

NOTICE
OF
MEETING



RIGHT'S OF WAY & HIGHWAY LICENSING PANEL

will meet on

WEDNESDAY, 27TH JULY, 2016

At 6.30 pm

in the

COUNCIL CHAMBER - TOWN HALL, MAIDENHEAD

TO: MEMBERS OF THE 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 AND SIMON WERNER

SUBSTITUTE MEMBERS

COUNCILLORS PAUL BRIMACOMBE, MARIUS GILMORE, JESSE GREY, DAVID HILTON, JOHN STORY, NICOLA PRYER, JULIAN SHARPE, MALCOLM BEER OR LYNNE JONES

Karen Shepherd - Democratic Services Manager - Issued: 19th July 2016

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 this meeting.	5 - 6
3.	<u>MINUTES</u> To confirm the Part I minutes of the Panel held on Thursday 10 March 2016.	7 - 10
4.	<u>PROPOSED DIVERSION ORDER, HURLEY FOOTPATH 18</u> To seek the Panel's authorisation to publish a Diversion Order for part of Hurley Footpath 18, at the Berkshire College of Agriculture. By the Principal Public Rights of Way Officer, Anthony Hurst, RBWM.	11 - 18
5.	<u>THE RAMBLERS BIG PATHWATCH</u> By the Principal Public Rights of Way Officer, Anthony Hurst, RBWM.	19 - 48
6.	<u>DATES OF FUTURE MEETINGS</u> <ul style="list-style-type: none">• 13 September 2016.• 8 December 2016.• 7 March 2017.	-

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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

RIGHT'S OF WAY & HIGHWAY LICENSING PANEL

THURSDAY, 10 MARCH 2016

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

Officers: Tanya Leftwich and Anthony Hurst

APOLOGIES FOR ABSENCE

Apologies were received from Councillor Samantha Rayner (no substitute was available).

It was announced by the Chairman that the meeting was being recorded.

DECLARATIONS OF INTEREST

None received.

MINUTES

RESOLVED: That the Part I minutes of the meeting of the Panel held on 7 December 2015 be approved.

MILESTONES STATEMENT 2016/17

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

The Principal Rights of Way Officer explained to Members that the report sought the Panel's approval for the "Milestones Statement 2016/17" attached in Appendix 1 which set out the Council's objectives, priorities, targets and service standards for public rights of way work in the coming year.

In the ensuing discussion the following points were noted:

- ❖ That there was a total of 307km public rights of way in the Royal Borough which equated to 32% of total highway network (967km). It was noted that the vast majority of paths across Crown Estate land were not definitive Rights of Way.
- ❖ The list of current publications were made known to Members, a number had been displayed at the meeting.
- ❖ Members were referred to the budgets on page 16 of the agenda – it was noted that the main revenue (£60,000) and capital budgets (£40,000 Rights of Way general & £20,000 Rights of Way bridges) were unchanged. Additionally it was hoped that the £60,000 would be boosted by £10,000 from Natural England for the Thames Path.
- ❖ That page 22 of the agenda broke down the 32 outstanding problems on Public Rights of Way. It was noted that the Rights of Way team was made up of two full-time officers and one part-time officer (a total of 2.7 FTEs).
- ❖ That a thank-you letter had been written on behalf of the Mayor to all voluntary groups to thank them for helping to reduce the number of outstanding problems to 32.
- ❖ That problems over five years old were moved into a cold case file.

- ❖ That the flooding in 2014 had caused erosion damage on the Thames Path in Hurley and Datchet of approximately 100 metres which had cost around £350k to repair, funded by central Government grant.
- ❖ The Chairman advised that the Local Access Forum was “*a partnership to promote and develop sustainable access for the growing benefit of the environment and all in our community*”. It was noted that the Forum had been established in 2003 and was a statutory advisory group which advised the Council on the management and improvement of public access to land in the Royal Borough for open-air recreation. The Chairman recommended that Members attended the Local Access Forum if they were available as she had found the meetings to be very informative and very helpful.
- ❖ That reference 49 in Appendix 7 to create a path from Ascot Station westwards parallel to the railway line to Kings Ride be re-looked at.
- ❖ Members were referred to the nine Milestone Targets for 2016/17 on page 18 of the agenda which had already been endorsed by the Local Access Forum. The Panel agreed to amend WP1: To produce 3 leaflets publicising access opportunities for targeted user groups to 1 as it was felt a more achievable figure.
- ❖ That discussions were ongoing regarding funding from the cycleway budget re: to 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.
- ❖ Members were referred to pages 31-34 of the agenda which showed the Achievement of Milestones Targets 2015/16. It was noted that the target to produce 1 leaflet publicising access opportunities for people with special needs was hoped would be achieved by the end of March.

RESOLVED: Unanimously that the Panel approved the “Milestones Statement and Public Rights of Way Improvement Plan Annual Review 2016/17” subject to WP1: To produce 3 leaflets publicising access opportunities for targeted user groups being amended to 1.

The Chairman, on behalf of the Panel, thanked the Principal Rights of Way Officer and his team for all their hard work and dedication over the past six months.

PATH PROGRESS REPORT

The Principal Rights of Way Officer explained to Members that the report (for information only) updated the progress made with regard to Public Rights of Way issues during the six months from August 2015 to February 2016.

Photos of Public Footpath 19 Eton (Southfield) were shown to Members (before and after photos). It was noted that initially the footpath had not been marked properly but had since been sprayed.

Photos of Bridleway off Moores Lane, Eton Wick were shown to Members (before and after photos). It was noted that as a joint scheme / project with Slough the bollards had been replaced with new barriers which were helping to keep motorbikes from using the Bridleway.

Photos of Public Footpath 25 Hurley (near Channers cottage) were shown to Members (before and after photos). It was noted that this path had been considered

extremely muddy and that a new limestones scalping path had since been laid which could be used all year round.

Photos of Public Footpath 2 Old Windsor (Thames Path) were shown to Members (before and after photos). It was noted that this path had been widened and limestones scalplings used to provide an improved walking surface.

Photos of Public Footpath 48 Cookham (The Green Way) were shown to Members (before and after photos). It was noted that conservation volunteers had installed steps and levelled out the path which had made it easier to use by less abled walkers, although it was not accessible to disability buggies.. Councillor Muir stated that the work that had been completed looked very natural.

The Chairman thanked the Principal Rights of Way Officer for his before and after photos which she felt were excellent.

Members were referred to page 54 of the agenda which listed works due to be carried out in the next 2-3 months. It was noted that a map board was due to be installed at Hurley car park, surface improvements to Nightingdale Lane, anti-graffiti paint to be applied to the underpass in South Field, surface and drainage improvements to Uncles Lane and riverbank repair and path surfacing to the Thames Path (Cookham Footpath 55).

It was noted that five DMMO applications had been received in June 2009 for footpaths crossing land at Thamesfield in Wraysbury. A Village Green application was also received for the land crossed by these claimed footpaths, and the footpath applications were held in abeyance pending resolution of the Village Green application. The Village Green application was refused following a public inquiry held in November 2012. Following a Judicial Review, the Council's decision on the Village Green application was upheld in 2014. The footpath applications are currently being investigated. It was noted that footpath claims had no time limits and a delegation (Head of Legal Services and the Head of Highways) decided on the DMMO's, rather than the Rights of Way & Highway Licensing Panel.

The Principal Rights of Way Officer explained that FP501 Cookham (Strande Lane to Maidenhead Road) was not currently on the definitive map, but was being investigated. It was noted that whilst FPC 502 Windsor (Priors Road) had been agreed at a Public Enquiry last October the width of the path had not yet been decided.

Members congratulated the Principal Rights of Way Officer and his team for reducing the number of outstanding problems on public rights of way in the borough during the six months period covered by the Progress Report.

**RESOLVED: Unanimously that;
(i) The Panel noted the report.**

DATES OF FUTURE MEETINGS

Future meeting dates were noted to be as follows:

- 27 July 2016.
- 13 September 2016.

- 8 December 2016.
- 7 March 2017.

The meeting, which began at 6.30 pm, finished at 7.05 pm

CHAIRMAN.....

DATE.....

Report for:
ACTION



Contains Confidential or Exempt Information	NO
Title	PUBLIC RIGHTS OF WAY: Proposed Diversion Order, Hurley Footpath 18
Responsible Officer(s)	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	27 th July 2016
Implementation Date if Not Called In	N/A
Affected Wards	All

REPORT SUMMARY

This report seeks the Panel's authorisation to publish a Diversion Order for part of Hurley Footpath 18, at the Berkshire College of Agriculture. A plan showing the proposal is attached at Appendix 1.

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.
The proposed new route of the footpath will give walkers access to improved views in comparison to the existing route. The diversion will also improve security/safeguarding arrangements at the College.	Approx. Nov 2016 if the proposed diversion is confirmed unopposed.

1. DETAILS OF RECOMMENDATION

That the Head of Highways and Transport be authorised to publish a Diversion Order for Hurley Footpath 18 (part) as detailed in this report. If no objections are received following publication of the Order, or any such objections are subsequently withdrawn, to confirm the Order without further recourse to the Panel. If objections are received and not subsequently withdrawn, the proposal is to be brought back to the Panel for further consideration.

2. REASON FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

Option	Comments
Publish a Diversion Order.	This is the recommended option , as it is considered that the proposed new route of the footpath would be more enjoyable for the public than the existing route, and the diversion would enable the College to put in place improved security/safeguarding arrangements.
Decline the Diversion Order application	This option is not recommended.

3. KEY IMPLICATIONS

Defined Outcomes	Unmet	Met	Exceeded	Significantly Exceeded	Date they should be delivered by
Order made and confirmed, and diversion implemented	Order not made.	Diversion implemented by Nov. 2016.	Diversion implemented by Oct. 2016.	Diversion implemented by Sept. 2016.	Nov 2016.

4. FINANCIAL DETAILS

All costs associated with the diversion, (including legal and administration costs, and the cost of newspaper advertisements) will be met by the applicant, Berkshire College of Agriculture. There will thus be no cost to the Council.

5. LEGAL IMPLICATIONS

The proposed diversion must be considered under the criteria set out in Section 119 of the Highways Act 1980. This requires that before making a Diversion Order the Council must be satisfied that the proposal would be in the interests of the owner of the land and/or in the interests of the public. The Council must be satisfied that the proposed new route will not be substantially less convenient to the public than the existing route, and must also have regard to the effect that the diversion would have on public enjoyment of the path as a whole, and the effect that the coming into operation of the diversion would have on land served by the existing right of way. The Council must also have regard to the needs of agriculture and forestry, flora and fauna, and any relevant provisions within the current *“Royal Borough of Windsor and Maidenhead Public Rights of Way Management and Improvement Plan 2016-2026”*

The application: the reasons for the diversion as stated by the applicants are as follows:

“BCA’s campus has grown significantly over recent years and the pathway now joins a main student thoroughfare channelling students to classrooms and canteens. For safeguarding reasons we would like to keep our walkers on a separate walkway, visible from staff offices. We believe that public footpath users will have a simpler and more interesting route through the college campus”.

The section of footpath proposed for diversion (A-C on the attached plan) leaves the main driveway to pass between college buildings. The proposed new route of the footpath (A-B-C on the plan) would continue northwards along the main driveway, before turning west at the statue of 'Diana the Goddess of Hunting' to re-join the existing footpath at point C.

No works are proposed to the new route of the footpath which already has a firm, level well-drained surface. An existing pedestrian gate near to point C will need to be re-hung, and the entrances to the gate cleared of vegetation and levelled. A new information sign will be installed at the 18th century statue of Diana, Goddess of Hunting (as suggested by the Local Access Forum). The new route of the footpath will have a legally defined width of 3.0m (the current route has no legally defined width).

It is considered that the criteria set out in Section 119 of the Highways Act 1980, as detailed above, are clearly met in this case. No objections were received in response to the preliminary consultations on the proposal, as detailed in paragraph 14 below. It is therefore recommended that a Diversion Order is published, as shown on the Plan attached at Appendix 1.

6. VALUE FOR MONEY

There will be no costs to the Council arising from the Diversion Order. The diverted route of the footpath will be maintainable by the Council as part of the public rights of way network (as is the existing route), but no additional maintenance costs will be incurred.

7. 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.

8. RISK MANAGEMENT

There are no identified risks associated with this proposal.

9. LINKS TO STRATEGIC OBJECTIVES

None.

10. EQUALITIES, HUMAN RIGHTS AND COMMUNITY COHESION

The proposed new route of the footpath will have no stiles or steps, and the gate at the entrance to the diverted section of the footpath will be fully accessible to people in wheel chairs or mobility buggies, and by walkers with pushchairs.

11. STAFFING/WORKFORCE AND ACCOMMODATION IMPLICATIONS

None.

12. PROPERTY AND ASSETS

None.

13. ANY OTHER IMPLICATIONS

None.

14. CONSULTATION

The Local Access Forum considered the application at its meeting held on 11th November 2015, and has no objection to the diversion proposal. The Forum recommended that an interpretation board is installed near the statue, giving information about the history of the statue and the estate, and this has been agreed by the College.

Hurley Parish Council considered the application at its meeting held on 16th May 2016, and has no objection to the diversion proposal.

The East Berks Ramblers have been consulted, and support the proposed diversion as they consider that the proposed new route would be an improvement on the existing route.

The ward councillors have been consulted and no objections have been received.

15. TIMETABLE FOR IMPLEMENTATION

If no objections are received during the statutory public consultation period, it is anticipated that the diversion could be confirmed and implemented by November 2016.

16. APPENDICES

Appendix 1: plan showing diversion proposal.

17. BACKGROUND INFORMATION

None.

18. CONSULTATION

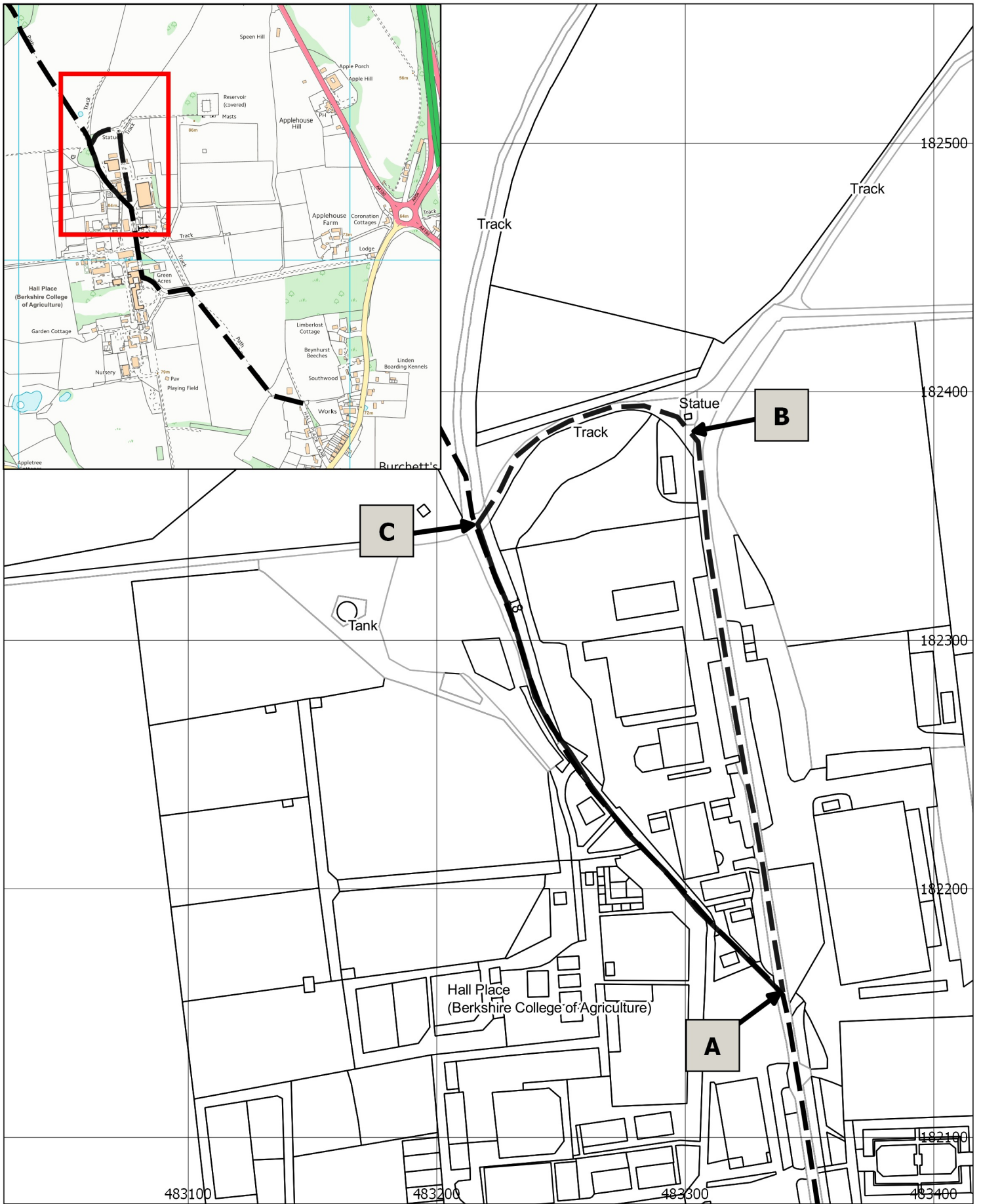
Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Internal				
Cllr Maureen Hunt	Panel Chairman	4 th July	Briefing 11 th July	-
Cllr Clive Bullock	Panel Vice-Chair	4 th July	Briefing 11 th July	-
Ben Smith	Head of Highways and Transport	4 th July	-	-

REPORT HISTORY

Decision type:	Urgency item?
Non-key decision	No

Full name of report author	Job title	Full contact no:
Anthony Hurst	Principal Rights of Way Officer	01628-796180




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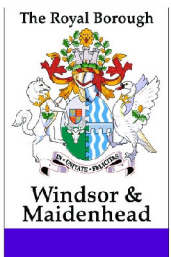


Public Rights of Way
 Drawn by: Andrew Fletcher

Hurley Footpath 18 diversion proposal

Scale: 1:2,000

-  Route as proposed
-  Route as existing
-  Parts of Hurley Footpath 18 unaffected by the Order



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Report for:
INFORMATION



Contains Confidential or Exempt Information	NO
Title	PUBLIC RIGHTS OF WAY: THE RAMBLERS BIG PATHWATCH
Responsible Officer(s)	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	27 th July 2016
Implementation Date if Not Called In	N/A
Affected Wards	All

REPORT SUMMARY

This report updates the Panel on the results of '*The Ramblers Big Pathwatch*' national survey of public rights of way.

