

NOTICE
OF
MEETING



RIGHT'S OF WAY & HIGHWAY LICENSING PANEL

will meet on

MONDAY, 7TH DECEMBER, 2015

At 6.30 pm

in the

COUNCIL CHAMBER - TOWN HALL, MAIDENHEAD

TO: MEMBERS OF RIGHT'S OF WAY & HIGHWAY LICENSING PANEL

COUNCILLORS MAUREEN HUNT (CHAIRMAN)
CLIVE BULLOCK (VICE-CHAIRMAN)
JOHN COLLINS
MOHAMMED ILYAS
GARY MUIR
SAMANTHA RAYNER
LYNDA YONG
SIMON WERNER

PRINCIPAL MEMBERS ALSO ATTENDING: COUNCILLORS COLIN RAYNER AND
CARWYN COX

Karen Shepherd - Democratic Services Manager - Issued: 27.11.15

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

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AGENDA

PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
1.	<u>APOLOGIES FOR ABSENCE</u> To receive any apologies for absence.	-
2.	<u>DECLARATIONS OF INTEREST</u> To receive declarations of interests in respect of any item to be considered at the meeting.	5 - 6
3.	<u>MINUTES</u> To confirm the Part I minutes of the meeting of the Panel held on the 20 July 2015.	7 - 12
4.	<u>PUBLIC RIGHTS OF WAY MANAGEMENT AND IMPROVEMENT PLAN 2016-2026</u> To seek the Panel's approval to publish the "Public Rights of Way Management and Improvement Plan 2016-2026", in Appendix 1.	13 - 58
5.	<u>DATES OF FUTURE MEETINGS</u> <ul style="list-style-type: none">Thursday 10 March 2016.	-

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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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Agenda Item 3

RIGHTS OF WAY & HIGHWAY LICENSING PANEL

20 JULY 2015

PRESENT: Councillors Maureen Hunt (Chairman), Clive Bullock (Vice-Chair), John Collins, Mohammed Ilyas, Gary Muir and Lynda Yong.

Also Present: Fiona Beaumont, Dennis Orchard, Jill Oseman and Richard Scarf.

Officers: Anthony Hurst, Tanya Leftwich and Catherine Woodward.

PART I

01/15 APOLOGIES FOR ABSENCE

Apologies were received from Councillor Samantha Rayner.

02/15 DECLARATIONS OF INTEREST

Councillor Clive Bullock declared a personal interest in Item 4 on the agenda (Cookham Bridleway 19 Surfacing Project) as he knew one of the registered speakers through his children.

The Chairman informed everyone present that the meeting was being recorded and would be made available on the RBWM website.

03/15 MINUTES

RESOLVED: That the Part I minutes of the meeting of the Panel held on 3 March 2015 be approved.

04/15 COOKHAM BRIDLEWAY 19 SURFACING PROJECT

The Chairman welcomed everyone to the meeting and explained that Fiona Beaumont and Jill Oseman had registered to speak against the item and had three minutes to share, that Richard Scarf had registered to speak on behalf of the Cookham Society and Dennis Orchard had registered to speak in favour of the item and had three minutes to address the Panel.

The Chairman asked the Principal Rights of Way Officer to outline the report to the Panel.

The Principal Rights of Way Officer, Anthony Hurst, explained to Members that the report sought the Panels approval to undertake surface improvement works at Cookham Bridleway 19, to enable year-round access for all users. It was noted that the northern part of the bridleway was currently an unsurfaced track; the southern part was surfaced with recycled road plantings in 2012 by the landowner, the Copas Partnership.

The Principal Rights of Way Officer went onto explain that the report set out three options for the northern part of the bridleway: surface the bridleway with limestone

scalpings, surface the bridleway with road plannings, or leave the track unsurfaced as at present.

The Principal Rights of Way Officer explained that the northern part of the bridleway was currently unsurfaced and became very muddy and churned up in winter months, or after heavy rain. Members were informed that the southern part of the bridleway was surfaced with recycled road plannings in 2012 by the landowner, and was subsequently topped with a layer of wood-chippings. The Principal Rights of Way Officer went on to explain that since 2012, various discussions and consultations had been held with the landowner, local horse riders' and Cookham Parish Council, and various options considered for surface improvements along the northern part of the bridleway. Members noted that following a review of surface conditions over the winter months of 2014/15, and consultations with Cookham Parish Council a decision had been taken in March 2015 to proceed with surfacing the northern part of the bridleway with limestone scalpings and limestone dust, over a chalk sub-base, with the works to be carried out in July/August 2015. It was noted that the landowner had subsequently requested that this decision be reviewed and that the surface should instead be recycled road-plannings topped with a layer of woodchips, (i.e. similar to the surface laid along the southern part of the bridleway in 2012) whilst ramblers, walkers and horse riders' had requested other preferences. The Principal Rights of Way Officer explained that the Council had also recently been contacted by a local horse rider requesting that the decision to surface the northern part of the bridleway be reconsidered, and the track left unsurfaced as at present.

