Draft Royal Borough of Windsor and Maidenhead Public Rights of Way Management and Improvement Plan 2016-26*” public consultation and to seek the Forum’s endorsement of the Final Plan.

2. SUPPORTING INFORMATION

2.1 Background

Under the Countryside and Rights of Way Act 2000 all local highway authorities have a statutory duty to publish and review their Public Rights of Way Improvement Plans every ten years. The Royal Borough’s current Plan runs from 2005-2015 and the replacement Plan 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 over the next ten years.

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. Unlike the 2005-2015 Plan, the new Plan includes maps showing the existing path networks and proposed new routes.

Annual “*Milestones Statements*” will be published each April as a mechanism for planning and monitoring the implementation of the ten year Plan.

The consultation draft Rights of Way Management and Improvement Plan 2016-2016 was endorsed by the Forum on 24th June 2015 with the following recommended changes:

1.8 The Local Access Forum considers that this section should be removed. Quiet Lane schemes that have been attempted in neighbouring authorities have not been successful in achieving their stated aims and have been shown to raise objections from local residents. In addition to this, different schemes such as off-road shared use paths may be more desirable.

1.12 The Local Access Forum consider that businesses, schools and the Community Payback scheme should be added to the lists of volunteers.

3.3 The Local Access Forum agreed with Bisham Parish Council that the health benefits of Horse Riding should also be added to this list.

The draft plan, including the changes suggested above, was approved by the Rights of Way and Highways Licensing Panel on 20th July 2015. A copy of the Draft Plan is included as Appendix A to this report.

The public consultation on the Draft Plan was launched on 6th August 2015 and ended on 15th October 2015.

2.2 Responses received to the Draft Plan

The responses to the public consultation are included in Appendix B to this report.

2.3 Next steps

It is proposed that all the suggestions received should be included in the Final Plan. The forum is invited to review the comments received and consider whether it wishes to endorse this proposal and recommend to the Council that the Final Plan be published.

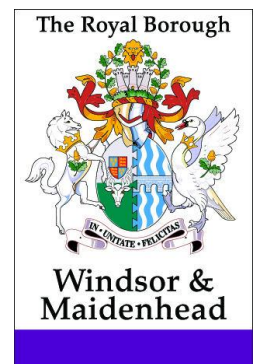
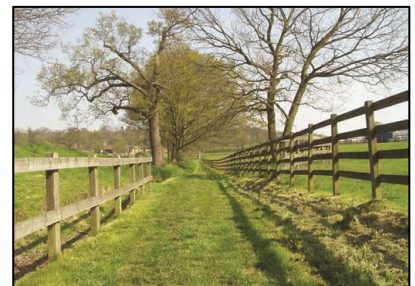
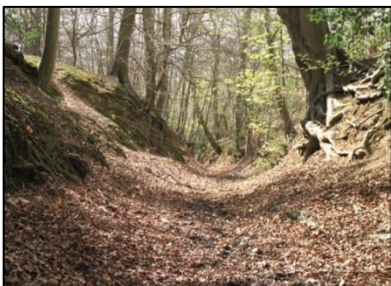
2.4 Timescales

Following consideration by the Forum on 11th November, the Final Plan will be submitted to the Council's Rights of Way and Highway Licensing Panel for approval on 7th December. The Plan will then come into effect from 1st January 2016.

Royal Borough of Windsor and Maidenhead

DRAFT

Public Rights of Way Management and Improvement Plan 2016-2026



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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 a 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.

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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
2010	Horton Bridleway 5, off Horton Road.	Path Creation Agreement secured as a 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 and 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 secured as a 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	%
% of network	28%	10%	3%	9%		100.0%	

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 the Council's Strategic Objectives
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. 	<p><i>Residents first.</i></p> <p><i>Encourage healthy people and lifestyles.</i></p> <p><i>Delivering together.</i></p> <p><i>Strengthen partnerships.</i></p>
1.2	<p>Ensure that public rights of way potentially affected by development proposals are fully considered in the development control process, and that opportunities are taken to secure funding in association with development proposals where appropriate.</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, and that those developments are publicly advertised in advance in accordance with Government regulations</p>	<p><i>Value for money.</i></p> <p><i>Equipping ourselves for the future.</i></p>

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		(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.	<i>Residents first.</i> <i>Value for money.</i>
1.4	Take into account the impact that public rights of way have on the environment and wildlife	<p>(a) Ensure effective consultation with Natural England and the Environment Agency on proposals affecting designated areas, water courses and protected species</p> <p>(b) Ensure the protection of biodiversity and sites of nature conservation importance by consulting the Council’s ecological advisor at an early stage</p> <p>(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</p> <p>(d) Include landscape and nature conservation information on promotional material to foster 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>	<i>Delivering together.</i> <i>Improve the environment, economy and transport.</i>
1.5	Improved management of dog	(a) Seek to install dog waste bins in affected areas of PROW where feasible	<i>Encourage healthy</i>

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	waste on public rights of way	<p>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>	<i>people and lifestyles.</i>
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>	<i>Improve the environment, economy and transport.</i>
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 become an issue for the public.</p>	<i>Delivering together.</i> <i>Strengthen partnerships.</i>
1.8	A coherent approach between neighbouring authorities on 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>	<i>Delivering together.</i>
1.9	Access additional funding through grant schemes	Engage with existing grant schemes to access additional funding for projects.	<i>Value for money.</i>
1.10	Greater engagement with the	Develop greater links with the business community to generate additional	<i>Value for</i>

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	business community	funding and other support for path improvements.	money. Strengthen partnerships.
1.11	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 Schools, Scouts, Guides and other groups to undertake path improvement works</p> <p>c) Engage with community focused projects and initiatives, including Community Payback projects.</p>	Value for money. Delivering together. Strengthen partnerships.
1.12	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 tool-kits available for the public to use.</p>	Delivering together.

Improvements to existing paths and creation of new routes

All users

ID	Identified needs	Proposed actions	Links to the Council's Strategic Objectives
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>	Encourage healthy people and lifestyles. Delivering together.

Draft

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>	<i>Encourage healthy people and lifestyles.</i>
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.	<i>Encourage healthy people and lifestyles.</i>
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>	<i>Encourage healthy people and lifestyles.</i>
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.	<i>Improve the environment, economy and transport.</i>
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.	<i>Improve the environment, economy and transport.</i>
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>	<p><i>Encourage healthy people and lifestyles.</i></p> <p><i>Improve the environment, economy and transport.</i></p>

Draft

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.	<i>Residents first. Encourage healthy people and lifestyles.</i>
2.9	More routes to popular recreational areas	<ul style="list-style-type: none"> a) Feasibility studies to be conducted for relevant routes b) Prioritise outcomes of the feasibility study and implement where possible. 	<i>Encourage healthy people and lifestyles.</i>
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. 	<i>Improve the environment, economy and transport. Delivering together. Encourage healthy people and lifestyles.</i>
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. 	<i>Improve the environment, economy and transport. Encourage healthy people and lifestyles.</i>
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.	<i>Improve the environment, economy and transport.</i>

Draft

2.13	New links between paths, in particular between recreational routes	<p>(a) Develop links in the network to fill gaps in access and to create circular routes</p> <p>(b) Establish links in the public rights of way network between residential areas and the countryside and open space</p> <p>(c) Seek to develop links between promoted routes within and outside of the Borough</p> <p>(d) Improve links to other local authority networks</p> <p>(e) Promote the use of permitted paths to fill links in the existing network.</p>	<p><i>Improve the environment, economy and transport.</i></p> <p><i>Encourage healthy people and lifestyles.</i></p> <p><i>Delivering together.</i></p>
2.14	Greater access along the waterways in the Borough	<p>(a) Establish new routes to and along the main waterways in the Borough.</p>	<p><i>Improve the environment, economy and transport.</i></p>

Mobility restricted users

ID	Identified needs	Proposed actions	Links to the Council's Strategic Objectives
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>	<p><i>Encourage healthy people and lifestyles.</i></p> <p><i>Improve the environment, economy and transport.</i></p> <p><i>Work for safer and stronger communities.</i></p>

Draft

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>	<p><i>Encourage healthy people and lifestyles.</i></p> <p><i>Work for safer and stronger communities.</i></p>
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Cyclists

ID	Identified needs	Proposed actions	Links to the Council's Strategic Objectives
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>	<p><i>Improve the environment, economy and transport.</i></p> <p><i>Encourage healthy people and lifestyles.</i></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>	<p><i>Improve the environment, economy and transport.</i></p> <p><i>Encourage healthy people and lifestyles.</i></p>

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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.	<p>Improve the environment, economy and transport.</p> <p>Encourage healthy people and lifestyles.</p>
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Horse riders

ID	Identified needs	Proposed actions	Links to the Council's Strategic Objectives
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.	Encourage healthy people and lifestyles.
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.	Encourage healthy people and lifestyles.
2.22	Gate handles on bridleways can be hard to use on horseback	<p>a) Ensure all gate handles are designed to be operable on horse back</p> <p>b) Ensure approaches to gates are clear from vegetation to allow horses and riders to approach and use gates easily.</p>	Encourage healthy people and lifestyles.

Draft

2.23	Improved links needed between bridleways, restricted byways and byways	<p>a) Seek to improve links between the higher rights network in the patches that have more concentrated and cohesive networks</p> <p>b) Seek to link the cohesive patches up to create a larger cohesive off-road network</p> <p>c) Seek to create multi-use routes utilising existing routes</p> <p>d) Seek to provide horse margins to link selected bridleways and byways</p> <p>e) Seek to provide horse margins to link selected country lanes and quiet lanes.</p>	<p><i>Improve the environment, economy and transport.</i></p> <p><i>Encourage healthy people and lifestyles.</i></p>
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.	<i>Encourage healthy people and lifestyles.</i>
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>	<p><i>Improve the environment, economy and transport.</i></p> <p><i>Encourage healthy people and lifestyles.</i></p>

Carriage drivers

ID	Identified needs	Proposed actions	Links to the Council's Strategic Objectives
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>	<i>Improve the environment, economy and transport.</i>

Draft

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>	<i>Improve the environment, economy and transport.</i>
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Improved information and promotion

ID	Identified needs	Proposed actions	Links to the Council's Strategic Objectives
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>including details of:</p> <ul style="list-style-type: none"> • routes • distances • parking facilities • transport links • refreshment points • wildlife interest 	<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> <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</p>	<p><i>Residents first.</i></p> <p><i>Deliver effective services.</i></p> <p><i>Delivering together.</i></p> <p><i>Strengthen partnerships.</i></p>

		<p>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>	<i>Improve the environment, economy and transport.</i>
3.3	Promote the health benefits of walking, cycling and horse riding.	Work in conjunction with the RBWM Public Health team to promote health benefits of using public rights of way	<i>Encourage healthy people and lifestyles.</i>
3.4	Promotion of sustainable transport benefits of walking and cycling as an alternative to using cars	Promote benefits of sustainable transport on leaflets and produce posters to encourage people to walk or cycle.	<i>Improve the environment, economy and transport.</i>
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>	<p><i>Delivering together.</i></p> <p><i>Strengthen partnerships.</i></p>

5. Draft list of Site Specific Schemes (New or updated 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

Hurley, Shottesbrooke & the Walthams (see map 2)

Ref	Proposal (not in priority order)	Parish	Links to ROWMIP Statement of Action
1	Work with Wokingham Borough Council to secure a new off-road horse riding link between Star Lane (Hurley) and Canhurst Lane by upgrading Wargrave Footpath 42	Hurley (and Wargrave)	1.9, 2.18, 2.23
2	A crossing over the Thames across Hurley Lock and weirs	Hurley	2.12
3	Upgrade White Waltham Footpath 9/National Cycle Route 4 to permitted bridleway. (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)	White Waltham	2.23
4	(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 Howe Lane Bridge	Bray, White Waltham, Shottesbrooke	2.14
5	Work with Wokingham Borough Council to upgrade Waltham St. Lawrence Footpath 9 / Ruscombe	Waltham St Lawrence (and	1.9, 2.18, 2.23

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	Footpath 4 for horse riding use	Ruscombe)	
6	Creation of a path from Great Wood, White Waltham, south of the B3024 road to the track at Pond Wood Farm	White Waltham	2.13
7	Create a route for carriage drivers from Beenhams Road in White Waltham to Mare Lane in Binfield.	White Waltham	2.27
8	Improve bridleway links between RBWM and identified horse riding networks in Wokingham and Bracknell Forest	Waltham St Lawrence White Waltham Hurley Bray	1.8, 2.13, 2.23
9	Direct crossings over/under the M4 avoiding the use of road bridges	White Waltham, Waltham St Lawrence, Shottesbrooke	2.13

Cookham & Bisham (see map 3)

Ref	Proposal (not in priority order)	Parish	Links to ROWMIP Statement of Action
10	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>	Bisham	2.13, 2.18, 2.23
11	Create a new right of way for non-motorised users linking Burchetts Green Roundabout to Permitted	Bisham	2.13, 2.18,

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	Bridleway 20, following the route of the A404 on its western side		2.23
12	Create a link between Bisham Bridleway 22 and the A404 tunnel at Dungrove Hill Lane: <i>(March 2013 update: the landowner has declined a proposal to create this new link: however, if circumstances change this project could be re-opened)</i> <i>(March 2014 update: ongoing discussions with horse riders)</i>	Bisham	2.13
13	Upgrade Bisham Footpath 19 (Michael's Path) to a bridleway and divert the path to adjoin the disused Henley Road.	Bisham	2.18, 2.23
14	Improve links between Bisham and Bisham Woods for non-motorised traffic.	Bisham	2.9, 2.13, 2.18, 2.23
15	Extend the southern end of Bisham Bridleway 22 to connect with Dungrove Hill Lane	Bisham	2.13, 2.18, 2.23
16	Upgrade part of Bisham Footpath 17 to a Bridleway	Bisham	2.18, 2.23
17	Upgrade Bisham Footpath 23 to a bridleway, to link Burchetts Green to Stubbings and Maidenhead Thicket	Bisham	2.18, 2.23
18	Create a cycling route between Hurley and Temple (a) Create a route adjacent to Bisham Footpath 21 to allow cycle use (b) Upgrade part of Bisham Footpath 21 and Hurley Footpath 9 to allow cycle use and link with Mill Lane	Bisham	2.18
19	Improve the surface of Bisham Restricted Byway 11 and Bisham Bridleway 12	Bisham	2.3
20	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	2.13
21	Access improvements at Cookham Lock to provide	Cookham	2.15, 2.16

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	high degree of accessibility to the site.		
22	<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	2.18, 2.13
23	<p>Crossings over the Thames:</p> <p>(a) from Hythe End to south bank avoiding M25</p> <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>	Cookham, Bisham, Maidenhead, Datchet, Eton, Hurley	2.12

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	(q) from south bank to Medmenham		
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Maidenhead & Cox Green (see map 4)

Ref	Proposal (not in priority order)	Parish	Links to ROWMIP Statement of Action
24	<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 to rail crossing provision</p> <p>(b) Lower Cookham Road at Widbrook Common to the Thames Path. <i>(March 2014 update): Discussions are being held with the landowners about the proposed new footpath. (March 2015 update): 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).</i></p>	Maidenhead	2.13
25	<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><i>(March 2014 update: upgrades to footbridges on Cookham FP 48 to enable disabled access: works ordered)</i></p> <p><i>(March 2015 update: improvements to gates at National Trust land, and stepped footbridge replaced with step-free accessible bridge)</i></p>	Cookham, Maidenhead Bray	2.13 2.15,2.16

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	<i>(March 2015 update: steps south of Chapel Arches being replaced with a ramp, in association with redevelopment at former cinema site)</i>		
26	Secure a continuation of the Thames Path in Maidenhead beside the river bank from the landing steps opposite Thames Hotel to Bridge Gardens <i>(March 2010 update: 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)(March 2011 update: funding options for completing the remaining section of missing link are being explored in discussion with the Ramblers)(March 2015 update: Path Creation Agreement secured and new roadside footpath opened north of Bridge Gardens)</i>	Maidenhead	2.13
27	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 <i>(March 2013 update: a new footbridge across the Thames at Boulter's Lock is included in a Draft Development Brief for the Mill Lane, Taplow site produced by South Bucks District Council)</i> <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>	Maidenhead	2.12
28	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	2.9, 2.13
29	(a) Upgrade Kinghorn Lane (Maidenhead Footpath 30) to a cycle route (b) <i>March 2009 addition: Reinstate the definitive width of Kinghorn Lane (Maidenhead FP 30) to provide segregated route for cyclists</i>	Maidenhead	2.18
30	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	2.13, 2.14

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31	Upgrading Thames Path to allow cyclists to share route	Hurley, Cookham, Maidenhead, Eton, Windsor, Datchet, Old Windsor	2.18, 2.19
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Bray, Windsor and Eton (See map 5)

Ref	Proposal (not in priority order)	Parish	Links to ROWMIP Statement of Action
32	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	2.13, 2.15, 2.18
33	Promote a circular route around Bray village, and also around the old Biffa pits	Bray	3.1, 3.2
34	Improve bridleway links between Eton, Dorney and Bray working with Bucks County Council and other neighbouring authorities	Bray	1.8, 2.18 2.23
35	A riverside path should be created in parallel to the Thames Path on the opposite side of the river	Bray	2.14
36	A route from Bray to Windsor, past Bray Film Studios	Bray	2.13
37	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	2.15, 2.16
38	Expand the multi-user routes in Eton to surrounding areas and link with other bridleway routes	Eton, Dorney	2.13, 2.18 2.23
39	Create of a path between Sutherland Grange public open space, via the rear of the Centrica complex, and	Windsor	2.13

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	the access road to the Racecourse Marina		
40	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	2.13
41	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	2.12

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

Ref	Proposal (not in priority order)	Parish	Links to ROWMIP Statement of Action
42	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	2.13
43	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	2.14, 2.15
44	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	2.13, 2.14
45	Create the following paths from the 1981 Horton, Datchet and Wraysbury Local Plan, depending on the	Datchet, Horton,	2.13, 2.18,

	<p>working arrangements with the landowner:</p> <ul style="list-style-type: none"> (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 Footpath 6 (d) footpath from Welley Road, Wraysbury along southern side of the railway line to Wraysbury Footpath 6 (e) footpath from Park Avenue, Wraysbury to Kingswood Creek (f) footpath from northern end of Douglas Lane (at termination of Wraysbury Footpath 6) to The Green (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 (h) footpath running from Horton Footpath 3 around northern part of lakes to Stanwell Road (i) footpath from Station Road, Wraysbury, to Stanwell Road running along the western bank of the Colne Brook. (j) footpath from Hythe End Lane to southern end of Ferry Lane (Wraysbury Footpath 3) (k) bridleway from Embankment to Magna Carta Lane in Wraysbury (l) bridleway from Horton Road, alongside the Queen Mother Reservoir to Majors Farm 	Wraysbury	2.23
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	<p>Road (B370)</p> <p>(m) Footpath from Kingswood Creek to Old Ferry Drive</p> <p>(n) Footpath from Stanwell Road, northeast along Mill Lane, running east along the Colne Brook.</p>		
46	New route along the Colne Brook	Horton	2.13, 2.14