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
Effective monitoring of the Council's performance in providing the Public Rights of Way service.	2016/17

1. DETAILS OF RECOMMENDATION

That the Panel notes the report.

2. REASON FOR RECOMMENDATION

To update the Panel on the results of *The Ramblers Big Pathwatch* survey.

3. KEY IMPLICATIONS

3.1 Ramblers Big Pathwatch

Between July 2015 and January 2016 the *Ramblers* national office co-ordinated the largest survey of public rights of way in England and Wales ever undertaken. The survey were undertaken by over 3,000 members of the public (known as 'citizen surveyors') who volunteered to walk all public rights of way within a specific 1km grid square on Ordnance Survey maps. Each grid square was allocated to an individual surveyor, who identified both positive and negative features using a standard checklist, and assessed whether the paths were "well-kept and signposted", "Adequately kept but improvement needed" or "Poorly kept-difficult/impossible to use".

Details of all problems found on the network were reported to the relevant Highway Authority every two weeks during the course of the survey. This provided useful feedback, and the rights of way team were able to arrange any necessary remedial work to resolve the problems that had been identified.

The results of the survey have been analysed by the *Ramblers* head office, and a copy of their full report is attached at **Appendix 1**. The report can also be viewed online at: http://www.ramblers.org.uk/get-involved/the-big-pathwatch/the-state-of-our-paths-report.aspx?ec_as=0EB77802319046B0BEF67037293155F0

The report singles out the Royal Borough of Windsor and Maidenhead for special praise:

"We found the highest proportion of positive features anywhere in England within this authority"

"Our citizen surveyors surveyed 175 grid squares within the authority, and judged the rights of way to be *well-kept* in 79% of them. None were reported as *poorly kept*."

"This marks out Windsor and Maidenhead as being in considerably better condition than the South East as a whole"

"Walkers certainly liked walking there: in over 75% of grid squares, they enjoyed their walk '*quite a lot*' or '*very much*'"

The detailed results for the Royal Borough are attached at **Appendix 2**. Almost the entire network of public rights of way in the borough was surveyed (303 km out of 306km). The volunteer surveyors recorded **824** features, of which **683** were positive and **197** were negative (**77%** positive, **23%** negative)

Nationally, **109,236** features were recorded, of which **45%** were positive and **55%** were negative

4. FINANCIAL DETAILS

None (information report only).

5. LEGAL IMPLICATIONS

None (information report only).

6. VALUE FOR MONEY

Effective monitoring of the Council's Public Rights of Way Service ensures that good value for money is achieved in meeting agreed objectives.

7. 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.

8. RISK MANAGEMENT

None (information report only).

9. LINKS TO STRATEGIC OBJECTIVES

Effective management of the public rights of way network has a positive impact on healthy lifestyles by encouraging walking and cycling.

10. EQUALITIES, HUMAN RIGHTS AND COMMUNITY COHESION

The Council's public rights of way service aims at improving "access for all" including people with disabilities or restricted mobility, the elderly and people with young children or pushchairs.

11. STAFFING/WORKFORCE AND ACCOMMODATION IMPLICATIONS

None (information report only).

12. PROPERTY AND ASSETS

None (information report only).

13. ANY OTHER IMPLICATIONS

None (information report only).

14. CONSULTATION

None (information report only).

15. TIMETABLE FOR IMPLEMENTATION

n/a

16. APPENDICES

Appendix 1: “*The Big Pathwatch: the state of our paths*” full report.

Appendix 2: summary of survey results for the Royal Borough of Windsor and Maidenhead.

17. BACKGROUND INFORMATION

None.

18. CONSULTATION

Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Internal				
Cllr Maureen Hunt	Panel Chairman	4 th July	Briefing 11 th July	-
Cllr Clive Bullock	Panel Vice-Chair	4 th July	Briefing 11 th July	-
Ben Smith	Head of Highways and Transport	4 th July	-	-

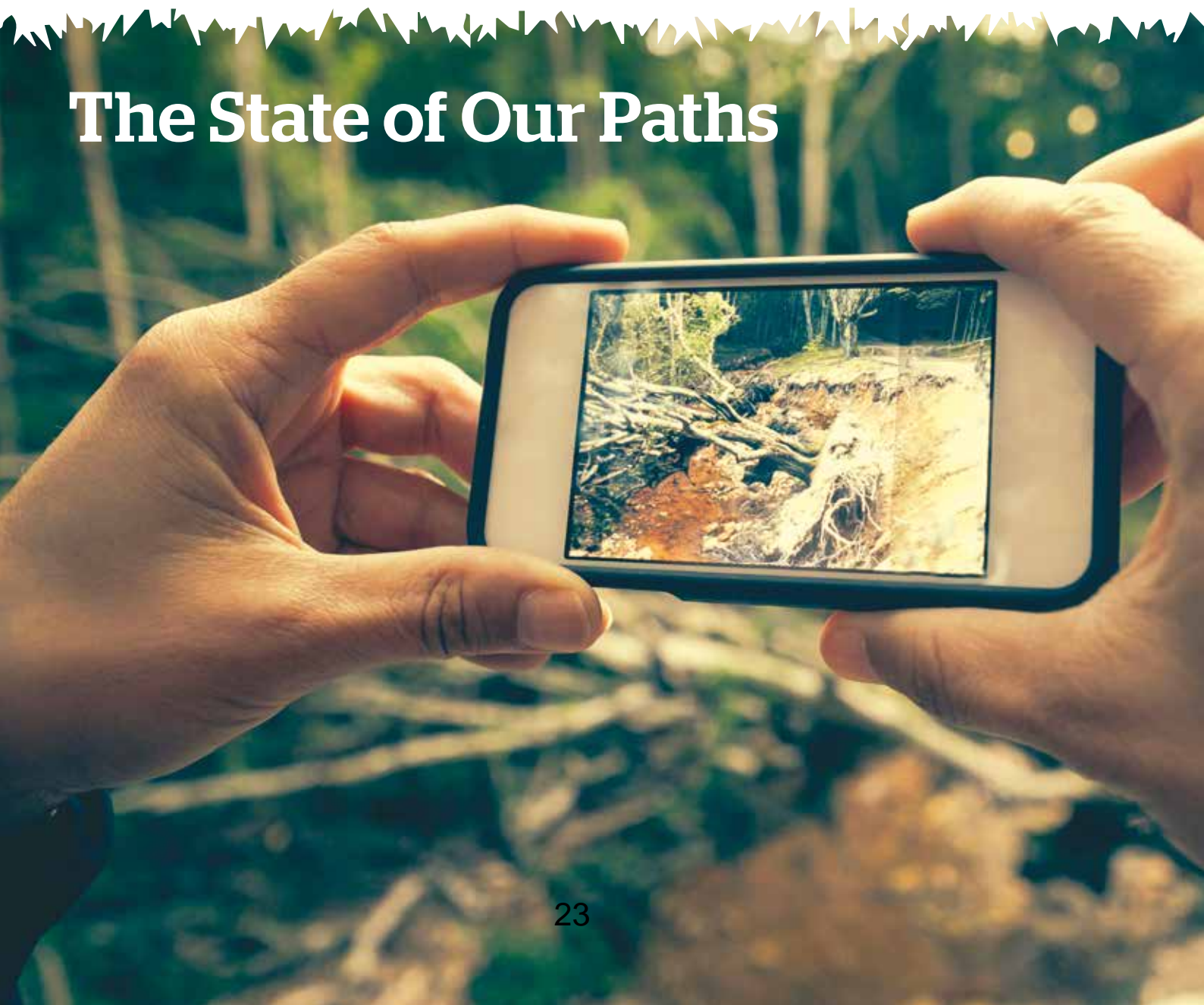
REPORT HISTORY

Decision type:	Urgency item?
Non-key decision	No

Full name of report author	Job title	Full contact no:
Anthony Hurst	Principal Rights of Way Officer	01628-796180

The Big Pathwatch

The State of Our Paths



Acknowledgements

The Big Pathwatch report is only possible because of the extraordinary effort and support by thousands of walkers who care about paths and were prepared to go and walk thousands of miles, in all weathers, and tell us what they found. Thank you to all of you, we're really grateful for your support.

A special thanks to Rambler area and group volunteers and members who coordinated the checking of many squares and are guardians of the footpath network for us all.

Thanks to Moira Fraser for chairing the Big Pathwatch steering group comprising Jeremy Worth, Sabine Mosner, John Grounds and Peter Skipp. Thank you all so much for your counsel. Also thanks to Keith Wadd and Robert Peel for your early guidance on surveying categories and methodology.

Thanks to Adrian Harvey who wrote up these results and Richard Colwill for the data analysis and number crunching which enabled us to have confidence in this complex project.

To everyone in the Ramblers, members, volunteers, trustees and staff who surveyed, supported, believed in and championed the project. Too many to thank individually, your hard work and commitment was vital.

Finally, thank you to the Ramblers Holidays Charitable Trust for their generosity and support in funding the Big Pathwatch.

This report is dedicated to Benedict Southworth our outgoing Chief Executive - we hope we can bring data to the heart of the organisation, and without your vision, we wouldn't know what that means.



The Big Pathwatch is supported by Ramblers Holidays Charitable Trust, the charitable trust of Ramblers Worldwide Holidays.

The technical elements of the Big Pathwatch were supplied by ExeGesIS and the design by Oyster. Contains Ordnance Survey data © Crown copyright and database right 2016.

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1. Executive summary

Our rights of way are an invaluable asset held in common. They form a barely visible network threaded through town and country alike, connecting people and places. Protected in law but often neglected in practice, they represent a huge potential resource, one that could help to unlock some of the most intractable problems we face: reviving rural economies; improving our mental and physical health; connecting communities. If the network didn't exist, there would be a strong argument for inventing it.



Fortunately the network does exist and, for the first time, we have a consistent overview of its condition across England and Wales. Based on the experience of over three thousand citizen surveyors, the Ramblers' Big Pathwatch found that over half of our footpaths, bridleways and byways are well-kept, with another third in adequate condition, but in need of improvement. The fact that one-tenth of the network is in serious disrepair is clearly not something to be celebrated. However, it does show that even in difficult times for local authorities the scale of the challenge is not insurmountable.

We found significant variation in overall path condition between different parts of the country: two-thirds of the rights of way in the East Midlands were well-kept, while the South West and the West Midlands contain a higher proportion of grid squares where the rights of way are poorly kept than in England and Wales overall. The condition of rights of way in Wales is worse than in the country as a whole, with the proportion of poorly kept squares nearly twice as high as in England and Wales.

Our citizen surveyors also recorded over 100,000 features along the way, 45 per cent of which were positive, with attractive views and welcoming people and signs the most prevalent. Birds, trees and interesting buildings also registered as relatively common positive features reported. In the South West of England, our citizen surveyors found the highest proportion of attractive views, over one-quarter of which are coastal views. Wales was noted as being the most welcoming nation.

Problems with obstructions and way finding were the most common negative features, with undergrowth and especially missing signs proving particularly inconvenient: missing signs account for a third of all negative features reported. Bridges, gates, stiles and path surface are also notable problems. In the North East, a quarter of all features related to finding your way and almost 80 per cent of these were missing signs. Obstructions were also significant, especially in the South West and the Midlands where over half of obstructions were due to undergrowth or overhanging vegetation.

For the most part, negative features only made walking inconvenient, not impossible: barbed wire across paths, and missing bridges, gates and stiles were more likely to make the path unusable, while muddy or flooded paths were inconveniences in most cases. Undergrowth was more likely than a bull to stop a walker in their tracks.

By and large, those places that have seen the largest local government spending cuts have a lower proportion of well-kept paths than England and Wales in general. But the correlation is weak and while resources matter cuts alone don't offer an explanation of why the path network is better maintained in some places than in others. Policy and practice matter, especially the active custodianship of land.

For example, rights of way are considerably more likely to be well-kept in areas belonging to the National Trust and the National Forest (which comprises the Public Forest Estate and the Welsh Government Woodland Estate), or designated as national parks, national trails, Sites of Special Scientific Interest (SSSIs) and Areas of Outstanding Natural Beauty (AONBs). These areas are also more likely to contain positive features, and fewer negative features that render paths unusable.



Our footpaths, bridleways and byways are a key community asset, and thankfully they haven't yet been eroded by austerity. While there are undoubtedly problems with the current condition of the network, the Ramblers believe together we should aim to ensure that every right of way is well maintained by 2020. To cash-strapped councils, they may appear to be liabilities, but rights of way form an infrastructure network with potentially massive benefits. Recent and future cuts mean that the network seems ever more marginal, something to which to commit the bare legal minimum. But the potential value of the asset we hold in common is vast, and we want to work with everyone with a stake in that asset to find new ways not only to protect it but also to exploit it to the full.

- **There is much to do, but the task is not insurmountable.** Nowhere is the network broken, and problems are highly localised. While any problem that makes a right of way unusable is too many, these are manageable proportions, evenly spread. Acting now, with focus and creativity, can help secure the network for the future.
- **There are opportunities for accessing additional resources to support authorities in the task.** Linking the maintenance of the path network to creating opportunities for low cost, entry-level physical activity, investing in path maintenance can represent a public health saving, rather than a highways cost.
- **Most problems are fixable if we work together.** Walkers, landowners and civil society all have a part to play, as do the Ramblers. Councils have willing allies in the task, especially if new ways of working with volunteers can be found.
- **Custodianship matters.** Paths are better where there is active custodianship. Land owners like the National Forest can be engaged to do more to improve the rights of way on their land even further; organisations such as the National Farmers' Union (NFU) and the Country Land and Business Association (CLA) could be powerful intermediaries in strengthening the case for active custodianship among their members.

Working together, using intelligence such as the Big Pathwatch to target our efforts most effectively, we can ensure that the unique resource we have built up over centuries can continue to give value and enjoyment long into the future.

Key facts



Of all the National Parks, **Northumberland** has the **highest proportion of attractive views**.

