

Public Document Pack

**NOTICE
OF
MEETING**

LOCAL ACCESS FORUM



will meet on

TUESDAY, 8TH NOVEMBER, 2016

at

6.30 pm

in the

DESBOROUGH 4 - TOWN HALL, MAIDENHEAD

TO: MEMBERS OF THE LOCAL ACCESS FORUM

COUNCILLOR MAUREEN HUNT
ASGHAR MAJEED & VACANCY

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

Karen Shepherd
Democratic Services Manager
Issued: 31 October 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 1

ITEM	SUBJECT	TIME	REPORTING	PAGE NO
1.	Welcome, apologies and introductions (a) Declarations of interest (b) Approval of Minutes – 29th June 2016 (c) Matters arising from last meeting	5 mins	Peter Thorn All Andrew Fletcher Andrew Fletcher	3 - 12
2.	Members' update	10 mins	All	-
3.	Volunteering in RBWM	15 mins	Buffy Harris-Jones	-
4.	RBWM Cycling Strategy	15 mins	Gordon Oliver	13 - 98
5.	Milestones Statement and Annual Targets for 2017-2018	20 mins	Andrew Fletcher	99 - 102
6.	Auditing the list of streets	10 mins	Andrew Fletcher	103 - 108
7.	Berkshire College of Agriculture planning application: Development of a care village	10 mins	Andrew Fletcher	109 - 162
8.	LAF Work programme (a) Multi-user routes (b) Fostering closer engagement with Parish Councils (c) Opportunities and issues with lareg development sites (d) Millennium Walk (e) Improvement to Ashley Hill, Hurley	20 mins	Andrew Fletcher	-
9.	Cross compliance reporting	10 mins	William Emmett	163 - 166
10.	LAF Monitoring items	10 mins	Andrew Fletcher	-
11.	Feedback from meetings and conferences (a) Joint LAF Training (b) De-regulation Act	10 mins	Andrew Fletcher	-
12.	Date of next meeting: tbc			-

	b)		
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Agenda Item 1

LOCAL ACCESS FORUM: 8th NOVEMBER 2016

ACTIONS ARISING FROM THE MEETING

PURPOSE OF REPORT

To inform the Local Access Forum about the progress made on actions and issues arising from the Forum meeting held on 29th June 2016

Key:

Completed items

In progress

Incomplete

Action owners:

AF	Andrew Fletcher (Public Rights of Way Officer)	AH	Anthony Hurst (Principal Public Rights of Way Officer)
SW	Sharon Wootten (Public Rights of Way Officer)	PT	Peter Thorn
RA	Rebecca Anderson (Ecology Officer)	CG	Christine Gadd
AN	Andrew Nye	SG	Steve Gillions

Agenda Item 3: Membership update

Item	Action / Issue	Action Owner	Outcome
1.1	Approach Sustrans and the Cycle Forum for volunteers to join the LAF to contribute from a cycling perspective	AF	Sustrans and the Cycle Forum have been approached with regard to potential new members to serve on the LAF with a cycling perspective. No new applications have been received to date
1.2	Update PROW webpages with LAF members and LAF Fast Response Team members	AF	Members of LAF Fast Response Team are: <ul style="list-style-type: none">• Peter Thorn• Geoff Priest• Steve Gillions• Andrew Nye One additional place was agreed to be 'floating' to allow any member with particular expertise to provide advice. The web pages were updated on 30 th June 2016

Agenda Item 4: Ecology and public rights of way

Item	Action / Issue	Action Owner	Outcome
4.1	Circulate outline information of local wildlife site to each parish council	RA	Maps are being prepared for each Parish Council and will be distributed shortly.
4.2	Circulate information about Hurley & Walthams wildlife sites to Councillor Maureen Hunt	RA	Completed.

Agenda Item 5: Maidenhead Footpath 19 diversion proposal

Item	Action / Issue	Action Owner	Outcome
5.1	The Forum recommended that the diversion be allowed, with the following conditions: <ol style="list-style-type: none"> 1. Width of the path should be a minimum of 3 metres to cater for cyclist and walking traffic 2. The new line of the path should be protected on the Definitive Map 3. Access to the cycle track should be improved at each end of the footpath, in particular the keyhole barriers in place along the cycleway should be replaced with more accessible structures 	AF	The Forum's comments were reported back to the landowner. The landowner decided not to continue with the diversion order at this time, in favour of a potential larger proposal to be tabled in the future.
5.2	Send draft response from the Forum to all members for approval before it is sent to the Panel and landowner.	AF	Response detailed above to be sent to the landowner following approval from all members.

Agenda Item 6: LAF Annual Report

Item	Action / Issue	Action Owner	Outcome
6.1	All LAF members to respond to AF by 15th July 2016 with any comments for the Annual Report or the Natural England report proforma	ALL	No further comments were received and the report was sent to Natural England.
6.2	The Forum agrees the work programme for 2016/2017 as follows: <ol style="list-style-type: none"> 1. Multi-User Routes 	AF	This has been included as Agenda Item 8 for the 8 th November 2016

	<ul style="list-style-type: none"> 2. Fostering closer engagement with parish councils 3. Opportunities and issues with identified large development sites 4. Millennium Walk 5. Improvement to access as Ashley Hill, Hurley 		
6.3	<p>The Forum agreed the following site visits:</p> <ul style="list-style-type: none"> 1. Cycle track at Ditton Park, Datchet/Slough 2. Site visits to upcoming potential diversions and new paths 3. Ashley Hill, Hurley 	AF	A schedule for site visits between Jan – June 2017 will be circulated for LAF member approval.
6.4	All LAF members to respond to AF by 15th July 2016 with any suggestions for additional site visits	ALL	No further suggestions were received.

Agenda Item 7: LAF Monitoring items

Item	Action / Issue	Action Owner	Outcome
7.1	Approach schools around Sunningdale and Sunninghill for potential volunteer groups	AF / CG	To be completed.
7.2	Write to RBWM Councillors on behalf of the Forum to thank them for supporting the Public Rights of Way Team and thereby generating the positive results for the Borough reflected in the Ramblers Big Pathwatch	PT	This letter was sent on 30 th September 2016.
7.3	Ask The Ramblers head office for a breakdown of the big pathwatch issues in Cookham	SG / AN	In progress

Agenda Item 8: Feedback from meetings and conferences

Item	Action / Issue	Action Owner	Outcome
8.1	Provide feedback from National Conference to the LAF	PT	In progress

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ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD

LOCAL ACCESS FORUM MEETING MINUTES

29 June 2016

ATTENDANCE LIST

Councillor Maureen Hunt
Sara Church
John Foulger
Christine Gadd
Steve Gillions
Alan Keene
Gordon Marrs

Andrew Nye
Geoff Priest
Peter Thorn

Rebecca Anderson
Andrew Fletcher
Tanya Leftwich

RBWM Councillor
Horse Riding, British Horse Society
Walking, open spaces, public rights of way
Cycling and walking
East Berkshire Ramblers Association
Observer
East Berkshire Ramblers Association
Secretary
Cookham Parish Council
Hurley Parish Council
Chairman, land management

RBWM Ecologist
Local Access Forum Secretary
Clerk to the Forum

APOLOGIES

Name
Councillor Malcolm Beer
Katie Sarsfield
Margaret Cubley

ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD
LOCAL ACCESS FORUM
29 June 2016
MINUTES

1 Welcome, apologies and introductions

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

Apologies for Absence were received from Councillor Malcolm Beer, Margaret Cubley and Katie Sarsfield.

A declaration of interest was received from Councillor Maureen Hunt in relation to Item 5 of the agenda (Footpath 19) as she was the Chairman of the Rights of Way & Highway Licensing Panel.

The Forum approved the minutes of the meeting held on 11 November 2015.

Matters arising from last meeting

Andrew Fletcher referred members to pages 3-24 of the agenda and explained that the actions, all bar 4.3, had been completed.

- ❖ **Action (GM): Item 4.3 - That this was currently being investigated with East Berks Ramblers.**

2 Members' update

Nothing reported.

3 Membership update

Election of Vice-Chair

Andrew Fletcher informed the Forum that one nomination had been received for the Vice-Chairman's position, that of **Geoff Priest**. **Alan Keene** proposed **Geoff Priest** as Vice-Chairman, which was seconded by **Councillor Hunt**.

The Forum **agreed** that **Geoff Priest** be elected as Vice-Chairman.

General Forum membership

Andrew Fletcher informed the Forum that **Roy Fabry** had unfortunately resigned from the Forum as he had moved out of the area.

- ❖ **Action (AF): To approach Sustrans and the Cycle Forum for volunteers to join the LAF to contribute from a cycling perspective.**

LAF Fast Response Team membership

Andrew Fletcher informed the Forum that the LAF Fast Response Team looked at issues outside the Forum meetings in order to meet deadlines and reported back to subsequent meetings. It was noted that these issues tended to be handled via email as it was less time consuming than meeting face to face. Andrew Fletcher stated that Andrew Nye had agreed to be involved which left one vacancy on the LAF Fast Response Team. It was noted that the vacancy could be filled by a someone with a user interest or a land owner interest.

- ❖ **Action (ALL): That a new member to the Fast Response Team was needed (with a user interest or a land owner interest) - anyone interested to let Andrew Fletcher know ASAP.**
- ❖ **Action (AF): To update PROW webpages with LAF members and LAF Fast Response Team members.**

LAF member training

Andrew Fletcher informed the Forum that joint LAF training course had been arranged to be run by the Institute of Public Rights of Way. It was noted that this training would take place at 10am on the 13 September 2016 in the Desborough Suite, Town Hall, Maidenhead.

- ❖ **Action (ALL): Anyone interested in attending the training to let Andrew Fletcher know ASAP.**
- ❖ **Action (AF): Training papers to be circulated to those who cannot attend.**

4 **Ecology and public rights of way**

Rebecca Anderson, RBWM Ecologist, gave everyone a short presentation on 'Biodiversity within the Borough'. The presentation covered the following subjects:

- Duty of the Council with regards to Biodiversity (European and UK law).
- Public Rights of Way and Biodiversity (designated sites and natural habitats in the Royal Borough).
- Useful Links.

Rebecca Anderson explained that she had been in post for eighteen months and was previously a senior consultant in the private sector. The Forum noted that **Rebecca Anderson** now commented on planning applications that could affect wildlife, following Best Practice Guidelines. It was noted that **Rebecca Anderson** worked part-time on the Borough Local Plan and Neighbourhood Planning Policies and by helping to develop some standard conditions for planning applications. It was noted that **Rebecca Anderson** was involved in Council projects and also worked closely with local wildlife groups.

Christine Gadd arrived

Rebecca Anderson went on to explain the key used in the presentation (blue was the wildlife sites and nature reserves and green / outlined red were the special protection areas). Members were informed that the Royal Borough had 300km of public rights of way and that whilst maintenance / improvements were carried out the Council had to have a regard for wildlife.

The Forum was advised that **Rebecca Anderson** was available to offer advice if needed and referred to the useful links page of her presentation.

Peter Thorn informed **Rebecca Anderson** that the public rights of way team had volunteer groups and that she might like to attend projects to check that the wildlife was being protected / advise as necessary.

It was noted that with regard to wildlife breaches contact should be made with the Thames Valley Police (TVP) Wildlife Liaison Officer and the RBWM Ecologist as the TVP were able to halt works and take the appropriate action if an offence was taking place. Members were informed that there could be anything up to a £5k fine and six months in prison for causing intentional and reckless damage specific species.

Members were informed that a lot of the Council owned sites were sign posted as being wildlife sites / nature reserves, whilst sign posting private land was the responsibility of the private owners. **Rebecca Anderson** explained that the Council bought data in and that small amounts of this data was available free of charge to small organisations on request.

It was noted that farming operations had to cease if ground nesting birds were discovered but only cease approximately five metres from where the birds, nests and

eggs were located in order to prevent them from being disturbed. **Rebecca Anderson** explained that bird scaring equipment could be used to deter birds from nesting but not if the birds had already been located.

- ❖ **Action (RA): To circulate outline information of local wildlife sites to each parish council.**
- ❖ **Action (RA): To circulate information about Hurley & Walthams wildlife sites to Councillor Maureen Hunt.**

5 Maidenhead Footpath 19 diversion proposal

Andrew Fletcher referred the Forum to pages 25-30 of the agenda and explained that the report was to consult the Forum on the proposal to divert Maidenhead Footpath 19 at the Maidenhead Cricket Club. It was noted that the Maidenhead Footpath 19 ran from North Town Moor in Maidenhead through to Widbrook Common. **Andrew Fletcher** explained that the route of the path took it past the Maidenhead Cricket Club and along the permitted cycle path at Summerleaze. Members noted that Summerleaze, the landowner of the path, had applied to divert part of the footpath which ran in a field adjacent to the cycle track, to take the path fully along the existing cycle track at this point. The Forum was referred to a map detailing the proposed diversion which was included in Appendix A of the report (page 29 of the agenda).

Andrew Fletcher informed the Forum that if the diversion was allowed it would protect those parts of the cycle track which would mean that the path could never be closed but that cyclists could be restricted because it would remain a permitted cycle way. It was noted that if allowed it would create a continuous walking route.

It was noted that a dual use path, ideally 3.5 metres wide would be the preferred option for this path. **Andrew Fletcher** informed the Forum that dual use paths tended to be 3 metres wide.

The Forum **recommended** that the diversion be allowed, with the following conditions:

1. Width of the path should be a minimum of 3 metres to cater for cyclist and walking traffic.
2. The new line of the path should be protected on the Definitive Map.
3. Access to the cycle track should be improved at each end of the footpath; in particular the keyhole barriers in place along the cycleway should be replaced with more accessible structures.

- ❖ **Action (AF): To send a draft response from the Forum to all members for approval before it went before the Rights of Way & Highway Licensing Panel and landowner.**

6 LAF Annual Report

The Forum was referred to pages 31-42 of the agenda.

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

Andrew Fletcher explained that under the Local Access Forum regulations, the Forum must publish annually a report of its activities throughout the year. It was noted that this report had historically served the purpose of reporting its activities to Natural England and served as a promotional tool for the Forum.

Andrew Fletcher advised Members that the text of the report was attached as Appendix A to the report and invited the Forum to review and approve the text as the final publication.

It was noted that in addition to the annual report, Natural England required that a report pro-forma was produced each year. **Andrew Fletcher** explained that a copy of the pro-forma form was attached as Appendix B to the report and invited the Forum to review the form and add any comments that it would like to make. It was noted that the deadline for submission was the 31 July 2016.

The Forum **agreed** the work programme for 2016/2017 as follows:

1. Multi-User Routes.
2. Fostering closer engagement with parish councils.
3. Opportunities and issues with identified large development sites
4. Millennium Walk.
5. Improvement to access as Ashley Hill, Hurley.

The Forum **agreed** the following site visits:

1. Cycle track at Ditton Park, Datchet/Slough.
2. Site visits to upcoming potential diversions and new paths.
3. Ashley Hill, Hurley.

❖ **Action (All): To respond to Andrew Fletcher by 15 July 2016 with any comments for the Annual Report or the Natural England report pro-forma.**

❖ **Action (All): To respond to Andrew Fletcher by 15 July 2016 with any suggestions for additional site visits.**

7 **LAF Monitoring items**

The Forum was referred to pages 43-58 of the agenda.

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

- Eton-Dorney Multi-User Route

Andrew Fletcher referred the Forum to page 47 of the agenda which was a copy of the proposal letter and the subsequent correspondence. It was noted that **Andrew Fletcher** was awaiting a response to this letter.

- Forlease Road to Green Lane

Andrew Fletcher informed the Forum that as part of the response to the Stafferton Link road scheme, the Forum supported the proposal for a link between Forlease Road and Green Lane underneath the bridge. It was noted that Andrew Fletcher was currently working with the Councils Leisure Team to design, cost and come up with a footpath that would be created in September / October 2016.

- Deregulation Bill update

Andrew Fletcher explained that the Deregulation Bill had been passed and received Royal Assent on 26 March 2015. It was noted that regulations and guidance enacting the public rights of way sections of the bill had been delayed and were now expected later this year.

- Volunteer Works

Andrew Fletcher referred the Forum to page 44 of the agenda which listed the volunteer works that had been conducted since November 2015 (as of the 20 June 2016).

- M4 Smart Motorway

Andrew Fletcher explained that discussions were ongoing with Highways England with

regard to requested changes to the fence height for the bridge at Marsh Lane, Dorney to improve horse riding and cycling access across the bridge. It was noted that **Andrew Fletcher** was awaiting a response.

- Ramblers' Big Pathwatch

Andrew Fletcher informed the Forum that the Rambler's Big Pathwatch project had ended in January 2016, and the full report was included as Appendix C to the report. It was noted that the Council had recently received an update from the Ramblers with regard to the planned next steps following on from the project.

- Activities of the LAF Fast Response Team

Andrew Fletcher referred the Forum to page 46 in the agenda that listed the activities.

- ❖ **Action (AF / CG): To approach schools around Sunningdale and Sunninghill for potential volunteer groups.**
- ❖ **Action (PT): To write to RBWM Councillors on behalf of the Forum to thank them for supporting the Public Rights of Way Team and thereby generating the positive results for the Borough reflected in the Ramblers Big Pathwatch.**
- ❖ **Action (SG / AN): To ask The Ramblers Head Office for a breakdown of the Big Pathwatch issues in Cookham.**

8 **Feedback from meetings and conferences**

Andrew Fletcher provided the Forum Members with a handout listing the feedback from site meetings and conferences.

- ❖ **Action (PT): To provide feedback from National Conference to the Forum.**

9 **Date of next meeting**

The date of the next meeting was noted as being on Tuesday 8 November 2016.

The meeting, which started at 6.30pm, ended at 8.30 pm.

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11

ITEM: CYCLING STRATEGY

Report Author: Gordon Oliver **Position:** Principal Transport Policy Officer
Telephone: 01628 796097 **Email:** gordon.oliver@rbwm.gov.uk

1. Purpose of the Report

- 1.1 **To present the draft Cycling Strategy and invite feedback from members of the Local Access Forum as part of the public consultation.**

2. Supporting Information

2.1 The Royal Borough of Windsor and Maidenhead has prepared a draft Cycling Strategy, which sets out the priorities for cycling investment over the 10 year period to 2026. It has been prepared with reference to national, regional and local policy documents and draws on industry best practice.

2.2 An analysis of current transport patterns shows that, in common with many areas in the UK, baseline levels of cycling are low. For example, just 3% of residents travel to and from work by bike. However, the potential for increasing this figure is significant, since 55% of residents have a commuting distance of less than 10km (approximately 6 miles), which could easily be cycled.

2.3 Cycling levels vary significantly between areas, with annual surveys showing significantly higher levels in Windsor than Maidenhead. There is also a significant gender gap, with male cyclists outnumbering female cyclists by 4:1.

2.4 The strategy sets out the following vision for cycling:

“There is an established cycling culture within the Royal Borough where cycling is seen as a safe, attractive, healthy and normal form of everyday transport for residents, employees and visitors.”

2.5 The strategy has the following aims, which represent the broad outcomes that the Council and its partners will seek to deliver through the strategy:

- To deliver a safe, direct, coherent and connected cycle network
- To improve integration between cycling and other forms of transport
- To ensure that cycling provision is an integral part of new development and is not considered as an afterthought
- To ensure that cycle facilities are designed and built in accordance with (and where appropriate) exceed national guidance and best practice
- To improve local health outcomes by increasing cycling activity levels
- To establish monitoring and evaluation mechanisms that will measure the impact of local cycling investment

2.6 The strategy also includes more detailed objectives. These are SMART (Specific, Measurable, Achievable, Relevant and Timed) and seek to quantify the level of improvement in key performance metrics that the strategy will seek to deliver:

- To achieve a 15% increase in cycling trips between 2015 and 2020
- To reduce cycling casualties by 10% between 2015 and 2020
- To increase resident satisfaction with cycle routes and facilities from a baseline of 49.5% in 2014 to 60% by 2020

LOCAL ACCESS FORUM – AGENDA ITEM 4 - 8 NOVEMBER 2016

2.7 The strategy identifies a number of actions that are considered to be necessary in order to deliver the aims and objectives. These cover the following topics:

- Cycle routes
- Wayfinding
- Cycle parking
- Interchanges
- Schools
- Businesses
- Health and wellbeing
- Recreation and sports cycling
- Practical support / training
- Marketing and communications

2.8 In order to deliver the above actions, the Council and its partners will need to make effective use of all available funding sources. The strategy identifies the following potential funding streams:

- Local Funding Sources:
 - RBWM capital programme
 - Highways maintenance
 - Public health programme
 - Physical activity programme
 - Developer contributions
- Other Funding Sources:
 - Local Enterprise Partnership
 - Department for Transport
 - Highways England
 - Rail funding
 - Sport England
 - British Cycling

2.9 Monitoring processes are needed in order to demonstrate progress towards the strategy's aims and objectives. The following performance indicators are proposed:

- Change in cycling levels
- Percentage of female cyclists
- Cycling casualties
- Satisfaction with cycling provision
- Bikeability numbers
- Reported cycle thefts

2.10 The strategy concludes with a series of Area Plans. The borough has been divided into 10 areas that correspond with the Neighbourhood Plan Areas. These include:

- Area description
- Key local destinations
- Existing cycling activity
- Existing cycling infrastructure
- Key issues

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- Cyclist casualties
- Actions (with maps).

2.11 The Area Plans have been prepared with input from the Neighbourhood Plan Groups and the Cycle Forum, and include schemes that have previously been identified by local ward members and other stakeholders.

2.12 The draft Cycling Strategy is currently out to public consultation and the closing date for responses is 28 October 2016. Members of the Local Access Forum are invited to comment on the draft document.

3. Recommendation

3.1 It is recommended that members of the Local Access Forum:

- **note the contents of the draft Cycling Strategy and provide feedback on the contents of the document.**

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LOCAL ACCESS FORUM – 8TH NOVEMBER 2016
AGENDA IETM 4 – APPENDIX A

Royal Borough of Windsor & Maidenhead
Cycling Strategy
2016-2026
(Consultation Draft – October 2016)

Highways & Transport Unit
Royal Borough of Windsor & Maidenhead
Town Hall
St Ives Road
Maidenhead
SL6 1RF



Contents

1. Introduction

2. Guiding Principles

3. Strategic Framework

4. The Current Situation

5. Vision, Aims and Objectives

6. Action Plan

- Cycle routes
- Wayfinding
- Cycle parking
- Interchanges
- Working with schools
- Health and wellbeing
- Recreational / sports cycling
- Practical support and training
- Marketing and communications

7. Funding

8. Monitoring

Appendices:

- Appendix 1: Area Profile – Ascot and Sunnings
- Appendix 2: Area Profile – Bisham and Cookham
- Appendix 3: Area Profile – Bray
- Appendix 4: Area Profile – Datchet
- Appendix 5: Area Profile – Eton and Eton Wick
- Appendix 6: Area Profile – Horton and Wraysbury
- Appendix 7: Area Profile – Hurley and the Walthams
- Appendix 8: Area Profile – Maidenhead and Cox Green
- Appendix 9: Area Profile – Old Windsor
- Appendix 10: Area Profile - Windsor

1. Introduction

1.1 The benefits of cycling are numerous and well documented and show that even a relatively modest shift from car to cycling for local journeys can potentially deliver benefits in the following areas:

- Traffic congestion
- Air quality
- Traffic noise
- Health and fitness
- Employee absenteeism
- Economic growth

1.2 This strategy builds identifies our priorities for capital and revenue investment in cycling for the period 2016/17 to 2025/26, in order that more of our residents, commuters and visitors will be encouraged and enabled to choose cycling as an everyday form of transport, as well as for leisure and fitness.