Ascot, Sunninghill & Sunningdale (See map 7)

Ref	Proposal (not in priority order)	Parish	Links to ROWMIP Statement of Action
47	<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>	<p>Hurley, White Waltham, Eton, Sunningdale, Sunninghill and Ascot</p>	2.15, 2.16
48	<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	2.13
49	<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	2.13

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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

Draft

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



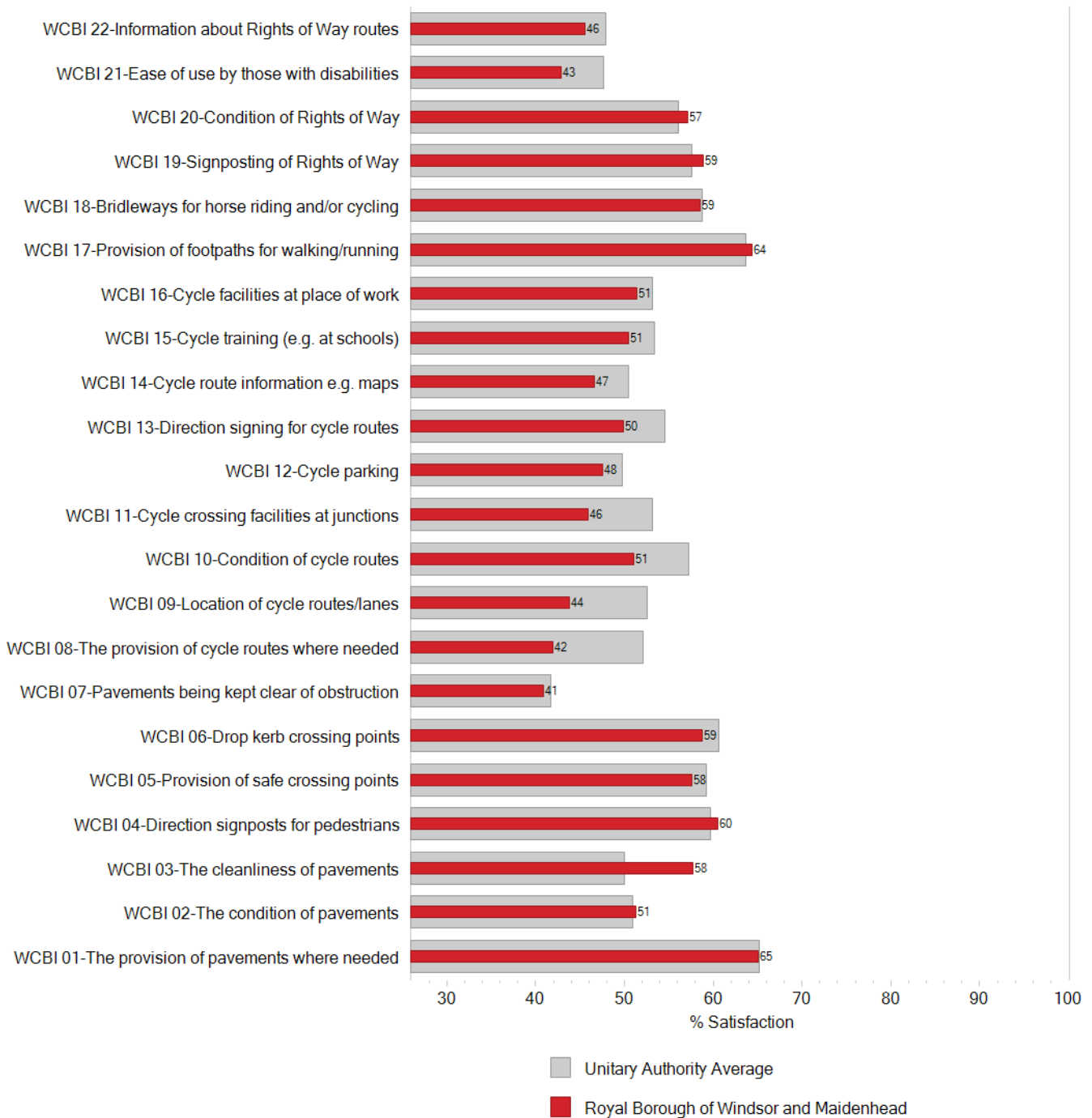
1. WALKING & CYCLING

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.



Further information on public rights of way in the Royal Borough, including maps of all the paths and ways, and an electronic version of this document, can be found on the Borough website:

http://www3.rbwm.gov.uk/info/200215/rights_of_way

**Royal Borough of Windsor and Maidenhead
Operations Directorate
Highways and Transport,
Town Hall, St Ives Road,
Maidenhead
Berks SL6 1RF**

If you require information in an alternative format please contact the Public Rights of Way Team on 01628-683800

**DRAFT PUBLIC RIGHTS OF WAY MANAGEMENT AND IMPROVEMENT PLAN
2016-26**

RESPONSES TO PUBLIC CONSULTATION

RBWM PLANNING POLICY

There is no mention of neighbourhood plan groups in the RoW Improvement Plan. All our comments are about including neighbourhood plan groups in the RoW work practice:

- Neighbourhood plan groups can help with suggesting new RoW and other RoW related issues. We suggest to make use of these groups, esp. in non-parished areas.
- Add neighbourhood plan groups to section 3.1 as they can assist with distributing leaflets (on a voluntary basis);
- Add neighbourhood plan groups to Appendix 1 as a group to liaise with and involve.

For your information our neighbourhood planning pages can be found here:
http://www3.rbwm.gov.uk/info/200209/planning_policy/477/neighbourhood_plans

OPEN SPACES SOCIETY

The Open Spaces Society wishes to make the following representation to the recently published Draft Plan.

The missing link in the Thames Path National Trail north of Bridge Gardens has been the most important project in the council's Rights of Way Improvement Plan since 2005.

Item 25 in the Consultation Draft states 'secure a continuation of the Thames Path in Maidenhead beside the river bank from the landing steps opposite Thames Hotel to Bridge Gardens.

The March 2010 update refers to the remaining 30-metre gap necessary to complete the link to Bridge Gardens but a subsequent update in March 2015 states: 'Path Creation Agreement secured and new roadside footpath opened north of Bridge Gardens'.

This apparent conclusion does not satisfy the objective specified in the original Rights of Way Plan published in 2005. The Council's long-term objective for a continuous riverside path to Bridge Gardens dates back to 1950. Planning officers were negotiating for a riverside path at Bridge View as long ago as 1989. This objective was also supported by Berkshire County Council and the Countryside Commission in 1990.

It is therefore important that the new project description acknowledges the new roadside footpath as a temporary safety improvement only and that 'The establishment of a continuous riverside route for the Thames Path' remains the council's long-term objective.

JILL POWELL

I broadly support the plan as drafted. However, I consider the importance of maintaining what is installed or put in place, is not sufficiently recognised. e.g paras.

2.5 and 2.7 would be enhanced if the words “and maintain” were added after “install”. Many existing signs on PROW are faded, need repainting etc., and the opportunity should be taken to write this into the Plan.

DAVE CHAPMAN

I have read with interest the Draft Consultation on Public Rights of Way (PRoW) and ask for consideration of the possibility of improvements to footpath and bridleway routes in the Ascot area. In particular I am keen to see better provision for routes that can be used safely by cyclists.

I have listed below my suggestions of potential bridleways for use by cyclists and pedestrians. I have included some connections between existing Rights of Way that could involve shared use of widened footpaths. Hopefully you can identify means to put in place what I have suggested and can gain the cooperation of the landowners as needed. I would be glad to help further in any way I can. Please do not hesitate to contact me.

1. Blacknest car park in Windsor Great Park to the Bridleway number 1 at its junction with the A329 London Road, entrance to Coworth Park. At present the A329 road is the only route between the bridleways of the Great Park and the Bridleway 1 through to Shrubs Hill and Sunningdale. There is no public footpath along the road but there appear to be footpaths not far north (Windsor Great Park) and south (Coworth Park presumably) of the London Road that might be modified and made accessible as PRoWs.
2. Heatherwood roundabout (A329 - A332) to Ascot High Street east of Station Hill. With development likely to take place at the Heatherwood hospital site, it would be good if designs for the developments could include suitable traffic free routes. This would extend the existing shared cycle-pedestrian route along the A329 from the Bracknell and Ascot to the west of the roundabout to Ascot High Street. To make this connection there is also a need for better facilities for pedestrians and cyclists to cross the A329 and A332 at the Heatherwood Roundabout.
3. Ascot High Street west of Station Hill to the Station. I understand that attempts to reopen the existing path as a PRoW is a “work in progress” and hopefully this can be included in the Draft Plan to give further support to the project.
4. Ascot High Street east of Station Hill (main shopping area) to the Station following a route through proposed developments and not alongside Station Hill, the A330 road.
5. Ascot High Street east of Station Hill to South Ascot via the bridge that takes the A330 under the railway. The bridge appears to be built in a way that might provide a route for pedestrians and cyclists alongside but separated from vehicle traffic. I understand that some discussion with Network Rail has taken place and hope that inclusion in the plan for PRoW might support requests for cooperation.
6. Ascot High Street to Victory Fields Recreation Ground, possibly south of A329 London Road; and possibly making use of St Georges Lane and Wells Lane. There has been considerable investment in the facilities at Victory Fields but access for residents from the west of the location is very difficult and dangerous, especially on foot or bicycle.

7. A330 Winkfield Road entrance to Ascot Racecourse and Royal Ascot Golf Course to the junction of A330 and A329 London Road/Ascot High Street. Please could consideration be given to modifications to the footpath and designation as shared use for cyclists and pedestrians. This would be a valuable link from the route across Ascot racecourse.
8. Junction of A330 Winkfield Road and New Mile Road along New Mile Road, Cheapside Road and Watersplash Lane to B383 Sunninghill Road. Please could consideration be given to modifications to the footpath and designation as shared use for cyclists and pedestrians. This would be a big help with improving access to Windsor Great Park.
9. Public Footpaths designated 5 and 1, Cheapside Road to Buckhurst Road, B383. Modification and designation as a Public Bridleway useable by cyclists. I understand that Imperial College might be willing to upgrade existing footpaths across Silwood Park but would be unwilling to have new routes.
10. Kings Road to Charters Road with links from Cavendish Meads and Bridge Road in Sunninghill. This is a plan I believe was proposed in the Neighbourhood Plan for Ascot, Sunninghill and Sunningdale. It is needed to make a safe cycle and pedestrian access to Charters School and would be a valuable right of way for the public in general.

NATURAL ENGLAND

Just a few comments attached but I thought overall a succinct and pragmatic plan which, when read in conjunction with the original ROWIP is straightforward to follow and has clear policies and actions (and its good to see you work closely with your LAF). Good too to see the amount of updated/new policies and the regular Milestone updates We recognise the constraints under which authorities are producing these ROWIPs reviews/updates and hope that you find the comments useful.

Royal Borough of Windsor and Maidenhead draft ROWIP 2016-26 Natural England comments – Andy Mackintosh

Achievements: Good to see the last ROWIP achievements listed early on - particularly the accessibility improvements to nearly 40% of your network – do you have many multi-user routes (wheelchair friendly) as well?

You're probably going to do this anyway I think it would be good to recommend to the public/ readers reading the original ROWIP and the draft side by side to give context/references etc - particularly for first time readers

1.1: RE risk assessment on Thames Path National Trail - I understand there had been some problems after the floods of 2 winters ago. It would be interesting to know what plans you have for future management if possible

1.4; RE consultation with Natural England. You can contact the area team directly (I can supply a contact /if you need them?) but if you could copy (or directly send if you prefer) any/orders affecting SSSI's etc or queries re: rights of way/biodiversity to this mailbox. AccessandRights.ofwaysConsultations@naturalengland.org.uk we will copy them to the relevant area team staff member.

What we're trying to do is monitor area team responses to PROW/biodiversity issues and ensure the local team knows what it is looking at and understands how public access and conservation interests can be integrated.

1.5 – Interested to know if you are considering the use Public Space Protection Orders to address dog-related issues at all?

Statement of Action:

1.13 - This demand from the public/LAFs may will increase once the details of the Basic Evidential Test and other Deregulation Act measures etc is known - hopefully before April!

2.22 – As you probably know we'll be bringing out a report in partnership with the BHS early next year re: self-closing gates where these are needed.

3.1 – Shared-use. I have a list of references re: shared-use research if that would be helpful?

3.5 I'd be interested to know how the good practice award goes – what sort of awards were you /the LAF considering?

MENE: Have you considered using the Monitor of Engagement with the Natural Environment data at all re: assessing your areas visitor behaviours/promotion of the benefits of PROW etc? <https://www.gov.uk/government/collections/monitor-of-engagement-with-the-natural-environment-survey-purpose-and-results> You can focus in on Berkshire for most time periods in the cross-tabulation viewer but I can ask the MENE team if its possible to do individual boroughs?

THE COOKHAM SOCIETY

I note from the Borough draft Public Rights of Way and Improvement Plan 2016-2026 that the Borough will liaise with and involve various specified groups regarding ROW issues.

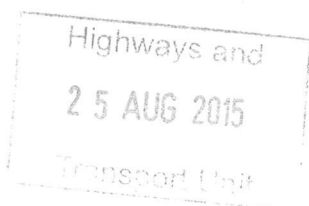
Please will you include The Cookham Society amongst the bodies you involve for any issue within the Parish of Cookham. For convenience will you please treat me as your main contact but copy any emails to messages@cookhamsociety.org.uk.

OTHER RESPONSES RECEIVED

- East Berkshire Ramblers (appended to end of document)
- Ascot, Sunninghill and Sunningdale Neighbourhood Plan Delivery Group (Please see Appendix B - Part 2)



Berkshire Area
Groups : Berkshire Walkers
East Berks~Loddon Valley
Mid Berks~Pang Valley
South East Berks~West Berks
Windsor & District



20th August 2015

To: Andrew Fletcher

Rights of Way Officer, RBWM

Draft Public Rights of Way Management and Improvement Plan 2016-2026

We, East Berks Ramblers, fully support the Policies and Objectives outlined in the Plan.

We will continue to assist RBWM to carry out a path condition survey and, in addition, EBR is prepared to provide financial assistance to help meet the target for Improving Access and Connectivity. Our assistance will take the form of the provision of funding, for the purchase and installation of fully accessible gates, to replace existing stiles.

RBWM and EBR have already drawn up a 'Stile Replacement Programme – List of Priorities' (copy attached) to assist the process and we further suggest that other sites be considered as the need arises.

We believe that a clear budget commitment should be made by the RBWM to the programme to apply over the period 2016-2020. EBR is able to fully fund a third gate (up to a maximum of five per annum) for every two gates installed by RBWM under the programme. This represents an estimated cost to EBR of £3,000 pa. This agreement to be reviewed annually as part of the Milestones Statement.

We would be pleased to discuss further the level of EBR participation in the programme in order to achieve an effective and timely implementation.

From: Gordon Marrs, Vice-Chairman and Planning/Countryside Officer

And: Steve Gillions, Footpath Secretary

On behalf of East Berks Ramblers Group

Outstanding Stile Projects

Bray 18 (x 1)

Bray 45 (x 7)

Bray 48 (x 2)

Bray 41 (x 2)

Bray 53 (not sure if any left)

Cook 48 (x 1)

Cookham 29 (x 2)

Cox Green 11 (x 3)

Hurley 33 (x 2)

Hurley 36 (x 1)

Hurley 7 (x 2)

Shottesbrooke 4/11 (x 1)

Shottesbrooke 8 (x 1)

Waltham 13 (x 1)

Waltham 32 (x 2)

Waltham 27 (x 2)

Waltham 29 (x 1)

Waltham 34 (x 4)

Waltham 37 (x 1)



ASCOT
SUNNINGHILL &
SUNNINGDALE

NEIGHBOURHOOD PLAN
DELIVERY GROUP

RBWM Public Rights of Way Consultation – NPDG submission

This is the response of the Ascot, Sunninghill and Sunningdale Neighbourhood Plan Delivery Group to RBWM's Draft Consultation on Public Rights of Way Management and Improvement Plan 2016-2026.

This response relates to the entire NP area which comprises the two parishes of Ascot & Sunninghill and Sunningdale.

We have identified potential future public rights of way which we would like to see adopted or included in our area. These routes have been identified by a study of the existing pathways through the area, knowledge of walking extensively in the area and discussions with other interested parties. Most of these routes are new paths but some are existing paths on private land. These paths will improve the connectivity of the existing paths network, including PROWs, and a safer route to Charters School for many of their pupils. They will also provide better access for walkers in the area both for walking for health and for purpose in the area. Paths on the maps are often indicative routes – in some cases alternative routes may be found.

While we provide a summary table of all Proposed Footpaths, we felt that it would be helpful if we also categorised them into sections. Note that some paths appear in more than one section but each path has a single id so it's easy to identify.