Over half of our footpaths, bridleways and byways are **well-kept**.



One-tenth of the network is in **serious disrepair**.



In the North East, a quarter of all features related to finding your way and almost **80 per cent of these were missing signs**.



78 per cent of surveyors completed **more than one survey**.



East Midlands is the place you were **most likely** to spot **butterflies**.



Wales was noted as being the **most welcoming nation**.



45 per cent of reported features were positive. With attractive views, welcoming people and signs the most prevalent.

The South West and the West Midlands contain a higher proportion of grid squares where **the rights of way are poorly kept**.



In the **South West of England**, our citizen surveyors found the **highest proportion of attractive views**, over one-quarter of which are coastal views.

109,236

We recorded **over 100,000 features**.

2. Introduction

Woven into our landscape, the rights of way network represents a vital common asset, valued by millions but too often neglected. Part of the Ramblers' mission is to ensure that this network is accessible and well-maintained, in the city as much as in the countryside. To help us in this work, we undertook the Big Pathwatch: the largest ever survey of our rights of way, from footpath to bridleway to byway.



Over the second half of 2015, over three thousand walkers walked these rights of way, using the Big Pathwatch app and website to record the overall condition of paths, the features encountered upon them – both good and bad – and how much they enjoyed walking them. We limited our survey to defined public rights of way, rather than other footpaths or byways, and they are the subject of analysis throughout this report. These volunteers,¹ our citizen surveyors, collected data on over 100,000 features and walked every path in almost half of the total area of England and Wales.²

The survey is now over but the Ramblers will continue to seek live information on the state of paths. We will launch a new version of our app, called simply *Pathwatch*, that will allow anyone using the path network to report any problems and positive features they come across, and these will be sent on to the local authority. There will also be a web based reporting tool on the Ramblers website.

We all benefit from a well-maintained, accessible network of rights of way and so we all have a responsibility to help to ensure that the network is as good as it can be. This

is especially important in the current climate of declining public expenditure, with local authorities hard-pressed to fulfil even their statutory duties, including those related to the maintenance of rights of way. Civil society, then, must play its part. As the only charity dedicated to protecting paths and promoting walking, the Ramblers wants to work with walkers, through initiatives like the Big Pathwatch, to put in place mechanisms to better monitor the condition of the network. But we also want to work with local authorities to mobilise volunteers to maintain paths, and to release additional resources for this. And we will continue to identify particular problems that highway authorities, as the responsible bodies, need to address when rights of way are being denied to walkers by landowners or others.

The Big Pathwatch represents the most detailed picture we've ever had of the condition of what is a valuable if neglected public asset, compiled by ordinary people up and down the country. This report sets out that picture, the good as well as the bad, and draws some conclusions about why problems might occur and how we might begin the process of solving them.



Our citizen surveyors, **collected data on over 100,000 features** and surveyed almost half of the total area of England and Wales.



3. The value of the network

Freely accessible and found across the country, footpaths and bridleways form a vital network of routes into and through beautiful countryside and fascinating cities. But rights of way also represent a hugely under-exploited asset. They are an important resource for physical activity, from the gentlest to the most demanding of exercise. They provide the infrastructure that opens up tourism to underpin the economic development of even the most remote areas. And they can be enjoyed, simply, by everyone, allowing each of us to connect with nature, to relax in pleasant surroundings with friends, old and new.

Almost all of us have used this network at some time or another: footpaths are not the preserve of Gore-Tex-clad hikers; there is no monthly subscription to use this network, and no special skills are required. No wonder walking is so popular; something underscored by the huge response to the Big Pathwatch initiative, with over 16,000 expressions of interest³ and 272,121 separate engagement points.⁴ Other research shows that nearly 9 million of us are regularly active outdoors.⁵ Since walking is the most popular form of outdoor recreation, it's likely that a high proportion of these people are walkers, from hard-core hill walkers to Sunday strollers. Millions of others regularly use Britain's rights of way simply to get about: to school, to the shops, to work. Indeed, most users of the network wouldn't think of themselves as 'walkers' at all; so while these rights of way are well used they are often taken for granted.

Walking is undoubtedly popular, but it also answers some of the biggest challenges we face as a country, and at a relatively low-cost. A low-carbon means of transport for short distances, unclogging congestion in urban areas, walking can also increase the degree to which people interact, reducing social isolation and promoting social cohesion. The value for people of connecting with nature is well recognised⁶ and walking also has huge potential to improve physical and mental health outcomes. It offers real economic development benefits.

- Walking improves physical health. It's the closest thing to perfect physical activity: a free, easy, effective and accessible way of achieving the recommended 150 minutes a week of moderate activity.⁷ Investment in walking will help the Department of Health to meet its ambition to reduce physical inactivity,⁸ as well as lessen the financial burden it places upon NHS England (£1.8bn/year) and the wider economy (up to £8bn/year).⁹ Every £1 spent on a health walk scheme saves the local NHS £7.¹⁰ In Wales, only 31 per cent of adults met physical activity guidelines in 2014,¹¹ and walking represents a cost-effective way to increase that number. There is evidence of latent demand for walking, with 7 per cent of adults wanting to do more.¹²

- The mental health benefits of walking are also clear. Physically active people have a reduced risk of suffering from clinical depression,¹³ and regular walking improves mood, reduces anxiety, aids sleep and improves self-image.¹⁴ What is more, there is something very special about walking outdoors that can't be equalled by walking on a treadmill: contact with the natural environment can improve one's mental health,¹⁵ all at substantially lower cost than other interventions.
- Walkers support rural economies, especially in the tourism sector. Good-quality, well-promoted walking routes help support local services and businesses including shops, pubs, hotels and B&Bs. The South West Coast Path alone is worth £436 million a year to the regional economy, supporting 9,771 jobs.¹⁶ In the English countryside walkers spend over £6 billion a year, supporting up to 245,000 full time jobs,¹⁷ while in Wales 28 million walking-related trips are made to the countryside and coast each year, where walkers spend £632m.¹⁸

Rights of way also have the potential to help achieve the priorities identified by government. In Wales, for example, the Wellbeing of Future Generations Act 2015 sets out seven wellbeing objectives, and all public bodies are now expected to conduct themselves in ways that improve the economic, social, environmental and cultural wellbeing of Wales. Walking can play an important role in achieving this; the Active Travel Act 2013 requires local authorities in Wales to continuously improve facilities for pedestrians and cyclists, with clear implications for the path network.

Given the benefits and popularity of walking, we can count ourselves lucky that, largely, the infrastructure we need already exists. We know that the network of rights of way, accrued over generations, is extensive and well-used, but it has been less clear how accessible and well-maintained that network is on the ground. In the next section we look at what the evidence, collected through the Big Pathwatch, tells us about the state of our paths.



4. The big picture

the state of rights of way in England and Wales

For the first time, we have a clear and consistent picture of the state of rights of way - footpaths, bridleways and byways - across England and Wales. Through the Big Pathwatch, more than 3,000 people surveyed every right of way in over 70,000 square kilometres - 45 per cent of the total - to report on the overall condition of the paths that they found there, how much they enjoyed their walk, and to record the precise location of over 100,000 features they found.



Over half of these features were negative, such as *barbed wire* blocking the path or *missing signs* making it difficult to find their way, but 45 per cent were positive, things that made walking pleasurable: *attractive views over open country* or *points of interest*, facilities and *welcoming people*. These reports were collected by an army of citizen surveyors, either online or in real time through an 'app' installed on mobile phones, and plotted so that we could see where things were going right as well as where problems occurred.

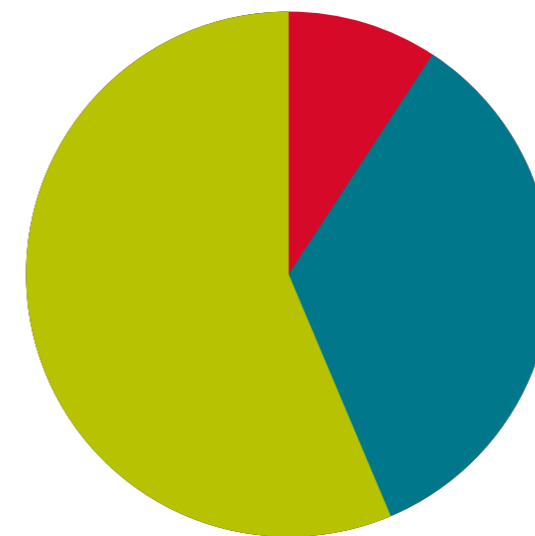
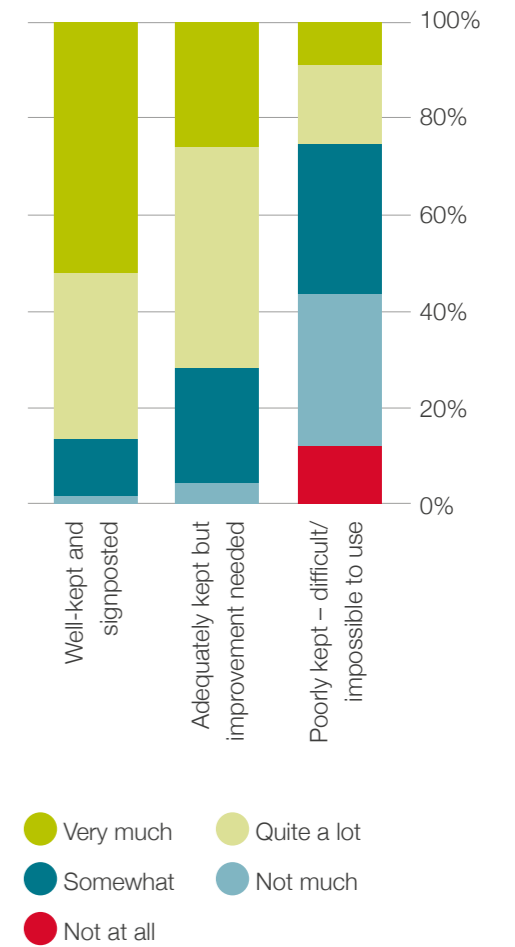
The overall condition of rights of way

Previously, we only knew where specific issues existed. Local surveys, while often hugely valuable, reveal only a disjointed patchwork of problems. Now, thanks to the dedication of our citizen surveyors, the Big Pathwatch gives us a coherent overview not just of problems but of where things are going well, of where things could be improved, and how each affects the walking experience.

The picture, while far from perfect, is encouraging. The evidence doesn't show a path network in such poor condition that it's beyond rescue. Of those grid squares that are crossed by rights of way,¹⁹ only 9 per cent were classed as *poorly kept*, making the paths there difficult or impossible to use. Over half (56 per cent) were *well-kept and signposted*, with the remainder (35 per cent) containing paths that are *adequately-kept*, but in need of improvement. The good news, then, is that the majority of the network is in good condition, with a further third in serviceable condition. Things could undoubtedly be much better, but the scale of the challenge is far from insurmountable.

Unsurprisingly, *well-kept* rights of way are more pleasant to walk on. Almost none of our citizen surveyors reported that they didn't enjoy walking in areas with *well-kept* paths. Yet even in places where rights of way are *poorly kept* overall, more surveyors enjoyed walking there *quite a lot* than did *not at all*.

Relationship between enjoyment and path condition



Path condition in England and Wales

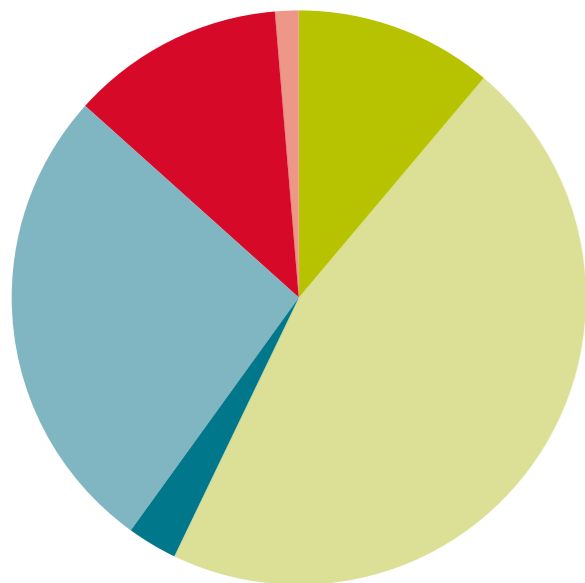
- Well-kept and signposted
- Adequately kept but improvement needed
- Poorly kept - difficult/impossible to use

Positive features in England and Wales



- Attractive views
- Fauna
- Flora
- Interesting
- Welcoming

30 Negative features in England and Wales



- Bridges, gates & stiles
- Finding your way
- Intimidating
- Obstructions
- Path surface
- Road crossing

The type of features found and the impact they had

In total, 109,236 features were recorded over the six months of the Big Pathwatch. Each was geo-located and date-stamped, and the data shared with the relevant local authority so that problems could be addressed. The dataset also provides a unique picture of the kinds of positive and negative factors that characterise our rights of way network.

Features are classified into five positive and six negative types: *flora, fauna, attractive views, welcoming* and *points of interest* on the positive side and *intimidating, path surface, finding your way, obstructions, road-crossing* and *bridges, gates and stiles* on the negative.²⁰ Positive features made up 45 per cent of those reported, reinforcing once again that alongside the problems, Britain's path network is far from broken and enjoyed by many.

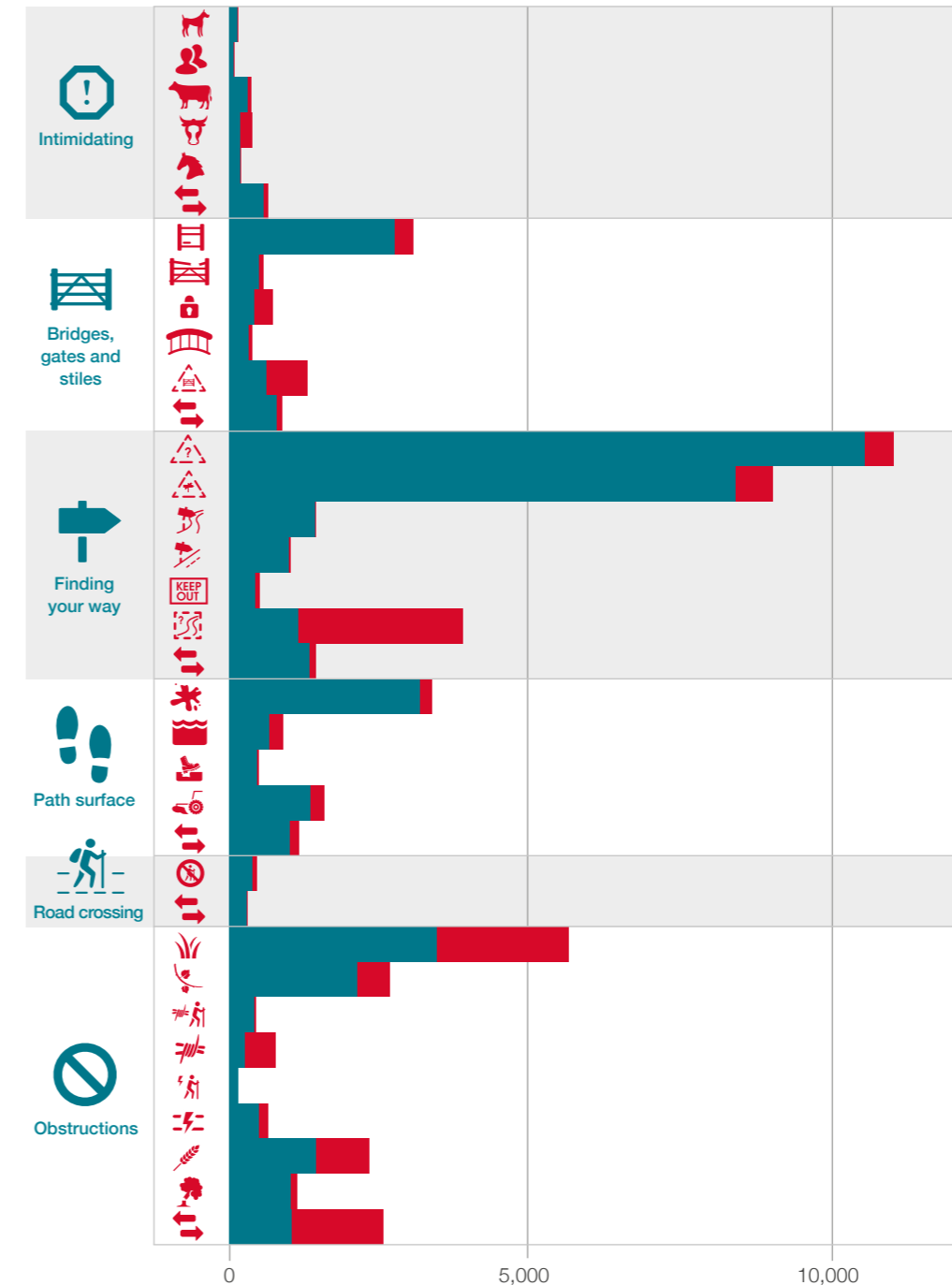
The most prevalent types of positive features are *attractive views* and *welcoming features*, with *attractive open country* and *welcoming signs* most commonly encountered. *Birds, trees* and *interesting buildings* also registered as relatively common positive features encountered on walks.