The Principal Rights of Way Officer referred Members to the site plan in Annexe 1 (section A-B) and the consultation responses from horse riders' in Annexe 2. It was noted that late observations had been received from the landowner Tom Copas, the East Berks Ramblers and three Councillors (Councillors MJ Saunders, Kellaway and Sharma). It was noted that Councillor MJ Saunders supported Option 1, Councillor Kellaway supported Option 2 and Councillor Sharma supported Option 2. Copies of the late observations were provided by the Clerk to Members, speakers and attendees and the comments received from Members were read out by the Principal Rights of Way Officer.

The Chairman requested that Councillor Sharma's comments in relation to Cookham Bridleway 19 received via email be recorded in the minutes which were as follows "Could you also pass on my comments to the owner of the farm by congratulating him for his brilliant work to put up a new fence all around farm which has improved the safety of our residents. Since last time I visited this farm I have seen lot of efforts from the owner to deal with the litter issue which had certainly encouraged more walkers to enjoy rural life in the north west of Maidenhead."

The Principal Rights of Way Officer showed everyone present photos of the bridleway on different dates along with examples of limestone surfaced paths in Hurley, Horton and Bray.

Members were asked to consider whether the bridleway needed surfacing and if so, with what material.

The Chairman invited the objectors, Fiona Beaumont and Jill Oseman, to address the Panel. Fiona Beaumont explained that the historical bridleway was very popular and a natural gateway which was very well promoted. It was noted that the proposed

changes were stated as improvements when they felt them to be path destruction. Fiona Beaumont went onto explain that the southern part of the bridleway had already been unsuitably covered. Members were informed that it was an assumption that walkers preferred to walk on surfaced paths. Fiona Beaumont informed Members that she had previously expressed her concern that a road surface topped with a layer of woodchips would not be durable when it was proposed that the southern part be surfaced with recycled road plantings in 2012 by the landowner. It was noted that the chips had been due to be topped up until they grassed over naturally which to date had not happened. Fiona Beaumont urged Members to decide on Option 3 which was to do nothing and leave the northern part of the bridleway unsurfaced as it would save spending £17,100.

The Chairman thanked Fiona Beaumont for addressing the Panel on behalf of herself and Jill Oseman.

The Chairman invited Richard Scarf who was speaking on behalf of the Cookham Society to address the Panel. Richard Scarf explained that the Cookham Society was made up of 800 member households and that there were 1600 members in Cookham. Members were informed that the Cookham Society had known of the maintenance issues which had been around for some time. It was noted that the Cookham Society wanted as many people as possible to be happy as possible with the decision made regarding the bridleway. Richard Scarf explained that the Cookham Society believed there to be two options available to the Council – one option involved major sums of money and the second option was an alternative “fourth option” which was to ask the landowner to lease the Council a piece of land, unsurfaced, that horse riders’ could use, running parallel to the existing bridleway. It was noted that this fourth option would result in the horse riders’ breaking up the surface less. Richard Scarf explained that many of the objectors were against surfacing a rural bridleway. It was noted that if a piece of land approximately five metres wide by four hundred metres long was leased from the landowner it would equate to a loss of crop value of approximately £250-300 per annum which Richard Scarf felt were fairly minor costs compared to the options the Council was proposing. Richard Scarf explained that the landowner could surface the existing track for his own purposes at his own cost.

The Chairman thanked Richard Scarf for addressing the Panel.

The Chairman invited Dennis Orchard who was speaking in favour of the item to address the Panel. Dennis Orchard explained that he lived on Malders Lane so was intimately aware of the area as a walker, a cyclist and dog walker. Members were informed that until 2012 nothing had been done to the bridleway hence he would not walk there in the winter because it was too muddy. Dennis Orchard went onto explain that since 2012 it had been much easier for walkers to use the bridleway all year round. Members were informed that if the top part of the path was made to the same standard as the southern part of the bridleway it would increase multi-use traffic. Dennis Orchard went onto explain that he had seen horse riders’ happily cantering all the way up the bridleway path but felt it should be improved with Option 2 as he felt road plantings to be a more suitable, durable method.

The Chairman thanked Dennis Orchard for addressing the Panel.

In the ensuing discussion the following points were made:

- ❖ The Principal Rights of Way Officer explained that if Option 1 or Option 2 was chosen then chalk would be used as the sub-base.
- ❖ The Chairman explained that the British Horse Society had issued guidance on bridleways which stated that the needs of horse riders', cyclists and pedestrians should all be taken into account. The Chairman went on to say that Members should take the Council's recommendations into account to benefit all off-road users and that use by one should not prejudice use by another.
- ❖ The Principal Rights of Way Officer explained that he had met with the landowner last year to explore all the options very thoroughly but that the option of creating an additional parallel track for horse riders' had been rejected because of the impact on the landscape and because it would result in a loss of crops and productive land.
- ❖ Councillor Bullock stated that figures regarding usage of the bridleway path which had been estimated by the landowner as approximately 85% walkers, 10% cyclists and 5% horse riders' had swayed him to believe Members should go with Option 1 or Option 2.
- ❖ Councillor Muir stated that whilst he was sympathetic to the horse riders' he too noted the percentage of walkers / ramblers that used the bridleway path. It was noted that Councillor Muir suggested that the landowner be approached to see if he would re-consider Option 4 (a parallel track). The Principal Rights of Way Officer explained that an overall feasibility discussion had taken place and leasing land to create a parallel track would not have been a cost effective option for the Council.
- ❖ It was noted during the meeting:
 - That recycled road plantings contain tarmac which could create a harder surface that was not ideal for horses to use, and road plantings were not as pure as limestone.
 - That the top layer of limestone dust over limestone scalplings gave the surface a bit of 'give'.
 - That it was the horse riders' responsibility to decide if it was suitable / safe for them to canter, taking into account the type of surface and other users.
 - That all users of a multi use path needed to pay due care when using the path.

The Vice-Chair proposed that the Panel authorised the Council to proceed with surfacing works along the northern section of Cookham Bridleway 19 which Councillor Yong seconded.

RESOLVED: Unanimously that;

- (i) The Council proceeds with surfacing works along the northern section of Cookham Bridleway 19, as set out in Option 1 and shown on the site plan.**

The Chairman, on behalf of the Panel, thanked everyone for attending the meeting.

The Principal Rights of Way Officer explained to Members that the report sought the Panel's approval to publish the "Draft Public Rights of Way Management and Improvement Plan 2016-2026", attached at Appendix 1. It was noted that all local highway authorities had a statutory duty to publish and review their Public Rights of Way Improvement Plans every ten years. The Principal Rights of Way Officer explained that the Royal Borough's current Plan ran from 2005-2015 and the replacement Plan would cover the period 2016-2026. It was noted that the Plan set 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 Principal Rights of Way Officer informed Members of some amendments to 'Statement of Actions', arising from the preliminary consultation, which were noted as follows (amendments underlined):

- 1.2 Amend to: "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".
- 1.8 Delete reference to establishment of Quiet Lanes.
- 1.12 (b) Amend to "Encourage engagement with Schools, Scouts, Guides and other groups to undertake path improvement works".
- 1.12 (c) Amend to "Engage with community focussed projects and initiatives, including Community Payback projects".
- 3.3 Amend to "Promote the health benefits of walking, cycling and horse riding".

The Principal Rights of Way Officer informed Members of one addition to the list of 'Site Specific Schemes' which was noted as follows (amendments underlined):

Additional project:

- "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".

The Principal Rights of Way Officer explained that if the Panel approved the Draft Plan a statutory public consultation would run from August to October 2015 and any representations received would be reported to the Local Access Forum on the 11 November 2015 for comment, and then onto the Panel on the 7 December 2015 with a view to approving the Final Plan which would come into effect on 01 January 2016.

RESOLVED: Unanimously that the Panel approved the publication of the "Draft Public Rights of Way Management and Improvement Plan 2016-2026" for a 10-week consultation period during August-October, and that all representations and comments received to be reported back to the Panel at its 7th December 2015 meeting.

06/15 DATES OF FUTURE MEETINGS

- Thursday 17 September 2015.

- Monday 7 December 2015.
- Thursday 10 March 2016.

07/15 MEETING

The meeting, which opened at 6.30pm, closed at 7.17pm.

Report for:
Decision



Contains Confidential or Exempt Information	No
Title	PUBLIC RIGHTS OF WAY MANAGEMENT AND IMPROVEMENT PLAN 2016-2026
Responsible Officer(s)	Anthony Hurst, Principal Rights of Way Officer Ben Smith, Head of Highways and Transport
Contact officer, job title and phone number	Anthony Hurst, Principal Rights of Way Officer 01628-796180
For Consideration By	Rights of Way and Highway Licensing Panel
Date to be Considered	7 th December 2015
Implementation Date if Not Called In	January 1 st 2016-2026
Affected Wards	All

Report Summary This report seeks the Panel's approval to publish the "*Public Rights of Way Management and Improvement Plan 2016-2026*", attached at Appendix 1. 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. Following a statutory consultation on the Draft Plan during August/October a number of comments have been received as set out in Appendix 2, and consequently some amendments have made to the Plan.

If recommendations are adopted, how will residents benefit?	
Benefits to residents and reasons why they will benefit	Dates by which residents can expect to notice a difference
Adoption of the 10-year Plan will assist in the effective management and improvement of the borough's public rights of way network for the benefit of residents and visitors to the borough.	2016

1. Details of Recommendations

RECOMMENDATION: That the Panel approve the publication of the "*Public Rights of Way Management and Improvement Plan 2016-2026*", as set out in Appendix 1.

2. Financial Details: Adoption of the Plan would not commit the Council to incur any expenditure: funding arrangements for the implementation of any projects listed in the Plan would be subject to funding bids and any other necessary approvals on a case by case basis as/when required.