CONTENTS:

Summary Table of all Proposed Footpaths	page 2
Proposed footpaths through or around the identified Strategic Sites in our Neighbourhood Plan	pages 3 - 7
Proposed strategic routes in NP area	pages 8 - 12
Proposed linking paths (not part of the strategic routes)	pages 13 - 15
Paths in use which have no official protection	pages 16 - 22

Summary Table of Proposed Footpaths ASandS NP Area

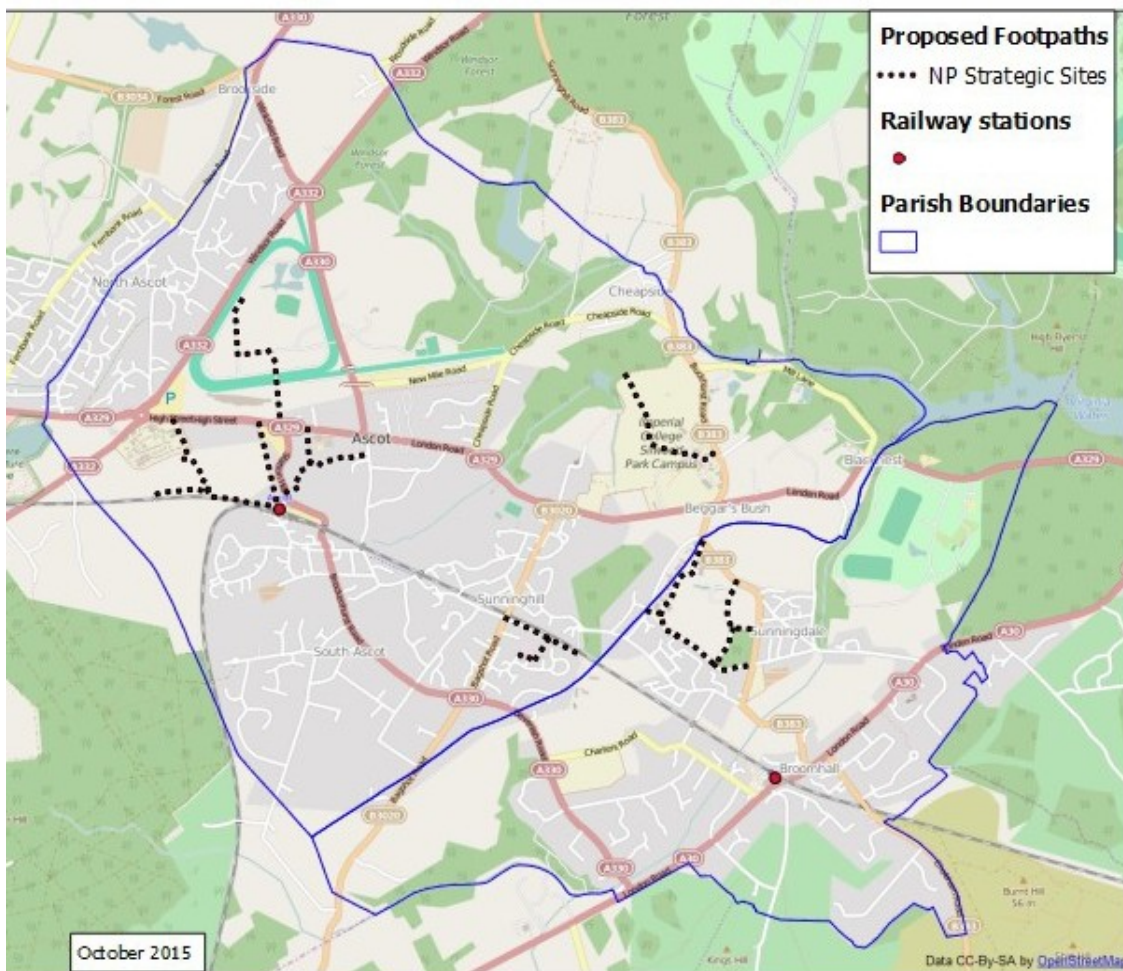
id	Route	Area	Comments
1	From Heatherwood to Ascot Station	Ascot	along beside railway line creates safer route for walkers and cyclists
2	Heatherwood to Prince Albert Drive	Ascot	beside railway, off road route to Swinley Forest and South Ascot - connectivity
3	Ascot Centre to Station	Ascot	part of Ascot centre development
4	Ascot High Street to Station	Ascot	Existing path currently closed except racedays
5	North Ascot to High Street across Racecourse & through tunnel	Ascot	to be a recognised route for North Ascot to High Street
6	St Georges Lane to Ascot Station	Ascot	with Shorts Development
7	Heatherwood link	Ascot	Formalise existing path when Heatherwood is developed
8	linking PROW from Coworth to Great Park	Blacknest	beside London Road with suitable / safe crossing point linking PROW to Park
9	Through Silwood Park	Cheapside	if Silwood develops site
10	along Mill Lane linking PROW into Great Park	Cheapside	create PROW along the verge to link Buckhurst Lane PROW to paths both ways
11	east of Racecourse along Winkfield Rd	North Ascot	maintained green verge type path
12	Sunningdale Park - Larch Avenue to Park Drive	Old Sunningdale	Open up when any development at Sunningdale Park
13	Sunningdale Park parallel to Larch Avenue	Old Sunningdale	Open up when any development at Sunningdale Park
14	Sunningdale Park to Station Rd	Old Sunningdale	Open up when any development at Sunningdale Park
15	Sunningdale Park Park Drive link	Old Sunningdale	Open up when any development at Sunningdale Park
16	Sunningdale Park - Silwood Rd to Station Rd	Old Sunningdale	Open up when any development at Sunningdale Park
17	linking the 2 PROW off Whitmore Lane and on to London Rd	Old Sunningdale	create PROW along verge to link PROW and London Rd pavement
18	Linking Allens Field to Swinley Forest	South Ascot	beside Railway line - the bridge exists
19	Farm Close to Upper Village Rd	Sunninghill	safer route to station - spoke to a resident - 20yrs ago could walk through
20	Link ROW along railway to Sunninghill part of RBWM 47 proposed route	Sunninghill	Along beside railway line round houses that are built too close
21	Bridge Rd to Kings Rd part of RBWM 47 proposed route	Sunninghill	beside railway line Bridge Rd (private st) to railway bridge at Kings Rd
22	Sunninghill to Charters on edge of railway and round school sites	Sunninghill	Safer route to Charters school avoiding Devenish Rd & Dry Arch Rd
23	From Cavendish Meads to railway line	Sunninghill	across gas holder site when developed to Bridge Rd & railway
24	link PROW by railway line to safe route to Charters school	Sunninghill	footbridge required over railway line
25	Bagshot Road to Charters along Broadlands Drive	Sunninghill	Safer route to Charters school from Coronation Rd area - private road?
26	Footpath from Sunning Ave into Charters School	Sunningdale	Can be anywhere along here. Take planning opportunity

Proposed Footpaths linked to ASandS Neighbourhood Plan Strategic Sites

These are paths that we would like to see become PROWs and which run either through or around the Strategic Sites identified in our Neighbourhood Plan. If not achieved before, we certainly expect these to be delivered as and when development proposals are put forward for these sites. The Paths on the maps are indicative routes – alternative routes may be found.

Summary Map of Proposed Footpaths on NP strategic sites:

Ascot, Sunninghill and Sunningdale Proposed Paths for Neighbourhood Plan Strategic Sites



Summary Table of Proposed Footpaths on NP strategic sites

id	Route	Area	Comments	Strategic Site
1	From Heatherwood to Ascot Station	Ascot	Along beside railway line creates safer route for walkers and cyclists	Ascot Centre
3	Ascot Centre to Station	Ascot	part of Ascot centre development	Ascot Centre
4	Ascot High Street to Station	Ascot	Existing path currently closed except racedays	Ascot Centre
5	North Ascot to High Street across Racecourse & through tunnel	Ascot	to be a recognised route for North Ascot to High Street	Ascot Centre
6	St Georges Lane to Ascot Station	Ascot	Partly through Shorts site	Ascot Centre and Shorts
7	Heatherwood link	Ascot	Formalise existing path	Heatherwood
9	Through Silwood Park	Cheapside	if any development takes place on Silwood site	Silwood
12	Sunningdale Park - Larch Avenue to Park Drive	Old Sunningdale	Open up when any development at Sunningdale Park	Sunningdale Park
13	Sunningdale Park parallel to Larch Avenue	Old Sunningdale	Open up when any development at Sunningdale Park	Sunningdale Park
14	Sunningdale Park to Station Rd	Old Sunningdale	Open up when any development at Sunningdale Park	Sunningdale Park
15	Sunningdale Park Park Drive link	Old Sunningdale	Open up when any development at Sunningdale Park	Sunningdale Park
16	Sunningdale Park - Silwood Rd to Station Rd	Old Sunningdale	Open up when any development at Sunningdale Park	Sunningdale Park
21	Bridge Rd to Kings Rd part of RBWM 47 proposed route	Sunninghill	beside railway line Bridge Rd (private st) to railway bridge at Kings Rd	National Grid (Gas Holder)
23	From Cavendish Meads to railway line	Sunninghill	across gas holder site when developed to Bridge Rd & railway	National Grid (Gas Holder)

Table above to be used in conjunction with details including maps on pages below. Legend

for detailed maps in this document:

Proposed Footpaths
Rights of Way	-----
Private Street Paths	-----
Permitted Paths	-----
Adopted Paths	-----
Parish Boundaries	□

Detailed information for paths on NP Strategic Sites

Ascot Centre development: Paths id 1, 3, 4 & 5

Path id 1 links Heatherwood hospital grounds, where there is an existing path through the woods, to Ascot station. This will provide a safer route for pedestrians from Heatherwood and North Ascot to the station. It looks as if there used to be a route this way from Heatherwood.

Path id 3 is a path from Ascot Centre to the railway station providing a shorter, safer, less polluted route. This route is indicative and detailed provision will be developed with Ascot Centre plans. A safe crossing will be required across Station Hill.

Path id 4 is an existing path that was extensively used for access to Ascot station until it was recently closed except for race days. This path should be permanently reopened to provide a safer, less polluted route to the station for pedestrians. Hopefully this will happen before Ascot Centre Development.

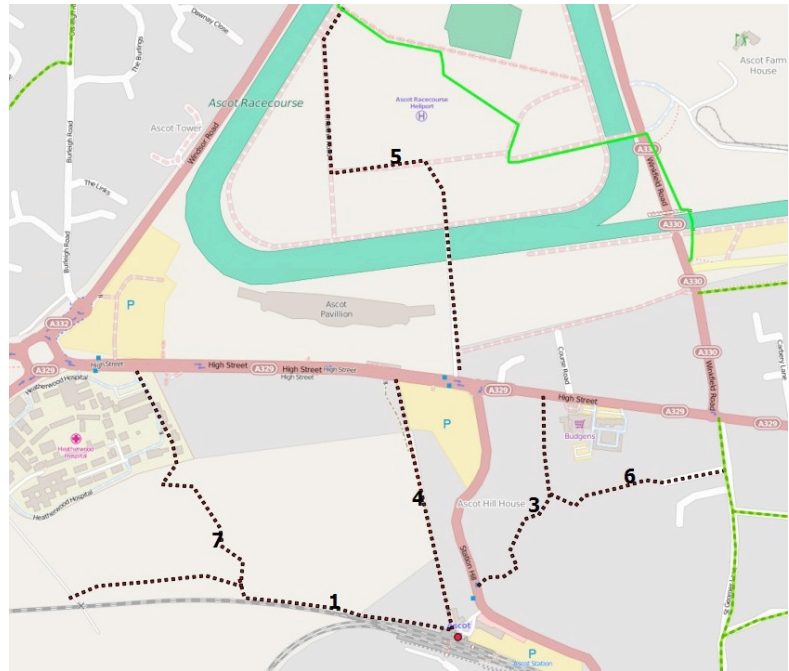
Path id 5 is an existing path that is currently extensively used to access Ascot High Street and the station from North Ascot. The path crosses the racecourse and goes through Heath tunnel coming out just west of the top of Station Hill. This path should be formally recognised and designated to avoid similar problems occurring as to path 4 above.

Ascot Centre and Shorts site developments:

Path id 6 provides a link to Ascot Station from St Georges Lane PROW and will provide a shorter, quicker and more pleasant walk to the station for pedestrians from houses east of Ascot. This route is indicative and detailed provision will be developed with Ascot Centre and Shorts site plans.

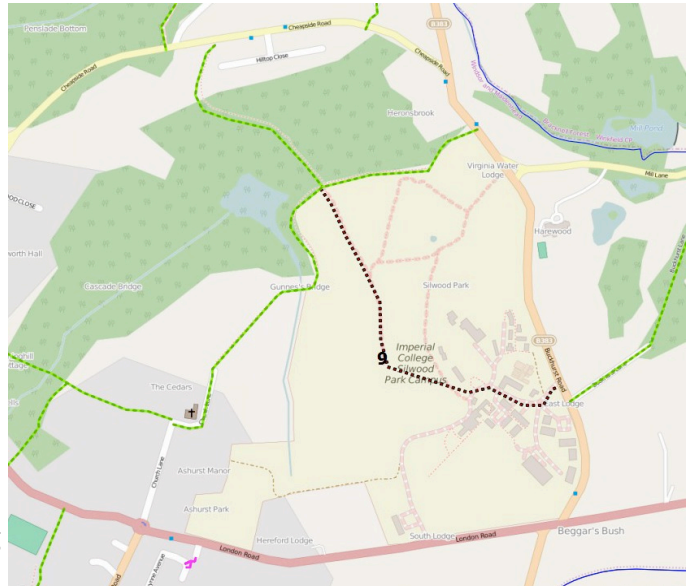
Heatherwood site development:

Path id 7 is an existing path by common usage (not PROW) currently used for walking for health through Heatherwood hospital, the woods behind and back up the Private Road to Synergy Building Services Solutions Ltd from Kings Ride. This path should be formalised when the Heatherwood site is redeveloped to provide a link from Kings Ride, where new housing is being built, into this safer route to Ascot station and across to Swinley forest when path id 2 is completed.



Silwood Park – Imperial College site:

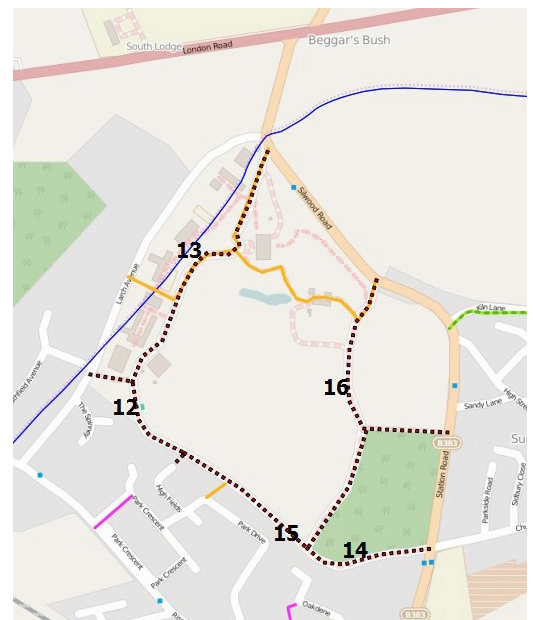
Path id 9 runs through Silwood Park Imperial College's site on Buckhurst Road. This path would improve connectivity of the PROW network and link PROW 1 & 2 with PROW 27 (green dashed lines on map) along Buckhurst Lane. The opportunity to create this path will occur with any development on the Silwood site. The route of the path is indicative and a better route may be proposed.



Existing **Path 13** and **Path 14** are from the PROW through Silwood Park up to Cheapside Road going across to the footpath into Hilltop Close and the Cheapside Play area behind the village hall. There are signs up indicating that this land is owned by Silwood. These paths should be formally recognised and designated to avoid future loss of this public amenity.

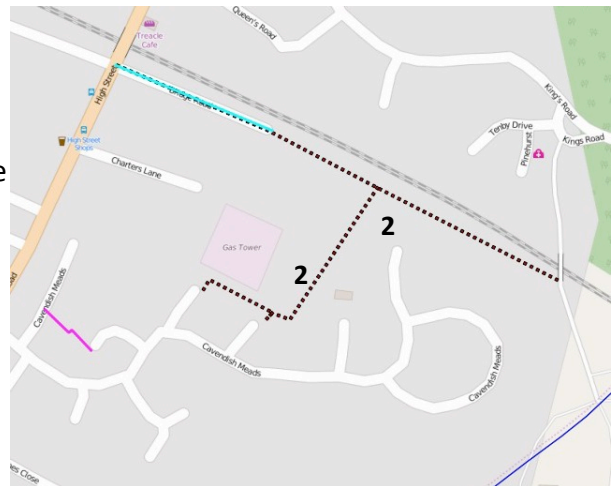
Sunningdale Park – Cabinet Office site:

Paths id 12 to 16 all run through Sunningdale Park currently up for sale by the Cabinet Office. These paths, or similar routes should be created if and when the site is developed in any way. These paths will provide routes between Sunninghill, Old Sunningdale, Rise Road and Crossways / Beggars Bush. There are currently routes through (on map in orange) which are open access and used by local residents to walk to Sunninghill or walking for health. There is also a short path from Park Drive (also in orange) which ends at a locked gate on the south-west side of the Park. This should be opened up for pedestrian access.



Gas Holder – National Grid (Gas Holder) site:

Path id 21 runs from the end of Bridge Road (on map in blue - a Private Street) on the South side of the railway line along the edge of the National Grid Gas Holder site beside the railway line from the edge of this site in Sunninghill to the existing bridge over the railway on the lane into Charters Residential Estate (ex De Beers) from King's Road. This will be part of the safer route to Charters School from Sunninghill. This is an important link in the path from Sunninghill to Charters School and will also be a safe route for Lynwood Care Centre residents into Sunninghill for shopping linking to proposed path id 20.



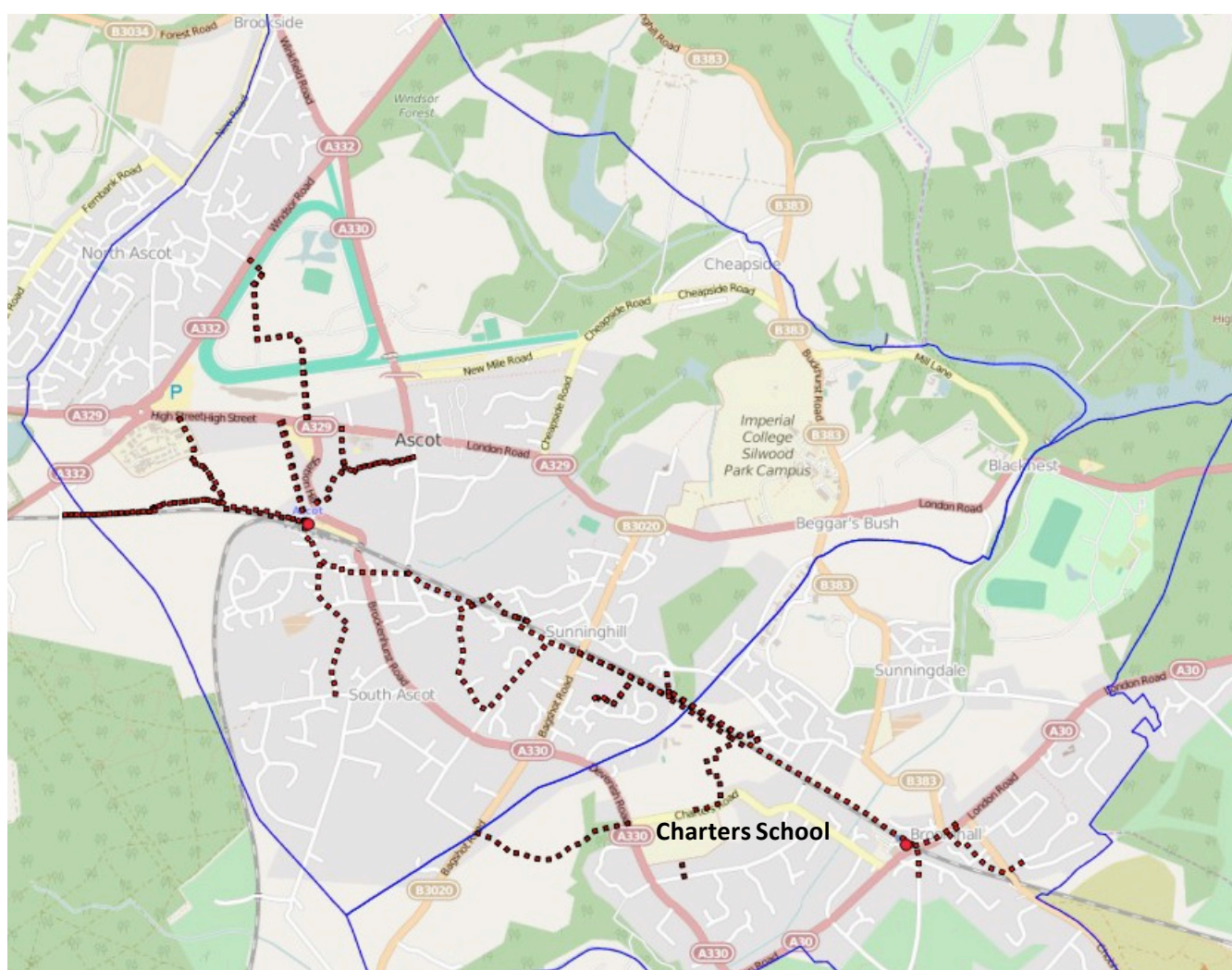
Path id 23 runs from two dead ends in Cavendish Meads across the gas holder site to the railway line to join the path 21 above to Charters School. It will run along the edge of the National Grid gas holder site and one side or other of the Electricity Sub Station at the railway line. This will be part of the safer route to school and is an important link as many Charters School children live on Cavendish Meads and currently walk on the dangerously narrow pavement beside the A330 Devenish Road to school.