For negative features, problems with *obstructions* and *finding your way* are particularly notable, with *undergrowth* and especially *missing signs* proving particularly inconvenient – *missing signs* account for fully one-third of all negative features reported. *Bridges, gates and stiles* and *path surface* are also notable, while thankfully *intimidating people* and *animals* are relatively infrequent negative features.

Our citizen surveyors also recorded the impact that negative features had on their walk: whether they made things *inconvenient* or rendered the path *unusable*. For the most part, negative features only made walking *inconvenient*, not impossible: only *barbed wire across path, path not found* (most often because the right of way had been deliberately obscured or built across, rather than because of poor map reading on the part of the walker) and *missing bridge, gate or stile* were more often likely to make the path *unusable* than *inconvenient*. *Muddy or flooded paths*, for example, were inconveniences in most cases; *undergrowth* was more likely than a *bull* to stop a walker.

Negative features and their effect

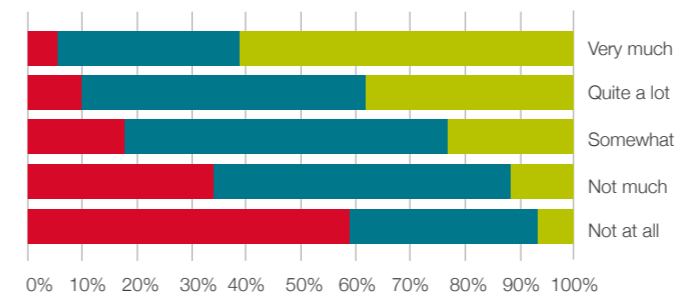
- Path inconvenient
- Path unusable



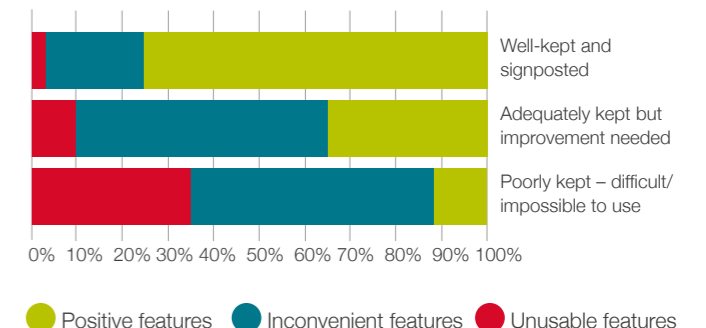
As with overall path condition, there is a very strong correlation between positive features and well-maintained rights of way. Overall, 45 per cent of features are positive and only 12 per cent render the path *unusable*. In *well-kept* grid squares, three-quarters of the features found were positive; over 85 per cent of those found in *poorly kept* squares were negative, with 35 per cent making the path unusable. Even in those grid squares reported to be *poorly kept*, over 10 per cent of features were found to be positive,²¹ showing that even in some of the worst kept areas, there are still positives to be found.

There is also a strong correlation between the number of positive features found in grid squares and the enjoyment to be had walking there. In grid squares where our citizen surveyors enjoyed walking *very much*, over 60 per cent of the features were positive, compared to around 8 per cent of features where the walking was *not at all enjoyable*; indeed in those places, almost 60 per cent of the features recorded made the path *unusable*.

Relationship between enjoyment and the number of positive and negative features



Features by path condition



November is the cruellest month - but only just

The Big Pathwatch took place over six months in 2015,²² with each survey and each feature date-stamped, giving us a good understanding of the changing conditions over time, from summer to winter. There is very little variation month by month in the overall condition of rights of way in the grid squares surveyed, although there is a very slight reduction in the proportion of *well-kept* paths reported in November across England and Wales (down to 54 per cent from 57 per cent in the summer months). This 'November dip' was far more pronounced in some parts of the country: down to 52 per cent in the South East of England from 60 per cent in summer, and down to 35 per cent in Wales.

There was also relatively little difference over time in the proportion of positive and negative features, although November again sees slightly fewer positive features reported: 43 per cent of all features compared to the 45 per cent of the total for the six months. To all intents and purposes, the line is flat. However, this apparent consistency masks a much greater degree in fluctuation, month by month, in the types of features being observed.

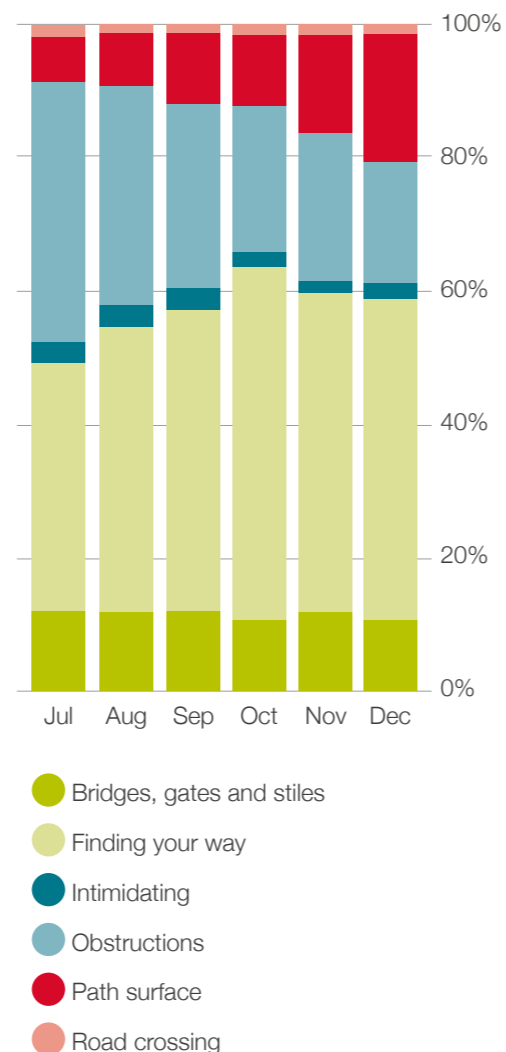
As winter approaches, for example, the proportion of negative features classed as *obstructions* reduces and those relating to *path surface* increases; *ploughed fields* in October and *muddy* and *flooded* paths *come* winter bites, while the proportion of incidences of *undergrowth* and *overhanging vegetation* – almost 70 per cent of all *obstructions* in the summer months – diminishes.

There is much less variation in the proportion of types of positive features over time. However, again unsurprisingly, there is considerable change in, for example, the kind of vegetation encountered: as winter approaches, *flowers* become less significant attractions. Similarly, *butterflies* (over 20 per cent of *fauna* features in the summer months) become much less frequent in winter.

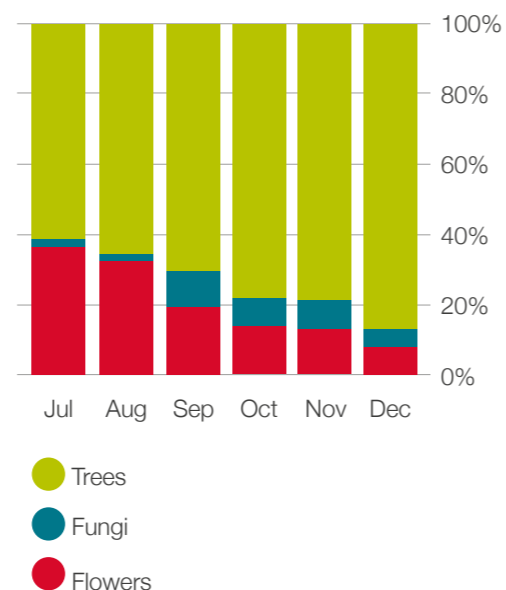
Beneath the headline consistency are significant fluctuations in the kinds of features found at different times of year. For the most part, these changes are to be expected, for both positive and negative features. Yet they still provide some clues for which problems most need addressing at different times, a valuable guide for those charged with maintaining the condition and accessibility of rights of way with ever-tightening budgets. These fluctuations also remind us that, perhaps more than other infrastructure, the path network and its usage changes across the year. Sustainable management of the network requires a year-round perspective that is sensitive to the specific changing conditions that affect its characteristics.

Similarly, there are more pronounced monthly fluctuations in the overall condition of paths in different areas. These and other differences become ever more apparent when we look at specific places and their characteristics. That more fine grained analysis is the subject of the next section.

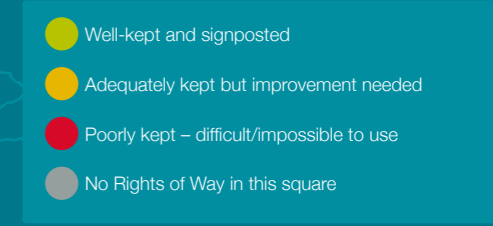
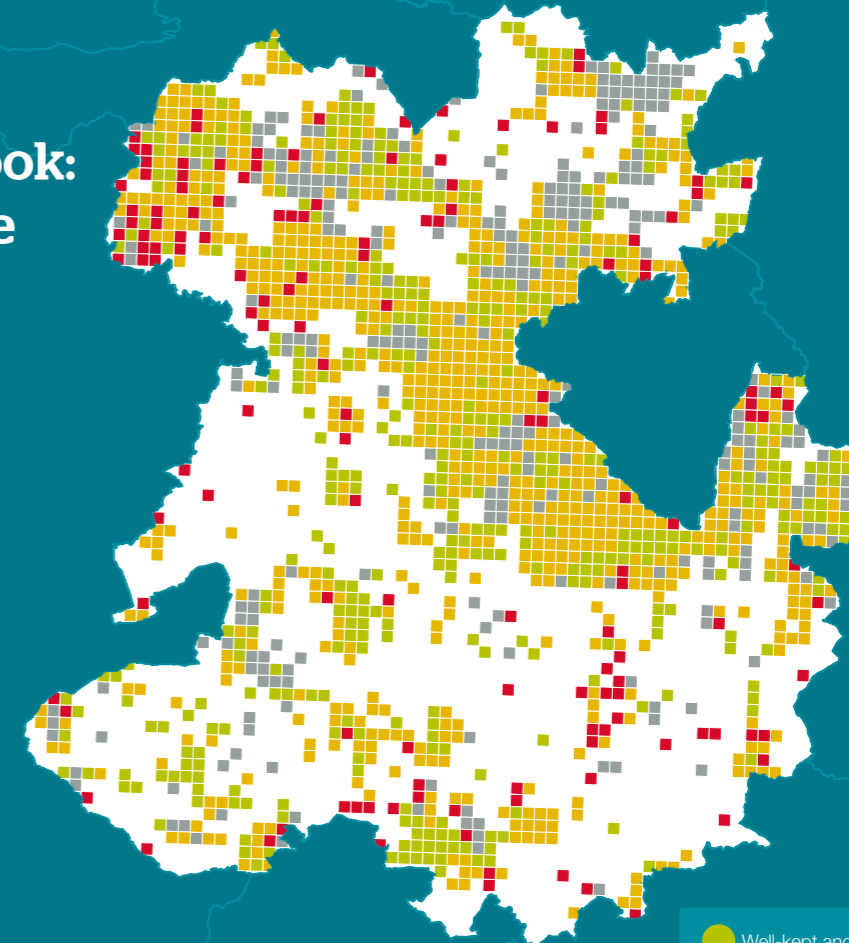
Negative feature types over time - proportion



Flora - by month



A closer look: Shropshire



Our citizen surveyors walked the rights of way in 1,563 grid squares in this large, predominantly rural county, 49 per cent of the total. Of those, around one-third were assessed as *well-kept*, with just one in ten as *poorly kept*; just over half were *adequately-kept*, but in need of improvement. This is broadly in line with the picture across the West Midlands region as a whole. The high proportion of *adequately-kept* paths probably explains why our citizen surveyors didn't greatly enjoy walking there: while less than 1 per cent of squares weren't enjoyed at all, only one-quarter were enjoyed *quite a lot* or *very much*. A massive 45 per cent were found to be only *somewhat enjoyable*.

The county contains many sites of interest, including substantial tracts of National Trust land: about 20 per cent of the grid squares surveyed in the Big Pathwatch are in Areas of Outstanding Natural Beauty. Yet only 12 per cent of the 3,925 features reported related to *attractive views* (most of which occur outside of the AONB). Far more, about one-third of the total and half of the negative features, related to *broken* or *missing signs*, including 743 *missing signs* at intersections with roads. Just over one in ten features related to *obstructions* caused by *crops* and other vegetation, predominantly *undergrowth*. In total, one-third of the features found in Shropshire were judged to have a positive effect on the walk, but nearly one in five made the path *unusable*.



Only 12 per cent of the **3,925 features** reported in **Shropshire** related to attractive views.



32

5. Digging deeper

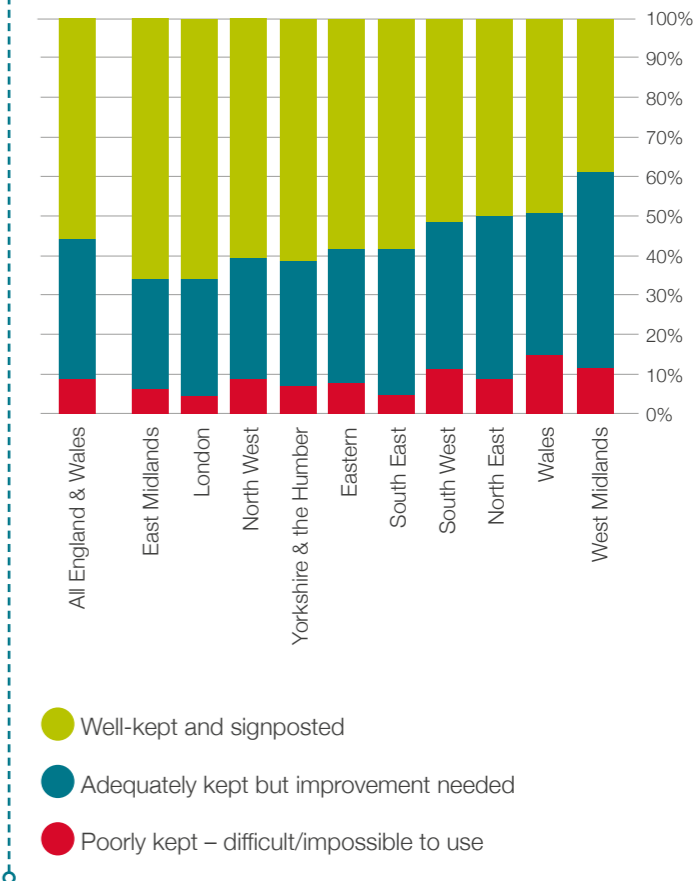
Overall, the rights of way of England and Wales are in a reasonably good state, with less than 10 per cent not fit for purpose. While there are many features that make walking difficult or impossible, there are plenty that make it a pleasure. But while the national picture is useful, more illuminating insights are possible when we look more closely at the condition of the network in different places.

We can see some significant variation in overall path condition between different parts of the country, with London and the East Midlands performing well with two-thirds of their rights of way being *well-kept*. Conversely, the South West and the West Midlands contain a higher proportion of grid squares where the rights of way are *poorly kept* than in England and Wales overall. The condition of rights of way in Wales is worse than in England and Wales as a whole and than in any individual English region. Only the West Midlands reported fewer grid squares containing *well-kept* paths, and the proportion of *poorly kept* squares (16 per cent) in Wales was nearly twice as high as the England and Wales average.