1.3 A key focus of the strategy is connecting residential areas to destinations, such as town centres, local centres, employment sites, and education facilities. We will achieve this by providing a network of safe, convenient, connected and legible cycle routes and by improving road conditions so they are safer for cyclists and encourage cycling. The strategy also recognises the need to coordinate with neighbouring authorities to better cater for cross-boundary journeys.

1.4 If we are to encourage more cycling trips, it is also important to ensure that there is sufficient secure cycle parking at destinations. This strategy addresses the requirement to have high quality cycle parking at existing destinations, as well as being integrated into new developments.

1.5 In addition to catering for local journeys, this strategy seeks to better integrate cycling with other forms of transport (particularly rail), so it can play a vital part in catering for longer distance travel to create seamless end-to-end journeys.

1.6 In order to bring about a culture of cycling within the Royal Borough, improvements to infrastructure must be supported by a programme of information, training and support. This will ensure that people have the knowledge, skills and confidence to be able to make the switch to travelling by bike.

1.7 Lastly we recognise that we cannot achieve all of this alone, and we must therefore work closely with our partners in the public, private and voluntary sectors. Together, we will develop and deliver a series of Action Plans in order to deliver a sustained and effectively targeted programme of investment in cycling.

2. Guiding Principles

2.1 This strategy has been developed around the following guiding principles:

Residents First

- Design cycling schemes that cater for all cyclists regardless of age, gender or ability.
- Integrate cycling with other forms of transport to improve interchange and provide seamless end-to-end journeys to and from the Royal Borough.
- Regularly consult residents and other local stakeholders to ensure that provision for cycling is fit for purpose and meet the needs of local users.

Value for Money

- Appraise schemes and prioritise those that are likely to have the greatest benefits for cyclists.
- Identify opportunities to pool budgets where this would deliver additional benefits for cyclists.
- Ensure that the needs of cyclists are incorporated into other highway scheme designs.
- Maximise third party investment in cycling (e.g. developer contributions, Growth Deal funding and Department for Transport grants).

Equipping ourselves for the future

- Arrange training for officers who are involved in delivering the Cycling Strategy so they are familiar with relevant guidance, design standards and legislation.
- Actively seek out and learn from best practice in the UK and abroad.
- Make appropriate and effective use of technology when designing and implementing cycling solutions.

Partnership Working

- Work with local residents, schools, businesses, neighbourhood plan groups, parish councils and local ward members to identify cycling schemes.
- Identify opportunities to work jointly with other Council service areas, such as Public Health and Leisure in order to deliver shared priorities.
- Work with the Thames Valley Berkshire Local Enterprise Partnership (LEP) and neighbouring authorities to deliver cross-boundary cycling schemes and initiatives.
- Work closely with other organisations, such as Crown Estate, Network Rail, public transport operators, Thames Valley Police, developers, and third sector groups to coordinate activities and resources and thus maximise the benefits for cycling.

3. Strategic Framework

3.1 This strategy should be considered in the context of a wider strategic framework

National:

Door to Door: A strategy for improving sustainable transport integration

3.2 Published in 2013, 'Door-to-Door' describes the government's vision for integrated sustainable journeys. It focuses on a number of key areas that need to be addressed so that people can be confident in choosing greener forms of transport. These include *"regular and straightforward connections at all stages of the journey and between different modes of transport"*.

Infrastructure Act

3.3 The Infrastructure Act (2015) places a statutory duty on the Secretary of State for Transport to prepare a Cycling and Walking Investment Strategy for England. This must specify:

- (a) Objectives to be achieved during the period to which it relates, and
- (b) The financial resources to be made available by the Secretary of State for the purpose of achieving those objectives.

3.4 The Department for Transport (DfT) is expected to publish the strategy in 2016. It is anticipated that there may be a requirement for local authorities to publish their own walking and cycling investment strategies, setting out how they intend to improve local infrastructure and promote active transport modes.

Regional:

3.5 The Thames Valley Berkshire Local Enterprise Partnership (LEP) includes representatives from business and the six local authorities in Berkshire. It contributes to the economic growth of the area through the implementation of a Strategic Economic Plan. Covering the period 2015/16 – 2020/21, this contains policies and proposals relating to:

- Enterprise and Innovation
- Employment and Skills
- International
- Infrastructure

3.6 The LEP provides funding for major transport schemes, such as park and ride, mass-rapid transit schemes, and road and rail infrastructure improvements, particularly where these support and enable new residential or commercial development, or where they address deficiencies in the existing transport network. It also contributes to investment in packages of local transport measures, including walking and cycling schemes, particularly where these cross local authority boundaries.

Local:

3.7 The Cycling Strategy is nested within a suite of local transport and planning strategy documents:

Local Transport Plan (2012-2026)

3.8 The Local Transport Plan (LTP) adopts an evidence based approach to transport planning and sets out high level policies for all aspects of local highways and transport provision within the borough, including walking and cycling.

3.9 In broad terms, the LTP aims to:

- Improve access to local services and facilities
- Improve road safety and personal security
- Support economic growth
- Improve quality of life and minimise the negative impacts of transport
- Tackle climate change.

3.10 The LTP provides an overarching set of policies within which more detailed plans and strategies can be prepared, such as the Cycling Strategy. These include policies relating to:

- Walking and cycling networks
- Provision of secure cycle parking
- Public rights of way
- Transport interchange
- Travel information
- Access
- Road safety education, enforcement and engineering
- Smarter choices programmes (designed to promote sustainable travel behaviours)
- Network management
- New development
- Health (including promotion of active travel modes)

3.11 Each year, the Council publishes details of its LTP capital programmes for the coming financial year together with indicative programmes for the following two years. Planned expenditure is broken down by themes, such as: Cycling; School Cycle Parking; Safer Routes to School; Footways; Public Rights of Way, etc.

The Borough Local Plan

3.12 When adopted, the Borough Local Plan will set out a vision and framework for future development, addressing local needs and opportunities in relation to housing, the economy, community facilities and infrastructure, as well as providing a basis for safeguarding the environment, adapting to climate change and securing good design.

3.13 It will also provide a critical tool (together with local Neighbourhood Plans) to guide decisions about individual development proposals. It is anticipated that consultation will take place on the draft Borough Local Plan later in 2016.

3.14 Like the Local Transport Plan, it provides an overarching policy document within which more detailed plans and strategies can be prepared. These will address issues such as travel plans and requirements for provision of cycle parking, showers and changing facilities for cyclists.

Maidenhead Town Centre Area Action Plan

3.15 Adopted in September 2011, the Maidenhead Town Centre Area Action Plan (AAP) is a daughter document of the Borough Local Plan. It seeks to rejuvenate Maidenhead town centre and the surrounding area and sets out to deliver attractive streets and places, new shops, homes and business and leisure opportunities.

3.16 The AAP aims to create a sense of place, a destination for shoppers, residents, businesses or visitors. This involves exploring opportunities for new buildings, streets and spaces, for improved shopping facilities and attracting new businesses, for creating new homes and providing social and cultural attractions, as well as further improving the town's accessibility. The approach encapsulates the following themes:

- Place making
- Economy
- People
- Movement

3.17 The document seeks to improve accessibility to the town centre, with a specific focus on creating a safe and comfortable environment for pedestrians and cyclists as well as improving access by public transport.

Neighbourhood Plans

3.18 The Localism Act introduces statutory neighbourhood planning in England. It enables communities to draw up a neighbourhood plan for their area and is intended to give communities a greater say in the development of their local area. There are 11 designated Neighbourhood Plan areas within the Royal Borough, of which Ascot, Sunninghill and Sunningdale is the only one with an adopted plan as of January 2016.

3.19 Most development will individually or cumulatively have an impact on transport and travel patterns and so good planning of transport is essential. Therefore, it is essential to work with developers to ensure that the impacts of development on the transport network are fully considered for new or re-development of existing sites. Appropriate levels of financial contributions can then be sought from the developers towards the capital and ongoing maintenance costs of on and off-site transport infrastructure and services considered necessary to mitigate the impact of their development on the transport network.

3.20 Communities will always have concerns about transport, but Neighbourhood Plans can allay these concerns by setting out realistic solutions to existing local issues which, in turn, would help to facilitate the delivery of future investment in the Plan area. Also, measures that encourage modal shift to cycling and walking contribute to economic growth by tackling congestion and environmental improvements through reductions in exhaust emissions.

3.21 Neighbourhood plans can contain policies to address key transport issues, such as:

- Facilitating provision of traffic calming and 20 mph speed limits
- Encouraging the provision of transport hubs and interchange between travel modes
- Identifying safe routes for walking and cycling

3.22 At the time of writing, only Ascot, Sunninghill and Sunningdale have an adopted Neighbourhood Plan, but other Neighbourhood Plan Groups have been engaged to ensure that emerging issues are identified within the Cycling Strategy.

Parking Strategy

3.23 The Council is currently in the process of updating its Parking Strategy, which will also be a daughter document to the Borough Local Plan. This will include a review of parking standards to be applied to all new developments in the Borough. It will also include a comprehensive set of guidelines for the provision of cycle parking, which will consider aspects such as:

- Location
- Design
- Dimensions
- Layout
- Access
- Capacity
- Management arrangements

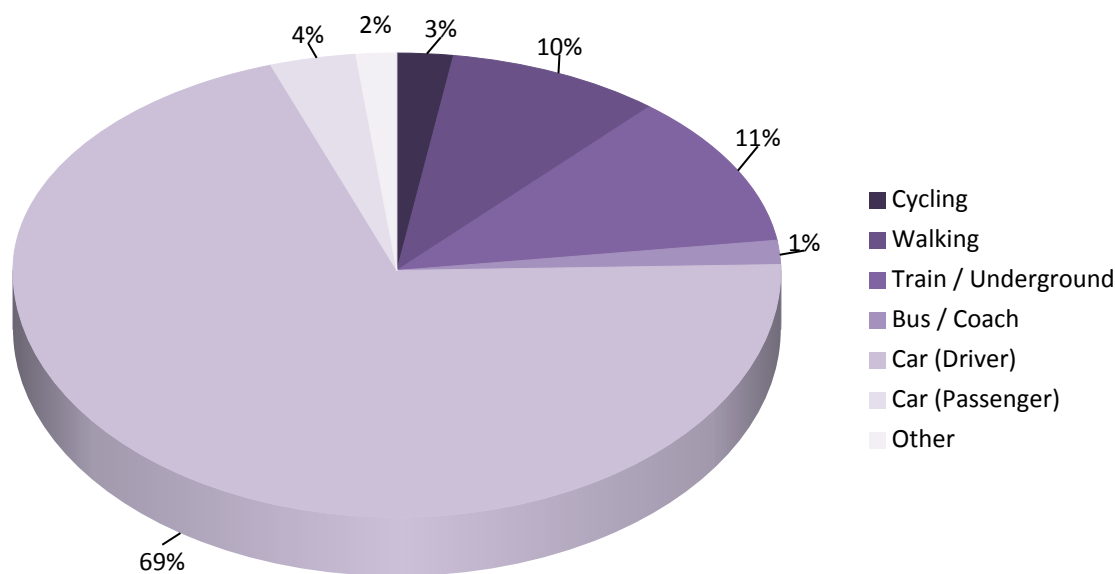
4. The Current Situation

Travel Patterns

4.1 In 2013/14, 18.5% of Royal Borough residents indicated that they cycle at least once a month, with 12.7% cycling at least once a week. This includes cycling for all journey purposes, including leisure and fitness, as well as for travel to work and education.

4.2 According to the 2011 Census, over half (55.2%) of borough residents have a commuting distance of less than 10km, while over a third (36.1%) commute less than 5km (3 miles). Many of these journeys could readily be made by bike. However, the 2011 Census shows that cycling accounts for less than 3% of all journeys to work by Royal Borough residents (excluding those who work mainly at / from home), while walking accounts for less than 10% of commuting journeys. This suggests that there is significant potential to achieve a modal shift from car to walking and cycling for local commuting journeys.

Fig. 4.1: Mode of travel to work for Royal Borough residents (excluding home working)



4.3 The number of cycling and walking trips are measured through annual snapshot surveys of all access points around Maidenhead and Windsor town centres, which are the main cycling destinations within the borough. Figures 4.2 and 4.3 show the results from the last 10 years with a gradual upward trend in cycling levels in both towns. (It should be noted that the 2013 count in Windsor was affected by adverse weather.)

4.4 Despite Windsor being the smaller town, cycling levels are typically over 1.5 times greater than those observed in Maidenhead. This suggests that cycling levels in Maidenhead are being suppressed and that there is potential to significantly increase cycling activity.

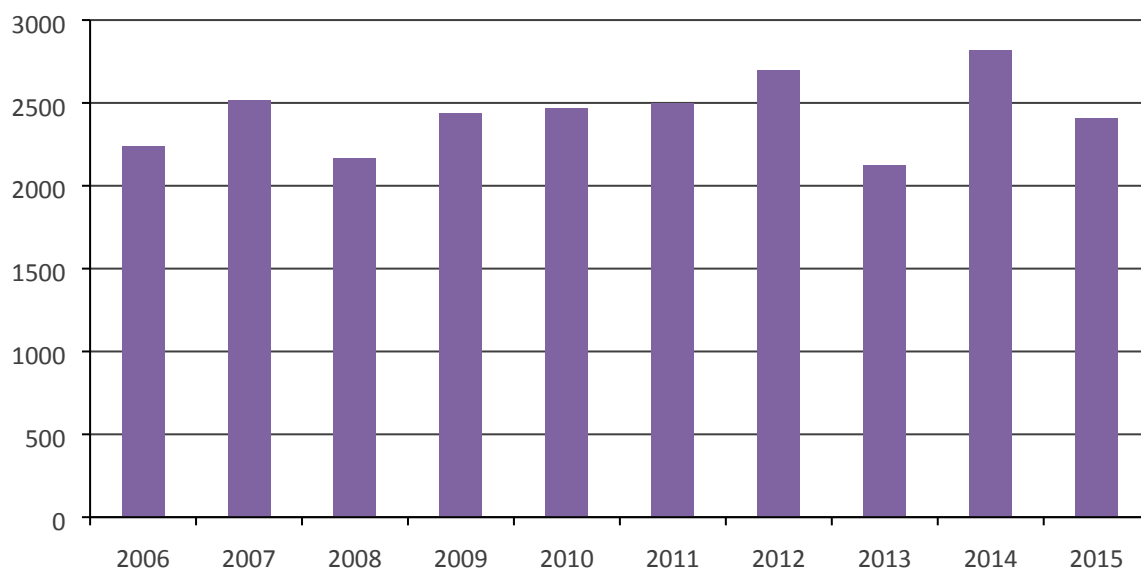
4.5 Fewer than 20% of cyclists recorded in the snapshot surveys are female, which is significantly lower than the UK average of 27%, suggesting that there may be particular opportunities around

encouraging more women to cycle. Evidence from various international studies shows that women place a higher value on safe cycling infrastructure than men, and in Denmark, where there has been sustained investment in cycling infrastructure, women now account for 55% of all cyclists¹.

Figure 4.2: Cycling trips to and from Maidenhead



Figure 4.2: Cycling trips to and from Windsor



Road Safety

4.6 Figure 4.4 shows the overall number of cyclists killed or seriously injured on the borough’s roads for the last 10. In 2014, 13 cyclists were seriously injured and 46 were slightly injured. There is inevitably some year-on-year variation in the figures, so three year rolling averages are used to

¹ Pucher, J. and Buehler, R, ‘Making Cycling Irresistible: Lessons from The Netherlands, Denmark and Germany’, Transport Reviews, 28:4, 495-528, DOI:10.1080/01441640701806612

counteract this and highlight any significant trends in the data. This shows that since 2005, there has been little overall change in the casualty trend.

Figure 4.4: Pedal cyclist casualties on roads in the Royal Borough

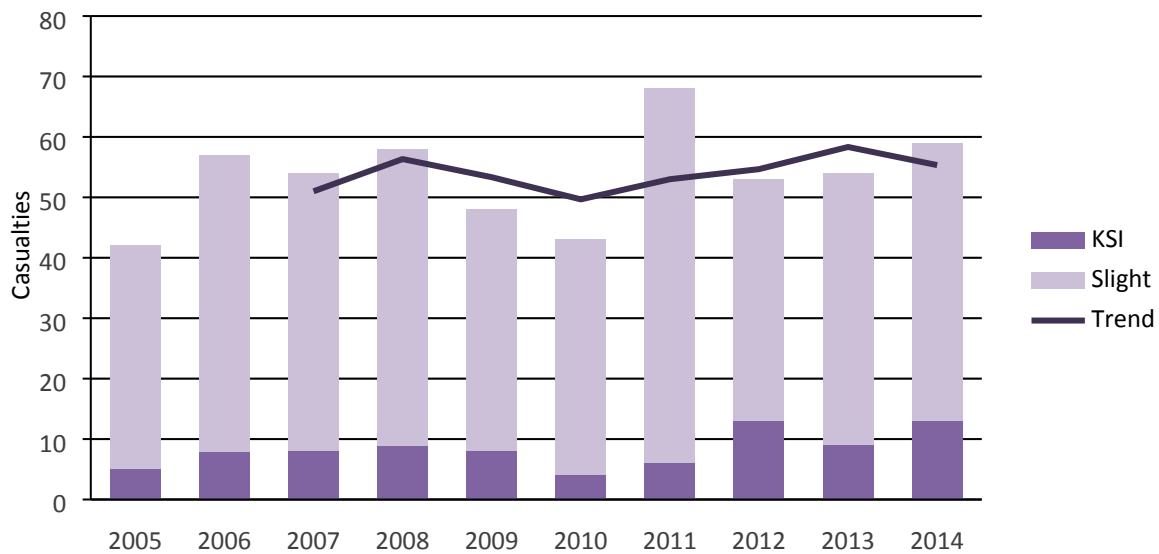
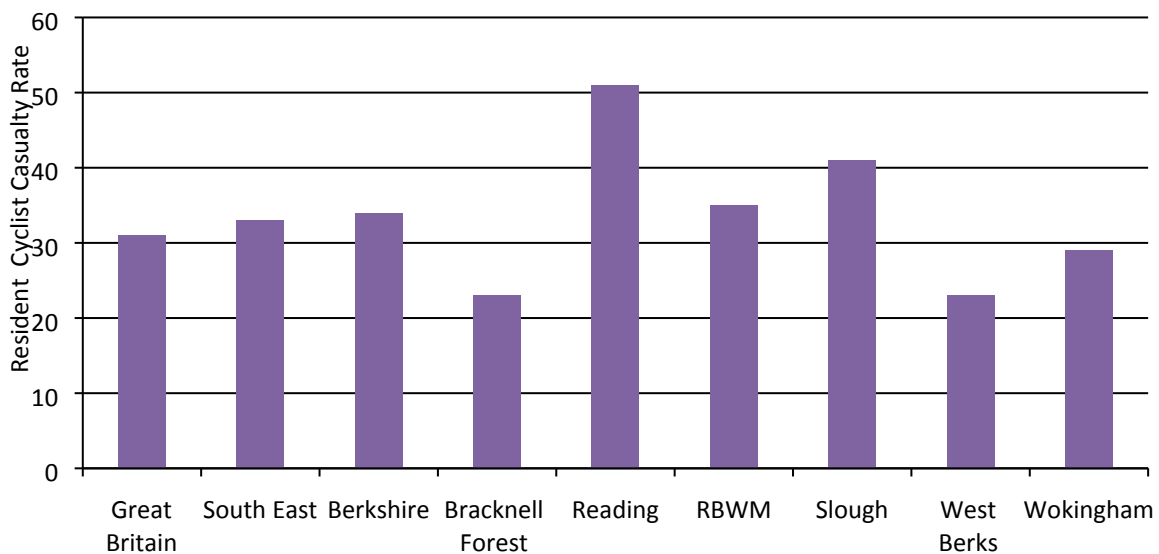


Figure 4.5: Average resident cyclist casualties per 100,000 population rate (2010-2014)



4.7 Figure 4.5 shows average pedal cyclist casualty rates for Royal Borough residents over the period 2010 to 2014. Equivalent statistics are provided for the other Berkshire local authorities, the South East region and Great Britain as comparisons. Windsor and Maidenhead’s resident cyclist casualty rate is 15% higher than the national average, 7% higher than the South East rate and 3% higher than the overall Berkshire rate.

4.8 Between 2010 and 2014, 63% of resident cyclist casualties resulted from collisions on Windsor and Maidenhead’s roads. For collisions outside the borough, 9% were injured in Surrey, 8% in London, 8% elsewhere in Berkshire and 7% in Buckinghamshire. This highlights the need for cross-boundary cycle routes and for close working with neighbouring local authorities.

4.9 Further analysis of crashes resulting in cyclist casualties shows that:

- 41% occur during weekday commuting times (6 – 9 am and 4 – 7pm)
- 83% happen during daylight hours
- nearly two thirds happen at junctions, particularly cross-roads and roundabouts.

4.10 Cyclists were found to be ‘at fault’ in just 29% of crashes, with drivers failing to look properly being the main reason for collisions. Also, anecdotal evidence suggests that ‘motorists failing to give cyclists enough room when overtaking’ is a common safety concern amongst local cyclists.

4.11 Cyclists entering the carriageway from the pavement and poor visibility when cycling at night were amongst the most common causation factors for collisions where the cyclists was ‘at fault’.

Public Satisfaction / Benchmarking

4.12 The Royal Borough takes part in the annual NHT Benchmarking Survey², which asks residents for their views on a wide range of highways and transport services, including various aspects of cycling provision. The results from the 2015 survey show that 49.5% of residents are satisfied with cycle routes and facilities in general.

4.13 A detailed breakdown of residents’ satisfaction with various aspects of cycling facilities is provided below, together with average satisfaction scores for participating unitary authorities. The survey results show that satisfactions levels in the Royal Borough are lower than average for all cycling aspects, with the largest satisfaction differential relating to the provision, location and condition of cycle routes.