3. Legal Implications: Under Section 60 of the Countryside and Rights of Way Act 2000 local highway authorities are required to prepare and publish Rights of Way Improvement Plans, and to review these Plans every ten years. Under Section 61 of the Act local highway authorities are required to consult with Parish Council's, Local Access Forums and adjoining highway authorities before preparing or reviewing their Plans. Notices advertising the draft or amended Plan must be published in two or more local newspapers circulating in the area, giving details of how the Plan can be obtained or inspected and how representations can be made. The highway authority is then required to consider any representations made in accordance with the Notice.

4. Value for Money: Setting clear targets for the Council's Public Rights of Way team and other stakeholders will ensure that good value for money is achieved in delivering agreed objectives.

5. Sustainability Impact Appraisal: Effective management of the public rights of way network has a positive impact on sustainable transport by encouraging alternative forms of transport to the car.

6. Risk Management: Adoption of a Rights of Way Management and Improvement Plan is an efficient and effective way of planning, prioritising and monitoring public rights of way work. Without such a Plan there is a risk that the quality of service delivery would decline. Additionally, as highway authorities have a statutory duty to produce such Plans, there is a risk of reputational damage if the Council fails to do so.

7. Links to Strategic Objectives:

Residents First

- ☐ Improve the environment, economy and transport
- ☐ Encourage healthy people and lifestyles

Delivering Together

- ☐ Deliver effective services

8. Equalities, Human Rights and Community Cohesion: The Plan includes a number of initiatives aimed at improving access for people with disabilities or restricted mobility, the elderly and people with young children or pushchairs.

9. Staffing/Workforce and Accommodation implications: N/A

10. Property and Assets: N/A

11. Consultation: During the period January to May 2015 a number of meetings and discussions about the Plan were held between the Council's Rights of Way team and members of the Local Access Forum, and a preliminary Consultation Draft Plan was circulated in May to all Parish Council's, neighbouring Highway Authorities and Natural England, as required by the legislation. Copies of the Consultation Draft Plan were also sent to Maidenhead Civic Society, the National Farmers Union, the Royal East Berks Agricultural Association, and the Royal Forest Agricultural Association. Following this preliminary

consultation, a Draft Plan was submitted to and approved by the Panel in July 2015. The Draft Plan was published in August 2015, and the statutory 10-week consultation period ended on 15th October 2015.

Comments received during the public consultation are set out in Appendix 2, together with a number of recommendations from the Local Access Forum which considered the Draft Plan at its meeting on 12th November 2015.

12. Timetable for Implementation: It is proposed that the “*Rights of Way Management and Improvement Plan 2016-2026*” will come into effect on 1st January 2016.

13. Appendices

Appendix 1: “*Draft Public Rights of Way Management and Improvement Plan 2016-2026*”

Appendix 2: schedule of consultation responses, and recommendations from the Local Access Forum.

The maps can be accessed via the attached link: <https://db.tt/4jGLVMzz>

Background Information: none

Consultation

Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Internal				
Cllr Maureen Hunt	Panel Chairman		24/11/15 briefing	
Cllr Clive Bullock	Panel Vice-chairman		24/11/15 briefing	
Ben Smith	Head of Highways & Transport	17/11/15		
Mark Lampard	Finance Partner	17/11/15		

Report History

Decision type:	Urgency item?
Key decision	No

Full name of report author(s)	Job title	Full contact no:
Anthony Hurst	Principal Officer – Rights of Way	01628 796180

Schedule for writing and reviewing report

Stages in the life of the report (not all will apply)	Date to complete
1. Officer writes report	17/11/15
2. To Chairman’s briefing	24/11/15
3. To Panel	07/12/15

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Royal Borough of Windsor and Maidenhead

Public Rights of Way Management and Improvement Plan 2016-2026



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3. Statement of priorities for dealing with applications to amend the Definitive Map and Statement of Public Rights of Way	29
4. National Highways & Transportation Survey 2014	30
 <u>Maps:</u>	
Map 1: Existing public rights of way and permitted path network	
Map 2: Hurley, Shottesbrooke & the Walthams	
Map 3: Cookham & Bisham	
Map 4: Maidenhead & Cox Green	
Map 5: Bray, Windsor & Eton	
Map 6: Datchet, Horton, Old Windsor & Wraysbury	
Map 7: Sunninghill, Ascot, & Sunningdale	

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.
2008	Footway at Ray Mead Road, Maidenhead, opp. Thames Hotel (<i>Thames Path National Trail</i>).	Acquisition of land by RBWM through Land Registry application

Year created	Path	Details
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

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)				
	Footpath	Bridleway	Byway	Restricted Byway	Total km	% of network	
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

4. 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 risk assessment of the Thames Path National Trail in response to an extreme weather event e.g. flooding • Ensure that all waymarks along the Thames Path have RBWM telephone numbers included 	<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</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</p>	<p><i>Value for money.</i></p> <p><i>Equipping ourselves for</i></p>

	that opportunities are taken to secure funding in association with development proposals where appropriate.	<p>potentially affecting public rights of way, and that those developments are publicly advertised in advance in accordance with Government regulations</p> <p>(b) Seek to enhance and improve the public rights of way network when there are new developments, in consultation with the public rights of way team, Parish and Town Councils and the Local Access Forum on major developments.</p>	<i>the future.</i>
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</p>	<i>Delivering together.</i> <i>Improve the environment, economy and transport.</i>