Proposed Strategic Route Footpaths in ASandS Neighbourhood Plan area

Potential future public rights of way have been identified in the Parishes of Sunninghill & Ascot and Sunningdale. These routes have been identified by a study of the existing pathways through the area, knowledge of walking extensively in the area and discussion with others.

Some of these paths form parts of strategic routes for pedestrians across the parishes. These strategic routes are for children walking to Charters School and for people walking to the two railway stations: Ascot and Sunningdale. Paths on maps are indicative routes – alternative routes may be found.

Overview Map of Strategic Routes:



Summary Table of Proposed Strategic Route Footpaths NP area

id	Route	Area	Comments
1	From Heatherwood to Ascot Station	Ascot	aAlong beside railway line creates safer route for walkers and cyclists
2	Heatherwood to Prince Albert Drive	Ascot	beside railway, off road route to Swinley Forest and South Ascot - connectivity
3	Ascot Centre to Station	Ascot	part of Ascot centre development
4	Ascot High Street to Station	Ascot	Existing path currently closed except racedays
5	North Ascot to High Street across Racecourse & through tunnel	Ascot	to be a recognised route for North Ascot to High Street
6	St Georges Lane to Ascot Station	Ascot	Partly through Shorts site
7	Heatherwood link	Ascot	Formalise existing path when Heatherwood is developed
19	Farm Close to Upper Village Rd	Sunninghill	safer route to station - spoke to a resident - 20yrs ago could walk through
20	Link ROW along railway to Sunninghill part of RBWM 47 proposed route	Sunninghill	Along beside railway line round houses that are built too close
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23	From Cavendish Meads to railway line	Sunninghill	across gas holder site when developed to Bridge Rd & railway
24	link PROW by railway line to safe route to Charters school	Sunninghill	footbridge required over railway line
25	Bagshot Road to Charters along Broadlands Drive	Sunninghill	Safer route to Charters school from Coronation Rd area - private road?
26	Footpath from Sunning Ave into Charters School	Sunningdale	Can be anywhere along here. Take planning opportunity

Table above to be used in conjunction with details including maps on pages below. Legend

for detailed maps in this document:

Proposed Footpaths

.....

Rights of Way

Private Street Paths

Permitted Paths

Adopted Paths

Parish Boundaries

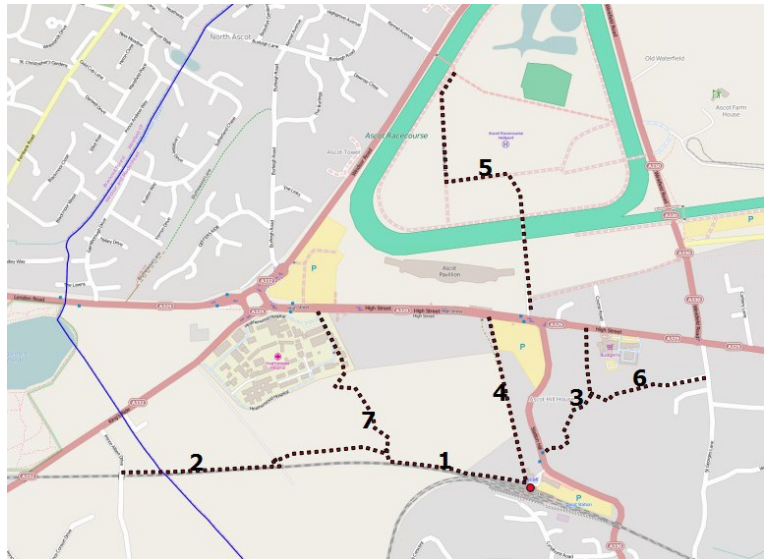
□

Detailed information for paths to be developed for strategic routes in NP area

Providing pedestrian routes to Ascot Station and Heatherwood Hospital:

Path id 1 links **Heatherwood hospital** grounds, where there is an existing path through the woods, to **Ascot station**. This will provide a safer route for pedestrians from Heatherwood and North Ascot to the station. It looks as if there used to be a route this way from Heatherwood.

Path id 2 links the lane to Building Services Solutions Ltd. off King's Ride, along the west side of Heatherwood hospital, to Prince Albert Drive. This will provide a walking route into Swinley Forest from North Ascot and a route to **Ascot station** for residents off King's Ride where new housing is being built.



Path id 3 is a path from Ascot Centre to **Ascot station** providing a shorter, safer, less polluted route. This route is indicative and detailed provision will be developed with Ascot Centre plans.

Path id 4 is an existing path that was extensively used for access to **Ascot station** until it was recently closed except for race days. This path should be permanently reopened to provide a safer, less polluted route to the station for pedestrians.

Path id 5 is an existing path that is currently extensively used to access Ascot High Street and **Ascot station** from North Ascot. The path crosses the racecourse and goes through Heath tunnel coming out just west of the top of Station Hill. This path should be formally recognised and designated to avoid similar problems occurring as to path 4 above.

Path id 6 provides a link to **Ascot station** from St Georges Lane. This route is indicative and detailed provision will be developed with Ascot Centre and Shorts site plans.

Path id 7 is an existing path by common usage (not PROW) currently used for walking for health through **Heatherwood hospital**, the woods behind and back up the Private Road to Synergy Building Services Solutions Ltd from Kings Ride. This path should be formalised when the Heatherwood site is redeveloped to provide a link from Kings Ride, where new housing is being built, into this safer route to **Ascot station** and across to Swinley forest when path id 2 is completed.

Paths 19 to 26 – providing safer routes to Charters School

This is a route which we would ideally like to be a cycle route as well as footpath.

Path id 19 will help to provide a safer route to **Charters school** for pupils from South Ascot to Sunninghill and to **Ascot station** from Sunninghill. Farm Close is a Private Street (on map in blue) off Lower Village Rd and can be linked to a track off Upper Village Rd with a short section between the railway and a garden fence. It is understood that this was a path but was closed off by a resident fencing across it 20 years ago and no one objected. This would provide a route avoiding the section of Truss Hill Road without a pavement. This route still has short sections without pavements at either end.



Path id 20 runs along the north side of the railway line linking PROW 13 from **Sunningdale Station** through to Sunninghill at Kings Corner Surgery. This will provide a safe route from Sunninghill to Sunningdale station and to **Charters school** prior to a footbridge being installed over the railway line for path id 6. The section from the surgery to the railway line is an existing lane (old access to De Beers now Charters Residential Estate) the majority of the section beside the railway line is at the back of BEN's Lynwood Care Centre and then the path is drawn leaving the railway line to go around some houses which appear to have been built very recently too close to the railway to fit a path in but perhaps this is not the case and the path could continue along beside the railway at this point to join up with the existing PROW along the remainder of the railway line to Sunningdale.

Path id 21 runs from the end of Bridge Road (a Private Street in blue on map) on the South side of the railway line along the edge of the National Grid Gas Holder site beside the railway line from the edge of this site in Sunninghill to the existing bridge over the railway on the lane into Charters Residential Estate from King's Road. This will be part of the safer route to **Charters School** from Sunninghill. This is an important link in the path from Sunninghill to Charters School.

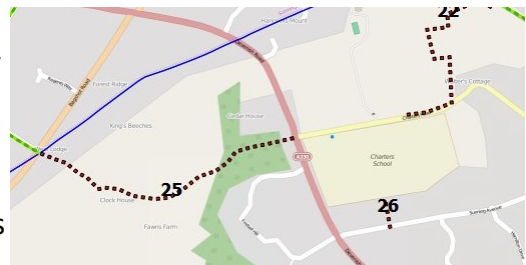
Path id 22 runs from Kings Corner surgery on the lane to Charters Residential Estate over the railway bridge where paths 20 and 21 link in either side, then turns south-east along the south side of the railway to the boundary between Charters and Sunningdale school where it turns south-west to run along this boundary and into Charters School playing fields which it skirts to the existing zebra crossing across Charters Road. This is part of the safer route to **Charters school** and should be relatively easy to achieve as the bridge is accessible and only a narrow strip of land is required on the edge of the extensive Charters Residential Estate and / or on Network Rail land.

This path should be prioritised as by itself it provides a safer route to school for many Charter's pupils from Sunninghill.

Path id 23 runs from two dead ends in Cavendish Meads across the gas holder site to the railway line to join the path 21 above to **Charters School**. It will run along the edge of the National Grid gas holder site and one side or other of the Electricity Sub Station at the railway line. This will be part of the safer route to school and is an important link as many Charters School children live on Cavendish Meads and currently walk on the dangerously narrow pavement beside the A330 Devenish Road to school.

Path id 24 is a small section linking the safer route to **Charters school** directly to PROW 13 from Sunningdale Station to provide a safer route for the many pupils from this direction as well. Currently these pupils pass through Dry Arch Road railway bridge which is not a safe route for pedestrians. This link is short but requires a new footbridge over the railway line.

Path id 25 provides a safer route for pupils to **Charters school** from the west side of South Ascot. It links to the end of PROW 32 on St Mary's Road at Bagshot Road where a crossing point (zebra crossing or the like) would be required. This route is on an existing lane, Broadlands Drive which is currently private and gated. It comes out onto Devenish Road opposite Charters Road where a crossing point would be required. It is not known how many pupils would use this route but if the opportunity came up to open up this road for pedestrians then it would also improve the PROW network for access to Sunningdale Station and walking for health.



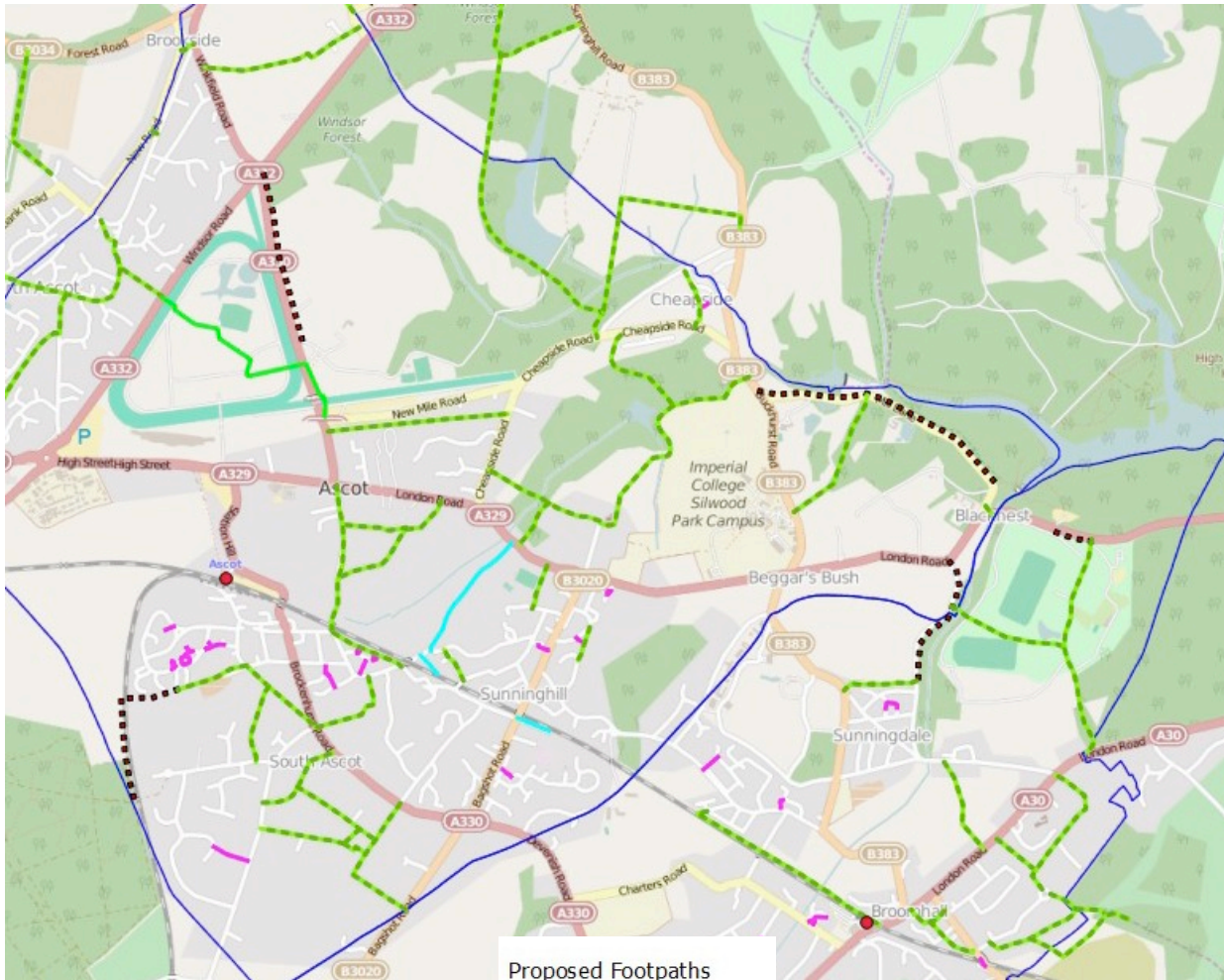
Path id 26 is a path from Sunning Avenue into the **Charters School** site from the south. This would provide a safer route for pupils from Sunningdale and from the station. This detailed map indicates a gap between plot boundaries but this is not visible on the ground and needs investigation. Alternatively another strip of land could be identified, perhaps linked to the development of one of these plots.



Proposed Linking Footpaths (not part of the Strategic Routes)

These paths are not on the Strategic routes or on the identified NP Strategic Sites but they will provide key links between existing paths to improve and enhance the walking network in the area.

Overview Map of these 5 Proposed Linking Footpaths



- Proposed Footpaths
.....
- Rights of Way
.....
- Private Street Paths
.....
- Permitted Paths
.....
- Adopted Paths
.....
- Parish Boundaries
.....

Legend for maps in this document:

Summary Table of these Proposed Linking Footpaths

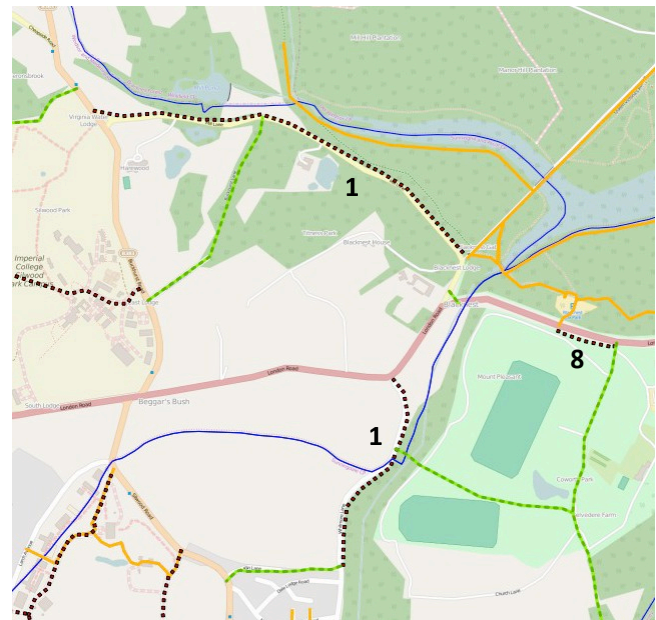
id	Route	Area	Comments
8	linking PROW from Coworth to Great Park	Blacknest	beside London Road with suitable / safe crossing point linking PROW to Park
10	along Mill Lane linking PROW into Great Park	Cheapside	create PROW along the verge to link Buckhurst Lane PROW to paths both ways
11	east of Racecourse along Winkfield Rd	North Ascot	maintained green verge type path
17	linking the 2 PROW off Whitmore Lane and on to London Rd	Old Sunningdale	create PROW along verge to link PROW and London Rd pavement
18	Linking Allens Field to Swinley Forest	South Ascot	beside Railway line - the bridge exists

Table above to be used in conjunction with details including maps on pages below.

Detailed information for linking paths

Path id 8 is a proposed greenway verge footpath that would link PROW Bridlepath 1 through Coworth Park into Windsor Great Park via Blacknest Car Park. This could go along the north or south side or verge of the A329 London Road with a suitable crossing point at a point of good visibility with warning signs to road users. The south verge is wide enough and little work would be required to create this link. This would improve the connectivity of the PROW network.

Path id 10 runs along the whole length of Mill Lane from Buckhurst Road to Blacknest Gate. This would link PROW 27 along Buckhurst Lane into Cheapside and Windsor Great Park. PROW 27 currently ends on Mill Lane with no pavement in either direction. It is a narrow dangerous road to walk along and a pavement is not considered appropriate but the verge on the north side could be made into a greenway footpath if it is designated as such and maintained by trimming the verge, clearing and levelling in places and ensuring that the drainage ditches are not cleared onto it or drainage is underneath. The section east of Buckhurst Road should be prioritised as there is no other pedestrian route in this direction. This would improve the connectivity of the PROW network.

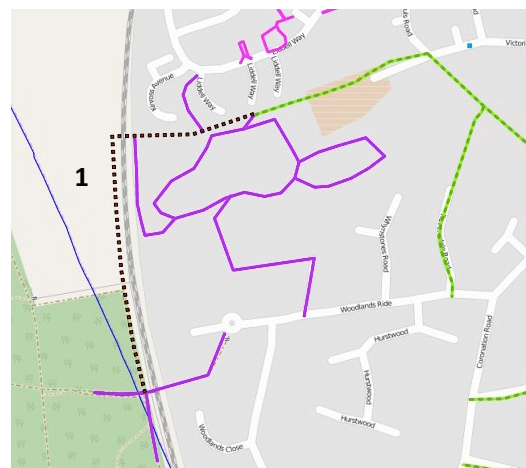


Path id 17 runs along the verge of Whitmore Lane linking PROW 4 along Kiln Lane with PROW 20 across Coworth Park. This path then continues to the pavement on the A329 London Road at the end of Whitmore Lane. Again this would be a greenway verge footpath on one side of road with maintenance provisions and signs. The southern section should be prioritised. This would improve the connectivity of the PROW network.