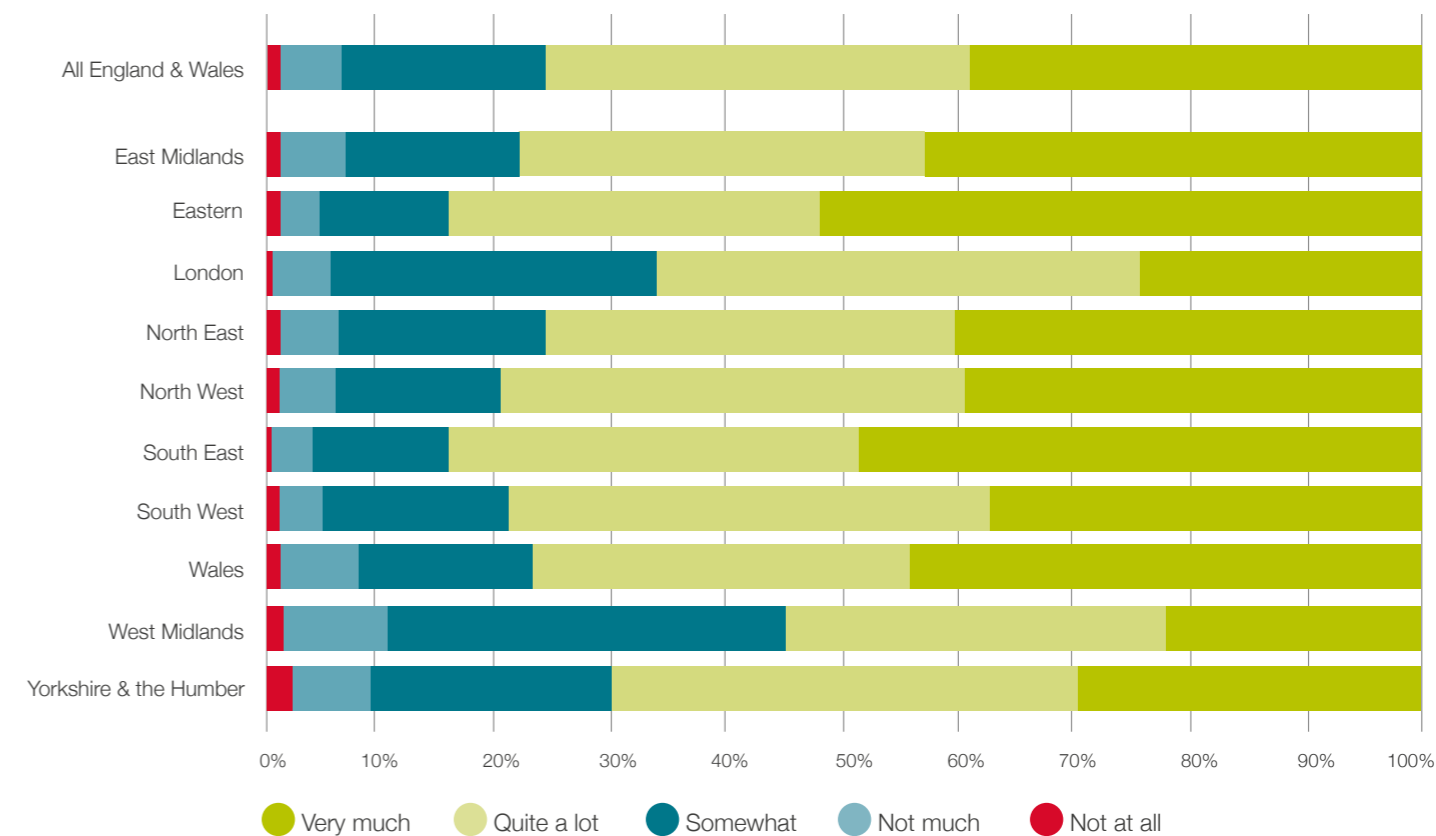
While there is the same strong correlation between path condition and enjoyment within most areas across England and Wales, it isn't always the case that places with more *well-kept* paths were most enjoyed. For example, Eastern and the South East of England are the 'most enjoyed' areas, but didn't contain the highest proportion of *well-kept* paths.

The London region, conversely, has the second lowest proportion of squares that were enjoyed *very much* (and indeed, even among its best-kept squares, a higher proportion were enjoyed *quite a lot* rather than *very much*) despite its high proportion of *well-kept* squares.

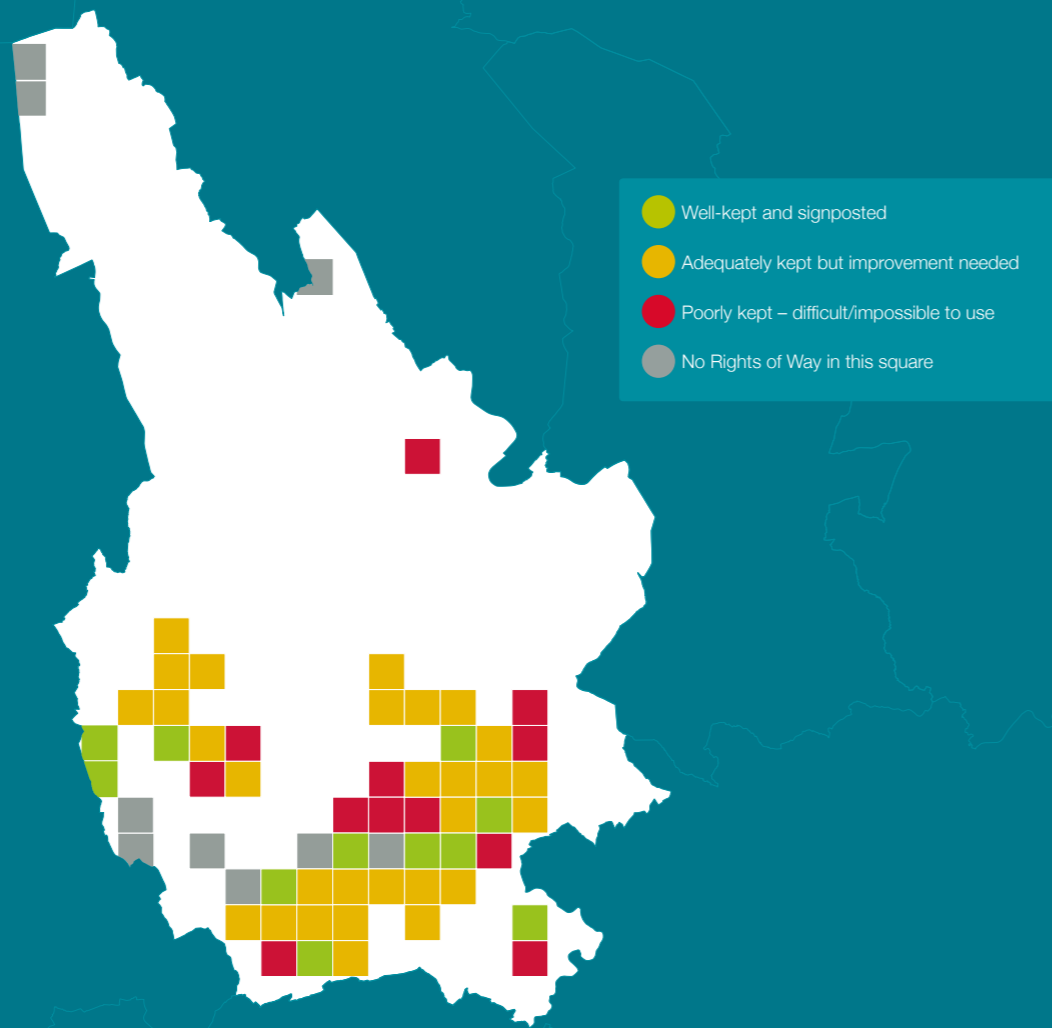
Path condition by region/nation



Enjoyment by region/nation



A closer look: Caerphilly



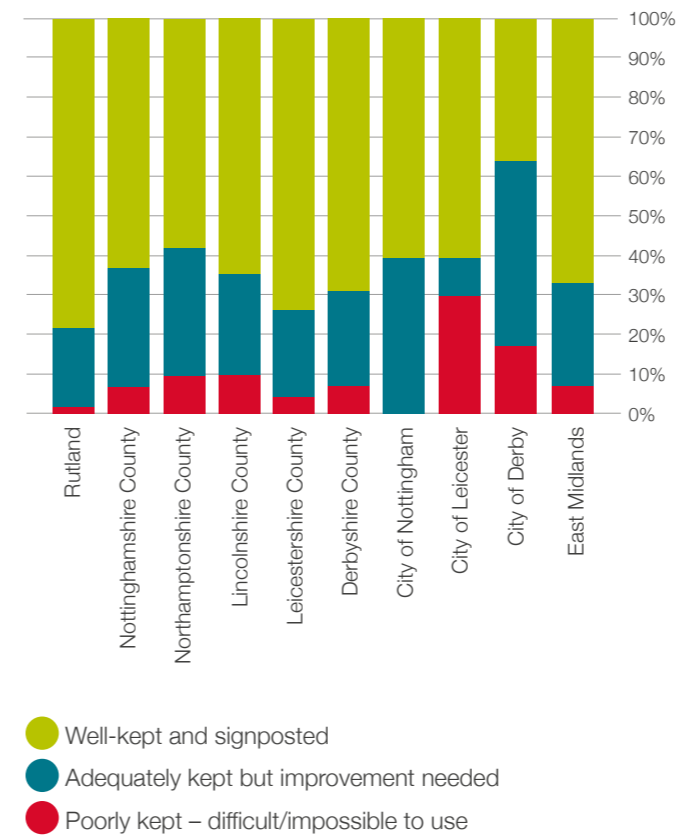
Located in the south east of Wales, the unitary authority of Caerphilly is the fifth most populous Welsh local authority, despite being one of the smallest – our citizen surveyors walked paths in just under one-quarter of its total area, which is roughly the level of coverage the Big Pathwatch generated in Wales as a whole. Surprisingly, given the overall density of the population, over three-fifths of the county borough is classified as rural in character. About half of the grid squares surveyed contained forested land belonging to Natural Resources Wales. The bulk of the grid squares surveyed in Caerphilly were classed as *adequately-kept* (57 per cent), with about one-fifth each classed as *poorly kept* and *well-kept*. In this regard, the condition of rights of way within the area is substantially lower than that of Wales as a whole, where 49 per cent of surveyed squares were reported as *well-kept*.

Of the 332 features identified in Caerphilly, only one-third were positive, with 22 per cent judged to have made the path *unusable*: one-quarter of these were due to paths being blocked by *undergrowth*. *Missing signs* were also reported to be a significant problem. Despite this, our citizen surveyors enjoyed walking either quite a lot or very much in over 60 per cent of surveyed squares, the vast majority in rural areas.

Our citizen surveyors enjoyed walking either **quite a lot or very much in over 60 per cent of surveyed squares**, the vast majority in rural areas.



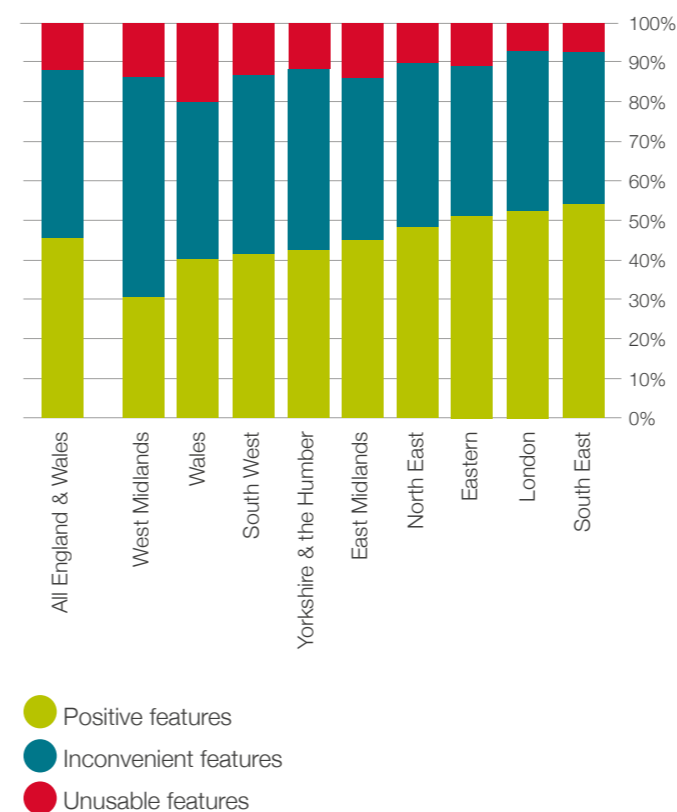
East Midlands



Clearly, while the condition of paths is important to the enjoyment to be had on them, something else is at play. The clear correlation between overall condition and enjoyment found at national level isn't always as pronounced at a regional level. It might be speculated that this is because the footpaths within built up areas, such as London, are less visually appealing, and more mundane. Rights of way within urban areas might be more functional rather than recreational, and consequently not as intensely enjoyable, even where they are properly maintained.

Path condition varies considerably between local authority areas within regions – the example of the East Midlands is shown below. Some of this 'volatility' is likely to be due to the size of sample in urban authorities, which are much smaller and contain fewer grid squares, and fewer still containing rights of way.²³ But we can be surer of some findings: in Rutland, only one of the 191 grid squares surveyed was classed as *poorly kept*, while over three-quarters were classed as *well-kept and signposted*. And there are significant variations between counties, with over 70 per cent of surveyed grid squares in Leicestershire rated *well-kept*, a significantly higher proportion than neighbouring Northamptonshire, which is far closer to the national average.

Number of features by region

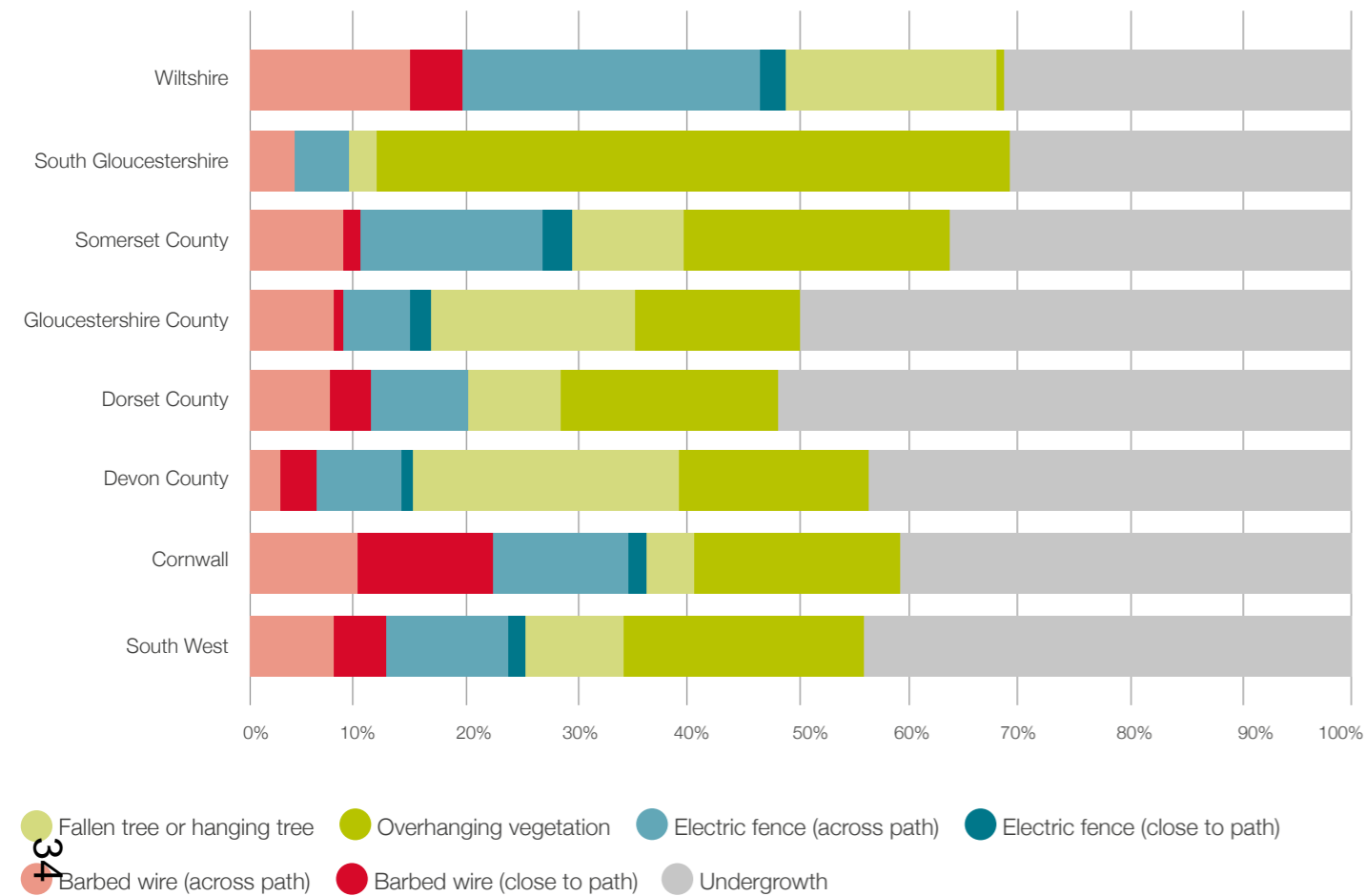


Where features are found

If the East Midlands contains the highest proportion of *well-kept* grid squares, it's in the South East that we find the highest proportion of positive features (55 per cent); the East Midlands in this case is in-line with England and Wales overall, with 45 per cent of features recorded as positive. The neighbouring West Midlands, home to the highest proportion of *poorly kept* squares, also has the highest proportion of negative features (69 per cent). In Wales, which has a somewhat higher proportion of positive features, about 20 per cent of reported features render the path *unusable*.