		<p>transport in the Local Transport Plan</p> <p>(f) Draw on external expertise as required, in particular the RBWM Local Access Forum and the Berkshire Local Nature Partnership and the Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust.</p>	
1.5	Improved management of dog waste on public rights of way	<p>(a) Seek to install dog waste bins in affected areas of PROW where feasible and appropriate</p> <p>(b) Install additional signage on PROW where issues identified</p> <p>(c) Work with Dog Wardens and Community Wardens to patrol areas of paths where a particular issue has been identified.</p>	<i>Encourage healthy 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>	<p><i>Delivering together.</i></p> <p><i>Strengthen partnerships.</i></p>
1.8	A coherent approach between neighbouring authorities on access	a) Work with neighbouring local authorities to develop more consistent signage on paths, particularly where they cross	<i>Delivering together.</i>

		administrative boundaries b) Liaise with neighbouring local authorities to develop cross-boundary projects.	
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 business community	Develop greater links with the business community to generate additional funding and other support for path improvements.	<i>Value for money.</i> <i>Strengthen partnerships.</i>
1.11	Develop use of volunteers to achieve path improvements	a) Work with existing volunteers to undertake identified path improvement projects b) Encourage engagement with local Schools, Scouts, Guides and other groups to undertake path improvement works c) Engage with community focused projects and initiatives, including Community Payback projects.	<i>Value for money.</i> <i>Delivering together.</i> <i>Strengthen partnerships.</i>
1.12	More assistance is needed for members of the public seeking to claim historic public rights	a) Facilitate and assist those who wish to submit path claims b) Provide links to existing tool-kits available for the public to use.	<i>Delivering together.</i>

Improvements to existing paths and creation of new routes

All users

ID	Identified needs	Proposed actions	Links to the Council's Strategic Objectives
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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>	<p><i>Encourage healthy people and lifestyles.</i></p> <p><i>Delivering together.</i></p>
2.2	Improved sightlines on paths	<p>(a) Improved maintenance of path entrances and exits to give maximum visibility of any approaching traffic, liaising with highways if required</p> <p>(b) Cut vegetation on paths to improve sightlines</p> <p>(c) Seek to ensure new landscape planting is not close to paths and avoid use of hostile plant species.</p>	<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 and maintain 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	Install and maintain 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 and maintain '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>
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.	<p><i>Residents first.</i></p> <p><i>Encourage healthy people and lifestyles.</i></p>
2.9	More routes to popular recreational areas	<p>a) Feasibility studies to be conducted for relevant routes</p> <p>b) Prioritise outcomes of the feasibility study and implement where possible.</p>	<i>Encourage healthy people and lifestyles.</i>
2.10	Routes to schools	<p>a) Develop and maintain direct routes from residential areas to schools, in consultation with the Transport Team</p> <p>b) Work with schools to develop new and improved routes based on identified needs from the school travel plans</p> <p>c) Work with schools to develop routes for sport, exercise and healthy living programmes.</p>	<p><i>Improve the environment, economy and transport.</i></p> <p><i>Delivering together.</i></p> <p><i>Encourage healthy people and lifestyles.</i></p>
2.11	Routes should be provided to local facilities, utilities and services	<p>(a) Develop paths to access leisure centre facilities in Windsor and Maidenhead</p> <p>(b) Establish paths to all railway stations from residential areas</p> <p>(c) Establish paths from bus routes and railway stations to the public rights of way network</p> <p>(d) Seek to acquire off-road routes to town centres from satellite villages.</p>	<p><i>Improve the environment, economy and transport.</i></p> <p><i>Encourage healthy people and lifestyles.</i></p>

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>
2.13	New links between paths, in particular between recreational routes	<ul style="list-style-type: none"> (a) Develop links in the network to fill gaps in access and to create circular routes (b) Establish links in the public rights of way network between residential areas and the countryside and open space (c) Seek to develop links between promoted routes within and outside of the Borough (d) Improve links to other local authority networks (e) Promote the use of permitted paths to fill links in the existing network. 	<i>Improve the environment, economy and transport.</i> <i>Encourage healthy people and lifestyles.</i> <i>Delivering together.</i>
2.14	Greater access along the waterways in the Borough	(a) Establish new routes to and along the main waterways in the Borough.	<i>Improve the environment, economy and transport.</i>

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	<ul style="list-style-type: none"> (a) Remove or replace stiles, inaccessible gates and barriers from paths, based on targets set in the annual Milestones Statement, in discussion with the East Berks Ramblers in prioritising and joint funding accessibility improvements. (b) Remove or replace unnecessary steps on paths to enable access for mobility restricted users (c) Work with Borough's traffic and road safety engineers to ensure that dropped kerbs are installed where paths meet roads. 	<i>Encourage healthy people and lifestyles.</i> <i>Delivering together</i> <i>Improve the environment, economy and transport.</i> <i>Work for safer and stronger communities.</i>