Path id 11 is another maintained green verge type proposed path which would provide a safer route for people walking along the Winkfield Road to the east of the Racecourse. This is a route from North Ascot to and from Ascot High Street. The rest of this road has a pavement as does the A332 Windsor Road along the north of the Racecourse.



Path id 18 links South Ascot and the north end of Allen's Field to Swinley Forest. The purple routes on the map are existing used paths (green dashed are PROW). The woods at the south side of the Allen's Field can become very wet and impassible at times. Path id 18 would provide a drier route into Swinley. There is a bridge over the railway line at the north and south end of this path. This route would also provide a circular route for those walking for health in this area. This would improve the connectivity of the PROW network.

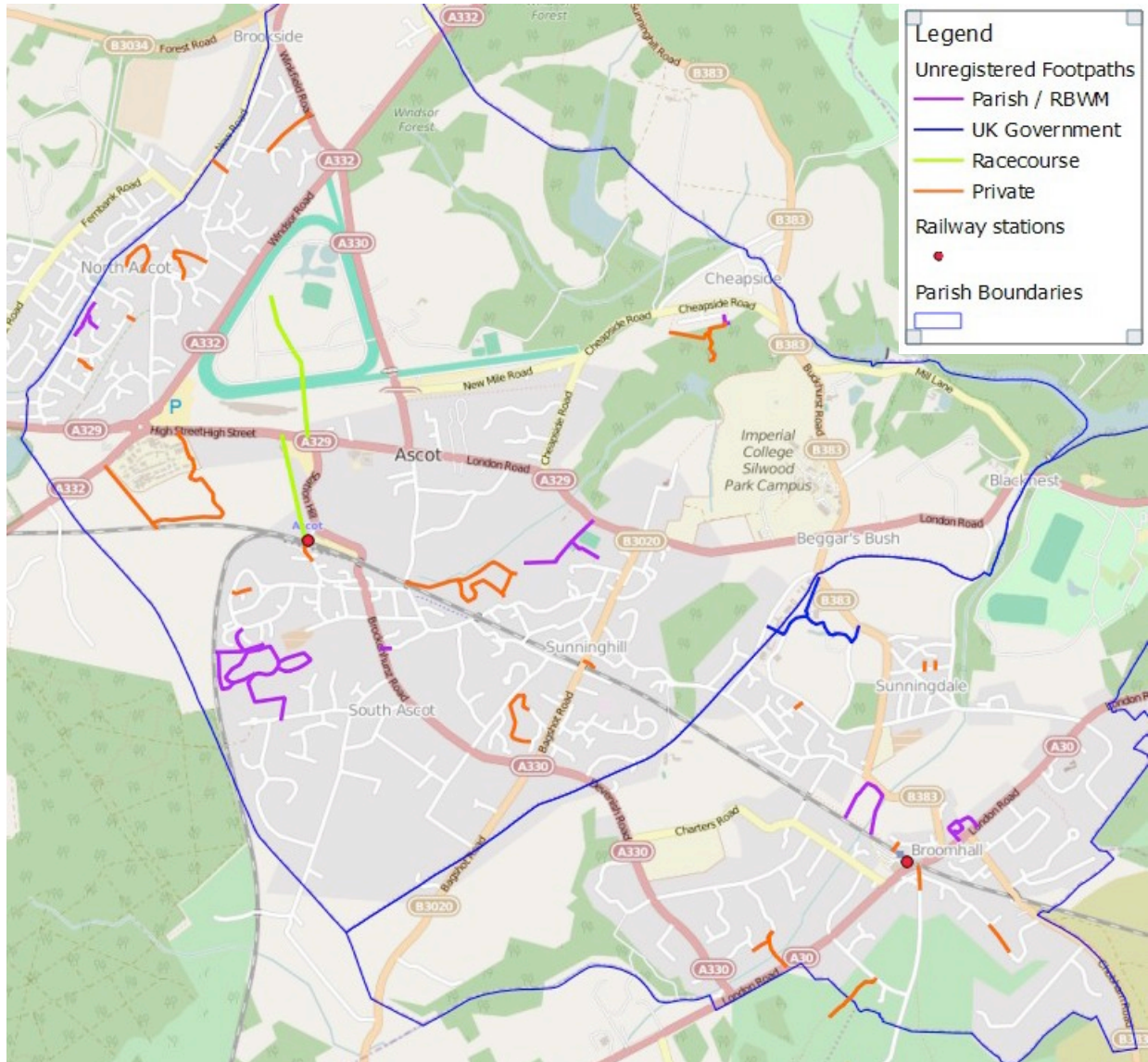


Paths in use in ASandS NP area, which have no official protection

All existing paths found in the 2 parishes of Sunninghill & Ascot and Sunningdale have been mapped. After eliminated PROW, Highway's Adopted Paths and Private Streets, Crown Estate paths across Windsor and Swinley Forests and Racecourse circular paths we are left with 44 paths which are in current use and are useful walking routes that do not have any official protection – and hence are potentially at risk in the future.

These paths need to be assessed to understand the risk of public access to them being lost and prioritised, so that action can be taken where necessary to have them either adopted as PROWs or in other ways to ensure they are not lost in the future.

Overview Map of Paths without designated protection:



Summary Table of Paths without designated protection:

id	Comments	Area	Ownership
1	High St to Ascot station. Currently closed. Open Racedays?	Ascot	Racecourse/ Railway
2	across racecourse to High St. Need Pass on Racedays.	Ascot	Racecourse
11	Woods behind Heatherwood and back up Englemere? Lane adjacent to Heatherwood site	Ascot	NHS Frimley Trust?
13	behind Hilltop Close open access path signs to say private land off path	Cheapside	Silwood
14	open access path from PROW to Hilltop Close	Cheapside	Silwood
15	from Hilltop Close to playground	Cheapside	Silwood? Parish?
16	through protected woodland by Blythewood recreation area	North Ascot	Parish Council
17	through woodland adjacent to Blythewood recreation area	North Ascot	Parish Council
18	Winkfield Rd to Oaklands Drive "Crown Estate Prides Crossing Private Rd Dog Fouling Prohibited"	North Ascot	Crown
19	link from Sutherland Chase to Blythewood Lane – Private – Ancaster Lodge Residents	North Ascot	Residents Assoc
20	cuts off grassy corner Vernon Drive to Sutherland Chase	North Ascot	the estate?
23	Thru New Build Houses Kennel Ride to New Road	North Ascot	?? Private?
27	running adjacent to West side of Heatherwood hospital	North Ascot	??? Private Road
28	to/from green on Hanover Estate	North Ascot	Private
29	Round Beaufort Gardens loop to Burleigh Lane - Private	North Ascot	Residents Assoc
30	E Dale Lodge Rd via Leacroft to Coworth Rd - this end other end is adopted	Old Sunningdale	Private?
31	W Dale Lodge Rd via Leacroft to Coworth Rd - this end other end is adopted	Old Sunningdale	Private?
32	route into Sunningdale Park from Park Drive - locked gate at Park fence	Old Sunningdale	???
33	Old Sunningdale via Silwood Rd to Sunninghill via Larch Avenue	Old Sunningdale	UK Government
34	shortcut through Sunningdale Park from Silwood Rd to Sunninghill or Suningdale	Old Sunningdale	UK Government
36	links car park and Brockenhurst Road to Elizabeth Gardens	South Ascot	RBWM???
37	blocked at Railway bridge - gate to house. Links Allens Field & PROW at East end	South Ascot	Sunninghill Trust?
38	along pine tree ridge near Liddell Way	South Ascot	Sunninghill Trust?
39	round Allen's Field	South Ascot	RBWM?
40	links Allen's Field to Swinley Forest via Woodlands Ride	South Ascot	RBWM??
41	Allen's Field	South Ascot	RBWM?
42	Woods off Allen's Field	South Ascot	RBWM?
43	Walk round woodland off Coombe Lane - gate open one end, gap in fence other	South Ascot	Private?
44	from St George's Lane to Coombe Lane	South Ascot	Private?
45	From Carroll Crescent via Beaumont Court to adopted path onto Bouldish Farm Road	South Ascot	Private
46	under Ascot station and to Lyndhurst Rd - some private on industrial estate?	Ascot	National Rail?
47	from RBWM carpark to shops	Sunningdale	RBWM lease St Johns?
48	RBWM / Parish? car park at Sunningdale	Sunningdale	RBWM lease St Johns?
49	2 linked cut throughs from Hamilton and Greenways Drives to London Road A30	Sunningdale	Private?
50	cut through from Cedar Drive to PROW by railway line	Sunningdale	Private?
51	short cut Priory Road to Richmond Road	Sunningdale	Private?
52	Ridgemount Road and Priory Road to the level crossing	Sunningdale	Private?
53	Cross Rd onto S'dale Golf Course "NO PROW EXCEPT ON MARKED PUBLIC FOOTPATH 75B"	Sunningdale	Private
54	Through Broomhall Recreation Ground	Sunningdale	RBWM?
55	Victory Field to Tom Green's Field	Sunninghill	Parish
56	Through Tom Green's Field	Sunninghill	Parish
57	Through woodland NW Coombe Lane	Sunninghill	Private
58	from Queen's Road Car Park to High Street by Chapmans	Sunninghill	Private?
59	Armitage Court through open land / woods off St Mary's Hill	Sunninghill	Private?

Legend for detailed maps	
Rights of Way	
Adopted Paths	
Private Street Paths	
Permitted Paths	
Unregistered Footpaths	
Parish / RBWM	
UK Government	
Racecourse	
Private	
Parish Boundaries	

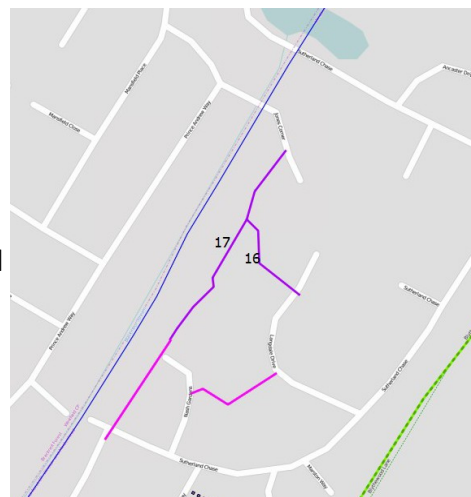
Details of Paths without designated protection:

Paths on land owned or leased by a Parish Council or RBWM: – these paths should be protected for public access in perpetuity where possible to avoid loss of this public amenity.

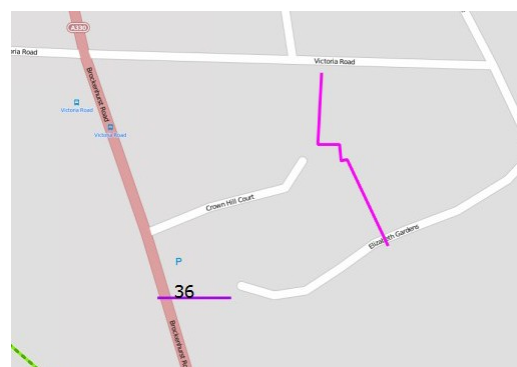
Path 15 gives access to the Cheapside children's play area (Parish Council) behind the village hall. It comes off Hilltop Close (Adopted Highway). This may not be council land and could be owned by Imperial College.



Path 16 and Path 17 go through the Blythewood woods and play area in **North Ascot**. From Jones Corner to Sutherland Chase and Langdale Drive (all Adopted Highways). This land is owned/leased by the Parish. The pink lines on the map are adopted paths one of which links into path 17 from Sutherland Chase.

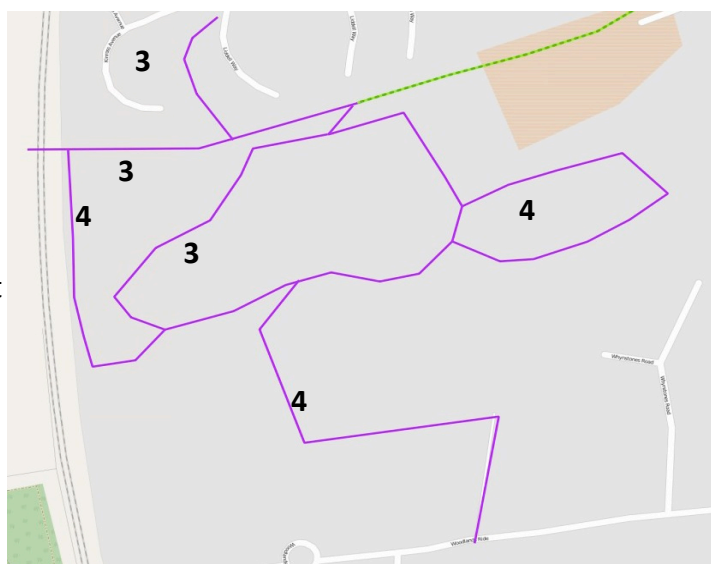


Path 36 links the RBWM car park in **South Ascot** and Brockenhurst Road to Elizabeth Gardens (both Adopted Highways)



Path 38 is several paths through a ridge with pine trees linking from the path along the north side of Allen's field and Liddell Way (Adopted Highway) in **South Ascot**.

Paths 37, 39, 40, 41 and 42 are all across and around Allen's field (SANG) at the end of the PROW from Victoria Road (Adopted Highway) in South Ascot. Path 40 comes out on Woodlands Ride. These are well used by people walking their dogs, walking for health and going to Ascot station from Llanvair Drive, Woodlands Ride and Hurstwood (all Adopted Highways).



Path 47 is the path from **Sunningdale** shops on the A30 to the BWM “shoppers” car park

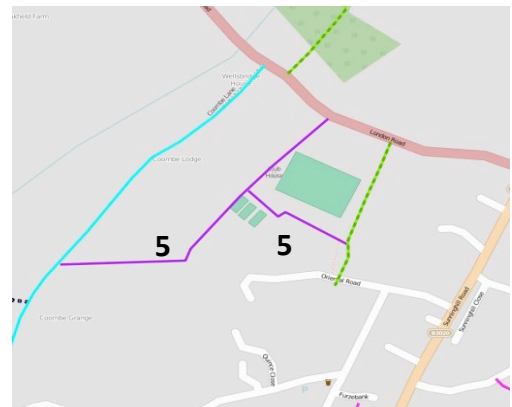
Path 48 is round the RBWM “shoppers” car park in Sunningdale and along the access road to it.



Path 54 goes around Broomhall Recreation ground linking Broomhall Lane (Adopted Highway) to the PROW running along beside the railway line going to Sunningdale station.

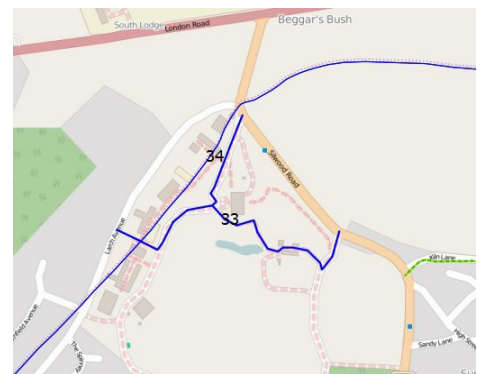
Path 55 goes across the top of Victory Field in **Sunninghill**

Path 56 goes from the London Road A329 through Victory Field and Tom Green's Field to Coombe Lane (a Private Street).



Paths on land owned by the UK Government:

Path 33 and **Path 34** and are across Sunningdale Park which is a Neighbourhood Plan Strategic Site currently on sale by the Cabinet Office. They both provide pleasant short-cuts. These paths are included in the document outlining paths linked to Strategic Sites.



Paths on Racecourse land:

Path 1 is the path from Ascot High Street to Ascot Station that was open and extensively used until recently when it was closed except for Race days. It is partially or fully owned by the Racecourse and the permanent re-opening of this path to the Public is already under discussion.

Path 2 is the path across the Racecourse from the Permitted Path, under Heath tunnel to the High Street just west of the top of Station Hill. This path should be formally recognised and designated to avoid similar problems occurring as to path 1 above.

These two paths are covered by the document outlining proposed paths linked to Strategic Sites.

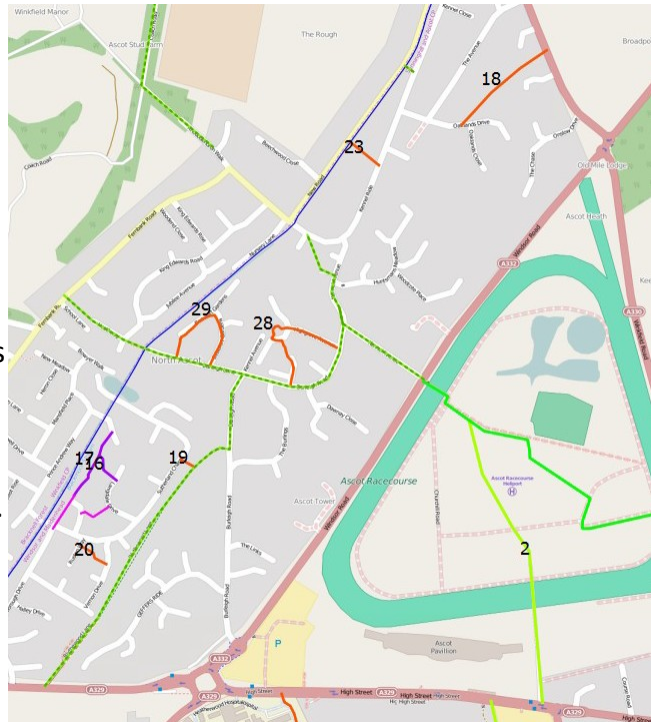


Paths on other Private Land

Private paths in North Ascot:

Path 18 is an old path from Winkfield Rd to Oaklands Drive (both Adopted Highways). There is a sign stating that it is “Crown Estate, Prides Crossing, Private Road, Dog Fouling Prohibited”. This path is a pleasant route avoiding roads and is part of circular paths for walking for health.

Path 19 is a short link from Blythewood Lane (a PROW) to Sutherland Chase (Adopted Highway). There is sign stating that it is “Private, not a PROW ALRA Ltd.” Ancaster Lodge Residents Association Ltd. This path is very well used for pedestrian access to Ascot for and circular paths in the area.



Path 20 is a pavement across a grassy corner (ownership unknown) from Ruston Way to Vernon Drive off Sutherland Chase. (All Adopted Highways). It is a convenient short cut.