More positively, Wales is the most *welcoming* nation, with the highest proportion of that type of feature. As elsewhere, those features relate primarily to welcoming signs and this may be in part as a result of investment to extend Welsh language signage since the 1990s; indeed, Wales also has relatively fewer *broken or missing signs* reported as features. Among positive features, the South West of England has the highest proportion of *attractive views*, over one-quarter of which are coastal.

Percentage of man-made vs natural obstructions in the South West, by local authority*



Everywhere, the most common types of features are those relating to *finding your way*, accounting for about one-fifth of all features found in the North West and almost two-fifths (38 per cent) in the West Midlands. Again, *missing signs* were a particular problem: in the North East one-quarter of all features related to *finding your way*, and almost 80 per cent of these were *missing signs*.

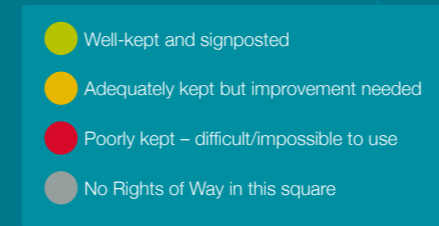
Obstructions were also significant, especially in the South West and the Midlands, both East and West (16, 18 and 17 per cent respectively). In each of these regions, over half of the *obstructions* are due to *undergrowth* or *overhanging vegetation*. 'Man-made' *obstructions*, such as *barbed wire* and *electric fences*, are far less prevalent, accounting for between 18 per cent (in the South West) and 7 per cent (in the East Midlands). Looking below the regional level, the variation becomes more pronounced:

in Dorset and Gloucestershire, *undergrowth* alone accounts for around half of all reported *obstructions*, while in Wiltshire 'man-made' *obstructions* are almost as prevalent as 'natural' ones, in Devon they account for just 15 per cent of *obstructions*.

Also a 'man-made' obstruction, but excluded from the chart above, crops blocking paths account for 14 per cent of obstructions reported across England and Wales, but there is significant variation across the country. Again, much of the variation is to be expected: for example, fewer than 5 per cent of obstructions in the London region are due to crops, while almost one-quarter of those in the Eastern region are.

* Authorities where fewer than 75 obstruction features were reported have been excluded.

A closer look: Windsor and Maidenhead



This unitary authority in the Thames Valley contains a mix of urban and rural environments. We found the highest proportion of positive features anywhere in England within this authority – 77 per cent of the 824 features found there were positive. Only nine of those features (around 1 per cent) rendered the path *unusable*, split between problems with obstructions (particularly *undergrowth*) and way finding (*signs missing on the route*). Fully one-quarter of all features reported were *attractive views*, especially of *open country*.

In total, our citizen surveyors surveyed 175 (87 per cent) of the grid squares within the authority, and judged the rights of way to be *well-kept* in 116 (79 per cent) of them. None were reported as *poorly kept*. This marks out Windsor and Maidenhead as being in considerably better condition than the South East as a whole, where 6 per cent of squares were reported as *poorly kept* and 58 per cent as *well-kept*. In part this is thanks to the involvement of East Berkshire Ramblers. The Group undertakes a twice yearly survey of a sample of footpaths in the borough, has a network of Path Wardens and undertakes some footpath repair, stile replacement and way marking work.

Walkers certainly liked walking there: in over 75 per cent of grid squares, they enjoyed their walk *quite a lot* or *very much*.



Our citizen surveyors surveyed 87 per cent of the grid squares and judged 79 per cent of them well-kept.

The impact of local government cuts

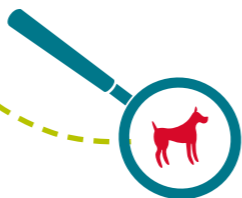
Local government in England and Wales has experienced dramatic spending cuts over the past six years, such that discretionary activity has been put under massive pressure everywhere. In many places, even statutory activity – including many duties relating to the maintenance of rights of way – has been substantially squeezed. As a consequence, local authorities have seen the resource (both human and financial) that they can make available for maintaining the rights of way network significantly reduced.

Indeed, of the 106 English local authorities for which we have figures, 76 made cuts to their rights of way management budget between 2009 and 2012, one-third by over 25 per cent; only 19 made any increase at all. In terms of levels of staffing dedicated to rights of way issues, over the same period 50 out of 90 authorities reduced the size of their teams, and only six increased them.²⁴

Yet the relationship between these cuts and the quality of rights of way is a weak one. Of the fifteen authorities containing the highest proportion of *poorly kept* grid squares, only two are also among the fifteen authorities making the largest cuts to their budgets. The correlation is weaker still with positive and negative features.

The correlation may be statistically weak, but it isn't non-existent. By and large, those places where the largest cuts have been made are also the places that have a lower proportion of *well-kept* paths than do England and Wales in general, and vice versa. Resources matter, and ongoing budget cuts may have an effect now or in the future. However, cuts alone don't offer an automatic explanation of why the path network is better maintained in some places than in others. Policy and practice matter too, as do land ownership and geography. The work of Ramblers volunteers in maintaining paths will also compensate for the effects of cuts to local authority teams. To fully understand the impact of cuts on the complex local picture would require more detailed local knowledge than this survey allows.

However, it's noteworthy that, even in the context of ongoing austerity, it's still possible to keep rights of way open and useable: the cuts don't necessarily mean that the network cannot be maintained.



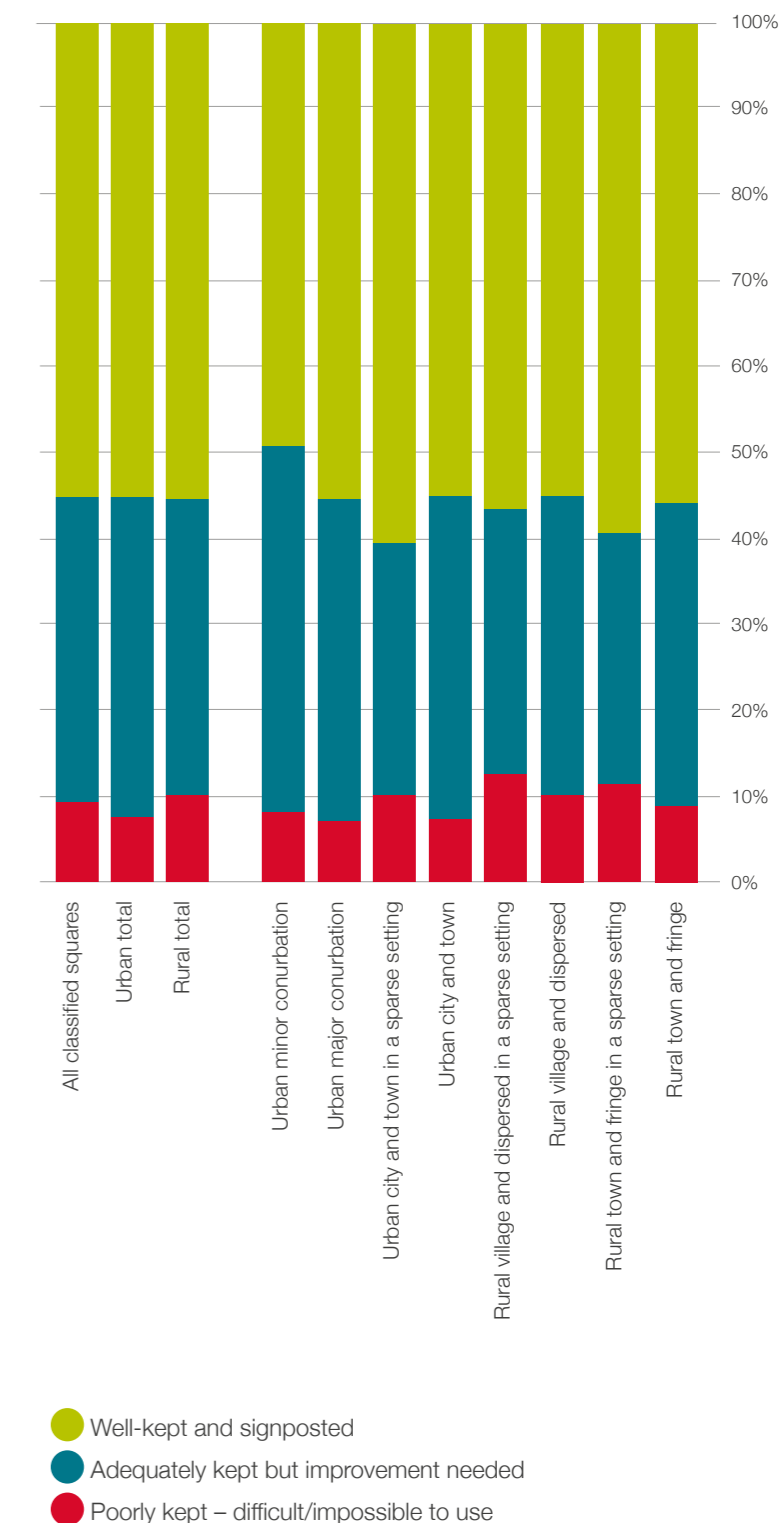
Between town and country

The relationship between path condition and rurality is also less marked than might have been expected. There appears, for example, to be little difference in overall path condition in squares classified as urban and rural. If anything, things are marginally better in urban areas. Using the government's Rural-Urban Classification,²⁵ we were able to map grid squares into eight different types, four urban, and four rural. The urban squares together are slightly less likely to be described as *poorly kept*, with the rural ones slightly more so; neither were significantly more or less likely to be classified as *well-kept*.

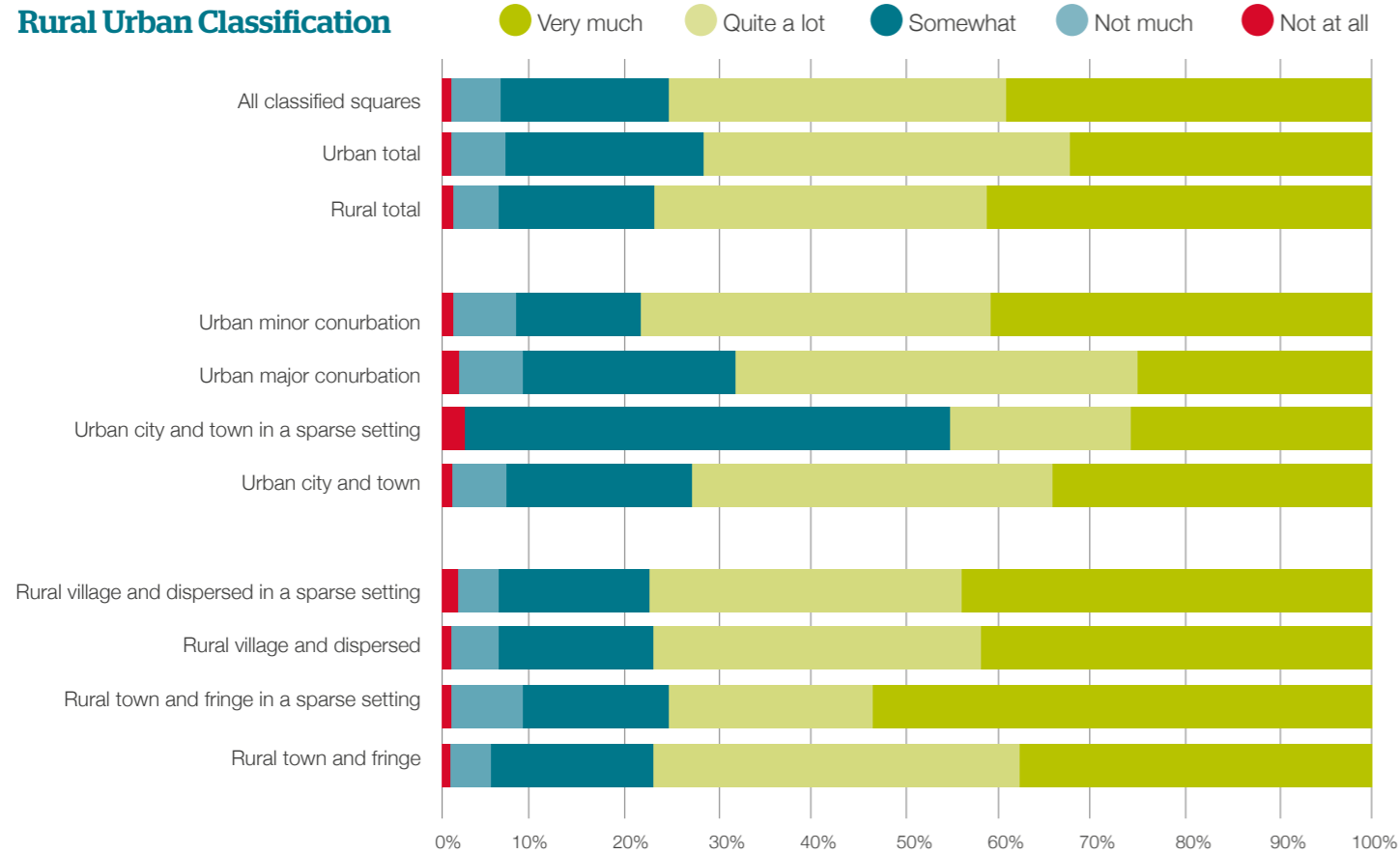
Rights of way appear, then, to be at least as likely to be in good condition near to where most people live. This in turn suggests that *poorly kept* paths may not be a significant barrier to new or occasional walkers, including people who are starting to walk in order to increase their physical activity. There is some evidence to suggest, however, that in terms of enjoyment, walking in urban areas is a little more mundane.

Earlier, it was shown that in the London region our citizen surveyors were more likely to enjoy walking squares quite a lot than *very much*, even where paths were *well-kept*. This appears to be borne out by the findings for all urban areas, where our surveyors were more likely to enjoy walking *somewhat* or *quite a lot* than in rural areas, while also less likely to enjoy walking there *not at all* or *very much*. This distinction is most pronounced in areas classified as *urban minor conurbation* on the one hand and *rural village and dispersed in a sparse setting* on the other, where 79 per cent of squares were either enjoyed *not at all* or *very much*.