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>

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.	<i>Improve the environment, economy and transport.</i> <i>Encourage healthy people and lifestyles.</i>
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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.	<i>Encourage healthy people and lifestyles.</i>
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.	<i>Encourage healthy people and lifestyles.</i>
2.22	Gate handles on bridleways can be hard to use on horseback	<ul style="list-style-type: none"> a) Ensure all gate handles are designed to be operable on horse back b) Ensure approaches to gates are clear from vegetation to allow horses and riders to approach and use gates easily. 	<i>Encourage healthy people and lifestyles.</i>

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>

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 teams 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> <p>(k) Work with Neighbourhood Plan groups on the provision of information and promotional material.</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>
3.6	Improve community responses on issues and problems	Ensure that public rights of way signage includes the RBWM telephone number to allow the public to report any issues or concerns.	<i>Delivering together</i>

5. 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. (<i>April 2015 update: the landowner has declined a proposal to create this new pedestrian link: however, if circumstances change this project could be re-opened</i>)	White Waltham	2.23
4	<p>(a) New route along the Cut from Bray Wick upstream to Westleymill on the Bracknell Forest boundary</p> <p>(b) Establish a new path from Windmills (White Waltham Footpath 20) to Howe Lane near Howe Lane Bridge</p>	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

	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,

	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, particularly with regard to crossing the A404 Bisham Roundabout.	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 high degree of accessibility to the site.	Cookham	2.15, 2.16
22	Upgrade Kennel Lane (Cookham Footpath 22) to a bridleway <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>	Cookham	2.18, 2.13
23	Crossings over the Thames: (a) from Hythe End to south bank avoiding M25 (b) from Magna Carta Island to north bank (c) from Wraysbury riverside to Old Windsor (d) from Ham Island to Sunnymeads (e) from Datchet centre to Home Park (f) from north side of Eton to south bank (g) from Windsor near Slough railway bridge to north bank (h) from west side of Windsor (A308) to north bank (i) from Bray village to east bank (j) from west bank to southern tip of National Trust Cliveden Park (k) upstream of Maidenhead where towpath crosses to Bucks bank (l) near Cookham Lock where towpath crosses back again (m) from south side of Cookham bridge to towpath on Lock Cut (n) from Spade Oak Farm to south bank (o) downstream of A404 bridge (p) at Bisham Church	Cookham, Bisham, Maidenhead, Datchet, Eton, Hurley, Wraysbury	2.12

	(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

	<i>(March 2015 update: steps south of Chapel Arches being replaced with a ramp, in association with redevelopment at former cinema site)</i>		
26	<p>To establish a continuous riverside route of the Thames Path in Maidenhead beside the river bank from the landing steps opposite Thames Hotel to Bridge Gardens</p> <p><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></p>	Maidenhead	2.13
27	<p>A footbridge from Boulter's Island to east bank of the Thames, which would link the Thames Path and Jubilee River, and the walks in Taplow</p> <p><i>(March 2013 update: a new footbridge across the Thames at Boulter's Lock is included in a Draft Development Brief for the Mill Lane, Taplow site produced by South Bucks District Council)</i></p> <p><i>(March 2015 update: new footbridge design agreed, subject to redevelopment proposal on east side of the river being approved by South Bucks District Council)</i></p>	Maidenhead	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	<p>(a) Upgrade Kinghorn Lane (Maidenhead Footpath 30) to a cycle route</p> <p>(b) <i>March 2009 addition: Reinstate the definitive width of Kinghorn Lane (Maidenhead FP 30) to provide segregated route for cyclists</i></p>	Maidenhead	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

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

	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
50	New footpath between Ascot High Street and Ascot Rail Station	Sunninghill and Ascot	2.11
51	New footpath or cycle route from Ascot Centre to Ascot Rail Station	Sunninghill and Ascot	2.11

52	New footpath from St Georges Lane to Ascot Rail Station	Sunninghill and Ascot	2.11
53	New footpath or cycle route from Heatherwood Hospital to Prince Albert Drive	Sunninghill and Ascot	2.11
54	New footpath or cycle route between Prince Albert Drive and Ascot High Street around Heatherwood Hospital	Sunninghill and Ascot	2.11
55	New footpath or cycle route linking Bridge Road to Kings Road	Sunninghill and Ascot	2.13
56	New footpath or cycle route from Cavendish Meads to railway line	Sunninghill and Ascot	2.13
57	New footpath from Farm Close to Upper Village Road	Sunninghill and Ascot	2.13
58	New footpath linking Allens Field to Swinley Forest	Sunninghill and Ascot	2.9
59	New footpath from Coombe Lane to Victory Fields Recreation Ground	Sunninghill and Ascot	2.9
60	New cycle route from Ascot High Street east of Station Hill to South Ascot via the A330 viaduct	Sunninghill and Ascot	2.18
61	New cycle route alongside Winkfield Road from the entrance to Ascot Racecourse and Royal Ascot Golf Course to the junction of A330 and A329 London Road/Ascot High Street	Sunninghill and Ascot	2.18
62	New cycle route from A330 Winkfield Road alongside New Mile Road, Cheapside Road and Watersplash Lane to B383 Sunninghill Road	Sunninghill and Ascot	2.18
63	Upgrade Sunninghill Footpath 5 to a bridleway usable by cyclists	Sunninghill and Ascot	2.23, 2.18
64	Upgrade Sunninghill Footpath 1 to a bridleway usable by cyclists	Sunninghill and Ascot	2.23, 2.18
65	New footpath from Liddell Way to Whiteladies Park	Sunninghill and Ascot	2.9
66	New footpath or cycle route from Heatherwood Hospital to Ascot Rail Station	Sunninghill and Ascot	2.11, 2.18