Path 23 is through the recently built houses between Kennel Ride and New Road (both Adopted Highways) where the Abba Warehouse used to be nearly opposite the Londis on New Road. Its status is unknown as it was not on the received Highways record but it was a result of a recent Planning Application so perhaps it is protected for public access in perpetuity.

Path 28 loops around the Hanover Park housing development onto the open green area in the middle and back to Burleigh Road which is a PROW. This route on Highgrove Avenue and Gatcombe Crescent (both Private Roads) provides a pleasant alternative route for people walking for health in the area.

Path 29 is loop around the Beaufort Gardens (Private Road) estate off Burleigh Lane (which is a PROW). This also provides a pleasant alternative route for people walking for health in the area.

Private paths in Ascot:

Path 11 goes from Ascot High Street through Heatherwood Hospital into the woods behind and along beside the railway line then out of the SW corner of Heatherwood site beside a gate onto a Private Road. This path is included in the document outlining proposed paths linked to Strategic Sites.

Path 27 is on a Private Road off King's Ride, along the west side of Heatherwood hospital going to Building Services Solutions Ltd. With path 11 this makes a pleasant circular walk.



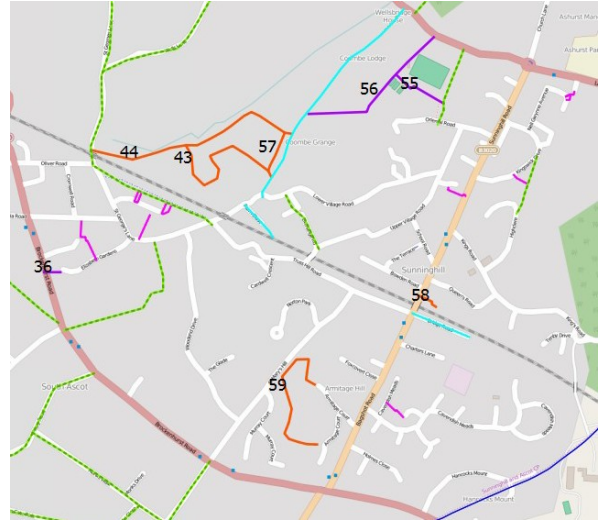
Path 45 goes from Carroll Crescent (Adopted Highway) via Beaumont Court (Private Road) to an adopted path onto Bouldish Farm Road (Adopted Highway). It is a useful short-cut.

Path 46 is the access to Ascot station from South Ascot via Lyndhurst Rd (Adopted Highway). This path is on a Private Road, perhaps industrial estate or railway land, before it goes down the ramp to the tunnel to the platforms and through to the ticket machines at the entrance to the station.

Private Paths in Sunninghill:

Path 43 is a loop path round the woodland off Coombe Lane (Private Street) there is a gate open one end and a gap in the fence at the other. This path, along with Path 57 is well used by dog walkers and others walking for health.

Path 44 is a path linking St George's Lane (PROW) and Coombe Lane. It is a path that avoids a section of Lower Village Road without a pavement on Walk 4 of the Sunninghill and Ascot Walks Leaflet. There is an unlocked pedestrian gate off St George's Lane and wooden planks over a stream and sections which tend to get very wet underfoot. This path links to the Path 43 loop above.



Path 57 is a short path parallel to Coombe Lane in the woodland creating a circular path within the woodland with Path 43

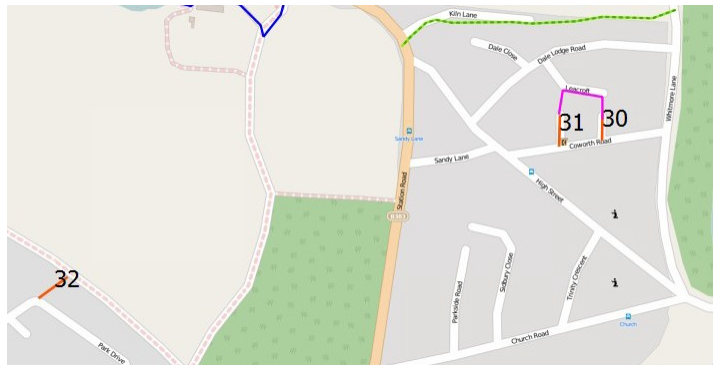
Path 58 is a short path beside Chapmans in Sunninghill High Street and down the steps into Queen's Road Car Park (owned? by RBWM – operated by RBWM). This gives access to the car park and recycling bins from the High Street. This path may be owned by Chapmans.

Path 59 is a loop off two parts of Armitage Court (Adopted Highway) through open land and woods on the south side of St Mary's Hill (Adopted Highway). This is used by local residents.

Private Paths in Old Sunningdale:

Path 30 is the southerly part of a link for East Dale Lodge Road via Leacroft to Coworth Road (all Adopted Highways). The northern end is adopted.

Path 31 is the southerly part of a link for West Dale Lodge Road via Leacroft to Coworth Road (all Adopted Highways). The northern end is adopted.



Path 32 is a route into Sunningdale Park from Park Drive (Adopted Highway). There is a locked gate at the Park fence. This path is included in the document on proposed paths linked to Strategic Sites

Private Paths in Sunningdale:

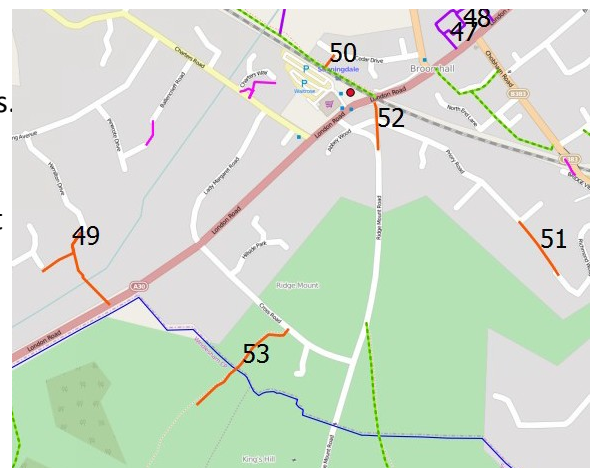
Path 49 is a path linking Hamilton Drive and Greenways Drive (both Adopted Highways) to the A30 London Road providing a shorter route to the station for local residents.

Path 50 is a path from Cedar Drive (Adopted Highway) to the PROW along the railway line to Sunningdale station it is a much shorter route to the station for residents of Cedar Drive.

Path 51 goes between Priory Road and Richmond Wood (both Adopted Highways) it is signed "Private Footpath".

Path 52 is a short cut from Ridge Mount Road crossing Priory Road (both Adopted Highways) to the A30 London Road opposite Sunningdale Station.

Path 53 is a path from Cross Rd onto Sunningdale Ladies? Golf Course. It is signed "No PROW except on marked Public Footpath 75B"

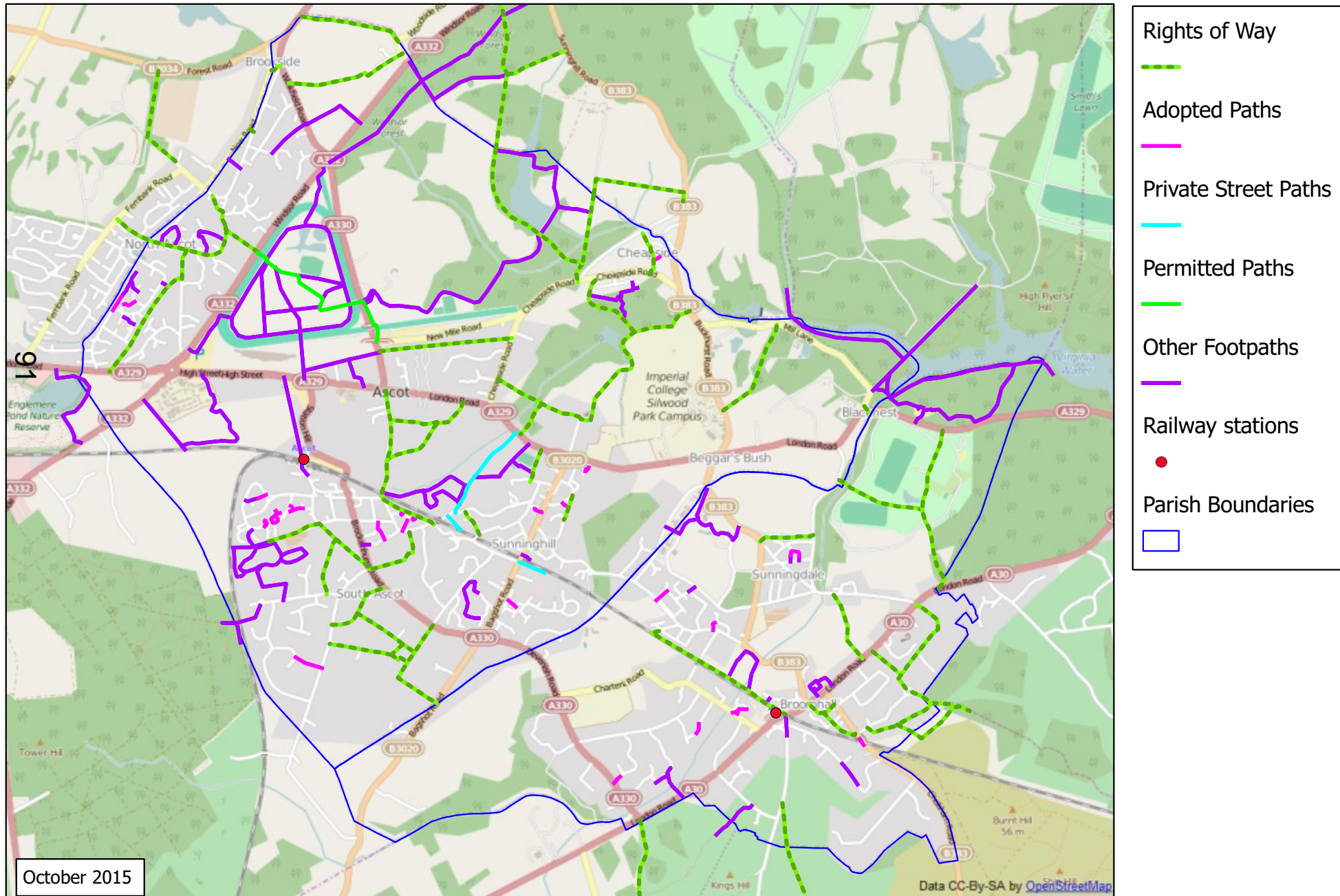


Private Paths in Cheapside:

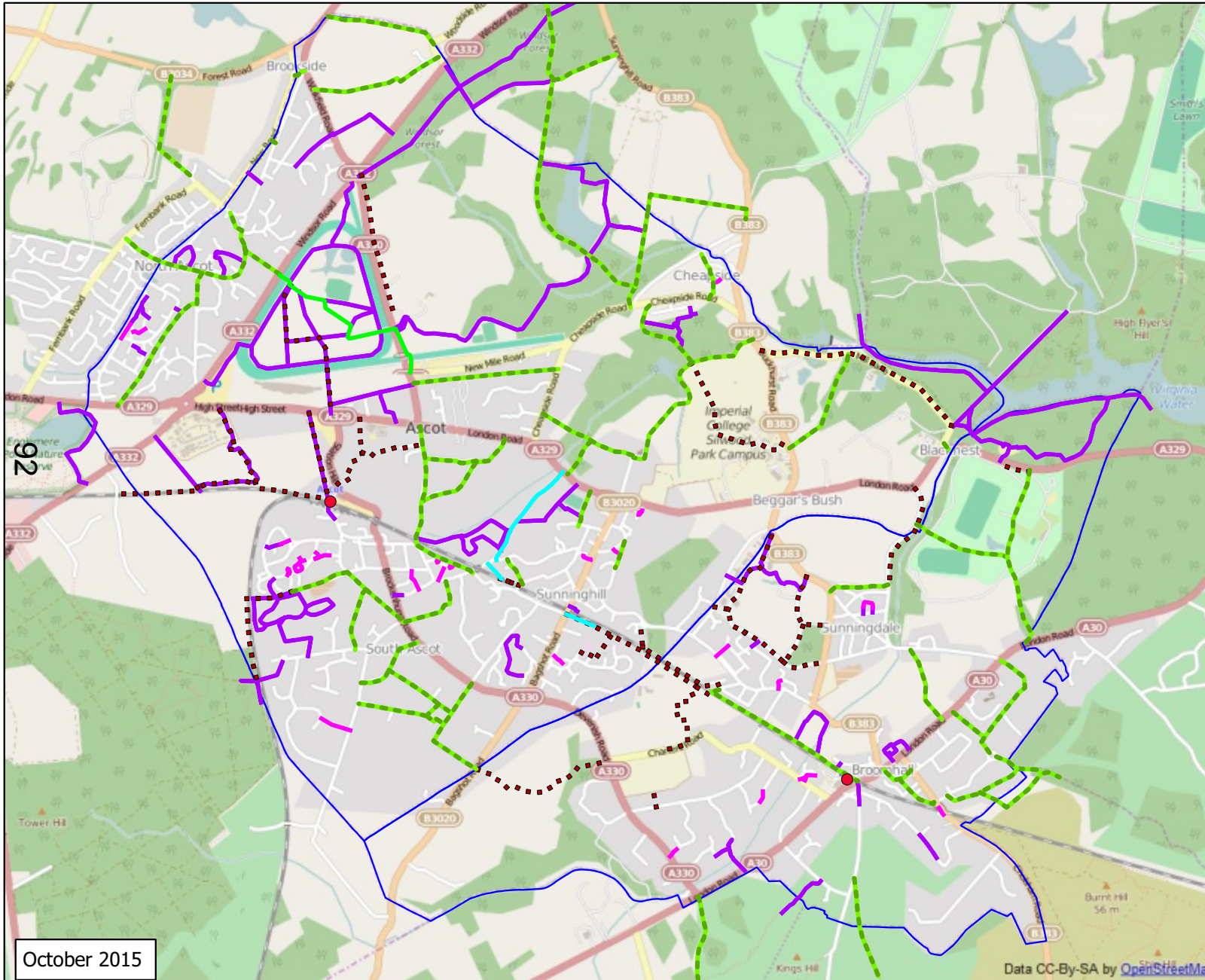
Path 13 and **Path 14** are from the PROW through Silwood Park up to Cheapside Road going across to the footpath into Hilltop Close and the Cheapside Play area behind the village hall. There are signs up indicating that this land is owned by Silwood. These paths should be formally recognised and designated to avoid future loss of this public amenity. These paths are included in the document outlining paths linked to Strategic Sites.



Ascot, Sunninghill and Sunningdale Existing Paths Network



Ascot, Sunninghill and Sunningdale Future Paths Network

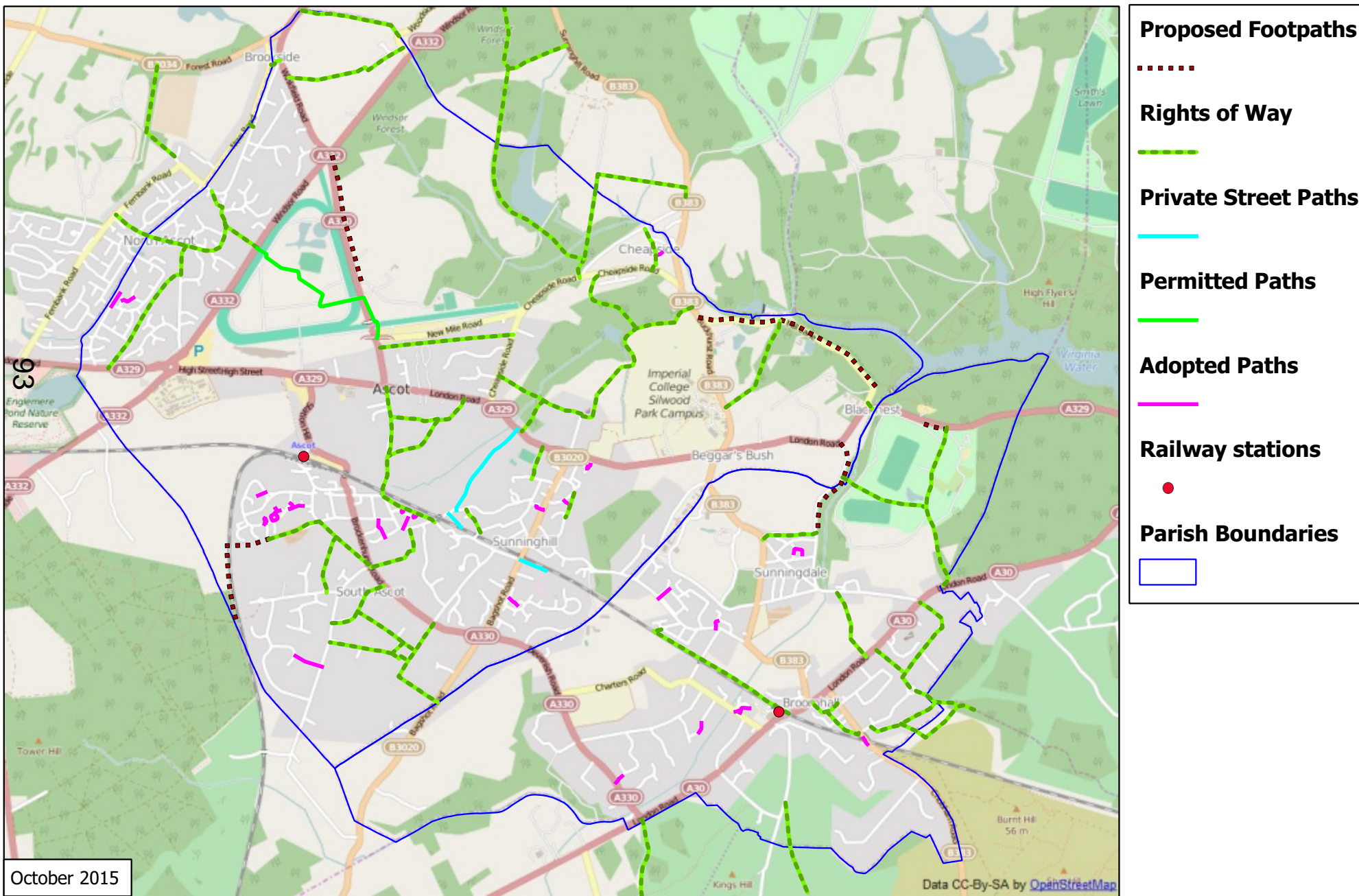


- Rights of Way
- Adopted Paths
- Private Street Paths
- Permitted Paths
- Other Footpaths
- Proposed Footpaths
- Railway stations
- Parish Boundaries