Table 4.1: 2015 Cycling benchmarking indicators – comparison with unitary authorities

Benchmarking	Satisfaction Score	Peer Average	Difference
Provision of cycle routes where needed	49.1	56.0	-6.9
Location of cycle routes / lanes	49.9	55.6	-5.7
Condition of cycle routes	54.7	60.2	-5.4
Cycle crossing facilities at junctions	51.8	56.3	-4.6
Cycle parking	49.5	52.9	-3.4
Direction signing for cycle routes	52.4	57.3	-4.9
Cycle route information (e.g. maps)	50.1	53.9	-3.8
Cycle training (e.g. at schools)	55.6	56.3	-0.7
Cycle facilities at place of work	52.6	55.7	-3.0

² <http://nhtsurvey.econtrack.com/>

5. Vision, Aims and Objectives

5.1 The following vision statement was developed through consultation with local stakeholders and with reference to the emerging neighbourhood plans:

“There is an established cycling culture within the Royal Borough where cycling is seen as a safe, attractive, healthy and normal form of everyday transport for residents, employees and visitors.”

5.2 The aims of the strategy set out what we need to achieve in order to realise the vision and can be summarised as follows:

- To deliver a safe, direct, convenient, coherent and connected cycle route network
- To improve integration between cycling and other forms of transport
- To ensure that cycling provision is an integral part of the design of new development and is not considered as an afterthought
- To ensure that cycling facilities are designed and built in accordance with (and where appropriate exceed) standards specified in national guidance and best practice
- To improve local health outcomes for residents by increasing cycling activity levels
- To establish monitoring and evaluation mechanisms that will measure the impact of local cycling investment

5.3 A series of SMART (Specific, Measurable, Achievable, Relevant and Time-bound) objectives have been set. Achievement of these objectives will provide a clear indication as to whether the strategy has been successful:

- To achieve a 15% increase in cycling trips between 2015 and 2020
- To reduce cyclist casualties by 10% between 2015 and 2020
- To increase resident satisfaction score for cycle routes and facilities from a baseline of 49.5% in 2015 to 60% by 2020

6. Action Plan

Cycle Routes

6.1 Fears over safety are a major barrier to getting more people cycling. People need to perceive that it is safe to cycle, either because traffic volumes and speeds are low, or because there is dedicated space for cycling that minimises conflict with other road users.

6.2 Cycle route networks need to be designed so they are: safe, continuous, direct, attractive and comfortable. Routes should be capable of meeting the needs of all cyclists from novices or families with young children through to confident commuter and sports cyclists.

6.3 We will:

- Review the current cycle route networks to identify gaps, taking account of current and predicted journey patterns and travel behaviour.
- Develop a network of routes that are suitable for cycling and which connect residential areas to key destinations, such as:
 - Transport interchanges
 - Town and village centres
 - Shops / supermarkets
 - Employment
 - Schools / colleges
 - Healthcare services
 - Leisure facilities
 - Visitor attractions
- Give cyclists priority over side roads and private accesses wherever it is safe to do so.
- Where possible, design facilities to meet or exceed standards set out in national cycling design guidance, taking account of emerging best practice.
- Improve road traffic conditions for cyclists where there is no space for dedicated provision.
- Introduce 20 mph speed limits around schools and in other areas where there may be significant numbers of cyclists.
- Ensure that provision of new cycle routes is an integral part of new developments.
- Review and develop maintenance regimes to better consider the needs of cyclists.
- Link to and enhance the public rights of way network where appropriate.
- Work with private landowners to secure new and improved routes where these cannot be delivered within the confines of the public highway or public rights of way networks.
- Work with neighbouring authorities to secure cross-boundary routes.

6.4 We have already engaged with the Cycle Forum and Neighbourhood Plan Groups to identify potential improvements to the cycle route network. Proposed schemes are shown in Appendix 1.

Wayfinding

6.5 Wayfinding provides information to help cyclists navigate to their destination, making use of signs, road markings, maps and other environmental signals, as well as electronic devices such as mobile phones and satnavs.

6.6 When designing wayfinding systems, it is important to know what information is required, and to identify where and when it should be provided. Wayfinding should be designed around the needs of the intended user. For example, a commuter would generally seek the quickest, most direct cycle route, while a leisure cyclist may prefer a quieter, more scenic route.

6.7 Wayfinding should be informative, providing data about routes, destinations, terrain, distances and journey times. Wayfinding should be coherent and consistent along routes and across an area. It should also be intuitive and legible without overloading the user or resulting in unnecessary clutter. It should also be legible and understandable by all users, including those with visual, mobility and learning impairments, as well as foreign visitors.

6.8 Wayfinding systems also help to advertise the presence of cycle routes and encourage people to explore and consider making journeys by bike.

6.9 We will:

- Agree a system of wayfinding signs and road markings in consultation with the Cycle Forum and other stakeholders, and drawing on established best practice case studies.
- Consider branding of key routes to give them an identity and provide additional visual clues to those who are following them.
- Regularly review and update the borough's cycle route map to ensure that it remains current and includes information that is useful and relevant to cyclists.
- Work with the Cycle Forum and other stakeholders to review and improve the accuracy of online cycling journey planners such as those provided by Google and CycleStreets.

Cycle Parking

6.10 Having enough convenient and secure cycle parking at people's homes and at cycling destinations is important. Access to cycle storage should be at least as convenient as access to car parking if cycling is to be encouraged.

6.11 Inadequate or poorly designed cycle parking can lead to problems with facilities being unused and bikes being left attached to railings or other items of street furniture. This can look unsightly, cause damage to property and even obstruct pedestrian routes.

6.12 There is an ongoing issue with cycle theft in the Royal Borough, with bikes stolen from residential properties and public spaces (e.g. on-street and transport interchanges). Good quality cycle parking is key to the prevention of cycle theft and hence the promotion of cycling.

6.13 We will:

- Review existing cycle parking provision to identify locations where there is unmet demand.
- Provide cycle parking within town, village and district centres, at schools and at Council offices that is:
 - Accessible and easy to use
 - Safe and secure – in prominent locations with CCTV coverage or good natural surveillance
 - Fit for purpose – providing good support and allowing multiple fixing points
 - Attractive and in keeping with agreed street furniture schemes
- Develop cycle parking standards and design guidance to ensure that there is sufficient capacity for new development and that facilities are designed to a high standard.
- Ensure that damaged cycle parking is replaced promptly.
- Encourage cyclists to buy high quality locks and secure their bikes properly.

6.14 We have already engaged with the Cycle Forum and Neighbourhood Plan Groups to identify sites where additional cycle parking is needed. Proposed schemes are shown in Appendices 1 - 10.

Transport Interchanges

6.15 Cycling can form an integral part of longer-distance journeys. Increasing numbers of people are choosing to cycle to or from train stations, either leaving their bikes at the station, or taking folding bikes on the train. Bikes also have the potential for use as part of longer distance bus and coach journeys.

6.16 With significant growth in rail passenger numbers anticipated on the back of planned investment in trains, electrification, Crossrail and the Western Rail Link to Heathrow, it is important that cycling provision at rail stations is enhanced and access routes improved.

6.17 Many stations car parks are now operating at or close to capacity, while roads around stations can experience significant peak hour congestion. It is therefore important to encourage more rail passengers to travel to and from the station by more sustainable forms of transport, such as cycling.

6.18 We will:

- Review existing cycle routes and cycle parking provision to identify gaps.
- Work with partners in the rail industry to:
 - improve cycle route connectivity to / from stations
 - increase the availability of secure cycle parking at stations
 - ensure adequate on-train capacity for cycles
 - ensure that station buildings are accessible for cyclists (e.g. lifts)
 - develop bespoke station travel plans that encourage and enable sustainable travel to and from rail stations
- Provide cycle parking at bus and coach stops where there is demand.

Working with Schools

6.19 Across the Royal Borough, the proportion of children who travel to and from school by car is significantly higher than the national average and (with a few notable exceptions) the proportion of pupils who are cycling to school is very low. This leads to increased problems with traffic congestion and contributes to the perception that roads are not safe for cycling. As traffic levels increase, so fewer parents are prepared to let their children walk or cycle to school, which simply exacerbates the situation.

6.20 Teenage years are particularly important as this is a time when attitudes to travel and physical activity become set. There is evidence to suggest that girls and boys have similar attitudes to cycling until the age of 14 at which point gender attitudes diverge and girls often stop cycling³. The reasons for this are that teenage girls tend to be more aware of body image while exercising, they are more concerned about safety issues, and they are more worried about peer attitudes to cycling. This trend is particularly pronounced at Windsor Boys and Windsor Girls Schools, which have markedly different levels of cycling to school. The trend appears to continue into adulthood with the annual cycle counts in Maidenhead and Windsor showing that male cyclists outnumber women by 4:1.

6.21 We will:

- Encourage and assist schools and colleges to develop, monitor and maintain their school travel plans, which seek to increase walking and cycling and reduce car use for travel to and from school.
- Work with schools, parents and pupils to identify improvements that can be made to walking and cycling infrastructure to create 'Safer Routes to School'.
- Introduce 20 mph speed limits around schools
- Provide or enhance secure cycle parking provision at schools.
- Provide Level 1 and 2 Bikeability training for primary aged children and Level 3 training for secondary aged children.
- Work with colleagues in Leisure Services and Public Health, and third parties, such as British Cycling to deliver extra-curricular cycling activities such as Go Ride and Breeze with a particular focus on encouraging more girls to cycle.

³ Goddard, T. (2013) *'Are Bicycling and Walking Cool? Adolescent Attitudes about Active Travel'*, Portland State University. [Available at: <https://youtu.be/6QO5dEg9u8s>]

Working with Businesses

6.22 Less than 3% of Borough residents currently cycle to work, despite the fact that over 50% have a commuting distance of 10 km (approximately 6 miles) or less. This suggests that there is significant capacity to encourage more people to leave the car at home and commute by bike.

6.23 There are a number of potential barriers to increasing cycle commuting:

- Over 50% of the adult population do not own / have access to a bike.
- Many adults have not cycled for years and may lack confidence.
- Cycle parking may not be available at some workplaces.
- Showers, changing facilities and storage lockers may not be available at some workplaces.

6.24 We will:

- Encourage businesses to become members of easitMAIDENHEAD⁴, which offers a variety of benefits, such as:
 - loan bikes
 - discounts on new bikes, cycle clothing and equipment
 - bicycle try-out sessions
- Encourage businesses to take part in the National Workplace Cycle Challenge⁵, which aims to get more people cycling through a targeted marketing campaign and an inter-workplace competition.
- Secure Workplace Travel Plans through the planning system and encourage businesses to develop voluntary Travel Plans that promote sustainable forms of transport.
- Provide advice and support to businesses that are looking to provide cycling facilities for their staff.

⁴ <http://www.easit.org.uk/easitmaidenhead.php>

⁵ <https://www.lovetoride.net/uk?locale=en-GB>

Health and Wellbeing

6.25 Cycling has been shown to deliver numerous health benefits, including:

- Improving cardiovascular fitness
- Helping to reduce instances of Type 2 Diabetes
- Toning and building muscle with little impact on joints
- Boosting the metabolism and helping with weight management
- Improving mental health
- Strengthening the immune system

6.26 The Health Profile for Windsor and Maidenhead⁶ shows that 44% of adult residents are classed as being physically inactive, while 15.2% of adults and 16.2% of children in year six are classified as obese. This suggests that there is potential to encourage more residents to take up cycling as part of active lifestyles, focusing on those whose are identified to be at risk from factors associated with sedentary lifestyles.

6.27 We will:

- Train local volunteers to act as recreational ride leaders and encourage and support them to deliver a programme of led bike rides.
- Work with colleagues in Leisure Services, the Berkshire Sports Partnership and local cycling clubs to deliver cycling taster sessions as part of 'Fit for Life' and Get Berkshire Active's 'Workplace Challenge'.
- Work with colleagues in Public Health and local Clinical Commissioning Groups to include cycling within GP lifestyle management referral schemes.

⁶ APHO (2015) 'Health Profile 2015 – Windsor and Maidenhead' [Available at: <http://www.apho.org.uk/resource/item.aspx?RID=171938>]

Recreation and Sports Cycling

6.28 There are many existing opportunities for recreational cycling in and around the Royal Borough, including the Jubilee River, permitted routes through Windsor Great Park and paths round Dorney Lake, as well as various bridleways and byways.

6.29 The Royal Borough is served by several long-distance cycle routes including arms of the National Cycle Network and the London to Land's End Cycle Route, which is becoming popular amongst cycle tourers.

6.30 There are several charity rides and sportives that finish in / pass through the area, including Palace to Palace, London to Windsor, and London Revolution. Local roads are also used for numerous cycling time trials and triathlons. This requires careful traffic management to ensure the safety of users and to balance competing pressures on the road network.

6.31 There is also increasing demand for specialist cycling facilities within the borough, including a closed road cycling circuit and mountain bike trails, which has been identified through the Cycle Forum and evidence of illegal activity on private land.

6.32 We will:

- Enhance existing recreational cycling routes / develop new routes in order to meet local demand.
- Work with Sustrans, neighbouring authorities and local landowners to enhance local elements of the National Cycle Network and develop / link to new NCN Routes.
- Work with partners in the visitor economy to promote sustainable tourism, including cycle touring.
- Work with local landowners to explore the potential for creating new / improved mountain bike routes in the borough.
- Work with local landowners and British Cycling to explore the potential for creating a closed cycling circuit in the borough.
- Work with local clubs wishing to run triathlons, time trials and road races on the public highway, ensuring that these are coordinated with other planned events, and that impacts on residents and other road users are minimised. We will also ensure that such events have the permission of the police.
- Work with charity bike ride / sportive organisers wishing to organise events on the public highway, ensuring that these are coordinated with other planned events, and that impacts on residents and other road users are minimised.

Practical Support and Training

6.33 New or returning cyclists may need practical advice and training to address issues and concerns that they may have and to give them the confidence to be able to make everyday journeys by bike. This may include:

- Training on how to ride safely in traffic (e.g. adult Bikeability)
- Education about how to undertake basic cycle maintenance and repairs (e.g. checking brakes, inflating tyres, oiling a chain, fixing punctures, etc)
- Dr Bike sessions where cyclists can get their bike checked and adjusted, and receive advice on any repairs that are needed
- Journey planning advice to help cyclists find routes to local destinations based on their particular needs (e.g. quietest or quickest routes)

6.34 In order to be most effective, programmes should seek to engage local businesses as well as borough residents.

6.35 We will:

- Work with Maidenhead Cycle Hub, cycle shops and other partners to develop a training and education programme for local cyclists – this should be scalable to reflect funding availability.

Marketing and Communications

6.36 Marketing and communications are vital for engaging existing and potential cyclists, understanding their needs, and informing them about schemes and initiatives that may be of interest and benefit to them.

6.37 In order to be effective the Council and its partners must engage their audiences via their preferred channels and provide information in their preferred formats. Wherever possible, content should be tailored to the needs of particular market segments.

6.38 We will:

- Hold regular meetings of the Cycle Forum
- Engage with existing and potential cyclists via social media
- Include regular articles on cycling in 'Around the Royal Borough'
- Provide cycling information on the Council's website
- Deliver road safety campaigns, supporting the national 'THINK!' campaigns, supplemented by local campaigns
- Deliver cycle security campaigns to help reduce instances of cycle thefts
- Promote national and local events that are designed to encourage more people to cycle (e.g. led bike rides, Workplace Cycle Challenge, Bike Week events, etc)

7. Funding

7.1 We will seek to make effective use of existing internal funding sources, including:

- Local Transport Plan Capital Programme
- Highways maintenance budgets
- Public health budgets
- Physical activity budgets
- Developer contributions

7.2 This will require joint working between different services areas.

7.3 We will also seek to make effective use of external funding sources, such as:

- Local major transport scheme funding⁷
- Local Growth Deal funding⁷
- Highways England funding
- Department for Transport funding (including Bikeability Grant)
- Funding for improvements at rail stations (e.g. Access for All, National Station Improvement Programme, and funding provided by train operating companies)
- Sport England / British Cycling funding

⁷ Funding bids submitted via the Thames Valley Berkshire Local Enterprise Partnership

8. Monitoring

8.1 Regular monitoring is essential in order to track progress towards aims and objectives. The Royal Borough proposes to use a variety of performance indicators and monitoring tools, which are summarised in Table 8.1.

Table 8.1: Proposed performance indicators and monitoring tools

Indicator	Methodology	Frequency	Baseline
Changes in cycling trips	Before and after counts for major cycling schemes Cordon counts around Maidenhead and Windsor town centres	As required Annual	- Maidenhead: 1,452 trips Windsor: 2,409 trips (2015)
Percentage of cyclists who are female	Cordon counts around Maidenhead and Windsor town centres	Annual	Maidenhead: 20% Windsor: 14% (2015)
Cycling casualties on Royal Borough Roads	Police Stats 19 records	Annual	Killed: 0 Seriously Injured: 13 Slightly Injured: 46 (2014)
Cycling satisfaction score	NHT Benchmarking Survey	Annual	49.5 (2015)
Number of children receiving Bikeability training	Cycle instructor records	Annual	836 Children trained
Number of reported cycle thefts	Police crime reports	Annual	263 (2014/15)

Appendix 1: Area Profile - Ascot & the Sunnings

1. Description of the Area

The south of the borough comprises the following wards: Ascot and Cheapside; Sunninghill and South Ascot; and Sunningdale. The area is bounded by Windsor Great Park to the north, Bracknell Forest to the west and north-west and Surrey to the south and east.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Ascot Durning Library
- Sunningdale Container Library
- Sunningdale Parish Offices
- Sunningdale Village Hall
- Sunninghill Library
- Sunninghill and Ascot Parish Offices
- The Hope Centre
- The Pavilion

Education:

- Charters School
- Cheapside Primary School
- Heathermount School (Special)
- Holy Trinity C of E Primary School
- Hurst Lodge School (Independent)
- Papplewick School (Independent)
- St Francis Catholic Primary School
- St George's School, Ascot (Independent)
- St Mary's School, Ascot (Independent)
- St Michael's C of E Primary School
- South Ascot Village Primary School
- Sunningdale School (Independent)
- The Marist Schools (Independent)

Employment:

- Ascot Racecourse
- South Ascot Industrial Estate

Leisure

- Ascot Racecourse
- Charters Leisure Centre
- Virginia Water
- Windsor Great Park

Shopping:

- Ascot Village Centre
- South Ascot Centre
- Sunninghill Village Centre
- Sunningdale Village Centre (including Waitrose superstore)

Transport:

- Ascot Station
- Sunningdale Station

Given that the area is virtually surrounded by neighbouring local authorities, cross-boundary links are important.

3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including many of the A and B roads:

- A30 London Road
- A329 London Road / High Street
- A330 Devenish Road / Brockenhurst Road / Station Hill
- A330 Hatchet Lane / Winkfield Road
- A332 Windsor Road
- B383 Broomhall Lane / Buckhurst Road / Sunningdale Road
- B3020 High Street / Bagshot Road

Minor roads that are well used include:

- Cheapside Road
- Coronation Road
- Mill Lane
- New Mile Ride
- Watersplash Lane

4. Existing Cycling Infrastructure

The area has little in the way of existing cycling infrastructure. The only cycle route is along the A329 London Road, from the Bracknell Boundary to Heatherwood Roundabout and up to Burleigh Road. This is being extended towards Ascot Town Centre with the existing crossing outside the racecourse reception upgraded to a toucan crossing.

Cycle parking is provided at the following locations:

- A329 London Road – bus stop opposite Heatherwood Hospital (west)
- Ascot High Street
- Ascot Station

- High Street, Sunninghill
- Sunningdale Station

5. Key Issues

The following issues have been identified from a desktop audit and previous correspondence:

- The area is crossed by a large number of main roads, including the A30, A329, A330, A332, B383, and B3020.
- A lack of available highway land is a key constraint to providing more cycle routes.
- There are few through routes in the area, which makes it difficult to create filtered permeability for cyclists.
- Charters School and Leisure Centre is surrounded by busy main roads and is particularly challenging to cycle to.
- There are no cross-boundary cycle routes.
- Ascot Racecourse and Windsor Great Park are major visitor destinations, and roads can be heavily trafficked outside of the traditional commuter peak hours.
- Visitor numbers to the Great Park have increased considerably in recent years, reaching 4 million per year. The area is very popular with cyclists and there is significant conflict between cyclists and other visitors at weekends and public holidays.
- Much of Windsor Great Park is affected by environmental designations, including Special Area of Conservation and Sites of Special Scientific Interest – these limit the potential for additional cycle routes to Windsor and to The Lookout in Bracknell.
- Crown Estate owns many of the highway verges alongside public roads through the Great Park, which restricts where cycle routes can be constructed.
- The lack of cycling infrastructure means that cycling trips are low for commuting and education purposes.
- There is no cycle parking serving local shops in South Ascot and Sunningdale.
- There are few major developments planned for the area that will provide / fund new cycle facilities.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- 0 fatal
- 3 serious
- 17 slight casualties.

The following locations have clusters of three or more casualties:

- A329 London Road / A332 Windsor Road / A329 High Street / A332 Kings Ride (Heatherwood Roundabout).