67	New footpath from North Ascot to Ascot High Street across Ascot racecourse and through tunnel	Sunninghill and Ascot	2.9
68	New footpath east of Ascot Racecourse alongside Winkfield Road	Sunninghill and Ascot	2.13
69	New footpath through Silwood Park from Sunninghill Footpath 2 to Buckhurst Road	Sunninghill and Ascot	2.13
70	New footpath along Mill Lane linking into Windsor Great Park	Sunninghill and Ascot	2.9
71	New footpath alongside Whitmore Lane linking Sunningdale Byway 4, Sunningdale Footpath 2 and A329 London Road	Sunningdale, Sunninghill and Ascot	2.13
72	New footpath alongside railway between Beech Hill Road to Kings Road	Sunningdale, Sunninghill and Ascot	2.13
73	New footpath or cycle route from Sunninghill to Charters School on the edge of the railway and around school sites	Sunningdale, Sunninghill and Ascot	2.10, 2.13, 2.18
74	New footpath from Sunningdale Park parallel to Larch Avenue	Sunningdale	2.13
75	New footpath from Sunningdale Park / Larch Avenue to Park Drive	Sunningdale	2.13
76	New footpath within Sunningdale Park linking Silwood Road to Station Road	Sunningdale	2.11
77	New footpath around Southern border of Sunninghill Park parallel to Park Drive	Sunningdale	2.13
78	New footpath from Sunningdale Park to Station Road	Sunningdale	2.9
79	New footpath from Sunningdale Footpath 1 to Windsor Great Park adjacent to London Road	Sunningdale	2.9
80	New footpath or cycle route linking Beech Hill Road over railway line to Charters School	Sunningdale	2.10, 2.18
81	New footpath from Bagshot Road to Charters School along Broadlands Drive	Sunningdale	2.13
82	New footpath from Sunning Avenue into Charters School	Sunningdale	2.13

The following paths to be recorded as either adopted highway, public right of way or as a permitted path

83	Record the existing path round Beaufort Gardens loop to Burleigh Lane	Sunninghill and Ascot	1.1
84	Record the existing path from Kings Ride west of Heatherwood Hospital to the railway line	Sunninghill and Ascot	1.1
85	Record the existing path between Vernon Drive and Ruston Way	Sunninghill and Ascot	1.1
86	Record the existing path around Allen's Field	Sunninghill and Ascot	1.1
87	Record the existing path around the woods off Allen's Field	Sunninghill and Ascot	1.1
88	Record the existing path from Woodlands Ride to Allen's Field	Sunninghill and Ascot	1.1
89	Record the existing path along pine tree ridge near Liddell Way	Sunninghill and Ascot	1.1
90	Record the existing path to the west of Allen's Field	Sunninghill and Ascot	1.1
91	Record the existing path From Carroll Crescent via Beaumont Court to adopted path onto Bouldish Farm Road	Sunninghill and Ascot	1.1
92	Record the existing path between Elizabeth Gardens and Brockenhurst Road	Sunninghill and Ascot	1.1
93	Record the existing path from Armitage Court through open land / woods off St Mary's Hill	Sunninghill and Ascot	1.1
94	Record the existing path through woodland north west of Coombe Lane	Sunninghill and Ascot	1.1
95	Record the existing footpath round woodland off Coombe Lane	Sunninghill and Ascot	1.1
96	Record the existing path from St George's Lane to Coombe Lane	Sunninghill and Ascot	1.1
97	Record the existing path from Coombe Lane to Victory Field through Tom Green's Field	Sunninghill and Ascot	1.1