October 2015

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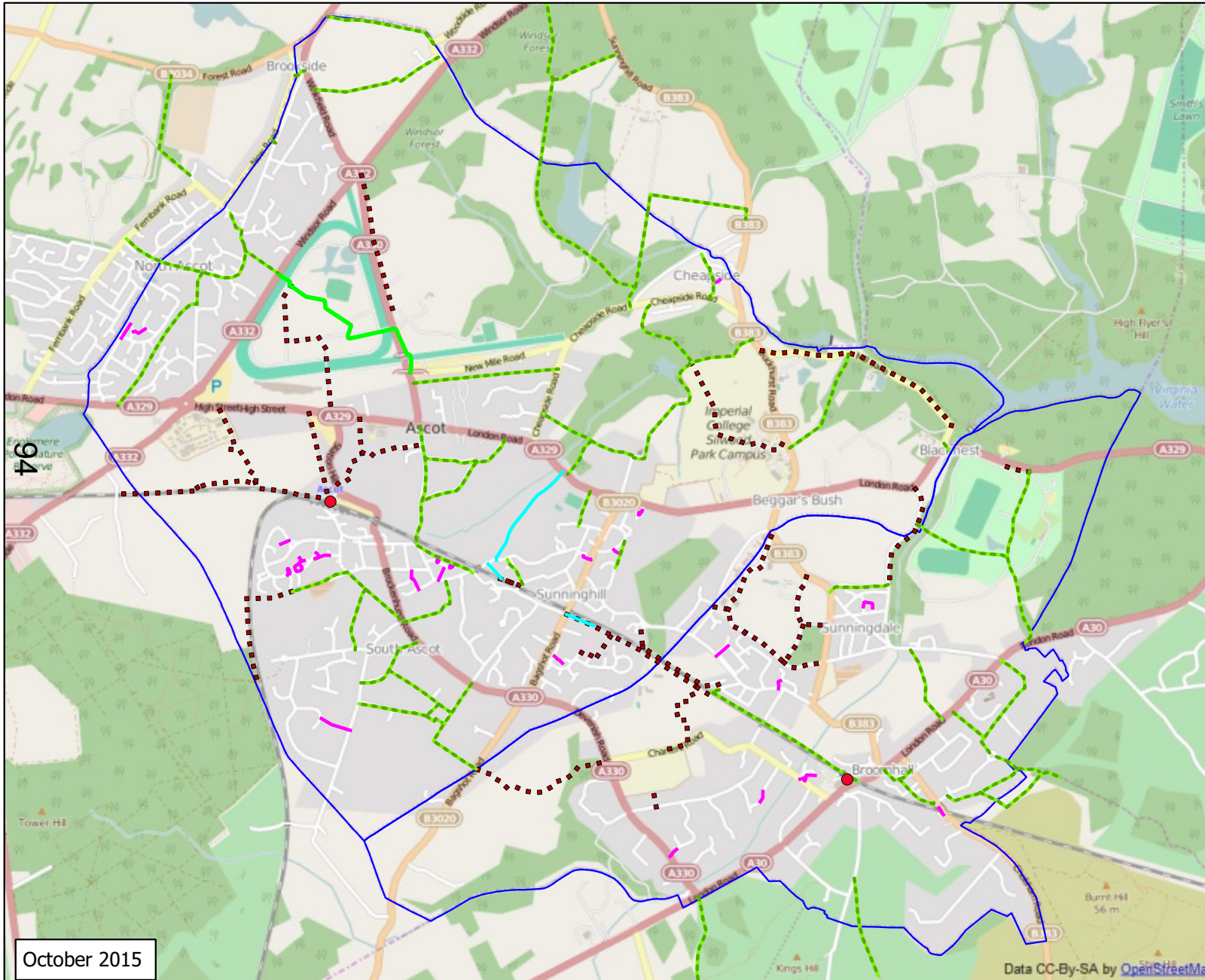
Ascot, Sunninghill and Sunningdale Proposed Linking Paths not on Strategic Routes or Sites



October 2015

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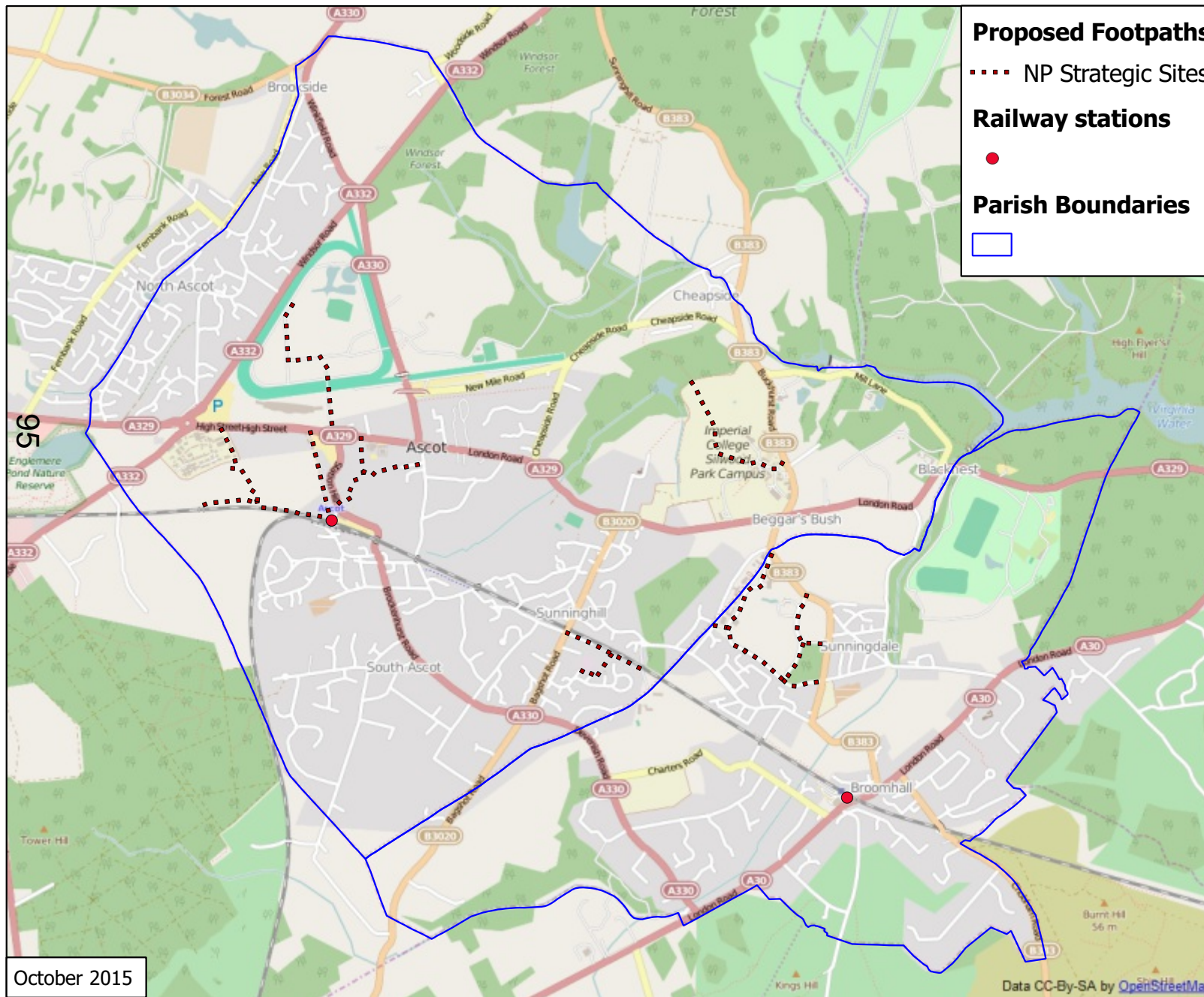
Ascot, Sunninghill and Sunningdale Proposed Paths



- Proposed Footpaths
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- Rights of Way
—————
- Adopted Paths
—————
- Private Street Paths
—————
- Permitted Paths
—————
- Railway stations
●
- Parish Boundaries
□

October 2015

Ascot, Sunninghill and Sunningdale Proposed Paths for Neighbourhood Plan Strategic Sites



October 2015

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CONSULTATION ON DRAFT MILESTONES STATEMENT & PUBLIC RIGHTS OF WAY IMPROVEMENT PLAN ANNUAL REVIEW 2016/17

1. **PURPOSE OF REPORT**

To consult the Forum on the priorities, targets and service standards to be included in the Milestones Statement & Public Rights of Way Improvement Plan Annual Review 2016/17.

2. **SUPPORTING INFORMATION**

2.1 The Council produces a **Milestones Statement & Public Rights of Way Improvement Plan Annual Review**, which sets out priorities, targets and service standards for public rights of way work in the coming year, and reviews progress made in the previous year. The Statement also includes an update on progress with implementation of the Public Rights of Way Improvement Plan 2005/2015.

2.2 The Milestones Statement helps guide the work of the Council's Public Rights of Way Team, ensures that available resources are directed towards agreed objectives and priorities, and enables effective monitoring of progress.

2.3 The Milestones Statement is scheduled to be submitted to the Council's Rights of Way and Highway Licensing Panel on **10th March 2016**, prior to publication in April 2016. The published Milestones Statement will then be circulated to all members of the Rights of Way and Highway Licensing Panel, Parish Councils, Local Access Forum members and others with an interest in the public rights of way network, and will also be available in public libraries and Council offices, and will be published on the Borough website.

2.4 The views of the Local Access Forum are requested on the following:

- Priorities for 2016/17: Are there any recommended changes to the priorities listed in the current 2013/14 Milestones Statement (see Appendix A)?
- Milestones Targets for 2016/17: Are there any recommended changes to the Milestones Targets listed in the current 2013/14 Milestones Statement (see Appendix A)?
- Service Standards for 2016/17: Are there any recommended changes to the Service Standards listed in the 2015/16 Milestones Statement (see Appendix A)?

Progress towards the Milestones Targets in the current year (up to 1st Nov 2015) is set out in Appendix B (*to be tabled at the meeting*) and could be used as a guide to setting the targets for 2016/17.

MAKING YOUR COMMENTS: Any comments or recommendations agreed by the Forum at its meeting on 11th November will be incorporated into a report to the March 2016 Rights of Way and Highway Licensing Panel as "Local Access Forum comments or recommendations". If individual Forum members wish to submit their own comments, these should be made in writing by **8th January 2016**, for inclusion in the Panel report as individual comments.

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2.1 Priorities for 2015/16

- Maintenance and enforcement: bring all public rights of way up to an acceptable standard for all users.
- Encourage and support the involvement of volunteers in the maintenance and improvement of public rights of way.
- Equality of service: ensuring that the needs of all users, regardless of race, disability, sexuality, age and religion, are taken into account.
- Ensure that the Thames Path National Trail is consistently safe and easy to use by all members of the public.
- Seek to complete the missing links in the Millennium Walk.
- Partnership working: working with all interested parties in the management of public rights of way, (e.g. Local Access Forum, Parish Councils, Civic Societies, residents associations, user groups and landowners)
- Claims: reduce the backlog of applications to add to or amend the Definitive Map.
- Changes to the network: seek improvements in association with development and other proposals.
- Improvements: seek improvements to the network for horse riders and people with restricted mobility.
- Ensure effective early consultation with interested parties on proposed changes to the network, in accordance with government regulations, circulars and codes of practice.
- Liaise with landowners and occupiers on all public rights of way matters, including updating and advising landowners on changes in legislation.
- Maximise the use of recycled and reused materials in rights of way maintenance where practicable.
- Develop and enhance the information available online for public rights of way, including the use of social media where appropriate.

2.2 Milestones Targets for 2015/16

Well Maintained

WM 1: To ensure that all public rights of way are easy to use by members of the public. (This is the former Best Value Performance Indicator for public rights of way). Target for 2015/16 is **95%**.

WM 2: To carry out major surface improvements/vegetation clearance on **10** public rights of way.

WM 3: To repair or replace **5** bridges.

Legally Defined

LD 1: To actively progress a minimum of **4** applications to add public rights of way to the definitive map, including resolving significant errors in the map.

Well Publicised

WP 1: To produce **1** leaflet publicising access opportunities for people with special needs.

WP 2: To assist others to produce effective promotional material. Target: a minimum of **1** new publication.

Improving Access and Connectivity

AC 1: Create **1** new strategic path, either public right of way or permitted, to fill identified gaps in the public rights of way network

AC2: To make **15** physical access improvements, including the replacement of stiles with gates or gaps, to facilitate use by those with special needs, the elderly, people with pushchairs etc.

Enforcement

EN 1: To resolve **30** enforcement issues.

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 Management Group
- Any other interested parties

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.

Carry out:

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

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.

Publish:

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

CONSULTATION ON PROPOSED DIVERSION OF HURLEY FOOTPATH 18 AT BERKSHIRE COLLEGE OF AGRICULTURE

1. **PURPOSE OF REPORT**

To consult the Forum on the proposal to divert Hurley Footpath 18 at Berkshire College of Agriculture.

2. **SUPPORTING INFORMATION**

2.1 Hurley Footpath 18 runs from Hall Place Lane in Burchetts Green to the junction of Hurley Footpath 17 at Prospect Hill in Hurley. The route of the path takes it through the centre of the Berkshire College of Agriculture campus.

2.2 Berkshire College of Agriculture is considering applying for a diversion of the centre section of this footpath to take the path around the main buildings of the college instead of running through the centre of the complex. A map detailing the proposed diversion is included in Appendix A to this report.

2.3 The college state the following reasons for their desire to move divert the path

The only reason we are interested in moving the footpath is for Safeguarding reasons, we need to remove the walkers from the centre of campus, where we have no control of members of the public being amongst students moving between classes.

The campus has grown over the last 5 years, to hosting over 1500 students and the areas of new builds have now impacted on the movements around the campus of our students, therefor impacting on the public footpaths.

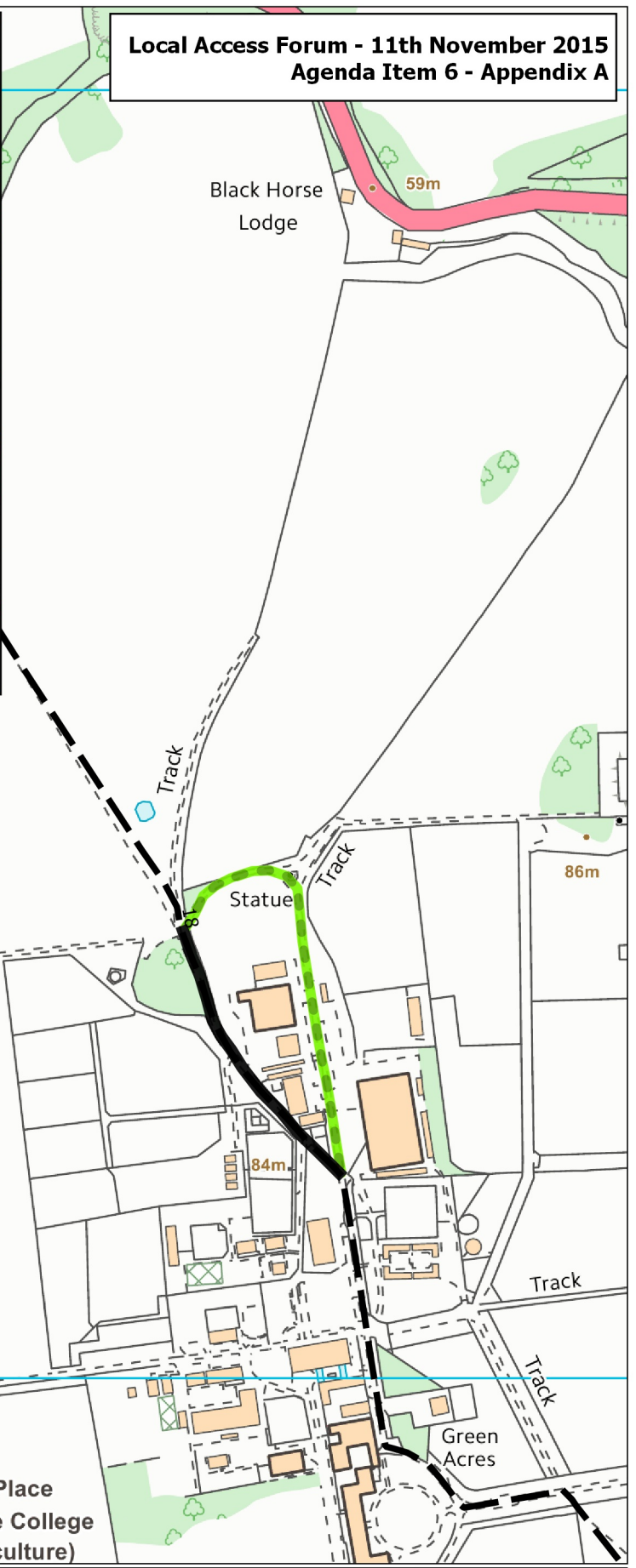
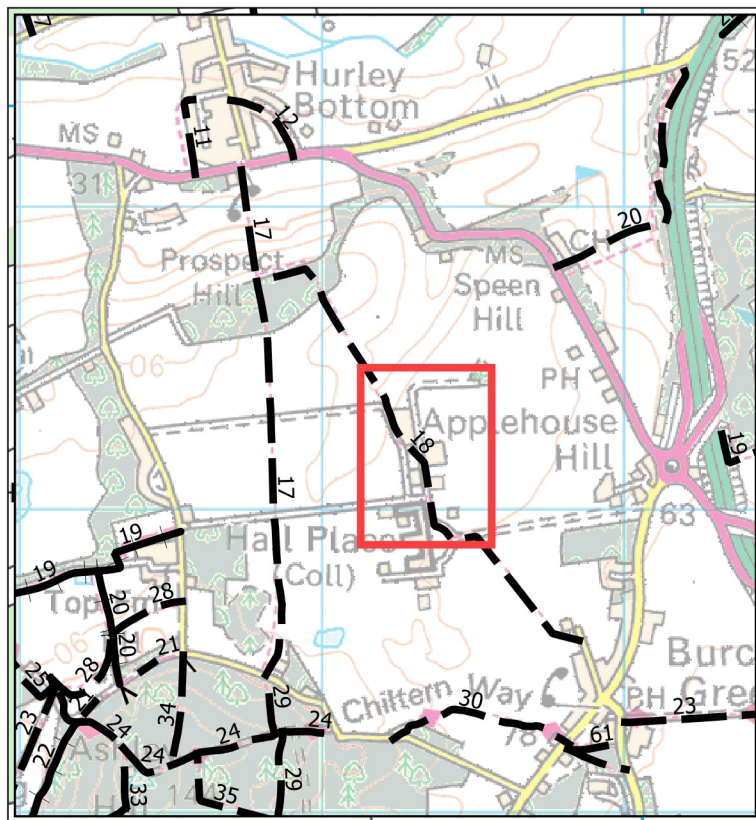
This is such an idyllic environment, you could miss the underlying issues that affect our student cohort.