The following schools have taken part in Bikeability during the 2015/16 academic year:

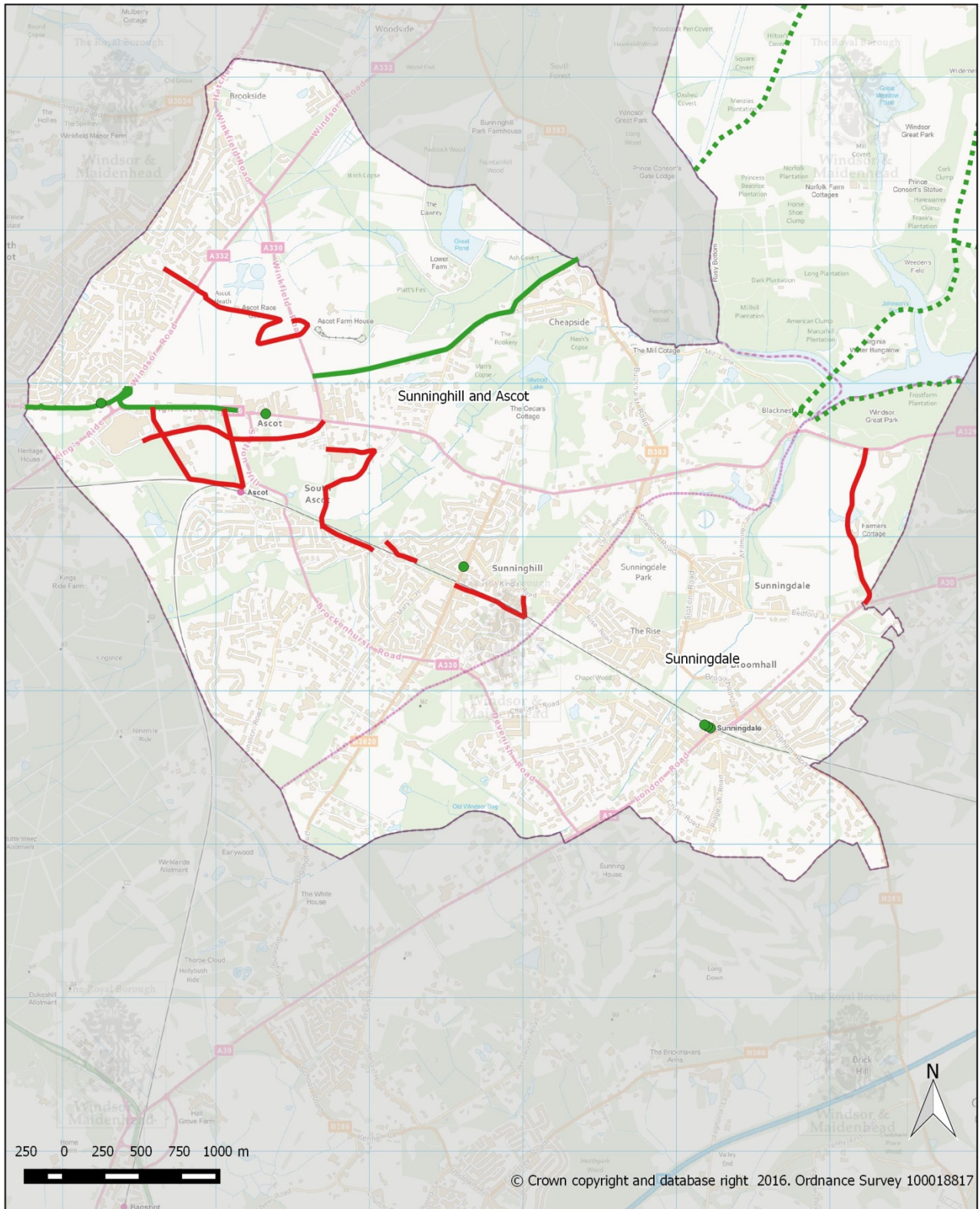
- Charters
- Holy Trinity Primary School
- St Francis Primary School
- St Michael's Primary School
- South Ascot Village School.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Install cycle parking at Chobham Road shops	Transport Policy	✓✓✓	£
3. Install cycle parking at South Ascot shops	Transport Policy	✓✓✓	£
4. Upgrade the surface on Wells Lane (Sunninghill Byway 23)	Transport Policy / PRow	✓✓✓	££
5. Install toucan crossing on A329 High Street opposite the Racecourse reception.	Transport Policy	✓✓✓	££
6. Investigate upgrading (Sunninghill Footpath 10)	Transport Policy / PRow	✓✓	££
7. Upgrade Exchange Road to provide a cycle route connecting both ends (Byway 35)	Transport Policy / PRow	✓✓	££
8. Upgrade the surface on Sunningdale Bridleway 1	Transport Policy / Surrey County Council	✓✓	££
9. Investigate the potential to upgrade the cycle route between Ascot and Ascot Gate, Cheapside.	Transport Policy / Bracknell Forest Council	✓✓	£££
10. Liaise with Ascot Racecourse regarding a possible cycle route across the racecourse between Kennel Avenue and the golf course	Transport Policy / PRow	✓	££
11. Liaise with adjacent landowners / Network Rail re construction of a cycle route to Charters School / Leisure Centre	Transport Policy / Ascot & Sunnings Neighbourhood Plan Group	✓	£££
12. Secure a cycle route between High Street, Sunninghill and King's Corner as part of the gas holder site redevelopment.	Highways Development Control	✓	£££

Figure 1: Ascot, Sunninghill and Sunningdale



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Ascot and the Sunnings

Legend

- Existing cycle parking sites
- Existing cycle routes:
- Proposed cycle routes
- Crown Estate
- RBWM

Appendix 2: Area Profile: Bisham and Cookham

1. Description of the Area

Bisham and Cookham are the most northerly parishes in the borough. They are predominantly rural in nature, incorporating the settlements of Bisham, Burchetts Green (part), Cookham Dean, Cookham Rise and Cookham.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Cookham Dean Village Hall
- Cookham Library
- Pinder Hall

Education:

- Bisham CE Primary School
- Cookham Dean C.E. Aided Primary School
- Cookham Rise Primary School
- Holy Trinity C of E Primary School
- The Herries Preparatory School

Employment /Business:

- Moor Hall, Cookham
- The Odney Club, Cookham

Sports / Leisure:

- Bisham Abbey National Sports Centre
- River Thames (Cookham and Bisham)
- Stanley Spencer Gallery, Cookham

Shopping:

- Cookham Village Centre
- Cookham Rise Village Centre
- Stubbings Garden Centre

Transport Interchanges:

- Cookham Station

Cross-boundary links are important for communities in the north of the borough, since in some cases residents are closer to Marlow and Bourne End than they are to Maidenhead.

Since there are no secondary schools in the area, pupils must travel to schools in Maidenhead, Marlow and Bourne End.

3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava

smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including all of the A and B roads:

- A308 Marlow Road
- A4130 Henley Road
- A4094 Sutton Road / Sheet Street Road
- B4447 High Street / The Pound / Maidenhead Road / Cannondown Road / Switchback Road North

Minor roads that are well used include:

- Bisham Road
- Temple Lane
- Quarry Wood Road
- Winter Hill / Terry's Lane
- Dean Lane
- Lower Road
- Grubwood Lane / Hockett Lane / Winter Hill Road
- Hills Lane / Spring Lane
- Choke Lane / Long Lane
- Henley Road

4. Existing Cycling Infrastructure

The permitted cycle route between Maidenhead and Cookham Rise forms part of [National Cycle Network Route 50](#), which was conceived as a long-distance cycle route between Maidenhead and Winslow.

However, the path has been made all but impassable for cyclists and pedestrians with pushchairs and wheelchairs, because the landowner has welded bars across the cycle gates at various locations across the route in order to keep out mini motorbikes. Now, only bikes of a particular size and shape can get through. The landowner refuses to remove them and the council has no powers to make him do so, since it is a permitted path rather than a cycle track or public right of way.

Other local routes include the shared use footway / cycleway that runs along the east side of Switchback Road North and Cannondown Road, which provides a link between Maidenhead and Cookham Rise.

There is also a signed quiet route between Maidenhead and Hurley via Dungrove Hil Lane and Hurley Lane, which crosses the A404 via an underpass.

Public cycle parking has been provided at Cookham Station.

Few of the destinations identified in Section 2 are served by the current cycle route network. However, there are 20 mph speed limits through The Pound, on High Road outside Cookham Rise Primary School and on School Lane outside Holy Trinity C of E Primary School in Cookham. An advisory 20 mph is proposed for Bisham Road / Marlow Road supported by flashing lights at the start and end of the school day.

5. Key Issues

The following issues have been identified from a desktop audit and previous correspondence:

- NCN50 is inaccessible for the majority of cyclists due to the barriers welded across the gates.

- The existing cycle route between Cookham Rise and Maidenhead does not link through to the centre of either settlement.
- Although there are some pleasant, quiet lanes in the area, there are few dedicated cycle routes, which may deter people from making for local journeys by bike.
- Some local lanes are heavily used by motorists during peak periods. This makes them unattractive for commuter cycling.
- Cross-boundary cycling links are poor – neither Cookham Bridge nor Marlow Bridge has provision for cyclists. Traffic signals do not allow cyclists to clear Cookham Bridge before a green signal is given to opposing traffic. Both bridges are listed structures, which limits opportunities for providing parallel / cantilevered cycle bridges.
- The area is crossed by a number of main roads, including the A308, A404, A4094 and A4130, which are heavily trafficked and difficult to cross, presenting major barriers to cycling. The Bisham Roundabout junction of the A308 / A404 is particularly hazardous for cyclists.
- Few children / young people currently cycle to school / college, which may be due to the lack of protected cycle routes.
- There is currently no cycle parking at Cookham Dean Primary School and cycle parking at Cookham Rise Primary School is poorly located.
- There is no cycle parking serving the shops in Cookham and Cookham Rise, nor at Cookham Library.
- Despite not being permitted, cycling on the Thames Path and parallel public footpaths is commonplace, particularly between Temple and Hurley.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Previous attempts to introduce cycle routes in the area have been unsuccessful due to objections from parish councils and local landowners.
- Some bridleways and byways are unsurfaced and are therefore unsuitable for utility cycling trips.
- The small size of local communities and the low numbers of cyclists make it hard to achieve high cost benefit ratios for major cycling investment in the area.
- There are few major developments planned for the area that will provide / fund new cycle facilities.
- Park Wood, The Hockett, Quarry Wood, Long Copse and Coney Copse are being used extensively for mountain biking, including paths that are not currently designated as public rights of way and those that are designated only as public footpaths.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Three serious
- Three slight casualties.

Two of the above casualties occurred at the Bisham Roundabout at the junction of the A404 / A308.

The following schools have taken part in Bikeability during the 2015/16 academic year:

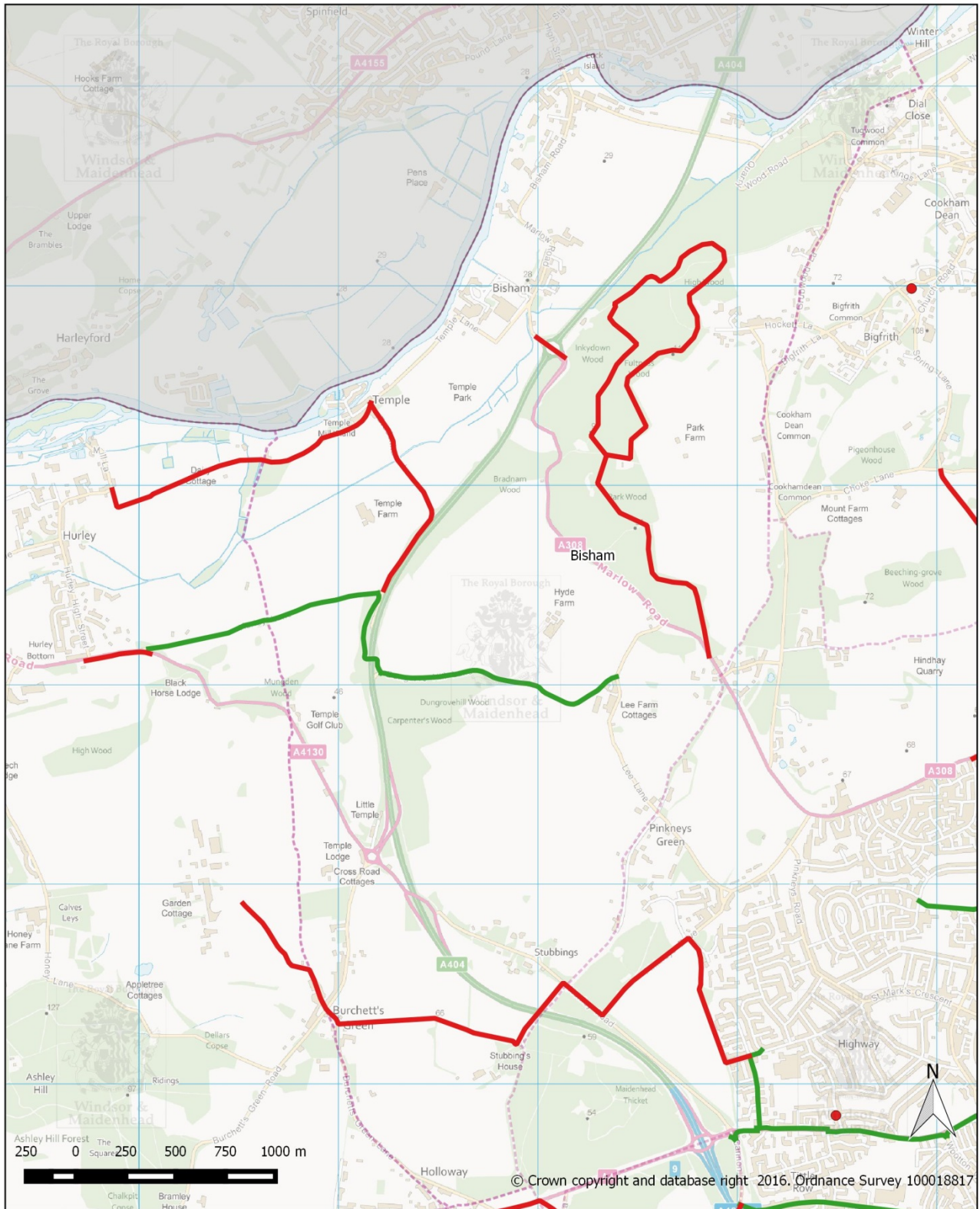
- Cookham Dean CE Primary School
- Cookham Rise Primary School
- Holy Trinity C of E Primary School.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Improve direction signing on existing cycle routes.	Transport Policy	✓✓✓	£
3. Install cycle parking in Cookham and Cookham Rise village centres and at Cookham Library.	Transport Policy	✓✓✓	£
4. Relocate / upgrade cycle parking at Cookham Rise Primary School	Transport Policy	✓✓✓	££
5. Liaise with landowners regarding a new cycle link between Hurley Lane and Bradenham Lane.	Transport Policy / Public Rights of Way	✓✓	££
6. Liaise with landowners regarding the potential for cycle access between Hurley and Bisham along Temple Lane.	Transport Policy / Public Rights of Way	✓✓	££
7. Liaise with Highways England to secure improvements for cyclists as part of the Bisham Roundabout improvements.	Traffic Management & Road Safety	✓✓	£££
8. Liaise with landowners regarding cycle links between Maidenhead, Cookham, Cookham Rise and Cookham Dean, as well as possible connections to Bourne End.	Transport Policy / Public Rights of Way	✓✓	£££
9. Liaise with local landowners regarding the potential for establishing formal mountain bike trails in Park Wood, The Hockett, Quarry Wood, Long Copse and Coney Copse.	Transport Policy / Public Rights of Way	✓	£££
10. Investigate the potential for a new cycle route between BCA and Maidenhead.	Transport Policy / Public Rights of Way	✓	£££
11. Liaise with landowners regarding construction of a new cycle route parallel to the A4094 between Maidenhead and Cookham as an alternative to NCN50.	Transport Policy / Public Rights of Way	✓	£££

Figure 1: Bisham and Cookham (West)

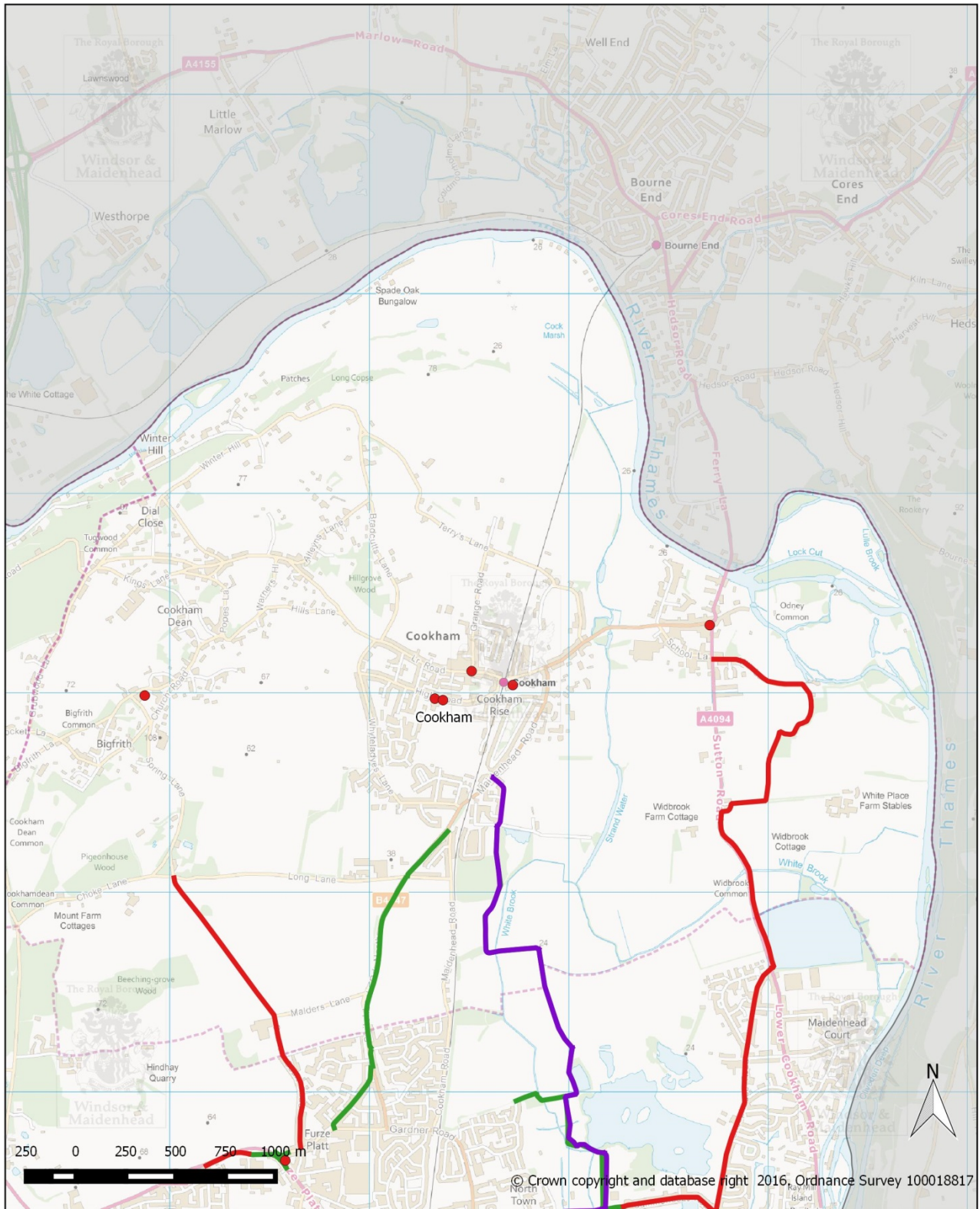


Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Bisham and Cookham

Legend

- Proposed cycle parking sites
- Existing cycle routes:
- Proposed cycle routes
- RBWM

Figure 2: Bisham and Cookham (East)



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Bisham and Cookham

Legend

- Proposed cycle parking sites
- Existing cycle routes:
- Proposed cycle routes
- RBWM
- National Cycle Network

Appendix 3: Area Profile - Bray

1. Description of the Area

Bray Parish occupies the area to the south of the River Thames between Maidenhead and Windsor. It incorporates the settlements of Bray, Holyport, Moneyrow Green, Touchen End, Paley Street (part), Fifield, Oakley Green, and the western fringe of Windsor.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Bray Village Hall
- Holyport Village Hall

Education:

- Alexander First School
- Braywick Court School
- Braywood C of E First School
- Holyport C of E Primary School
- Holyport College

Employment:

- Prior's Way Industrial Estate

Leisure

- Bird Hills Golf Centre
- Bray Lake Water Sports
- Bray Village Centre
- Braywick Park
- River Thames

Shopping:

- Holyport Village Centre
- Squires Garden Centre
- Tithe Barn Shops
- Wyevale Garden Centre

Cross-boundary links are important for local communities (e.g. Bracknell is a major centre of employment).

Most secondary school pupils travel outside the parish to attend schools in Maidenhead or Windsor.

3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including all of the A and B roads:

- A308 Windsor Road
- A330 Ascot Road
- B3024 Forest Green Road / Oakley Green Road
- B3028 Bray Road / Upper Bray Road

Minor roads that are well used include:

- Harvest Hill Road
- Hibbert Road
- Old Mill Lane / Monkey Island Lane
- Holyport Road
- Moneyrow Green
- Drift Road
- Fifield Lane
- Fifield Road

It should be noted that Drift Road is a popular route for cycle racing including time trials and triathlon events, as well as mass participation / charity bike rides.

4. Existing Cycling Infrastructure

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is becoming increasingly popular with British and European cycle tourists.

NCN4 also provides local links between Maidenhead, Bray and Windsor. The route mostly follows quiet roads, such as Monkey Island Lane, and surfaced public rights of way, such as The Green Way through Braywick Park. It crosses the Thames into Buckinghamshire via Monkey Island Bridge.

There is also a shared use path along the northern side of the A308 that connects Maidenhead and Windsor.

Public cycle parking has been provided at the following locations:

- Braywick Nature Centre

Few of the destinations identified in Section 2 are served by the current cycle route network. However, the following areas are traffic calmed and subject to a 20 mph speed limits:

- Guards Road (on the approach to Alexander First School)
- Bray Road (within the village centre)

An advisory 20 mph speed limit has been introduced on Oakley Green Road, with flashing lights that operate at the start and end of the school day. A similar scheme is proposed for Holyport C of E Primary School and will be implemented shortly.

5. Key Issues

The following issues have been identified from a desktop audit and previous correspondence:

- There are few dedicated cycle routes, which may deter people from making local journeys by bike.

- The width of the footway / cycleway along the north side of the A308 is very narrow, which makes it difficult for cyclists to pass other path users. There is also limited visibility between cyclists and motorists emerging from side-roads and numerous private accesses, which has led to several (damage only) collisions. It also has numerous level changes, which makes cycling uncomfortable, and cyclists frequently have to give way at side roads. As a result, many cyclists choose to remain on-carriageway.
- Cross-boundary cycle links to Bracknell are poor.
- The area is crossed by a number of main roads, including the A308, A330, B3024, B3028 and B3383, which are heavily trafficked with significant numbers of HGV movements. As such, they present significant barriers to cycling.
- Cyclists using the A308 and A330 at peak times cause significant congestion due to the narrowness of the roads, the volume of traffic and a lack of overtaking opportunities.
- Many rural roads are used as cut-throughs by motorists during peak periods. This makes them unattractive for commuter cycling.
- Inappropriate traffic speeds on some routes can cause problems for cyclists (e.g. Drift Road).
- Very few children / young people currently cycle to school / college due to the lack of protected cycle routes.
- Although NCN4 is waymarked, there are few destination signs at key junctions.
- There is no cycle parking serving Holyport Village Centre or the Tithe Barn shops.
- A lack of available highway land is a key constraint to providing more cycle routes.
- There are no cycle bypasses for the traffic calming in Bray Village.
- Some bridleways and byways are unsurfaced and are therefore unsuitable for utility cycling trips.
- It can be difficult to achieve high cost benefit ratios for major cycling investment to serve some of the more rural communities.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Ten serious
- Fourteen slight casualties.

Locations with more than one incident included:

- Braywick roundabout (2 serious and 3 slight casualties)
- A308 Braywick Road / Harvest Hill Road (1 serious and 1 slight casualty)
- A308 Windsor Road / Holyport Road (2 slight casualties)
- B3024 Oakley Green Road, near Braywood School (1 serious and 1 slight)
- Drift Road / Fified Lane (2 slight casualties)
- Drift Road north of Winkfield Lane (3 serious*)

*All three cyclists were involved in the same incident and were taking part in a competitive cycling event.