Relative condition of paths in different rural and urban settings

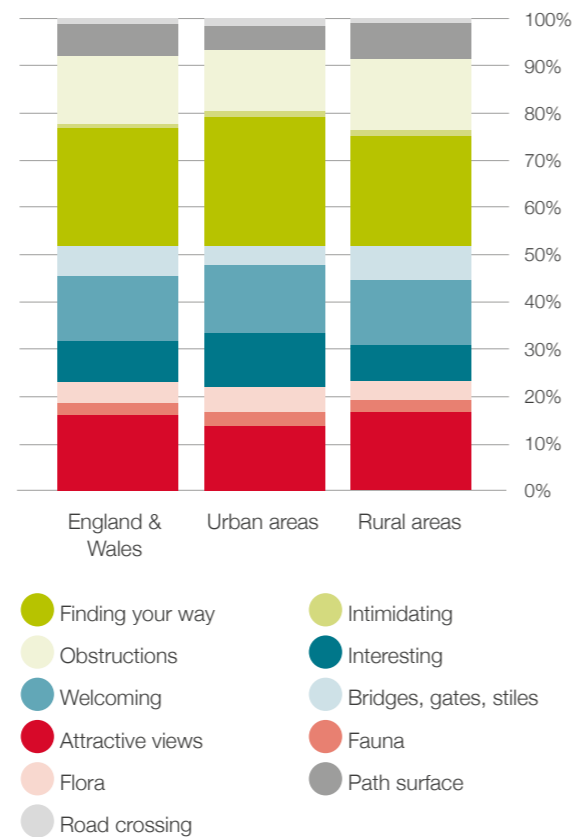


Rural Urban Classification



The same patterns can be seen in relation to the types of features found in rural and urban areas. Again, urban areas are marginally more likely to hold positive features than rural ones. However, the specific types of features vary: in urban areas, positive features are more likely to relate to *points of interest* (which include facilities) and to be *welcoming* (again, this is overwhelmingly due to *welcoming signs*), whereas rural areas are more likely to offer *attractive views*. Negatively, rural areas have a proportionately higher incidence of issues relating to *bridges, gates and stiles, obstructions* and *path surface*, while way finding is more likely to be an issue in urban areas than in the country as a whole,²⁶ especially in relation to *missing signs on the road*. *Intimidating people* are more likely to be encountered in rural areas, especially (and perhaps counter intuitively) in the most remote places (*Rural village and dispersed in a sparse setting*).²⁷

Features by rural-urban classification

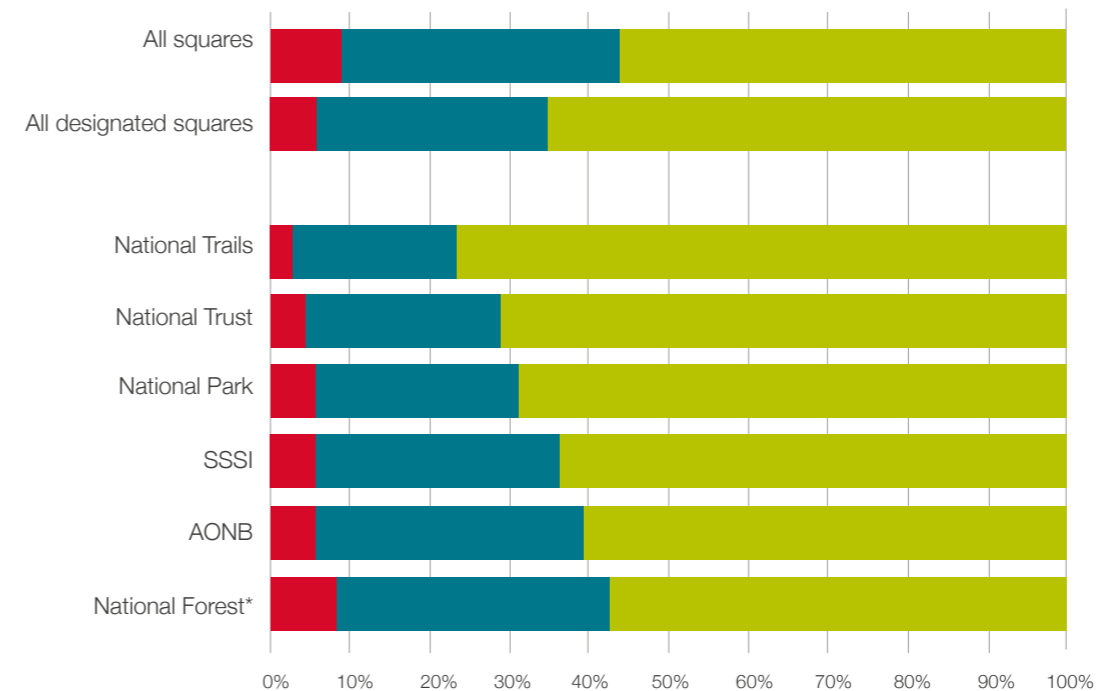


The effect of active custodianship

The effect of special designation and patterns of ownership appears far more significant than rurality. Taken together, rights of way are considerably more likely to be *well-kept* in areas belonging to the National Trust and National Forest, or designated as national parks, national trails, SSSIs, and AONBs. Two-thirds of these grid squares were rated as such, with only National Forest (57 per cent) close to the proportion found in England and Wales as a whole. These areas are also more likely to contain positive features, and fewer negative features that render paths *unusable*: National Forest is again the exception, with a similar proportion of positive features and relatively more negative features that render paths *unusable*. Unsurprisingly, over 80 per cent of obstructions on National Forest Estate land were due to *fallen or hanging trees, overhanging vegetation* and *undergrowth*.

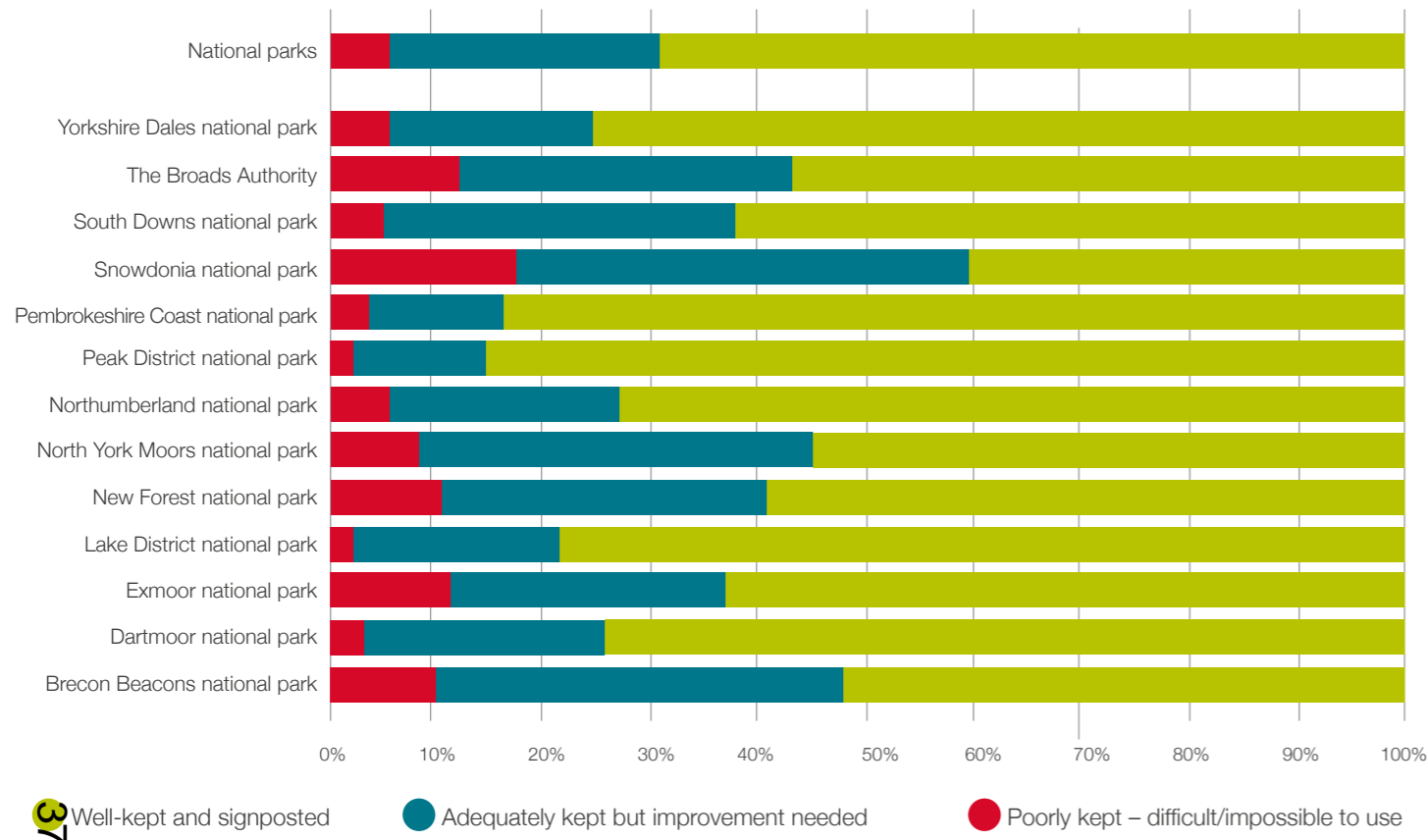
National trails, National Trust land and national parks are especially well-maintained, although that is not uniform. For example, in five national parks the proportion of grid squares classed as *poorly kept* is higher than the proportion found in England and Wales as a whole, by almost twice as much in Snowdonia. In Pembrokeshire and the Peak District on the other hand, rights of way are overwhelmingly *well-kept*.

Path condition by land ownership/designation



* National Forest comprises the Public Forest Estate and the Welsh Government Woodland Estate. Contains, or is based on, information supplied by the Forestry Commission.

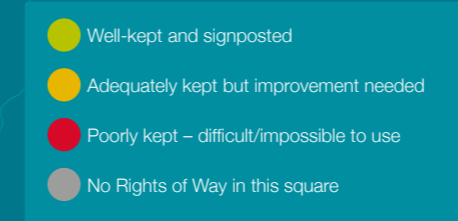
Path condition by national park



As well as being proportionately better kept, paths in these areas are more enjoyable to walk. On all but two of the national trails, over 80 per cent of grid squares were classed as enjoyable to walk in; in grid squares along the Pennine Way, over 80 per cent were enjoyed *very much* by walkers. National Trust land and AONBs are also considerably better enjoyed than other areas. But while paths in the national parks and in SSSIs were enjoyed broadly in line with England and Wales overall, the paths within National Forest are actually somewhat less enjoyable to walk.

With the exception of National Forest, which is simply broadly in line with general conditions, areas enjoying active custodianship are more likely to contain better-kept rights of way, more positive features and to be more enjoyable to walk. All of these areas are more rural than the norm to a greater or lesser degree, so given that the effect of rurality is somewhat muted, that paths found in these areas tend to be better kept is more likely due to better custodianship. However, it does mean that some of the best walking – in terms of path condition, positive features and enjoyment – lies some distance from centres of population.

A closer look: Bradford

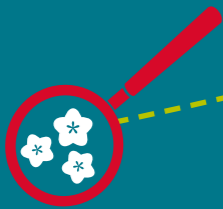


Predominantly urban in character, the authority has a significant rural hinterland, and includes a number of SSSIs. A small part of the Pennine Way runs through the area. Like most local authorities, Bradford has seen the budget available for maintaining its network of rights of way decrease since 2009, experiencing an 8 per cent reduction between 2009 and 2012. Over that period, the authority's dedicated staff team has decreased by 9 per cent.

Our citizen surveyors surveyed 81 per cent of the grid squares within the area and found almost one in five of them to be *poorly kept*, twice the proportion found in the Yorkshire and the Humber region overall. Strikingly, only slightly more (23 per cent) were judged *well-kept*, with the remainder (58 per cent) in need of improvement. This picture was reflected in the features found there: fewer than one in five (17 per cent) had a positive effect, while a similar number (19 per cent) made the path *unusable*. Overwhelmingly, these features concerned way finding (over half of all features found in Bradford, with a *missing sign on route* registering at 30 per cent of all features) and *obstructions* (including 27 instances of impassable *undergrowth*). Yet despite the evident problems, our surveyors enjoyed walking on Bradford's rights of way, with 55 per cent of grid squares enjoyed *very much*.



Our surveyors enjoyed walking on Bradford's rights of way, with **55 per cent of grid squares enjoyed very much.**



6. The case for investment

Our rights of way are a key community asset. While they may appear to be liabilities to cash-strapped councils, they form an infrastructure network with potentially massive benefits, not least in terms of promoting health and wellbeing and underpinning economic development. But they aren't simply valuable: they are valued by millions. Over and above the statutory duties they have for the network, there is a strong case for local authorities to do more to maintain and develop the network.

In the current climate, the case for devoting scarce resources to rights of way above other under-funded priorities may be hard to make. Never a core function of councils, recent and future cuts mean that the path network seems ever more marginal, something to which to commit the bare legal minimum. But such a model of support will never succeed in turning a failing liability into a valuable asset.

The case for investing in the rights of way network is fourfold:

There is much to do, but the task is not insurmountable.

Only a tenth of the network is so poorly-maintained that it's difficult or impossible to use, and over half of it is well-maintained. Similarly, while a small majority of the features encountered by our citizen surveyors were negative, again only just over a tenth of them rendered the path *unusable*. And nowhere is the network broken, with problems highly localised. While any problem that makes a right of way *unusable* is too many, these are manageable proportions, evenly spread.

There are opportunities for accessing additional resources to support authorities in the task.

While public finances are stretched, recognising the wider benefits of rights of way as an asset means making better use of the resources we have. For example, by linking the maintenance of the path network to creating opportunities for low cost, entry-level physical activity, investing in path maintenance can represent a public health saving, rather than a highways cost.

Most problems are fixable if we work together.

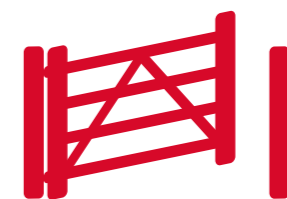
The bulk of the negative features we found don't require expensive legal work, but rather on the ground maintenance to deal with issues such as *undergrowth* and *missing signs*. Councils have willing allies in that task, if new ways of working with volunteers can be found, allowing limited resources to be focused more effectively. The Ramblers, with its active local membership and skilled volunteer path maintenance teams, is particularly well placed to assist, and the next phase of the Big Pathwatch initiative will also be an invaluable tool in a more collaborative approach.



Custodianship matters.

Paths are better where land owners make the effort. Councils can co-opt their assistance and, nationally, land owners like the National Forest can be engaged to do more to improve the rights of way on their land even further; organisations such as the NFU and the CLA could be powerful intermediaries in strengthening the case for active custodianship among their members.

As the guardians of the path network, the Ramblers is working towards the goal of every right of way in England and Wales being well-maintained by 2020. It's a challenging ambition, but one that we believe can be realised. Working together, using intelligence such as the Big Pathwatch to target our efforts most effectively, we can ensure that the unique asset we have built up over centuries continues to give value and enjoyment long into the future.



As the guardians of the path network, the Ramblers is working towards the goal of **every right of way in England and Wales being well-maintained by 2020.**



7. Methodology

The Big Pathwatch harnessed the energy of 3,244 volunteers as citizen surveyors, around half of whom had no prior involvement with the Ramblers, to survey rights of way in England and Wales. The surveyors walked as much of the network as possible, and recorded what they found, positive and negative, through a mobile phone app or online.

To enable this to be done systematically, England and Wales was divided into 156,472 squares (the one km grid squares on Ordnance Survey (OS) maps), which our citizen surveyors could 'adopt' and walk between 7 July 2015 and 14 January 2016. By the end of the survey period, volunteers had surveyed 70,648 grid squares or 45 per cent of the area of England and Wales, providing a very robust sample and, we believe, the largest survey of British rights of way ever undertaken.

The surveyed grid squares were reasonably evenly spread across the regions and nations, with English regions outside London ranging from 39 per cent to 53 per cent coverage. The London region is overrepresented at 75 per cent, and it's the smallest area with the fewest rights of way, while Wales is underrepresented at 28 per cent coverage.

By local authority, the range of coverage is much wider, from 6 per cent to 100 per cent, but aside from an overrepresentation of Welsh and London authorities at the bottom end of the distribution, there is no clear pattern among the authorities with below average coverage. Where individual authorities, or other units, are cited in the report, a margin of error of less than 3 per cent has been established; the exception is in Wales (for example the Caerphilly case study on page 16) where rates of return don't allow for local authority level analysis at this level of confidence. At regional level, and in Wales, margins of error are typically less than 1 per cent.