- *60% of our students have some additional needs*
- *We have a cohort of vulnerable adults*
- *240 (20%) of our students are seriously at risk from a safeguarding point of view, either linked to Social services, have child protection orders, police orders or have been sexually exploited*
- *We are considered to be in a high risk area Category 1, due to the closeness of High Wycombe and have now delivered WRAP training to all staff (Prevent/Radicalisation/grooming)*

Our responsibilities to our students safety is increasing and we have to ensure that we are taking every measure to protect them

2.4 The opinion of the Forum is being sought at this pre-application stage before any decision is made whether to formally apply for a diversion. In addition to the Local Access Forum, the East Berks Ramblers and the local Parish Councils are being consulted on the proposal.




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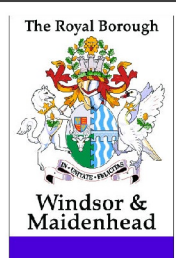


Public Rights of Way
 Drawn by: Andrew Fletcher

Date: 29/10/2015
 Scale: 1:5,001

Proposed diversion of Hurley Footpath 18 at Berkshire College of Agriculture

-  Proposed new route
-  Proposed route to be closed
-  Other footpaths not affected by proposal



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MAKING OUR NEEDS KNOWN AND THE FUTURE OF PERMISSIVE ACCESS: CONSULTATION FROM SOUTH LINCOLNSHIRE AND RUTLAND LOCAL ACCESS FORUM

1. **PURPOSE OF REPORT**

To consult the Forum on the proposals put forward by the South Lincs and Rutland and the Mid and West Berks Local Access Forums regarding the creation of a modified “England Access Forum”, and for improvement to consultation regarding permissive access schemes that form part of stewardship schemes.

2. **SUPPORTING INFORMATION**

- 2.1 The South Lincolnshire and Rutland Local Access Forum, working with the Mid and West Berks Local Access Forum has sent a proposal and consultation document to all Local Access Forums advocating the re-instatement of a modified “England Access Forum” to work and advise on specific ‘nationally significant’ issues.
- 2.2 In addition to this proposal, the South Lincolnshire and Rutland LAF are seeking the opinion of the Forum regarding the future of permissive access in stewardship schemes nationally.
- 2.3 The proposal prepared by the South Lincs and Rutland LAF is attached as Appendix A to this report. Accompanying this proposal is a consultation document asking various questions, which is attached as Appendix B to this report.
- 2.4 Forum is invited to consider and discuss this report and respond to the consultation questions

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MAKING OUR NEEDS KNOWN AND INFLUENCING DECISION MAKERS

REPORT

31/08/15

1. INTRODUCTION

England is a different place since the creation Local Access Forums and the UK economy has changed significantly. Highway authority budgets have been reduced, which is having an effect on PRoW and countryside access. Natural England's resources have also been reduced which is affecting the support they provide to LAFs. However the LAFs workload continues to grow. LAFs continue to advise decision making bodies on local countryside access issues. Issues have arisen where a number of LAFs have raised their concerns relating to the same subject, often of national importance to countryside access, independently or at their Regional Chairs meeting. Unfortunately Natural England, in some cases has not recognised these issues should be considered as matters of major importance. An example of this is permissive access in stewardship schemes, where the announcement of the ending of funding was made in 2010. LAFs were not given the opportunity to advise on this or have an input on examining alternative options. This report examines how LAFs could ensure future matters raised as issues which effect national countryside access, do not go unnoticed and are treated as important matters by Natural England and DEFRA.

2. GUIDANCE FOR LAFs IN ENGLAND

The extracts below, from the "Guidance on the roles of Local Access Forums in England" issued by the Secretary of State in 2007, support the need to pull together the views of all LAFs on issues of national significance.

In 3.4 Advising and influencing decision makers it is stated in 3.4.1 *"In giving advice, forums should aim to **influence** section 94(4) bodies and thereby contribute effectively to the quality and robustness of decision-making. Influence will be enhanced where a forum provides **independent, constructive, relevant, inclusive, incisive and informed** advice which takes account of a broad range and balance of local interests and which assists section 94(4) bodies in carrying out their functions. Forums should consider other ways to maximise the usefulness (and therefore impact) of their advice. For example, advice should be delivered at the optimum point in the decision-making cycle and in ways which recognise and take account of the decision-makers needs, objectives, constraints and role."*

In Annex C it provides examples of national, Section 94 bodies which include DEFRA, Natural England, Forestry Commission, Ministry of Defence, English Heritage and Sport England. Clearly although 3.4.1 specifies "local interests" the Guidance recognises that LAFs will be involved in and expected to advise on national access issues.

In 3.5.3 The guidance recognises *"Whilst all section 94(4) bodies are strongly encouraged to give feedback, forums should appreciate that these bodies will sometimes be constrained in providing detailed feedback. Also, for national bodies, there is the challenge of having to deal with over 80*

forums throughout England, which means that they will need to be selective in accepting requests to attend forum meetings and may not have the capacity to enter into detailed correspondence, or to respond to requests for information on specific local issues. This is an inevitable reflection of the number of forums which the national bodies have to deal with, and does not mean that they give less weight to the advice received from a forum.”

In order to alleviate this issue one voice from all interested Access Forums would benefit recipients as well as promote the view of the Forums on national issues

In 3.6.1 Proactively advising, it is stated *“Much forum work will inevitably be reactive and dependent on the timing of various initiatives or consultations. However, forums should adopt a proactive approach in setting their priorities and giving advice. Situations where a proactive approach can assist a section 94(4) body include giving “early warning” of a potential problem or identifying possible solutions to an issue from a novel or fresh perspective. A proactive approach can also increase a forum’s influence by enabling it to advise at an earlier stage in the decision-making process, before the options are narrowed down.”*

Thus, to enable the forums to proactively advise Section 94 bodies on national issues, the Guidance to LAFs supports the need to pull together the views of all forums in order to present as a single piece of advice to the relevant body. This should see the forums influence national policy development in relation to countryside access at the start and ensure that more workable and practical solutions are developed for a broad range of issues.

3. THE PROPOSAL

3.1. It is apparent that, when a matter is the concern of the majority of the LAFs, there is a need for a louder voice rather than a number of different LAFs saying the same thing to different people. With the loss of the LAF co-ordinators, Natural England’s reduced staffing levels and redefined role in the support of LAFs, it is necessary to look at how the LAFs can get their message over when it affects national policy. Examples of what could be considered national issues past, existing and future can be seen in appendix A. With 86 LAFs split into 8 regions it is difficult to have one voice (see appendix B).

3.2. The way forward may be to reinstate a modified form of the England Access Forum (EAF) to work on specific national and regional issues as the need arises. This may need a permanent administrative team to pull together a team to work on specific issues as they arise. A method of undertaking this task is displayed in appendix C. The method of funding the EAF is displayed in appendix D.

3.3. To ensure the LAFs have one voice on national and regional issues, it is important that a robust process is in place. This report describes one example of how this can be achieved. Other processes could be developed which are more effective. The South Lincolnshire and Rutland LAF together with its partner the Mid and West Berkshire LAF, are investigating whether other LAFs feel there is a need for “One Voice” and whether the process indicated is one which other LAFs support. It is felt that if this issue is left until another national or regional issue arises it will be too late to tackle it with a single voice. It is recognised that this report does not contain the detail required to adopt this process, as it is felt that if there is no interest in creating a “One Voice” approach for national and regional countryside issues there is no need for this process.

EXAMPLES OF NATIONAL & REGIONAL COUNTRYSIDE ACCESS ISSUES Appendix A

1. Previous Issues

This relates to previous Issues where it is felt if the LAFs were involved from conception the outcome would have been more beneficial to countryside access:

- a) Paths for Communities - It is recognised that Natural England had a very short timescale to create the rules for this project.
- b) Permissive Access - Announcing End of Funding.
- c) HS2
- d) De regulation bill
- e) Lost Ways

2. Current Issues

- a) Permissive Access – Maintaining funding on routes which impact on Health and wellbeing.
- b) De regulation Bill – Ensuring guidelines are clear and are produced in a timely manner.
- c) Lost Ways – Encourage Natural England to provide adequate training for all LAFs.
- d) European Union – Nature Reserve Directives.
- e) Green Bridges - Advise Government to create legislation on ensuring Green Bridges are included over new roads, major road improvements and railways.
- f) Countryside For All – Create a “one Stop” web site for all Countryside For All routes throughout England, create a national approved method of measuring and displaying routes and standardise route symbols.

3. Future Known Issues

- a) Permissive Access funding - Dependant on the outcome of the referendum, through CAP or UK Government policy.
- b) Major transport schemes effecting a number of highway authorities

4. Possible Future Issues

- a) Lost Ways – Probability of further action taking place by Government if by 2026 there is a large number of Lost Ways registered with highway authorities but due to their reduced resources they are unable to process the claims, even after the improvements due to the Deregulation Bill.
- b) Forestry Commission – Further attempts to sell off Forestry Commission land.
- c) UK Government or CAP policy changes affecting PROW, open access land, countryside access or coastal access.

BREAKDOWN OF LAFs BY REGION

Appendix B

<u>Region</u>	<u>Number of LAFs</u>
East Mid's	9
East of England	10
North East	5
North West	10
South East	17
South West	12
West Mid's	10
York's and Humber	13

Information from Natural England national List of LAFs held on HUDDLE last updated 8th May 2015

SUGGESTED PROCESS FOR IDENTIFYING A NATIONAL ISSUE, Appendix C

CREATING A TEAM TO INVESTIGATE AND REPORT ON THE ISSUE

A permanent team of three people (LAF members) are responsible for the England Access Forum administrative duties. They will only be expected to undertake tasks, if the Regional LAFs identify an issue, which they believe is potentially a national issue.

The duties of the EAF administrative team, upon notification from a Regional chair of a potential national issue, are:

1. Email all LAFs of the issue ask whether they agree that the issue is of national importance. If it is an issue that only affects a number of LAFs such as coastal access it would be just the coastal LAFs who would be contacted.
2. Analyse the results of the responses
3. If the majority response was negative, meaning the subject was not of national importance, the result would be communicated to all LAFs and the subject would be closed.
4. If the majority response indicated the subject was of national importance the result would be communicated back to the LAFs and:
 - a. The LAFs would be asked to put forward a candidate to lead the project team.
 - b. The candidates would provide a document on why they should lead the project
 - c. The LAFs would vote to select the project leader
 - d. The LAFs would be asked to put forward a candidate to be included in the team
 - e. The project leader would select the team
5. The project team would be responsible for producing the project proposal for the work to be undertaken. This would be sent to the LAFs Regional Chairs.
6. The Regional Chairs would seek the views of the LAF Chairs on the proposal and put forward any recommendations for alterations
7. On completion of the project the final report displaying the recommendations would be presented to the Regional chairs meeting to discuss and identify the way forward.

METHOD OF FUNDING ENGLAND ACCESS FORUM

Appendix D

The England Access Forum will only be assembled once a national issue has been recognised and all LAFs have confirmed by voting that this issue should be investigated and reported on by the England Access Forum (EAF). The England Access Forum will comprise of a small team of between five to eight people who have an interest and a good knowledge of the specific project .

The majority of communication between the EAF members will be by email. It is recognised in some instance the group may need to meet and also meet with representatives of other organisations related to the specific national project. Therefore it is reasonable to expect travel and other relevant expenses to be subsidised. It is unreasonable to expect highway authorities to fund these costs when they are in relation to national issues. It is reasonable for Natural England to set aside an annual budget for these costs. The EAF members should provide a summary of the expense claims to LAFs on a three monthly basis together with a progress report on the project.

MAKING OUR NEEDS KNOWN AND INFLUENCING DECISION MAKERS

CONSULTATION

04/09/15

1. Do you believe the LAFs require one body to provide advice on National issues?

If “yes” please answer the questions below:

2. Do you agree that a body similar to that suggested in the report is the way forward?
3. Do you believe there is a better process to create a single body to provide advice on National issues?

If “yes” please provide details of the process on an additional document.

4. If you feel there are other examples of national importance to countryside access, in addition to those listed in appendix A, please state below:

Additional current issues

Additional future known issues

5. Do you believe the suggested process for identifying a national issue (appendix C) is the best method?

If “No” please provide details of the process on an additional document.

6. Do you believe the suggested process for creating a team as suggested in appendix C, for investigating and reporting on the issue is the best process?

If “No” please provide details of the process on an additional document.

7. Do you agree with the method of funding the EAF identified in appendix D?

If “No” please provide details of the process on an additional document.

8. What other questions should be on this consultation form? Please state how you would answer the additional questions.

Please complete the following:

LAF:

Region:

Name:

Position:

Date completed:

Please email the completed document to: john.law_32@yahoo.co.uk

Should you have any queries please email them to the above email address

Thanks for completing the consultation document.

PROPOSAL FOR FUTURE PERMISSIVE ACCESS IN STEWARDSHIP SCHEMES

CONSULTATION

04/09/15

1. Do you agree that funding should be provided for permissive access in stewardship schemes?

If yes please answer the following questions in relation to the draft report:

2.1. Do you agree with: Create a body representing local access forums on this matter of National interest, as proposed in the report "Making our needs known and influencing decision makers", which recommends creating England Access Forum (EAF) for issues of national importance.

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.1. Do you agree with: Influence Government and CAP to include funding permissive access on 10 year agreements for perpetuity to be bound into the 2021 CAP agreement and all the following CAP agreements, provided we are still part of the EEC. To ensure the LAFs have the best chance of success in this matter it will be necessary to start working on this action in 2016.

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.2. Do you agree with: Influence Government to create a reasonable size pot of money, for funding permissive access. Urban LAFs may not have any HLS sites so they should have the option where they can then donate their funding to their neighbouring LAF. However the urban LAF should have a say in where the money is spent. This is to ensure people in their area benefit from the permissive route, as it would be one of the routes their users would be most likely to use e.g. close to the urban area as a link to the PRow network.

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.3. Do you agree with: Influence Government to allocate the pot of money available in accordance with the highway authority's area of land. With the highway authorities with the lowest land area being provided with a reasonable sum to ensure they can provide a reasonable amount of permissive routes.

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.4. Do you agree with: Influence Government to announce the allocation percentage for each LAF by 2019, the minimum funds for small (by area) highway authorities and maximum funds for large (by area) highway authorities.

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.5. Do you agree with: Influence Government to pass the responsibility for awarding permissive access funding to the LAFs. This is due to the LAFs having the knowledge of the access requirements of the locality. Hence the LAF will be responsible for the proportion of types of permissive routes in their LAF area. DEFRA would still be responsible for actual payment to landowners/farmers.

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.6. Do you agree with: Influence Government to create a permissive access rate for restricted byways.

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.7. Do you agree with: Influence Government to maintain a web site for all permissive routes in a format similar to the current permissive access web site:

<http://cwr.naturalengland.org.uk/walk-ride.aspx>

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.8. Do you agree with: Influence Government to create the option of the opportunity to upgrade PRoW to a higher level status through permissive access payments, whilst protecting its PRoW status, see appendix B.

If “No” please state what if any immediate action should be undertaken on an additional document.

2.2.9. Do you agree with: Influence Government to provide immediate funding for “easy access” routes, as it is recognised that there are very few opportunities for countryside access for the disabled. Details for this proposal can be found in appendix C.

If “No” please state what if any immediate action should be undertaken on an additional document.

3. What other questions should be on this consultation form? Please state how you would answer the additional questions.

Please complete the following:

LAF:

Region:

Name:

Position:

Date completed:

Please email the completed document to: john.law_32@yahoo.co.uk

Should you have any queries please email them to the above email address

Thanks for completing the consultation document.

LOCAL ACCESS FORUM: 11 NOVEMBER 2015

LOCAL ACCESS FORUM MONITORING REPORT

1. **PURPOSE OF REPORT**

To update the forum about the status of projects on the LAF regular monitoring list and to seek the forums advice regarding the members' discussion forum.

2. **SUPPORTING INFORMATION**

(a) Thames Paths 'missing link' at Bridge Gardens

An extension to the roadside footpath at Bridge Gardens has been implemented which has alleviated the need for pedestrians to cross the road at this point.

The aspiration to create a riverside path has been retained in the draft Rights of Way Management and Improvement Plan 2015

(b) Deregulation Bill update

The Deregulation Bill was passed and received Royal Assent on 26th March 2015. Regulations and guidance enacting the public rights of way sections of the bill are expected in April/May 2016.

(c) Volunteer works

Since December 2015 have been working with two volunteer groups from Berkshire College of Agriculture and from the Ways into Work scheme, as well as continuing work with The Conservation Volunteers.

Since 24th June 2015 the Ways into Work team have completed 19 task days, and Berkshire College of Agriculture have completed 13 task days. These have all been vegetation clearance tasks.

The Conservation Volunteers have undertaken 6 task days, ranging from boardwalk and step construction, path re-grading and re-surfacing, stile replacement/gate installation and some vegetation clearance. Once extra task day is planned on 12th November to re-surface part of Datchet Footpath 9

In addition to this the Ascot and Sunninghill Girl Guides have also expressed an interest in being involved with path works and 2 task days are planned for some vegetation clearance works.

(d) Activities of the LAF Fast Response Team

The Fast Response Team has responded to the following consultation on behalf of the forum since 24th June 2015. The responses given on behalf of the Forum is included in Appendix A to this report.

- Response to the M4 Smart Motorway Proposals

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The Royal Borough of Windsor and Maidenhead Local Access Forum

Secretariat: Andrew Fletcher, Public Rights of Way Officer
Royal Borough of Windsor and Maidenhead, Town Hall, St. Ives Road, Maidenhead, Berkshire, SL6 1RF
Telephone: 01628 796122 **Email:** prow@rbwm.gov.uk
http://www.rbwm.gov.uk/web/prow_local_access_forum.htm

RBWM Local Access Forum Fast Response Team

Consultation response:

M4 Smart Motorway proposals

The Local Access Forum (LAF) Fast Response Team has examined the proposals for the M4 Smart Motorway and make the following comments on behalf of the forum:

- **Marsh Lane (Bridge 3 on consultation plan)**

This forms part of an aspiration to improve horse riding in this area, in particular the forum is working towards a Multi-Use Route that will utilise this bridge. This area is heavily used by horse riders.

Modifications are needed to this bridge to make it easier for use by horse riders which could easily be folded in to the design of the Highways England works, including building in a sufficient verge width and installing higher parapets on the bridge. The forum suggests that the BHS are consulted regarding the detailed design of the bridge.

- **Datchet Footpath 1 (Bridge 11 on the plan)**

This is used heavily by cyclists as well as walkers and the forum recommend that the opportunity is taken to improve the widths of the path to accommodate this use. The forum also recommend that the existing dropped kerbs are retained in the new design as these were put in place to prevent accidents.

- **General comments**

The LAF note that there are approximately 10 paths which cross the M4 in the borough, and request assurance from Highways England that these paths will be reinstated and put back to the same condition that they are now.

This letter constitutes formal advice from the Royal Borough of Windsor and Maidenhead Local Access Forum. Local Authorities are required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this forum in carrying out its functions.

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