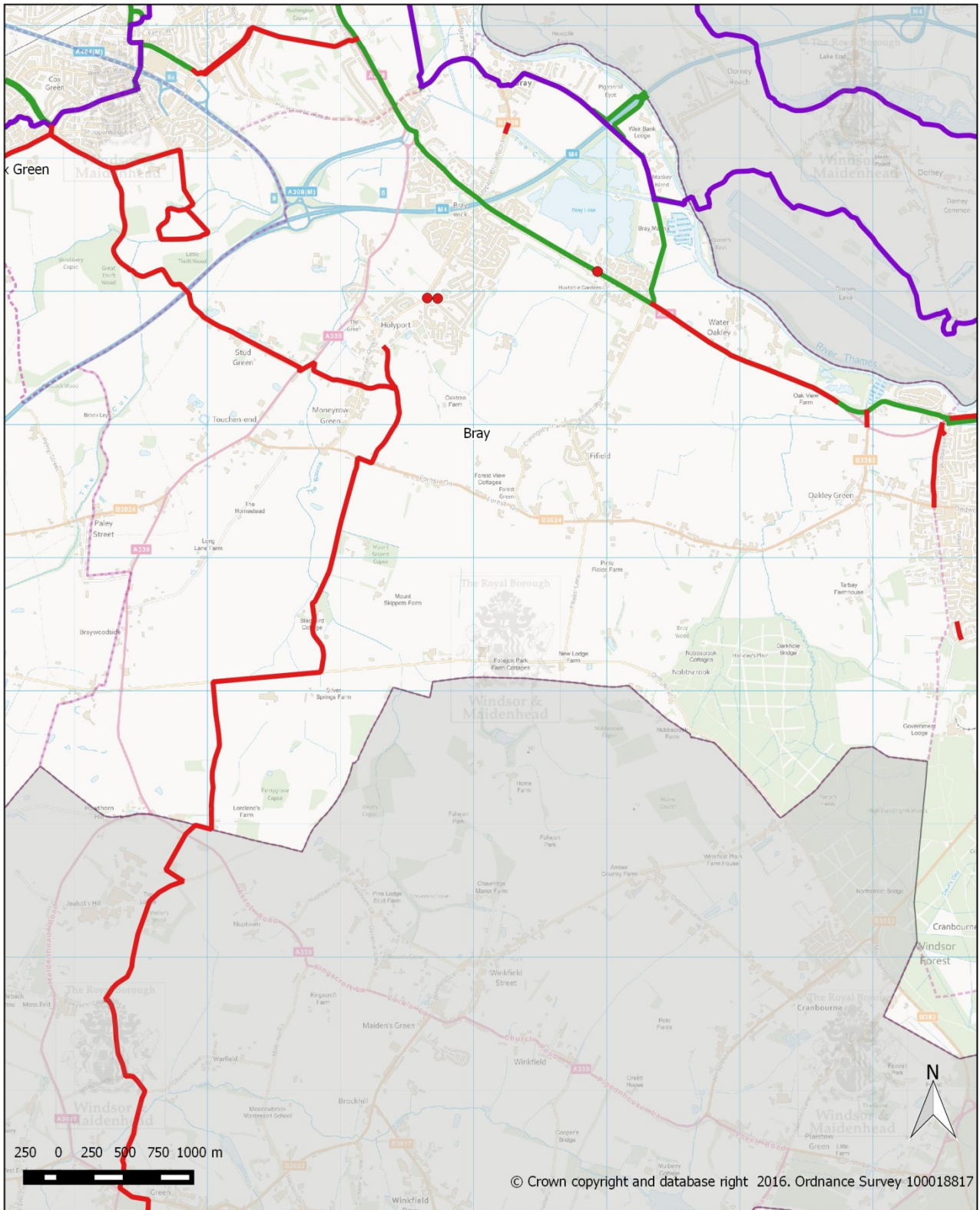
None of the schools in Bray have taken part in Bikeability during the 2015/16 academic year.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Provide cycle parking at Holyport Village Centre and Tithe Barn shops	Transport Policy	✓✓✓	£
3. Improve direction signing on existing cycle routes.	Transport Policy	✓✓✓	£
4. Continue to support the use of Drift Road for sports cycling events / mass participation rides.	Traffic Management & Road Safety	✓✓✓	£
5. Introduce an advisory 20 mph speed limit around Holyport C of E Primary School.	Traffic Engineering	✓✓	££
6. Investigate options for upgrading Bray Bridleways 23, 29 and 64 to improve the cycle route between Maidenhead and Bracknell.	Transport Policy / Public Rights of Way	✓✓	£££
7. Replace Bray Bridge with a new structure incorporating a protected cycling and pedestrian route.	Transport Policy	✓✓	£££
8. Liaise with local landowners / developers to secure land necessary to widen the A308 shared use footway / cycleway between Fifield and Windsor.	Transport Policy / Highways Development Control	✓	£££
9. Investigate an alternative to the A308 cycle route between Monkey Island Lane and The Bingham's via Monkey Island Lane and Hibbert Road / The Causeway.	Transport Policy	✓	£££

Figure 1: Bray



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Bray

Legend

- Proposed cycle parking sites
- Existing cycle routes:
 - Proposed cycle routes
 - RBWM
 - National Cycle Network

Appendix 4: Area Profile - Datchet

1. Description of the Area

Datchet is situated on the north side of the River Thames to the east of Windsor. It is adjacent to Slough, which is an important destination for commuting, education and retail journeys. Datchet Station lies on the Windsor to London Waterloo railway line.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Datchet Library
- Datchet Village Hall

Education:

- Churchmead School
- Datchet St Mary's C of E Primary School

Employment:

- Datchet Village Centre
- Ditton Park

Leisure

- Jubilee River
- Liquid Leisure
- Thames Valley Athletics Centre
- Upton Court Park (including BMX track)

Shopping:

- Datchet Village Centre

Transport:

- Datchet Station

Cross-boundary links are important for local communities, with many people cycling to Slough and Langley for commuting purposes.

There are significant numbers of young people living in Datchet who attend secondary schools in Windsor and Slough / Langley.

3. Existing Cycling Activity

[Strava Heat Maps](#) provide some indication as to cycling levels in other parts of the parish, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including:

- B376 Slough Road / Horton Road
- B470 Windsor Road / London Road / Major's Farm Road
- B3021 Southlea Road
- B3026 Eton Road
- High Street
- Queen's Road
- Riding Court Road
- The Myrke
- Upton Court Park

4. Existing Cycling Infrastructure

[National Cycle Network Route 61](#) crosses the northern edge of Datchet ward. This is a long-distance cycle route that connects Maidenhead to Hatfield, Welwyn Garden City, and Hertford. It follows the Jubilee River as far as The Myrke before crossing the B376 Slough Road into Upton Park.

There is a cycle track / shared use path along the south side of the B376 Horton Road between Litchfield Road and the village centre.

There is a shared use path along the south side of the B470 Major's Farm Road between Ditton Road and the borough boundary. This route crosses the Borough boundary to link into Slough's cycle route network via the A4.

There is also a cycle track that runs through Ditton Park, where access is permitted and maintained by the site owner, Computer Associates.

Public cycle parking has been provided at the following locations:

- Datchet Station

A number of the destinations identified in Section 2 are served by the current cycle route network.

Also, Datchet village centre is traffic calmed with speed cushions and subject to a 30 mph speed limit.

5. Key Issues

The following issues have been identified from a desktop audit, site visits and previous correspondence:

- Cycle links to / from Datchet Village Centre are poor.
- There is no direct cycle link to Windsor.
- NCN 61 and the route through Ditton Park are predominantly leisure routes – they are mostly unlit and are therefore unsuited to winter commuting.
- The cycle route alongside B470 Major's Farm Road is partially obstructed by an earth embankment that has been installed to prevent illegal Gypsy encampments in the adjacent field.
- A lack of available highway land is a key constraint to providing more cycle routes.
- The bridges over the River Thames are key pinch points.
- The village green has protected status.
- There is very little cycle parking anywhere within the village.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Two serious
- 23 slight casualties.

Locations with more than one incident included:

- B376 Slough Road / B470 The Green / B470 High Street (3 slight casualties)
- B470 Windsor Road / Queen's Road (3 slight casualties)
- B470 Major's Farm Road / Ditton Road (2 casualties)

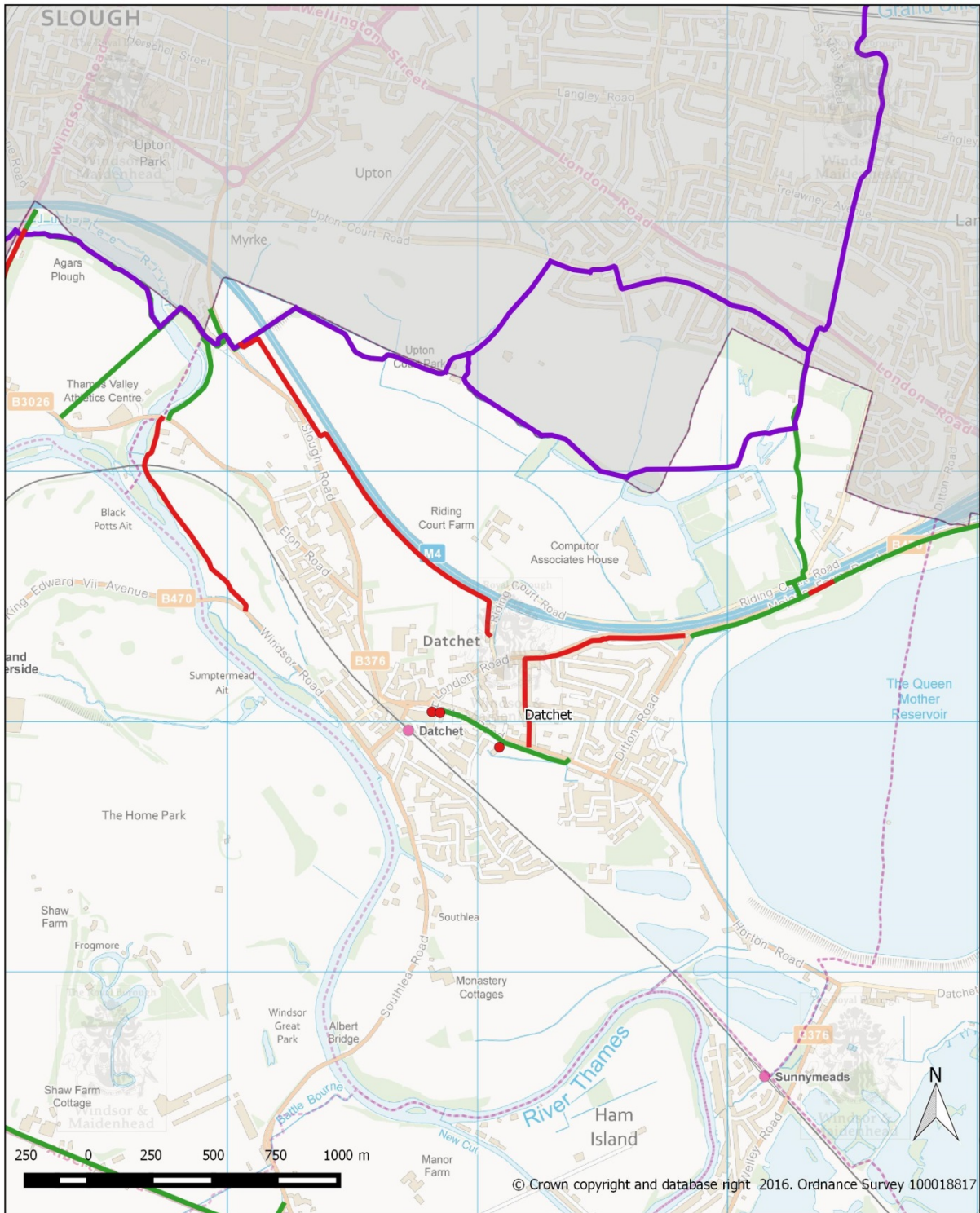
Datchet St Mary's C of E Primary School took part in the Bikeability programme in 2015/16.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Install cycle parking in Datchet Village Centre	Transport Policy	✓✓✓	£
3. Install cycle parking at Datchet Library	Transport Policy	✓✓✓	£
4. Install cycle parking at Datchet Village Hall	Transport Policy	✓✓✓	£
5. Construct a new cycle route along the south side of B470 between Ditton Road and Lawn Close	Transport Policy	✓✓	££
6. Address the issue with the earth embankment alongside B470 Major's Farm Road	Transport Policy	✓✓	££
7. Investigate the potential for permitting cycle access on Footpath 3 between B470 Windsor Road and B3026 Eton Road	Transport Policy & Public Rights of Way	✓	££

Figure 1: Datchet



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Datchet

Legend

- Proposed cycle parking sites
- Proposed cycle routes
- Existing cycle routes:
 - RBWM
 - National Cycle Network

Appendix 5: Area Profile - Eton & Eton Wick

1. Description of the Area

The town of Eton and the village of Eton Wick are situated on the northern side of the River Thames. Eton is a key shopping and visitor destination that enjoys close links with Windsor, while Eton Wick has a number of shops and other facilities that serve the needs of local residents.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Eton Library
- Eton Wick Library
- Eton Wick Village Hall

Education:

- Eton Porny C of E First School
- Eton Wick C of E First School

Employment:

- Eton College
- Eton Town Centre

Leisure:

- Jubilee River
- River Thames
- Thames Valley Athletics Centre

Shopping:

- Eton Town Centre
- Eton Wick Village Centre

Cross-boundary links are important for local communities, with many people cycling between Slough and Windsor for commuting purposes.

Since there are no secondary schools (other than Eton College) in the area, secondary school pupils must travel to schools in Windsor, Datchet or Slough.

Also, Dorney Lake in South Buckinghamshire is a popular recreational cycling destination.

3. Existing Cycling Activity

An annual cordon count is undertaken around Windsor town centre each year – the results consistently show that Windsor Bridge is the most popular cycling route to / from Windsor town centre followed by Barry Avenue.

[Strava Heat Maps](#) provide some indication as to cycling levels in other parts of the parish, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists

rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including:

- B3022 Slough Road
- B3026 Eton Wick Road
- B3026 Pococks Lane
- High Street, Eton
- Brocas Street
- Atherton Court
- Eton Court
- NCN4 Thames Path / Meadow Lane
- NCN61 Jubilee River
- NCN461 Eton to Slough alongside railway viaduct

4. Existing Cycling Infrastructure

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourers. NCN4 also provides local links to Dorney Lake, Bray, Maidenhead and Windsor Great Park. The route follows the Thames Path from Eton Wick and enters Eton via Meadow Lane and Brocas Lane, before crossing Windsor Bridge, which is closed to motor traffic.

[NCN61](#) connects Maidenhead to Hatfield, Welwyn Garden City, and Hertford. It follows the Jubilee River between the A4 / Berry Hill junction and Upton Court Park.

[NCN461](#) connects Windsor to Slough and Farnham Common - the path runs alongside the railway viaduct between Eton and the boundary with Slough and was upgraded as part of the preparations for the London 2012 Olympic and Paralympic Games.

There are shared use footway / cycleways along both sides of Slough Road between Eton College and Pococks Lane and on the east side from Pococks Lane to the borough boundary.

There is a permitted cycle track that runs parallel to Eton Wick Road between the railway viaduct and Eton Wick and another between Eton Wick Road and the Thames Path. Cycling is also permitted on the bridleways across South Field.

Cycling is permitted on Public Footpath 36 between Pococks Lane and the Jubilee River, past Thames Valley Athletics Centre, with a toucan crossing on Pococks Lane.

Public cycle parking has been provided at the following locations:

- Eton Court
- High Street, Eton
- Princes Close, Eton Wick
- Thames Valley Athletics Centre
- Windsor Bridge

Many of the destinations identified in Section 2 are served by the current cycle route network.

In addition, Eton Wick Road is traffic calmed with speed cushions and subject to a 30 mph speed limit through the village, while Eton Wick C of E First School has a 20 mph speed limit in force along Sheepcote Road. There is also a 20 mph speed limit in force across most of Eton Town Centre.

5. Key Issues

The following issues have been identified from a desktop audit, site visits and previous correspondence:

- Cyclists regularly ignore the one-way restriction that is in force on High Street, Eton. This is the cause of numerous complaints.
- The cycle track alongside Eton Wick Road does not continue as far as Eton town centre.
- NCN4 / 61 / 461 are predominantly leisure routes. They are mostly unlit and therefore unsuited to winter commuting.
- The shared use paths on B3022 Slough Road are of a substandard width, with street lights and traffic signs causing obstructions.
- The permitted cycle tracks across South Field are very narrow.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Roads such as Eton Wick Road and Pockocks Lane are heavily trafficked during peak periods. This makes them unattractive for commuter cycling.
- Although NCN routes are waymarked, with destination signs at some junctions, the routes would benefit from additional signage, particularly on Slough Road.
- While there is cycle parking on Princes Court to serve the shops on the south side of Eton Wick Road, there is no cycle parking to serve the shops on the north side.
- There is no cycle parking at Eton Wick library and the village hall, and inadequate cycle parking at the social club and football club.
- There is limited cycle parking in Eton Town Centre.
- Some bridleways are unsurfaced and are therefore unsuitable for utility cycling trips.
- Some sections of the riverside route (footpath 1) are semi-flooded or badly puddled after rain, especially in the area around Long Bridge.
- Illegal cycling regularly occurs across The Brocas.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Zero serious
- Fourteen slight casualties.

Locations with more than one incident included:

- Slough Road / Pockocks Lane (4 slight casualties)
- High Street / Keats Lane (2 slight casualties)

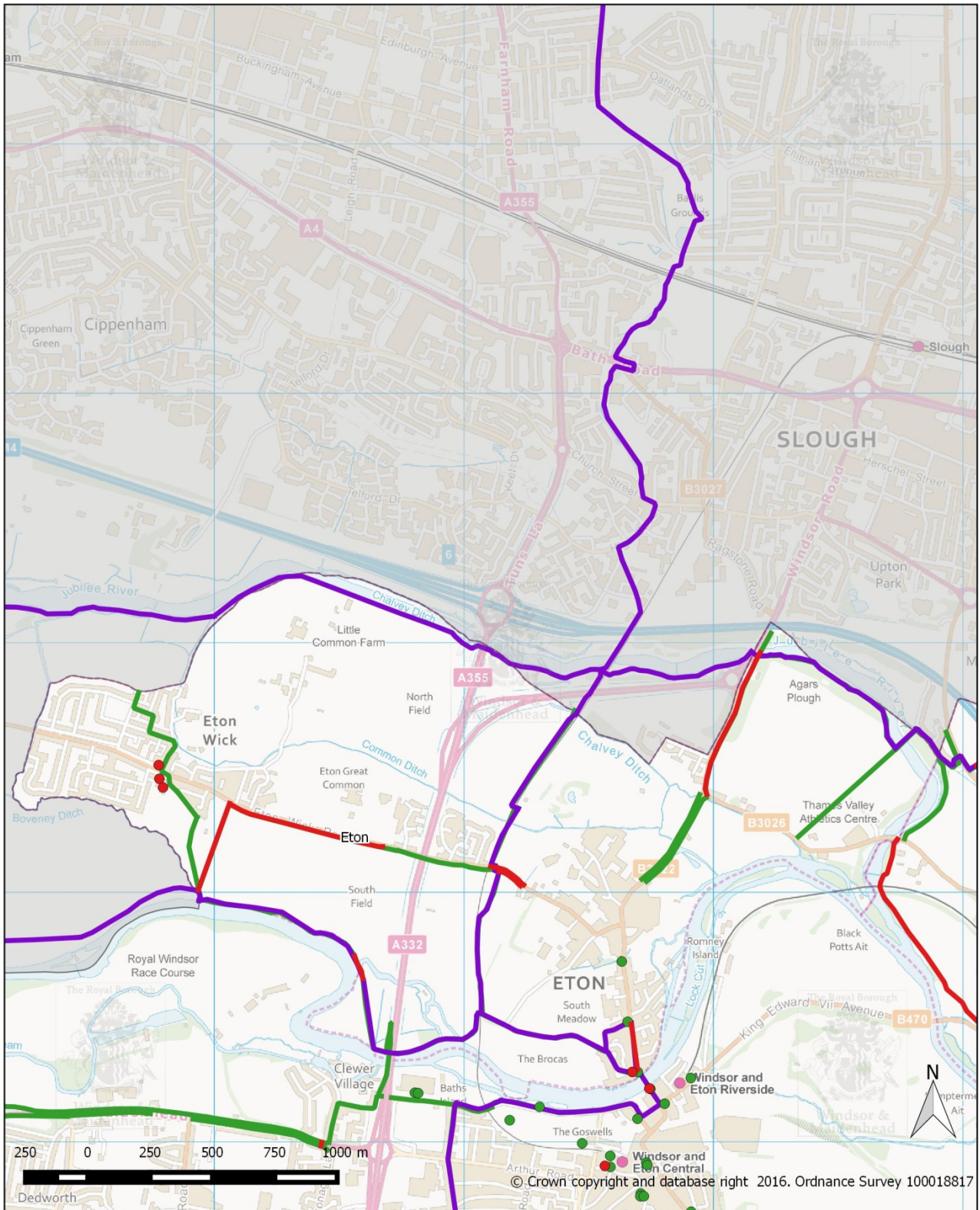
Neither of the local schools took part in the Bikeability programme in the current financial year.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Improve direction signing on B3022 Slough Road	Transport Policy/ Slough Borough Council	✓✓✓	£
3. Provide cycle parking at Eton Wick shops, village hall / library and the social / football club.	Transport Policy	✓✓✓	£
4. Improve drainage / surfacing along footpath 1 around Long Bridge (Thames Path).	Public Rights of Way	✓✓✓	££
5. Provide cycle parking in Eton High Street / The Brocas and remove the cycle parking on Eton Bridge	Transport Policy	✓✓	££
6. Consult on exempting cyclists from the one-way restriction on High Street, Eton, possibly as part of a wider review of traffic and parking restrictions.	Transport Policy/ Traffic Management & Road Safety	✓✓	££
7. Consult Eton College about extending the cycle route along Eton Wick Road between the railway viaduct and the edge of Eton.	Transport Policy	✓✓	££
8. Consult Eton College about widening the cycle routes through South Field.	Transport Policy/ Public Rights of Way	✓✓	££
9. Widen the shared use path on the east side of B3022 Slough Road to the north of Pockocks Lane, and replace / move the street lights / traffic sign and post that are causing an obstruction.	Transport Policy	✓✓	£££
10. Review the B3022 to the south of Pockocks Lane to improve conditions for cyclists and pedestrians	Transport Policy/ Traffic Management & Road Safety	✓	£££

Figure 1: Eton and Eton Wick



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Eton and Eton Wick

Legend

- Proposed cycle parking sites
- Existing cycle parking sites
- Proposed cycle routes
- Existing cycle routes:
 - RBWM
 - National Cycle Network

Appendix 6: Area Profile - Horton & Wraysbury

1. Description of the Area

The parishes of Horton and Wraysbury are located at the eastern end of the Royal Borough on the north side of the River Thames. They include the villages of Horton, Wraysbury and Hythe End. The area has two rail stations – Sunnymeads and Wraysbury - which lie on the Windsor to London Waterloo railway line.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Wraysbury Club
- Wraysbury Container Library
- Wraysbury Village Halls

Education:

- Wraysbury Primary School

Employment:

- Horton Trading Estate / Horton Depot
- Wraysbury Village Centre

Leisure:

- Ankerwycke

Shopping:

- Wraysbury Village Centre

Transport:

- Sunnymeads Station
- Wraysbury Station

Cross-boundary links are important for these communities – Slough and Langley lie to the north, Heathrow Airport to the east and Staines-Upon-Thames lies immediately to the south. These are important destinations for commuting, education and shopping trips. Links to Windsor are also considered to be important.