Our citizen surveyors were asked to record a number of observations, all of which were date stamped:

- The general condition of rights of way within a grid square, choosing from 'Poorly kept – difficult/impossible to use', 'Adequately kept but improvement needed', or 'Well-kept and signposted'.
- The degree to which they enjoyed walking in that grid square, choosing from 'Not at all', 'Not much', 'Somewhat', 'Quite a lot', and 'Very much'.
- The type and nature of features encountered (drawn from a list that can be found in the appendix) and the effect of those features on their walk, drawn from 'Positive', 'Negative/Inconvenient' and 'Negative/Unusable'; these features were geo-located.

This report is based on the unique data collected through the Big Pathwatch survey and doesn't draw on any other surveys of the condition of rights of way in England and Wales. All figures relate only to defined public rights of way.

Grid squares, their derived surveys and the features contained within them were designated against a parent local authority based on the placement of the grid squares central point and which local authority this placed it in.

The survey was open to allow any person to adopt a square regardless of whether this square had already been surveyed. This was acknowledged as a potential issue at the start of the survey but was allowed for to increase engagement. It transpired that there was relatively little duplication of effort. However, to ensure we have maintained a consistent approach to the resultant data we have taken the earliest completed survey result and its daughter features to analyse.

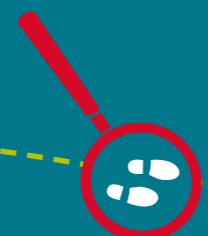
Not all features were fully recorded, or some form of technical error occurred while the feature was being submitted. These features with incomplete data (74 of the entire dataset) were removed from the analysis.

Because of the grid square system, some features (2 per cent) are reported as occurring in a different local authority from that to which they correctly belong (2,362 of the 109,236 reported features).



Percentage of grid squares surveyed

75% London	53% Yorkshire and the Humber	51% Eastern	50% South East	50% East Midlands
46% South West	45% North West	42% West Midlands	39% North East	28% Wales



Footnotes

1. We are indebted to the thousands of walkers who volunteered their time to collect the data on which this report based. Over half of these walkers were new to the Ramblers, offering their time to help improve the paths they value.
2. Scottish authorities aren't required to prepare and hold definitive maps of their rights of way. As a result, rights of way aren't shown on Ordnance Survey (OS) maps of Scotland so there is no easy way of identifying paths that are acknowledged as rights of way. Scotland was therefore not covered in the Big Pathwatch.
3. Those who registered or downloaded the family pack.
4. Engagement points are photos submitted, new twitter followers, Big Pathwatch web page visits, Facebook likes, features reported and family pack downloads.
5. Sport England /Outdoors Industry Association, *Getting Active Outdoors: A Study of Demography, Motivation, Participation and Provision in Outdoor Sport and Recreation in England*.
6. www.wildlifetrusts.org/sites/default/files/green_paper_nature_and_wellbeing_act_full_final.pdf
7. Recommended by the UK Chief Medical Officers for good health in adults.
8. Department of Health (2012).
9. S.Allender, C.Foster, P.Scarborough & M.Rayner 2007, 'The burden of physical activity related ill health in the UK' in *Journal of Epidemiology and Community Health* 61.
10. Heron and Bradshaw, 2010.
11. <http://gov.wales/docs/statistics/2015/150603-welsh-health-survey-2014-initial-headline-results-en.pdf>
12. http://sport.wales/media/1686275/active_adults_survey_2012_-_statistical_release__2.xlsx
13. Department of Health 2004, *At least five a week: evidence on impact of physical activity and relationship to health*.
14. Department of Health 2004, *At least five a week: evidence on the impact of physical activity and its relationship to health. A report by the Chief Medical Officer; Mind 2008, The Mind guide to physical activity, revised edition; Walking the Way to Health 2009, Walk more...feel the difference*, Natural England.
15. Jules Pretty, Murray Griffin, Jo Peacock, Rachel Hine, Martin Sellens and Nigel South 2005, *A countryside for Health and Well-Being: The Physical and Mental Health Benefits of Green Exercise*, Countryside Recreation Network.
16. South West Coast Path Association, *SWCP Monitoring and Evaluation Framework*, January 2014.
17. Mike Christie and Jon Matthews, *The Economic and Social Value of Walking in Rural England*, report for the Ramblers' Association, 2003 <http://users.aber.ac.uk/mec/Publications/Reports/RA%20Eco%20Impact%20of%20walking.pdf>
18. *Economic Impact of Walking & Hill Walking in Wales*, Welsh Economy Research Unit, Cardiff University, June 2011.
19. The Big Pathwatch returned survey data for 70,648 one km grid squares in England and Wales (45 per cent of the total), but 30,043 of those didn't contain any rights of way. They may contain permissive paths or other byways not protected by law but as the focus of this report is on rights of way, those squares have been excluded from the analysis. Unless otherwise stated, all statistics used are based on the 40,605 surveyed grid squares containing rights of way.
20. A complete list and description of the feature sets can be found in the appendix.
21. Only one in ten grid squares (6,177 of 70,648), where more than one feature was found, contained no positive features at all.
22. The survey was kept open for two weeks of January 2016, but to allow for like for like comparison, the January data has been excluded from these time series.
23. In the East Midlands, as in most English regions, there is considerable variation between local authority areas in terms of surface area and population. The cities of Nottingham and Leicester, for example (with the highest and lowest proportion of poorly kept grid squares respectively) each contain only 73 grid squares, the majority of which contain no rights of way – for example in Leicester, while the Big Pathwatch surveyed 96 per cent of squares, only ten of those contained rights of way. In Rutland however we can be reasonably confident with the findings, to a margin of error of 5 per cent.
24. Ramblers Freedom of Information request to local authorities 2009–2012.
25. www.gov.uk/government/uploads/system/uploads/attachment_data/file/239478/RUC11user_guide_28_Aug.pdf
26. It should be remembered that these are proportions of features found: our volunteer citizen surveyors found over twice as many features in grid squares classified as rural than as urban (areas classified as rural make up four-fifths of England and Wales and while proportionately more way finding features were found in urban areas, twice as many actual features of this kind (17,989) were found in rural areas.
27. The real numbers are small, but of the 95 intimidating people reported, 68 of them were in places classified as rural.



Appendix - Feature reference guide



Feature reference guide

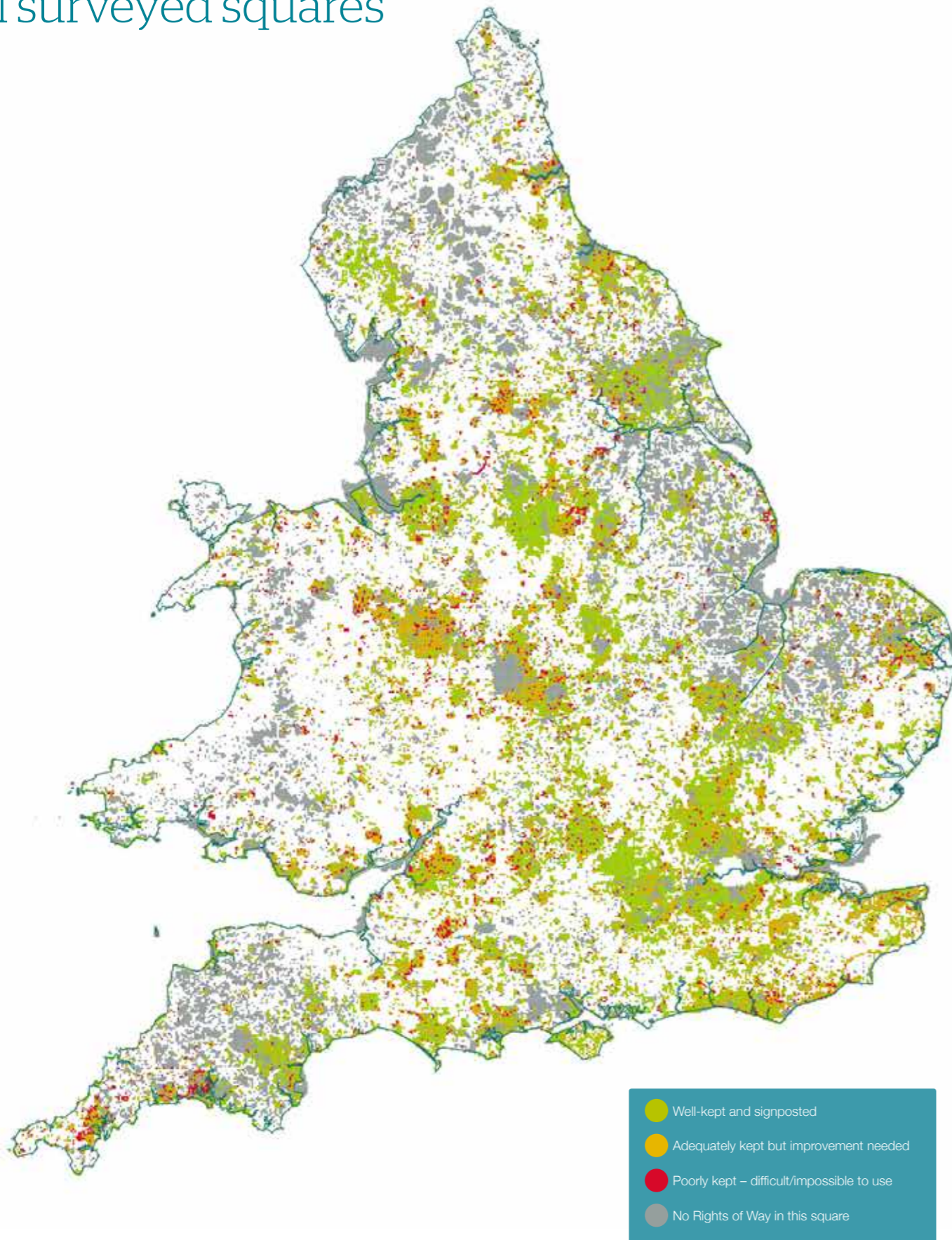
These are the features to look out for on your Big Pathwatch walk. When you find one, make a note of the location on your grid square map.

<p>Flora</p>		Trees
		Flowers
		Fungi
		Other
<p>Fauna</p>		Small mammals
		Larger mammals
		Birds
		Butterflies
		Insects
		Other
		Other
<p>Attractive views</p>		Woodland
		Open country
		Town / City
		Coastal
		Mountains and hills
		Other
		Other
<p>Welcoming</p>		People or person
		Signs and information
		Other
<p>Points of Interest</p>		Buildings
		Natural features
		Lake or body of water
		Pub or tea shop
		Toilets
		Benches
		Other
		Other

<p>Intimidating</p>		Dog(s)
		People or Person
		Cow(s)
		Bull(s)
		Horse(s)
		Other
<p>Bridges, Gates & Stiles</p>		Stile – unsafe or in need of repair
		Gate – unsafe or in need of repair
		Gate – Locked
		Bridge – unsafe or in need of repair
		Missing bridge, gate, stile
		Other
		Other
<p>Finding your way</p>		Missing sign on route
		Missing sign at road
		Broken sign on route
		Broken sign at road
		Discouraging sign
		Path not found
		Other
		Other
		Other
		Other
<p>Path Surface</p>		Muddy
		Flooded
		Potholed
		Ploughed [and not reinstated]
		Other
		Other
		Other
<p>Road Crossing</p>		No safe means of crossing a road
		Other
<p>Obstructions</p>		Undergrowth
		Overhanging vegetation
		Barbed wire close to path
		Barbed wire across path
		Electric fence close to path
		Electric fence across path
		Crops
		Fallen or hanging tree
		Other

The Big Pathwatch:

All surveyed squares



42



Next steps

At the Ramblers, we know that Britain's paths are a precious and valuable network. We want to make sure that everyone, everywhere has access to well maintained paths, and that everyone is doing their bit to protect our paths for generations to come – whether by reporting path problems when they find them, or directly helping to keep paths in a good condition.

We want to work with councils to ensure rights of way are a recognised and valued asset; as part of the transport infrastructure, the local economy, as a means of achieving public health objectives and a way of connecting communities with nature and promoting social cohesion.

Ramblers' volunteers already clear and maintain paths across England, and we are looking at how to build on this work.

To find out how the Ramblers can help resolve issues and promote paths in your area, please contact pathwatch@ramblers.zendesk.com

If you want to get more involved with the campaign, or find out how you can take action to protect paths locally, please contact Policy & Advocacy Support **020 7339 8554** at the Ramblers.

For more information and to download the full *Big Pathwatch: State of Our Paths Today* report visit www.ramblers.org.uk/bpwreport.

Pathwatch app



You can report path problems to the Ramblers through our website or the Pathwatch app which is available for free download. Use either and we will make sure that the relevant highway authority is aware of the issue. Where possible, we will work with highway authorities to help resolve the problems.

Find out more about the Pathwatch app at www.ramblers.org.uk/pathwatch



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Ramblers Big Pathwatch

All Survey Data





The Big Pathwatch aimed to get everyone out walking paths, checking them and telling us what they found. Between July 2015 to early January 2016, we reported back to you the issues they found. We also received a lot of positive data, which showed why people enjoyed walking and how they valued the right of way network.

This report details everything in the Big Pathwatch found on the right of way network in your area during the reporting period. We hope this provides you with a helpful overview; local Ramblers volunteers will be happy to discuss this in more detail with you. To find your local Ramblers volunteer contact bigpathwatch@ramblers.org.uk or visit <http://www.ramblers.org.uk/go-walking/group-finder.aspx>. The way we work together to protect our paths is very important and we would very much value your feedback on the Big Pathwatch and how it has worked for you. You can provide comments via an online survey - a link to this will be sent shortly in a separate e-mail.

Nicky Philpott
Director of advocacy & engagement

Windsor and Maidenhead (B)

All Survey data		features reported:	
squares adopted:	189		
squares completed:	189		
km of RoW surveyed:	303.28	683	197

This reporting period 13-July-15 to 10-January-16

The report and all data contained in it remains the intellectual property of the Ramblers. It should not be provided to any third party without the prior written consent of the Ramblers. If any extracts are used/published they should be credited accordingly.

For further clarification please see the full terms and conditions on our website by [clicking here](#)

Features reported in Windsor and Maidenhead (B) in the reporting period 13-Jul-15 to 10-Jan-16

Negative Reported Features

Negative Reported Features		Path unusable	Path inconvenient	Total
Intimidating	Dog	0	1	1
	Other	0	6	6
Bridges, gates & stiles	Unsafe stile	0	9	9
	Unsafe gate	0	3	3
	Unsafe bridge	0	4	4
	Other	0	2	2
Finding your way	Missing sign on route	2	19	21
	Missing sign at road	0	13	13
	Broken sign on route	0	1	1
	Broken sign at road	0	3	3
	Discouraging sign	0	1	1
	Path not found	1	3	4
	Other	0	9	9
Path surface	Muddy	0	16	16
	Flooded	0	1	1
	Ploughed	1	9	10
	Other	0	8	8
Road crossing	No safe way to cross	0	4	4
	Other	2	1	3
Obstructions	Undergrowth	2	20	22
	Overhanging vegetation	0	21	21
	Barbed wire (close to path)	0	10	10
	Barbed wire (across path)	0	1	1
	Electric fence (across path)	0	2	2
	Fallen or hanging tree	0	12	12
	Other	2	7	9
Total		10	186	196

Features reported in Windsor and Maidenhead (B) in the reporting period 13-Jul-15 to 10-Jan-16

[FeatureID](#) [Received on](#) [Easting](#) [Northing](#) [GridRef](#)

[Photo URL](#)

[ReporterID](#)

Positive Reported Features		Positive
Attractive views	Woodland	35
	Open country	137
	Town /City	5
	Mountains and hills	2
	Other	34
Fauna	Small mammal	5
	Larger mammals	12
	Birds	63
	Butterfly	5
	Insects	1
Flora	Trees	57
	Flowers	15
	Fungi	10
	Other	22
Interesting	Toilets	2
	Bench	32
	Pub or tea shop	24
	Buildings	41
	Lake or body of water	19
	Other	43
Welcoming	Person	2
	Signs	110
	Other	8
Total		684

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