98	Record the existing path around the woods off Allen's Field	Sunninghill and Ascot	1.1
99	Record the existing path between New Road and Kennel Ride	Sunninghill and Ascot	1.1
100	Record the existing path between Winkfield Road and Oaklands Drive	Sunninghill and Ascot	1.1
101	Record the existing path across Ascot Racecourse	Sunninghill and Ascot	1.1
102	Record the existing path behind Hilltop Close	Sunninghill and Ascot	1.1
103	Record the existing path south of Hilltop Close to Sunninghill Footpath 2	Sunninghill and Ascot	1.1
104	Record the existing path from Hilltop Close to Playground	Sunninghill and Ascot	1.1
105	Record the existing path from Park Drive to Sunningdale Park	Sunninghill and Ascot	1.1
106	Record the existing path from Queen's Road Car Park to High Street by Chapmans	Sunninghill and Ascot	1.1
107	Record the existing path through woodland adjacent to Blythewood recreation area	Sunninghill and Ascot	1.1
108	Record the existing path through protected woodland by Blythewood recreation area	Sunninghill and Ascot	1.1
109	Record the existing path to/from green on Hanover Estate	Sunninghill and Ascot	1.1
110	Record the existing path under Ascot station and to Lyndhurst Rd	Sunninghill and Ascot	1.1
111	Record the existing path between Sutherland Chase and Blythewood Lane (Sunninghill Byway 18)	Sunninghill and Ascot	1.1
112	Record the existing path from Cross Rd into Sunningdale Golf Course	Sunningdale	1.1
113	Record the existing path between the A30 and the RBWM Car Park	Sunningdale	1.1
114	Record the existing path around RBWM car park at	Sunningdale	1.1

	Sunningdale		
115	Record the existing path between Priory Road and Richmond Road	Sunningdale	1.1
116	Record the existing path between Ridgemount Road and Priory Road to the level crossing	Sunningdale	1.1
117	Record the existing path between Cedar Drive and Sunningdale Footpath 13	Sunningdale	1.1
118	Record the existing path through Broomhall Recreation Ground	Sunningdale	1.1
119	Record the existing paths linking from Hamilton and Greenways Drives to London Road A30	Sunningdale	1.1
120	Record the existing path through Sunningdale Park from Old Sunningdale via Silwood Rd to Sunninghill via Larch Avenue	Sunningdale	1.1
121	Record the existing path through Sunningdale Park from Silwood Rd to Sunninghill or Sunningdale	Sunningdale	1.1
122	Record the existing path from Dale Lodge Rd via Leacroft (west) to Coworth Rd	Sunningdale	1.1
123	Record the existing path from Dale Lodge Rd via Leacroft (east) to Coworth Rd	Sunningdale	1.1

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
- Neighbourhood Plan Groups
- The Cookham Society
- 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).
- 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

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

APPENDIX 2: RESPONSES RECEIVED DURING PUBLIC CONSULTATION

1. 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 making 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

Where included in Plan: Section 4, para 3.1(k), and Appendix 1

2. ASCOT, SUNNINGHILL and SUNNINGDALE NEIGHBOURHOOD PLAN DELIVERY GROUP

The Delivery Group put forward a number of suggestions for new paths, and also a list of existing paths which the Group would like to see formally recorded as public highway, public right of way or permitted paths. These have been added to the list of Site Specific Schemes in section 5 of the Plan.

Where included in Plan: Section 5, para 50 to 123

3. 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."

Where included in Plan: Section 5, para 26

4. 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”.

Where included in Plan: Section 4, para 2.5 and 2.7

5. 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."

Where included in Plan: Section 5, para 50 to 123

6. 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 it's 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.

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. are 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 it's possible to do individual boroughs?

Where included in Plan: Section 4, para 1.1

7. 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."

Where included in Plan: Appendix 1

8. EAST BERKSHIRE RAMBLERS

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

We will continue to assist EBWM 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 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' 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 £3,000pa. 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.

Where included in Plan: Section 4, para 2.15

9. RECOMMENDATIONS FROM LOCAL ACCESS FORUM

(meeting held on 11th November 2015)

1. That the annual Thames Path Risk Assessment no longer needed to take place, but a risk assessment should instead be conducted in response to an extreme weather event (such as flooding), and to ensure that all waymarks along the Thames Path have RBWM telephone numbers on them so that the public can easily report any issues. (item 1.1)
2. Item 1.2(b) - the wording to include 'in consultation with the public rights of way team, Parish Councils and the Local Access Forum on major developments'.
3. Item 1.5(c) - the wording to include Community Wardens.
4. Item 2.23 - to add a new target to develop the network using multi-user routes (for horse riding & cycling). *[Post meeting note: This is already included in the Plan at para 2.23]*
5. New Item 3.6 - to add a new target as follows:
Identified need: improve community responses on issues and problems. Proposed actions: To ensure the public rights of way signage includes the RBWM telephone number to allow the public to report any issues or concerns.
6. New site specific scheme: The existing Woodland Path to be added at Broomhall Recreational Ground to Sunningdale Footpath 13 *[scheme 118]*.
7. Site specific scheme 14: Change the wording to specifically include reference to crossing the A404 Bisham Roundabout.
8. Site specific scheme 26 – Change the wording to state “To establish a continuous riverside route of the Thames Path in Maidenhead from the landing steps opposite Thames Hotel to Bridge Gardens’

Where included in Plan:

Section 4, para 1.1, 1.2 (b), 1.5 (c), 2.23 (c), 3.6

Section 5, para 14, 26 and 118

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