3. Existing Cycling Activity

[Strava Heat Maps](#) provide some indication as to cycling levels in other parts of the parish, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including:

- B376 Welley Road / Staines Road / Wraysbury Road

- Coppermill Road
- Datchet Road
- High Street
- Horton Road
- Stanwell Road
- Station Road

4. Existing Cycling Infrastructure

There are no sections of the National Cycle Network that pass through the area.

There is a cycle track that runs along the eastern edge of Horton Road for nearly 1km.

Horton Bridleway 4 runs parallel to Horton Road between Drift Way in Colnbrook and Foundry Lane in Horton.

Public cycle parking has been provided at the following locations:

- Wraysbury Station
- Wraysbury Village Halls

Horton village centre is traffic calmed with speed cushions and full-width humps and is subject to a 30 mph speed limit.

Wraysbury village centre is traffic calmed with speed cushions and full-width humps and is subject to a 20 mph speed limit.

5. Key Issues

The following issues have been identified from a desktop audit, site visits and previous correspondence:

- Cycle links within the area and to adjacent areas are poor.
- None of the destinations identified in Section 2 are served by the current cycle route network.
- There is no direct cycle link to Windsor.
- There is no direct cycle link to Staines-upon-Thames, although Surrey has constructed a route up to the Borough boundary, with on-carriageway cycle lanes on either side of the B376 Wraysbury Road.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Flooding is a key issue that restricts the construction that can be used in some places.
- Many of the destinations listed in Section 2 do not have cycle parking.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Zero serious
- Three slight casualties.

There are no locations with more than one incident.

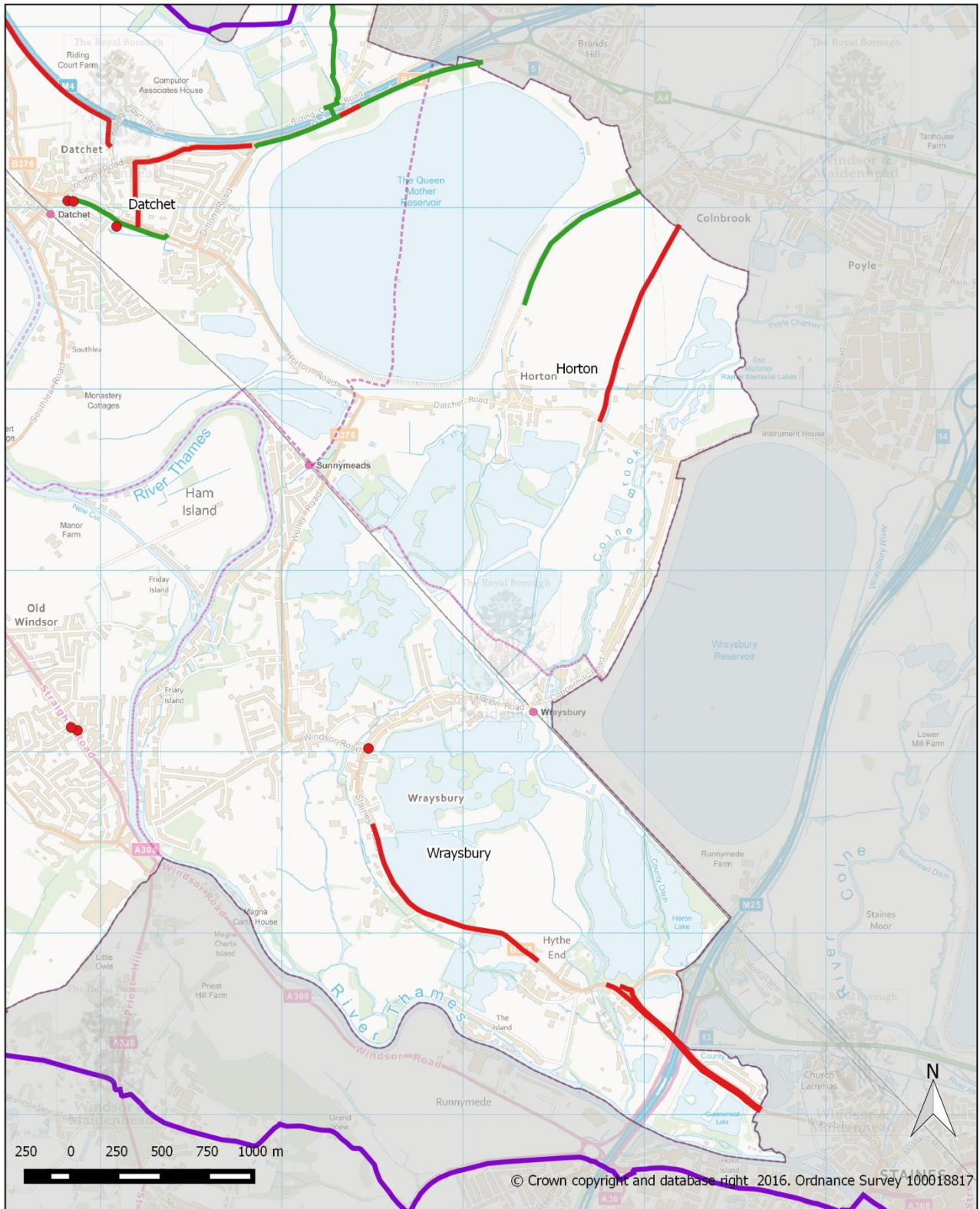
Wraysbury Primary School took part in the borough's Bikeability training programme in 2015/16.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Install cycle parking in Wraysbury Village Centre	Transport Policy	✓✓✓	£
3. Construct a new cycle route along the east side of the B376 Staines Road between Wraysbury village boundary and Hythe End village boundary.	Transport Policy	✓✓	£££
4. Investigate whether a new cycle route can be constructed between the Hythe End roundabout and the borough boundary with Surrey.	Transport Policy	✓	£££

Figure 1: Horton and Wraysbury



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Horton and Wraysbury

Legend

- Proposed cycle parking sites
- Proposed cycle routes
- Existing cycle routes:
 - RBWM
 - National Cycle Network

Appendix 7: Area Profile - Hurley and the Walthams

1. Description of the Area

Comprising the western parishes of the Royal Borough (Hurley, Waltham St Lawrence, Shottesbrooke and White Waltham), this area is predominantly rural in nature, incorporating the settlements of Hurley, Burchett's Green (part), Warren Row, Knowl Hill, Littlewick Green, Woodlands Park, White Waltham, Waltham St Lawrence and Shurlock Row, and Paley Street (part).

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Knowl Hill Village Hall
- Neville Hall
- Woodlands Park Container Library
- Woodlands Park Village Centre

Education:

- Berkshire College of Agriculture (BCA)
- Burchett's Green CE Infant School
- Knowl Hill CE Primary School
- Waltham St Lawrence Primary School
- White Waltham C of E Academy
- Woodlands Park Primary School

Employment:

- Grove Park, White Waltham
- Horizon, Hurley
- Maidenhead Office Park, Littlewick Green
- White Waltham Airfield

Leisure

- Knowl Hill Bridleway Circuit
- River Thames
- Waltham Place

Shopping:

- Woodlands Park district centre

Cross-boundary links are important for communities in the west of the borough, since in many cases they are closer to Twyford, Henley or Marlow than they are to Maidenhead.

Since there are no secondary schools in the area, pupils must travel to schools in Maidenhead or The Piggott, which is located between Twyford and Wargave.

3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including all of the A and B roads:

- A4 Bath Road
- A4130 Henley Road
- B3010 Straight Mile / Twyford Road
- B3024 Broadmoor Road / Hurst Road

Minor roads that are well used include:

- Temple Lane
- Bradenham Lane
- Hurley Lane
- Honey Lane
- Burchett's Green Road
- Warren Road Road
- Bottle Lane / Butchers Lane
- Waltham Road
- Milley Road
- School Road / Plough Lane / West End Lane
- Shurlock Road / The Street / Beenhams Heath
- Smewins Road
- Hungerford Lane

4. Existing Cycling Infrastructure

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourers.

NCN4 also provides local links between Knowl Hill, Littlewick Green and Woodlands Park, with links to Maidenhead Office Park. It also provides onward connections to Maidenhead and Windsor in the east and Wargrave and Twyford in the west. The route mostly follows quiet roads and surfaced public rights of way, but the section between the borough boundary and Wargrave follows an unsurfaced bridleway and is only suitable for use by mountain bikes and hybrids. Also, the connection to Twyford is very indirect.

There is a signed quiet route between Hurley and Pinkney's Green, which uses Hurley Lane, Dungrove Hill Lane and Lee Lane, crossing the A404 via an underpass. However, there is a missing link between the western end of Hurley Lane and Hurley High Street.

The [Knowl Hill Bridleway Circuit](#) provides a recreational route via existing public rights of way, linking Knowl Hill, Warren Row, Burchett's Green, Littlewick Green, White Waltham and Waltham St Lawrence. However, this circuit is predominantly aimed at equestrians and uses some unsurfaced bridleways that may be

muddy or uneven in places and may be unsuitable for some bikes. There are other bridleways and byways that are available to cyclists, but these have similar issues to those mentioned above.

Public cycle parking has been provided at the following locations:

- Hurley car park
- Woodlands Park Village Centre

Few of the destinations identified in Section 2 are served by the current cycle route network. However, Burchett's Green Road is traffic calmed and subject to a 20 mph speed limit and Waltham Road is subject to an advisory 20 mph speed limit at the start and end of the school day. An advisory 20 mph speed limit is proposed for Woodlands Park Primary School. An advisory 20 mph speed limit was previously proposed for Waltham St Lawrence Primary School, but the scheme was dropped following local consultation.

5. Key Issues

The following issues have been identified from a desktop audit and previous correspondence:

- Although there are some pleasant, quiet lanes in the area, there are few dedicated cycle routes, which deters many people from cycling for local journeys.
- Many local lanes are used as cut-throughs by motorists during peak periods. This makes them unattractive for commuter cycling.
- Cross-boundary cycling links are poor.
- The area is crossed by a number of main roads, including the A4, A404 and A4130, which are heavily trafficked and difficult to cross, presenting major barriers to cycling.
- There is some demand for commuter cycle routes along the A4 to cater for inter-urban commuters.
- There are often significant numbers of bikes parked at Grove Park, suggesting that this is a key destination for cyclists.
- Very few children / young people currently cycle to school / college due to the lack of protected cycle routes.
- NCN4 is very narrow between Knowl Hill Common and Star Lane, and is constrained by protected trees.
- Although NCN4 is waymarked, there is no destination signing at key junctions.
- Despite not being permitted, cycling on the Thames Path and parallel public footpaths is commonplace.
- There is no cycle parking serving the shops within Woodlands Park district centre.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Previous attempts to introduce cycle routes in the area have been unsuccessful due to objections from parish councils and local landowners.
- There are no cycle bypasses for the traffic calming on Burchett's Green Road.
- Some bridleways and byways are unsurfaced and are therefore unsuitable for utility cycling trips.
- The small size of local communities and the low numbers of cyclists make it hard to achieve high cost benefit ratios for major cycling investment in the area.
- There are few major developments planned for the area that will provide / fund new cycle facilities.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Three serious
- Three slight casualties.

There are no discernible clusters or patterns in the casualties.

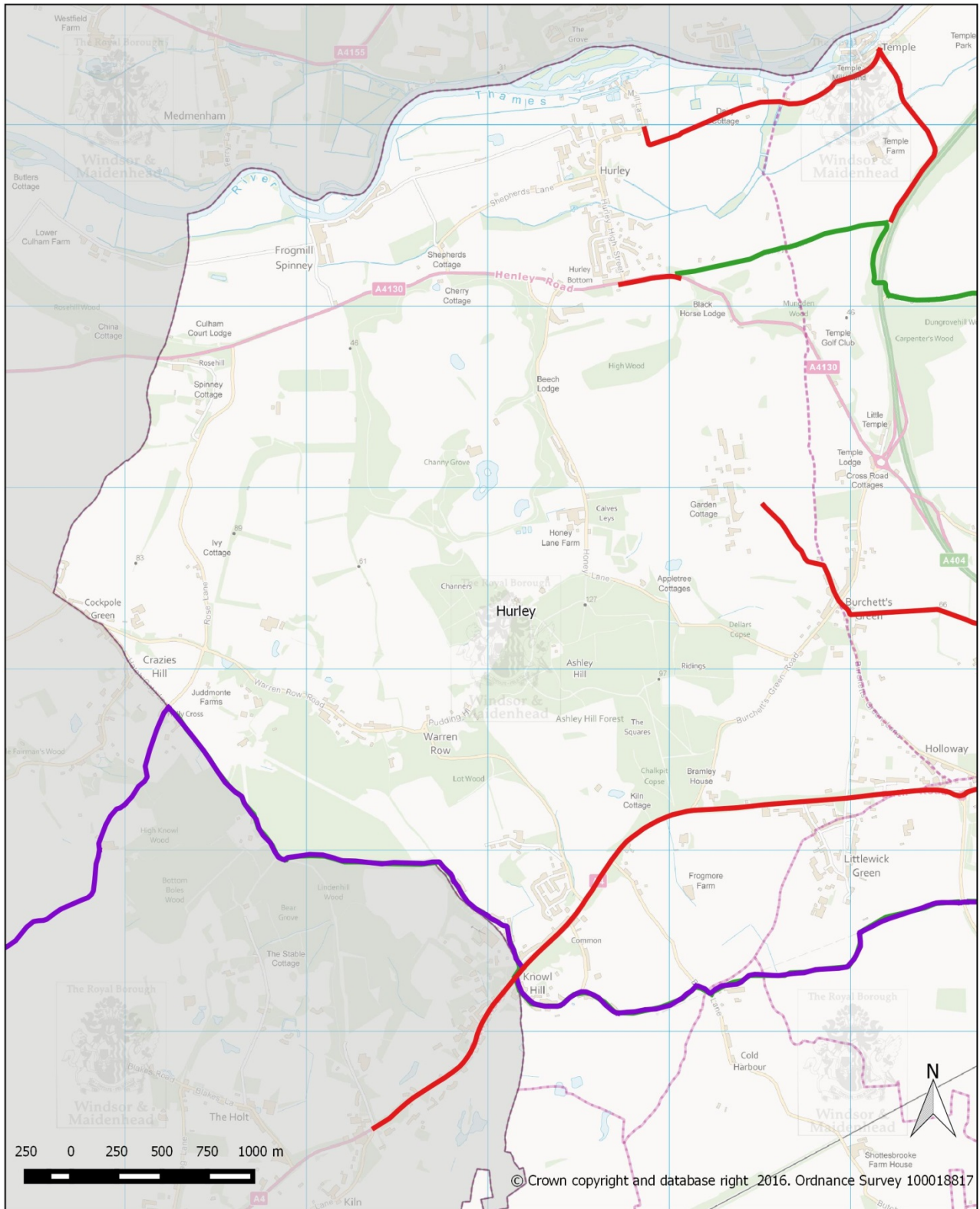
Waltham St Lawrence Primary School and White Waltham C of E Academy took part in the Bikeability programme in 2015/16.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Traffic Management & Road Safety	✓✓✓	£
2. Improve direction signing on NCN4, incorporating destination signs at key junctions.	Transport Policy	✓✓✓	£
3. Offer to install cycle parking at Woodlands Park shops.	Transport Policy	✓✓	£
4. Liaise with landowners regarding the potential for cycle access between Hurley and Bisham along Temple Lane	Transport Policy / PROW	✓✓	££
5. Construct a new cycle route between Grove Park and Woodlands Park, with onward connections to Cox Green and Maidenhead.	Transport Policy	✓✓	£££
6. Investigate the potential for a new cycle route between BCA and Maidenhead.	Transport Policy / PROW	✓	£££
7. Consult with local landowners regarding the potential for a new cycle link to White Waltham Primary via the airfield service road / a new route along the perimeter.	Transport Policy / PROW	✓	£££
8. Work with Wokingham Borough Council to investigate the feasibility of constructing a cycle route alongside the A4 Bath Road between Twyford and Maidenhead.	Transport Policy	✓	£££
9. Liaise with landowners regarding the missing section of cycle route between Hurley Lane and Hurley High Street.	Transport Policy / PROW	✓	£££
10. Liaise with Wokingham Borough Council regarding upgrading Waltham St Lawrence Footpath 9 / Ruscombe Footpath 4 to improve links to Twyford.	Transport Policy / PROW	✓	£££

Figure 1: Hurley and the Walthams (North)

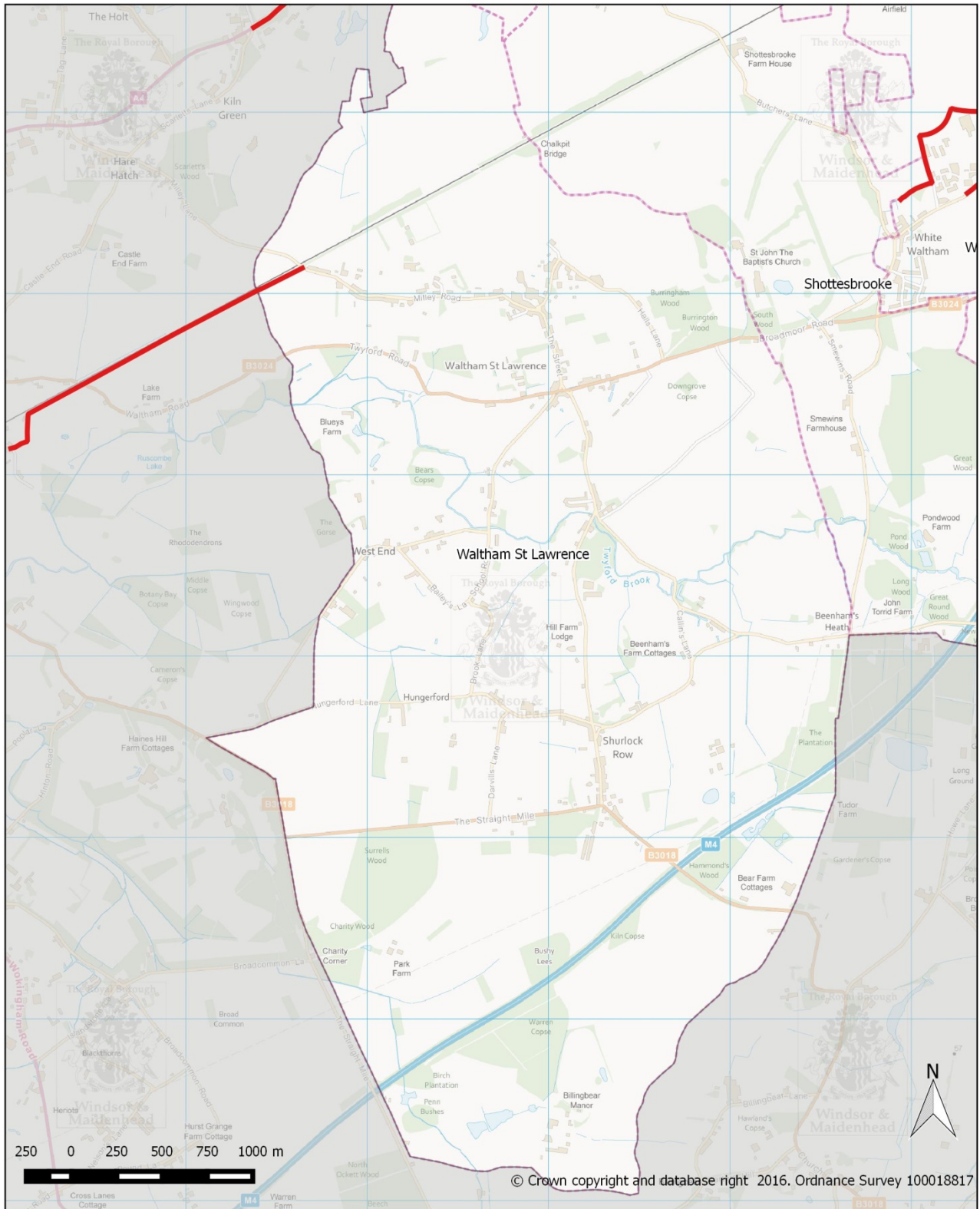


Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Hurley and the Walthams

Legend

- Proposed cycle routes
- Existing cycle routes:
- RBWM
- National Cycle Network

Figure 2: Hurley and the Walthams (South)



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Hurley and the Walthams

Legend

— Proposed cycle routes

Appendix 8: Area Profile - Maidenhead and Cox Green

8. Description of the Area

The Maidenhead and Cox Green area includes the following wards: Riverside; Furze Platt; Pinkneys Green; Belmont; Boyn Hill; Oldfield; and Cox Green. The area is bounded by: the River Thames to the east; Bisham and Cookham to the north; Hurley and Walthams to the west; and Bray to the south.

9. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- 4 Marlow Road
- Boyn Grove Library
- Cox Green Library
- Cox Green Leisure Centre / Youth and Community Centre
- Furze Platt Container Library
- Larchfield Community Centre
- Maidenhead Heritage Centre
- Maidenhead Library
- Pinkneys Green Youth and Community Centre
- St Luke's Community Hall
- Town Hall

Education:

- All Saints CE Junior School
- Altwood C of E School
- Alwyn Infants School
- Boyne Hill Infants School
- Braywick Court School
- Claires Court School (College Avenue)
- Claires Court School (Ray Mill Road East)
- Courthouse Junior School
- Cox Green School
- Desborough College
- Forest Bridge School
- Furze Platt Infants and Junior Schools
- Furze Platt Senior School
- Highfield School
- Larchfield Primary School
- Lowbrook Primary School
- Manor Green School
- Newlands Girls' School
- Oldfield Primary School
- Redroofs Theatre School
- Riverside Primary School

- St Edmund Campion Catholic Primary School
- St Luke's C of E School
- St Mary's Catholic Primary School
- St Piran's School
- Wessex Infant and Junior School

Employment:

- Boyn Valley Industrial Estate
- Concorde Park / Norreys Drive
- Cordwallis Business Park
- Foundation Park
- Furze Platt Business Centre Park
- Howarth Road Business Park
- Maidenhead Town Centre
- Oldfield Road / Reform Road Industrial Estate
- Stafferton Way Retail Park
- Vanwall Business Park
- Whitebrook Park

Leisure:

- Braywick Sports and Recreation Ground
- Cox Green Leisure Centre
- Furze Platt Leisure Centre
- Grenfell Park
- Ivy Leaf Club
- Kidwells Park
- Magnet Leisure Centre
- Maidenhead Lawn Tennis Club
- Maidenhead United Football Club
- North Town Moor
- Ockwells Park
- Oaken Grove Park
- Ray Mill Island / Boulter's Lock
- Riverside Gardens
- Tenpin
- Town Moor

Shopping:

- A4 Bridge Road Shops
- Cookham Road Shops
- Highway Avenue Shops
- Lidl Superstore
- Maidenhead Town Centre
- Sainsbury's Superstore
- Stafferton Way Retail Park
- Switchback Road Shops

- Wessex Way Shops
- Wootton Way Shops

Transport:

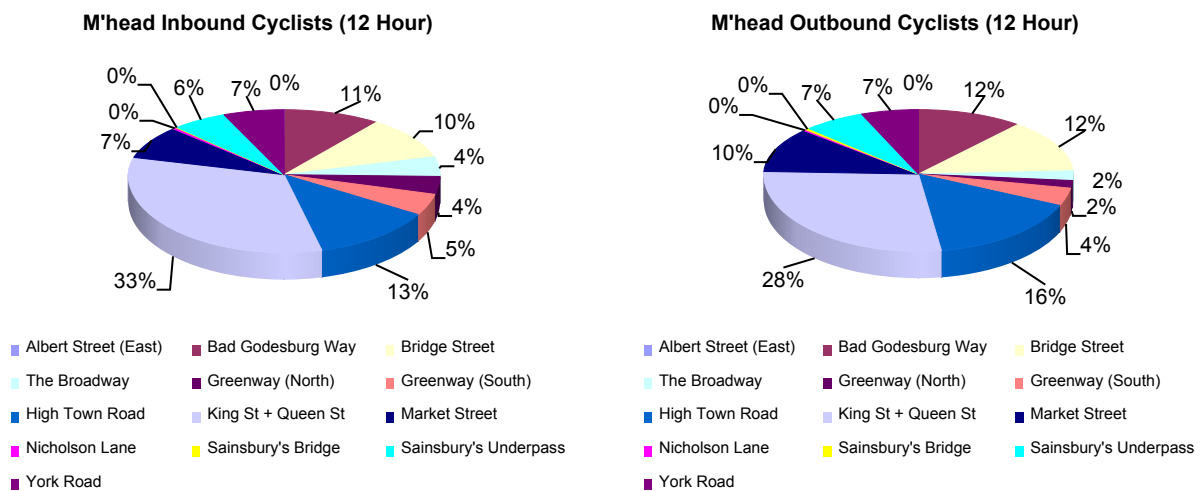
- Furze Platt Station
- Maidenhead Station

Cross-boundary links are important for the town (e.g. to access the popular Jubilee River cycle route in South Buckinghamshire).

Existing Cycling Activity

Annual cordon counts are undertaken on all roads to / from the town centre. While figures fluctuate, there has been a gradual upward trend since 2007. In 2014/15, there were 1,452 cyclists recorded entering / leaving the town centre over a 12 hour period between 7am and 7pm. This is approximately 60% of the number observed in Windsor.

The King Street / Queen Street junction is the most heavily used access point, accounting for around 30% of the total cycling trips to and from the town centre. Many of these trips are likely to have the rail station as an origin or destination. It should also be noted that there is significant illegal use of the subways at Bad Godesburg Way, High Town Road and Sainsbury’s.



The cycle counts highlight that there is a considerable difference between the number of women and men who are cycling to and from the town centre, with men outnumbering women by 4:1. This imbalance is more pronounced than for the UK as a whole which is closer to 3:1.

[Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including many of the A and B roads:

- A4 (all sections)

- A308 (all sections)
- A4094 Ray Mead Road / Lower Cookham Road
- B3028 Bray Road / Oldfield Road
- B4447 Cookham Road

Minor roads that are well used include:

- Cannon Lane
- Harvest Hill Road
- Hibbert Road
- Pinkneys Drive
- Pinkneys Road
- St Mark's Road
- Shoppenhangers Road
- Switchback Road

10. Existing Cycling Infrastructure

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourists.

NCN4 provides local links to Cox Green and Bray and serves Maidenhead Station. It also provides onward connections to Knowl Hill in the west and Eton Wick, Eton and Windsor in the east. The route follows a mixture of quiet roads, surfaced shared paths and the Green Way which has a crushed aggregate surface. It is well used for utility as well as recreational cycling.

NCN50 follows permitted paths and public rights of way across the Summerleaze estate to link Maidenhead with Cookham Rise.

NCN61 runs along the Jubilee River just to the east of Maidenhead, but there are no links to the route from Maidenhead.

The following represent the main formal cycle routes:

- A4 Cycle Route, Newlands Drive to Westborough Road – shared use footway / cycleway with toucan crossings at Newlands Drive and Highway Road
- A308 Braywick Road – shared use footway / cycleway with toucan crossings at Shoppenhangers Road and Queen Street junctions
- All Saints Avenue – shared use footway / cycleway
- Cox Green Road to Kendall Way – cycle track
- Green Way, Hibbert Road to Stafferton Way – cycle track
- Green Way, Stafferton Way to York Road – cycle track
- Ludlow Road to Desborough Crescent – mixture of cycle tracks and quiet roads
- Norreys Drive – shared use footway / cycleway
- North Town Moor – cycle track
- Oaken Grove Park – cycle tracks running north-south and east-west
- Stafferton Way – shared use path leading to cycle track to A308 with toucan crossing at Lidl
- Switchback Road North – shared use path

- Town Moor – cycle track

Cycle parking is provided at the following locations:

- Grenfell Park
- High Street (various locations)
- King Street (various locations)
- Magnet Leisure Centre
- Maidenhead Library
- Maidenhead Station
- Market Street
- Park Street
- Queen Street (various locations)
- Switchback Road shops
- Town Hall
- Wessex Way Shops

11. Key Issues

The following issues have been identified from a desktop audit and previous correspondence:

- The area is crossed by a number of main roads, including the A4, A308, A4094, B4447 and Shoppenhangers Road. These are heavily trafficked with few cycle routes, which creates challenging conditions for cycling.
- It is particularly difficult to get to the town centre from residential areas to the north and west. A significant number of cyclists use the A4 and A308 subways illegally. There are cyclist casualties at most of the main junctions around the town centre.
- A lack of available highway land is a key constraint to providing more cycle routes.
- The town suffers from having few through-routes in a north-south and east-west direction, which makes it difficult to create filtered permeability for cyclists.
- The railway lines are particular barriers to cycle movement.
- There are no cross-boundary cycle routes to Buckinghamshire. As a narrow, listed structure, Maidenhead Bridge is a barrier to cycle movements along the A4 corridor.
- Some of the town's main business parks / industrial estates are poorly served by cycle routes (e.g. Cordwallis Road, Foundation Park, Furze Platt and Oldfield Road).
- Levels of cycling to school vary.
- There is limited cycle parking at some local shopping centres (e.g. Bridge Road, Cookham Road, Furze Platt Post Office, Highway Avenue shops and Wootton Way shops).

12. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- 0 fatal
- 11 serious
- 72 slight casualties.

The following locations have clusters of three or more casualties:

- A4 Bad Godesberg Way / A4 Castle Hill / A308 Frascati Way / A308 Marlow Road

- A4 Bad Godesberg Way / A4 St Cloud Way / B4447 Cookham Road / Market Street
- A4 Bridge Road / A4094 Ray Mead Road / Guards Club Road
- A4 Bridge Road / A4 St Cloud Way / Forlease Road / Police Station access
- A308 King Street / A308 Grenfell Place / Queen Street
- Cox Green Road / Shoppenhangers Road
- Ludlow Road / Shoppenhangers Road

The following schools have taken part in Bikeability during the 2015/16 academic year:

- All Saints CE Junior School
- Courthouse Junior School
- Lowbrook Primary School
- Oldfield Primary School
- St Edmund Campion Catholic Primary School
- St Luke's C of E School
- St Mary's Catholic Primary School
- St Piran's School
- Wessex Infant and Junior School

13. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

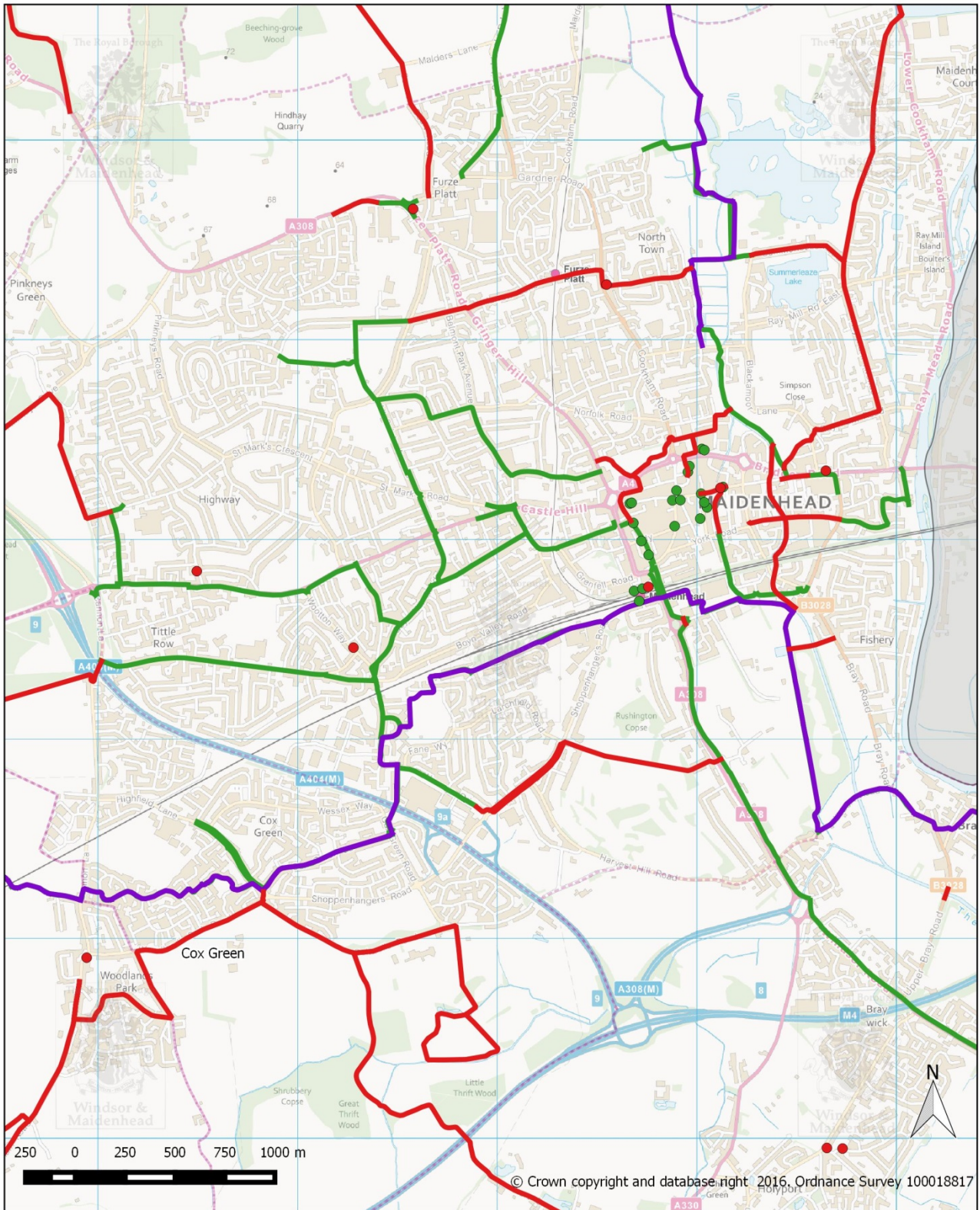
Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Undertake more detailed audit of key routes to be identified and prioritised using the Department for Transport's Propensity to Cycle Tool	Transport Policy / Cycle Forum	✓✓✓	£
3. Provide contra-flow cycle route on High Street (East)	Shanley Homes	✓✓✓	£*
4. Construct new ped / cycle bridge link between Green Way and Oldfield Road	Harrow Estates / PRow	✓✓✓	£**
5. Provide cycle parking at A4 Bridge Street shops	Transport Policy	✓✓✓	£
6. Provide cycle parking at Cookham Road shops	Transport Policy	✓✓✓	£
7. Provide cycle parking at Furze Platt post office	Transport Policy	✓✓✓	£
8. Provide cycle parking at Highway Avenue shops	Transport Policy	✓✓✓	£
9. Trial of permitting cyclists in Sainsbury's subway	Transport Policy	✓✓✓	£
10. Cycle safety scheme at A308 / Shoppenhangers Road roundabout	Transport Policy	✓✓✓	££
11. Provide cycle parking at Wootton Way shops	Transport Policy	✓✓	£
12. West Street to King Street link	Transport Policy	✓✓	£
13. Construct cycle route between Cranbrook Drive	Transport Policy	✓✓	££

and Furze Platt School			
14. Outer radial route via Summerleaze Road, Moor Lane, Harrow Lane, Linden Avenue	Transport Policy	✓✓	££
15. Recreational cycle circuit at Ockwells Park	Transport Policy/ Outdoor Facilities	✓✓	£££
16. Inner radial route through Magnet development site and Kidwells Park	Developer (TBC) / Transport Policy	✓✓	£££
17. Outer radial route via Hibbert Road and new route through golf course development	Developer (TBC) /Transport Policy	✓✓	£££
18. Pedestrian / cycle bridge link between Kidwells Park and West Street Opportunity Area	Developer (TBC) / Transport Policy	✓✓	£££

* *Scheme funded and constructed by developer.*

** *Scheme funded by developer.*

Figure 1: Maidenhead and Cox Green



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Maidenhead and Cox Green

Legend

- Proposed cycle parking sites
- Existing cycle parking sites
- Proposed cycle routes
- Existing cycle routes:
 - RBWM
 - National Cycle Network

Appendix 9: Area Profile - Old Windsor

1. Description of the Area

The Old Windsor ward covers the area between Windsor and Ascot, Sunninghill and Sunningdale. The area is dominated by Windsor Great Park and the only settlement of note is Old Windsor itself. The area is bounded by the River Thames to the east, Bracknell Forest to the west and Surrey to the south.

2. Local Destinations

The following have been identified as the main cycling destinations in and around the local area:

Community:

- Old Windsor Library
- Old Windsor Memorial Hall
- Old Windsor Club
- Old Windsor Hub

Education:

- King's Court First School
- St Peter's C of E Middle School
- The Royal School

Employment:

- N/A

Leisure

- Smith's Lawn
- Savill Gardens

Shopping:

- St Luke's Road district centre
- Old Friary Post Office, Old Windsor
- Windsor Great Park Post Office and Shop

Cross-boundary links are important for local communities, particularly to Egham and Staines-upon-Thames which are on the Reading to London Waterloo rail line and are major sources of employment.

Since there are no secondary schools in the area, pupils must travel to schools in Windsor.

3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including all of the A and B roads:

- A308 Albert Road / Straight Road

- A332 Sheet Street Road
- B383 Mounts Hill
- B3021 Burfield Road / St Luke's Road / Datchet Road

Minor roads that are well used include:

- Albany Road
- Crimp Hill
- Duke's Lane
- Prince Consort's Drive

4. Existing Cycling Infrastructure

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourers.

NCN4 also provides local links to Windsor. It also provides onward connections to Maidenhead in the west and Egham and Staines in the east. The route mostly follows unmetalled tracks and estate roads.

There is a wide shared-use footway/cycleway alongside the A308 Albert Road, with a toucan crossing at the eastern end. There is also a cycle contra-flow at the southern end of Albany Road.

There are no known sites with formal public cycle parking within the area.

5. Key Issues

The following issues have been identified from a desktop audit and previous correspondence:

- The area is crossed by a number of main roads, including the A308, A332, B383 and B3021. These are heavily trafficked and present major barriers to cycling.
- With the exception of NCN4, there are no cross-boundary cycle routes.
- Visitor numbers to the Great Park have increased considerably in recent years, reaching 4 million per year. The area is very popular with cyclists and there is significant conflict between cyclists and other visitors at weekends and public holidays.
- Very few children / young people currently cycle to school due to the lack of protected cycle routes.
- The surface of NCN4 between St Leonards Road and Sheet Street Road has been cut up by equestrians on a number of occasions.
- The Crown Estate does not permit waymarking of NCN4 through the Great Park.
- Cycling is not permitted along the section of the Thames Path in Old Windsor.
- There is no cycle parking serving the St Luke's Road district centre or the Old Friary Post Office.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Much of Windsor Great Park is affected by environmental designations, including Special Area of Conservation and Sites of Special Scientific Interest – these limit the potential for additional cycle routes.
- Crown Estate owns many of the highway verges alongside public roads through the Great Park, which restricts where cycle routes can be constructed.
- The small size of local communities and the low numbers of cyclists make it hard to achieve high cost benefit ratios for major cycling investment in the area.
- There are few major developments planned for the area that will provide / fund new cycle facilities.

- There are a number of major charity bike rides that pass through the area each year, including the Palace to Palace and the London to Windsor

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- One fatal
- Three serious
- Four slight casualties.

These are clustered along A308 Straight Road and A332 Sheet Street Road.

The following schools have taken part in Bikeability during the 2014/15 academic year:

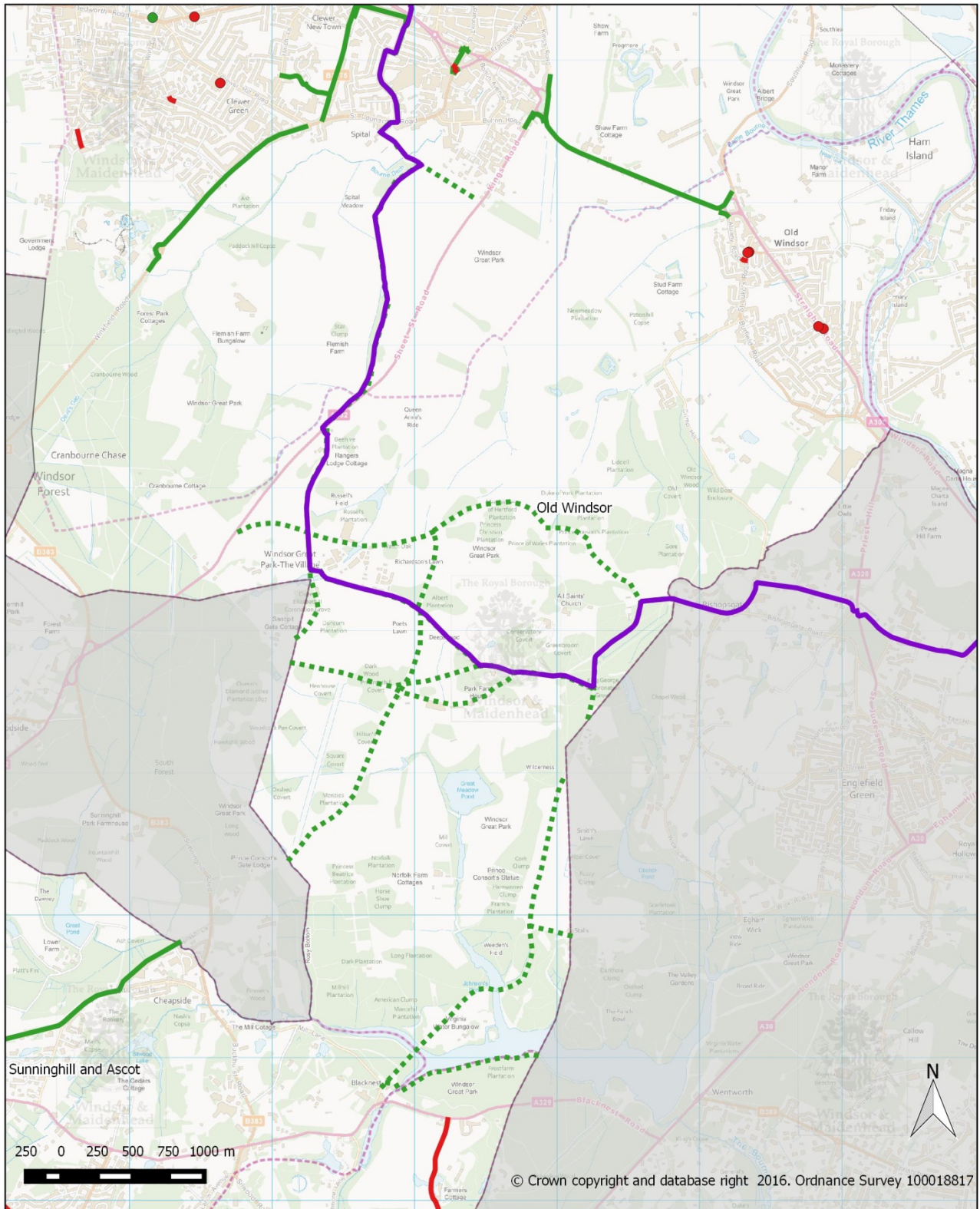
- King's Court First School
- The Royal School.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Improve and sign the cycle contra-flow at the southern end of Albany Road.	Transport Policy	✓✓✓	£
3. Install cycle parking at St Luke's Road district centre	Transport Policy	✓✓✓	£
4. Install cycle parking at Old Priory Post Office	Transport Policy	✓✓	£

Figure 1: Old Windsor



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Old Windsor

Legend

- Proposed cycle parking sites
- Existing cycle parking sites
- Proposed cycle routes
- Existing cycle routes:
 - Crown Estate
 - RBWM
 - National Cycle Network

Appendix 10: Area Profile - Windsor

1. Description of the Area

The Windsor area includes the following wards: Clewer North; Clewer South; Clewer East; Castle Without; the southern part of Eton and Castle; and Park. It is bounded by the River Thames to the north; Datchet to the east; Bray to the west; and Windsor Great Park to the south. It encompasses both of the Windsor Neighbourhood Plan areas.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Clewer Youth and Community Centre
- Dedworth Library
- Gardeners Hall
- Manor Youth and Community Centre
- Windsor Library
- Windsor Youth and Community Centre

Education:

- Brigidine School
- Clewer Green CE First School
- Dedworth Green First School
- Hilltop First School
- Homer First School
- Oakfield First School
- St Edward's Catholic First School
- St Edward's Royal Free Ecumenical School
- The Queen Anne Royal Free CE First School
- Trevelyan School
- Trinity St Stephens Primary School
- Upton House School
- Windsor Boys' School
- Windsor Girls' School

Employment:

- Centrica
- Keeler
- LEGOLAND®
- Tinkers Lane
- Vansittart Industrial Estate
- Windsor Racecourse
- Windsor Town Centre

Leisure

- Alexandra Gardens

- Bachelors Acre
- Clewer Memorial Recreation Ground
- LEGOLAND®
- River Thames
- Sutherland Grange
- Theatre Royal
- Vansittart Rec
- Windsor Castle
- Windsor Football Club
- Windsor Great Park
- Windsor Leisure Centre

Shopping:

- Dedworth Road
- Tesco superstore, Dedworth
- Windsor Town Centre

Transport:

- Windsor and Eton Central Station
- Windsor and Eton Riverside Station

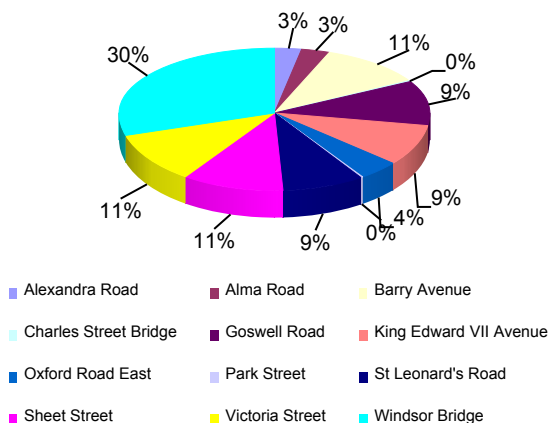
Cross-boundary links are important, particularly commuting trips to and from Slough, which is a key employment destination for Windsor residents and an important source of labour for jobs in the town.

3. Existing Cycling Activity

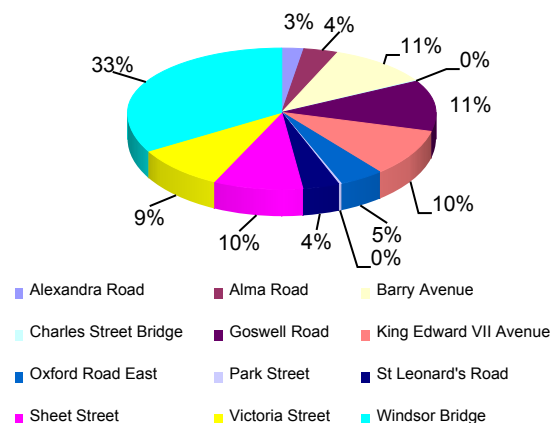
Annual cordon counts are undertaken on all roads to / from the town centre. While figures fluctuate, there has been a gradual upward trend since 2006. In 2014/15, there were 1,452 cyclists recorded entering / leaving the town centre over a 12 hour period between 7am and 7pm. This is over 60% higher than the number observed in Maidenhead, despite Windsor having the smaller population.

Windsor Bridge is the most heavily used access point, accounting for over 30% of the total cycling trips to and from the town centre. Many of these trips are likely to have the town’s two rail stations as an origin or destination.

Windsor Inbound Cyclists (12 Hour)



Windsor Outbound Cyclists (12 Hour)



The cycle counts highlight that there is a considerable difference between the number of women and men who are cycling to and from the town centre, with men outnumbering women by over 5:1. This imbalance is more pronounced than for the UK as a whole which is closer to 3:1.

[Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including many of the A and B roads:

- A308 Albert Road
- A308 Goslar Way / Imperial Road / Osborne Road
- A308 Maidenhead Road
- A332 Sheet Street Road
- B470 Datchet Road / King Edward VII Road
- B3022 St Leonard's Road / Winkfield Road
- B3022 Thames Street / High Street / Sheet Street
- B3024 Dedworth Road / Clarence Road
- B3173 Imperial Road

Minor roads that are well used include:

- Arthur Road
- Barry Avenue
- Clewer Hill Road
- Goswell Road
- Mill Lane
- Windsor Bridge

4. Existing Cycling Infrastructure

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourers.

NCN4 also provides local links to Eton, Eton Wick and the Great Park. It also provides onward connections to Maidenhead in the west and Egham and Staines in the east. The route mostly follows unmetalled tracks and estate roads.

The following represent the main formal cycle routes:

- A308 Albert Road – shared use footway / cycleway with toucan crossing near Kings Road roundabout
- A308 Alma Road – toucan crossing
- A308 Maidenhead Road – shared use footway / cycleway with toucan crossing near Gallys Road and cycle refuges at key junctions
- A308 Osborne Road – toucan crossing
- B3022 Winkfield Road – shared use footway / cycleway to LEGOLAND®
- B3022 Winkfield Road / Clewer Hill Road – toucan crossings

- B3173 Imperial Road – shared use footway / cycleway with toucan crossings at northern and southern ends
- Barry Avenue – shared use footway / cycleway with underpass beneath A332 Royal Windsor Way
- Vansittart Road - cycle track
- Vansittart Road to Alma Road – cycle track

Cycle parking is provided at the following locations:

- Coach park
- Datchet Road
- Dedworth Road
- High Street
- Jubilee Arch
- Madeira Walk
- Oxford Road East
- Rail stations (x2)
- River Street
- St Leonard’s Road
- Victoria Street
- William Street
- Windsor Bridge
- Windsor Library

5. **Key Issues**

The following issues have been identified from a desktop audit and previous correspondence:

- The area is crossed by a number of main roads, including the A308, A332, B3022, B3024 and B3173. These are heavily trafficked and present major barriers to cycling.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Dedworth has a road layout with few through routes in a north-south and east-west direction, which makes it difficult to create filtered permeability for cyclists.
- Dedworth Road is not wide enough for a cycle route to be provided along its length.
- Clarence Road roundabout is a key junction for all intra and inter-urban journeys through the town. However, it does not have any provision for cyclists, which makes it difficult to get between Dedworth and the town centre.
- The terraced streets in the old part of Windsor have extensive car parking, which limits opportunities to provide cycle routes.
- With the exception of NCN4, there are no cross-boundary cycle routes.
- Windsor is a major visitor destination, which means that roads can be heavily trafficked outside of the traditional commuter peak hours.
- Levels of cycling to school vary hugely – for example, Windsor Boys School regularly has upwards of 200 pupils cycling to school, while Windsor Girls School has a handful of cyclists.
- There is limited cycle parking serving the local shops along Dedworth Road.
- Visitor numbers to the Great Park have increased considerably in recent years, reaching 4 million per year. The area is very popular with cyclists and there is significant conflict between cyclists and other visitors at weekends and public holidays.

- The surface of NCN4 between St Leonards Road and Sheet Street Road has been cut up by equestrians on a number of occasions.
- There are few major developments planned for the area that will provide / fund new cycle facilities.
- The Crown Estate does not permit waymarking of NCN4 through the Great Park.
- Much of Windsor Great Park is affected by environmental designations, including Special Area of Conservation and Sites of Special Scientific Interest – these limit the potential for additional cycle routes.
- Crown Estate owns many of the highway verges alongside public roads through the Great Park, which restricts where cycle routes can be constructed.
- There are a number of major charity bike rides that pass through the area each year, including the Palace to Palace and the London to Windsor Bike Rides.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- 0 fatal
- 10 serious
- 65 slight casualties.

The following locations have clusters of three or more casualties:

- A308 Maidenhead Road / Mill Lane junction
- A308 Maidenhead Road / A332 Royal Windsor Way junction
- A308 Osborne Road / A308 Albert Road / A332 Kings Road junction
- B3022 Thames Avenue / B470 Datchet Road / Thames Street junction
- B3024 Dedworth Road / B3025 Vale Road / St Andrews Avenue junction

The following schools have taken part in Bikeability during the 2015/16 academic year:

- Clewer Green CE First School
- Dedworth Middle School
- Homer First School
- Queen Anne Royal Free CE First School
- St Edward's Royal Free Ecumenical School
- Trinity St Stephen First School
- Upton House School

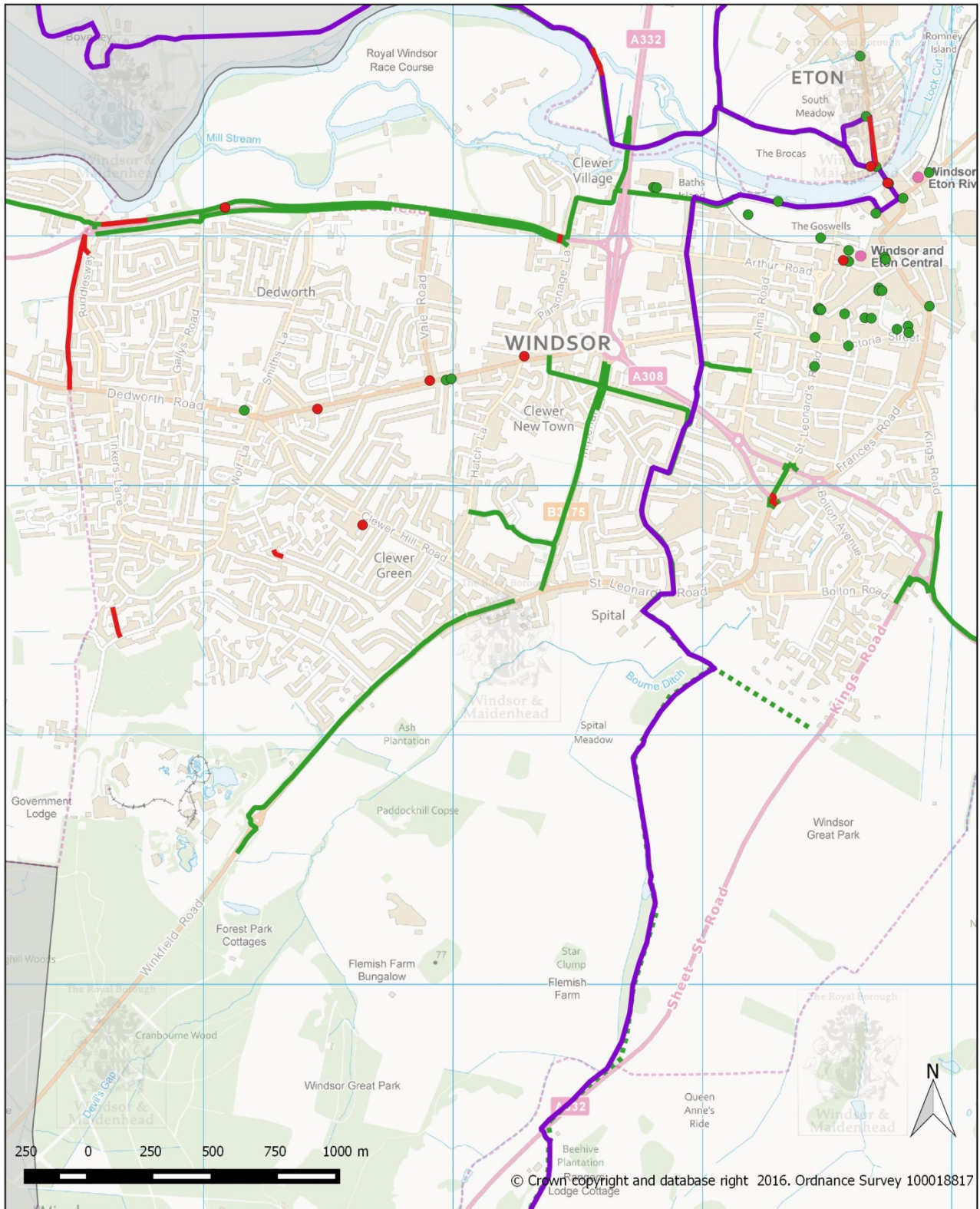
7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Undertake more detailed audit of key routes to be identified and prioritised using the Department for Transport's Propensity to Cycle Tool	Transport Policy / Cycle Forum	✓✓✓	£

3. Install cycle parking at Sutherland Grange	Transport Policy	✓✓✓	£
4. Install cycle parking at Dedworth Road shops	Transport Policy	✓✓✓	£
5. Install cycle parking at Royal Windsor Shopping (to serve Windsor & Eton Central Station)	Transport Policy / Windsor Royal Shopping	✓✓✓	£
6. Install cycle parking at Windsor and Eton Riverside Station	Transport Policy / South West Trains	✓✓✓	£
7. Provide parallel cycle crossing adjacent to zebra crossing on A308 west of Mill Lane	Transport Policy	✓✓✓	££
8. Provide parallel cycle crossing adjacent to zebra crossing at A308 / B3022 junction	Transport Policy	✓✓✓	££
9. Install cycle parking at Clewer Hill Shops	Transport Policy	✓✓	£
10. Install cycle parking off Goswell Road (next to lift)	Transport Policy	✓✓	£
11. Upgrade bridleway between St Leonard's Hill and Wilton Crescent.	Transport Policy / Public Rights of Way	✓✓	£
12. Upgrade bridleway between Maidenhead Road and Dedworth Road	Transport Policy / Public Rights of Way	✓✓	£

Figure 1: Windsor



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Windsor

Legend

- Proposed cycle parking sites
- Existing cycle parking sites
- Proposed cycle routes
- Existing cycle routes:
 - Crown Estate
 - RBWM
 - National Cycle Network

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CONSULTATION ON DRAFT MILESTONES STATEMENT & PUBLIC RIGHTS OF WAY IMPROVEMENT PLAN ANNUAL REVIEW 2017/18

1. **PURPOSE OF REPORT**

To consult the Forum on the priorities, targets and service standards to be included in the Milestones Statement & Public Rights of Way Improvement Plan Annual Review 2017/18.

2. **SUPPORTING INFORMATION**

- 2.1 The Council produces a **Milestones Statement & Public Rights of Way Improvement Plan Annual Review**, which sets out priorities, targets and service standards for public rights of way work in the coming year, and reviews progress made in the previous year. The Statement also includes an update on progress with implementation of the Public Rights of Way Management and Improvement Plan 2016/2026.
- 2.2 The Milestones Statement helps guide the work of the Council's Public Rights of Way Team, ensures that available resources are directed towards agreed objectives and priorities, and enables effective monitoring of progress.
- 2.3 The Milestones Statement is scheduled to be submitted to the Council's Rights of Way and Highway Licensing Panel on **7th March 2017**, prior to publication in April 2017. The published Milestones Statement will then be circulated to all members of the Rights of Way and Highway Licensing Panel, Parish Councils, Local Access Forum members and others with an interest in the public rights of way network, and will also be available in public libraries and Council offices, and will be published on the Borough website.
- 2.4 The views of the Local Access Forum are requested on the following:
 - Priorities for 2017/18: Are there any recommended changes to the priorities listed in the current 2016/17 Milestones Statement (see Appendix A)?
 - Milestones Targets for 2017/18: Are there any recommended changes to the Milestones Targets listed in the current 2016/17 Milestones Statement (see Appendix A)?
 - Service Standards for 2017/18: Are there any recommended changes to the Service Standards listed in the 2016/17 Milestones Statement (see Appendix A)?

Progress towards the Milestones Targets in the current year (up to 1st Nov 2016) is set out in Appendix B (*to be tabled at the meeting*) and could be used as a guide to setting the targets for 2017/18.

MAKING YOUR COMMENTS: Any comments or recommendations agreed by the Forum at its meeting on 8th November will be incorporated into a report to the March 2017 Rights of Way and Highway Licensing Panel as "Local Access Forum comments or recommendations". If individual Forum members wish to submit their own comments, these should be made in writing by **8th December 2016**, for inclusion in the Panel report as individual comments.

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2.1 Priorities for 2016/17

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

2.2 Milestones Targets for 2016/17

Well Maintained

WM 1: To ensure that all public rights of way are easy to use by members of the public. (This is the former Best Value Performance Indicator for public rights of way). Target for 2016/17 is **95%**.

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

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

Legally Defined

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

Well Publicised

WP 1: To produce **1** new Parish rights of way leaflet.

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

Improving Access and Connectivity

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

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

Enforcement

EN 1: To resolve **10** enforcement issues.

Service standards

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

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

We will liaise with and involve:

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

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

Barbed wire, razor wire, farm type electrical fences and suchlike should not normally be used in the vicinity of structures covered by this standard, but where these wires are necessary then assessment should be made of the effect they have on the safety and convenience of people in the vicinity.

A condensed version of BS 5709-2006 produced by the Pitcroft Trust is available on request from the public rights of way team.

Carry out:

- A condition survey of each path every three years, based on a rolling programme of six-monthly surveys (in partnership with East Berks Ramblers Association).
- An inspection of rights of way in a dangerous condition within one working day of notification, make safe within one working day of inspection, and inform correspondents of the results within three working days.

Use our powers:

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

Publish:

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

AUDITING THE LIST OF STREETS: CONSULTATION FROM THE BRITISH HORSE SOCIETY

1. **PURPOSE OF REPORT**

To consult the Forum on the proposals put forward by the British Horse Society regarding the Council's 'List of Streets'.

2. **SUPPORTING INFORMATION**

- 2.1 The British Horse Society has sent a proposal to all Local Access Forums asking the forum to consider the processes currently in place for managing the Council's adopted highway records, also known as the 'list of streets'.
- 2.2 The society has produced a brief paper explaining the list of streets and its concerns about the loss of ways shown on the list of streets. This document, along with responses to the questions raised are included in Appendix A to this report.
- 2.3 Forum is invited to consider and discuss this report and respond to the consultation questions

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Auditing the list of streets: a role for local access forums

1. The stakeholder working group on rights of way recommended that: "Routes identified on the list of streets/local street gazetteer as publicly maintainable, or as private streets carrying public rights, should be exempted from the cut off.¹" The British Horse Society expects this recommendation to be given effect in regulations made under [section 54\(1\)\(d\)](#) of the Countryside and Rights of Way Act 2000, exempting routes from the cut-off provisions in Part 2 of the 2000 Act.
2. The 'list of streets' is maintained by every highway authority under [section 36\(6\)](#) of the Highways Act 1980: "The council of every county, metropolitan district and London borough and the Common Council² shall cause to be made, and shall keep corrected up to date, a list of the streets within their area which are highways maintainable at the public expense." The list should contain every way which is maintainable at the public expense, regardless of whether the way is, in fact, currently maintained. Most public rights of way are maintainable at public expense³, and 'street' being defined so as to include paths⁴, ought to appear on the list; however, very few highway authorities are believed to have included all publicly maintainable public rights of way on their list. But it is not unusual to find urban alleyways and some byways open to all traffic on the list of streets.
3. An exemption for routes on the list of streets may be valuable in preserving routes not on the definitive map and statement which would otherwise be extinguished by the cut-off in 2026, primarily:
 - unsealed routes (often referred to as unclassified county roads, UCRs, and frequently marked on Ordnance Survey maps as 'other route with public access', ORPA⁵) which, on evaluation, are found to be public footpaths or public bridleways⁶;
 - urban footpaths, alleyways, ginnels *etc.*
4. Surveying authorities and rights of way researchers may wish to rely on the exemption (if granted) for routes on the list of streets so that scarce resources may be focused on applying to record other routes which will not be exempted. However, an exemption is dependable only if:
 - the terms of the exemption apply to a particular route,
 - a route is currently shown on the list of streets⁷, and the route will continue to be shown on the list of streets at a date (expected to be close to 2026) specified in regulations.

1 [Stepping Forward — The Stakeholder Working Group on Unrecorded Public Rights of Way: Report to Natural England](#) (NECR035): proposal 25.

2 *i.e.* of the City of London.

3 Some public rights of way, particularly many ways presumed to have been dedicated since 1949 through long use, are not publicly maintainable.

4 [Section 329\(1\)](#) provides that, "except where the context otherwise requires—...street has the same meaning as in Part III of the New Roads and Street Works Act 1991". Section 48(1) of the 1991 Act provides that: "a "street" means the whole or any part of any of the following, irrespective of whether it is a thoroughfare—(a) any highway, road, lane, footway, alley or passage, (b) any square or court, and (c) any land laid out as a way whether it is for the time being formed as a way or not."

5 For a fuller explanation of ORsPA, see pannageman.cradocks.co.uk/#post32.

6 There is no provision to extinguish any type of roads (*i.e.* carriage roads of whatever character) in 2026, except roads which are shown in the definitive map and statement as a public footpath or public bridleway and which are not otherwise excluded from extinguishment.

7 The exception from extinguishment may apply to routes added to the list of streets in the future, but before the date specified in regulations. However, until such routes are added, they are not obvious candidates for protection from extinguishment.

5. Rights of way user groups and researchers believe that some highway authorities amend their list of streets without any external oversight or engagement: it is alleged that, in those authorities' areas, numerous minor or unsealed routes have been deleted without due process or accountability. Of course, it is a requirement that the authority "shall keep [the list] corrected up to date" to reflect, for example, new roads which are adopted by the authority, publicly maintainable streets which are stopped up under a legal instrument, and publicly maintainable streets which cease to be maintainable on the order of a magistrates' court⁸. But a highway authority should not remove a street from the list simply because it no longer wishes to maintain it, or because it sees no value in maintaining it, without following a statutory procedure to relieve it of the obligation of maintenance, or to extinguish it. Even if the highway authority believes an entry in the list to be mistaken, the Society believes that the authority should follow a transparent, accountable process to corroborate its belief. Given that reliance may now be placed on entries in the list being retained up to and beyond 2026, the Society asks local access forums to address highway authorities' present practice, and where that is found to be deficient, to press for a transparent, accountable process and public engagement where appropriate.

6. The Society recommends that the following questions could be addressed by the forum to highway authorities in the area covered by the forum:

- *What unsealed highways have been removed from the list of streets since 1998 (the year in which the Ordnance Survey collected such data for the purposes of showing ORPAS on leisure mapping)?*

Note from John Stewart: **To my knowledge, since joining the Highways Department in 2007 no streets have ever been removed from the list of streets.**

If the forum is concerned that routes have been removed from the list of streets prior to 1998, an earlier date might be substituted and appropriate evidence presented.

7. If the response to this first question is 'we don't know', then clearly, the highway authority has no easily accessible record of changes made.

- *What procedures apply to any proposal to remove a highway from the list of streets, other than in response to a legal event (such as a magistrates' court stopping up order, or a Town and Country Planning Act diversion order)?*

Note from John Stewart: **Any request to have a street removed from the official list would be rejected unless it was made under a legal event as mentioned above. The only other scenario where a street could be removed would be if it were found to have been added to the list in error and later found to have been a Private Road. I am not aware of any such occurrence at this authority since my joining, but concede that currently there is no formal process in place to deal with such an issue should such arise.**

8. If the response suggests that changes, including removals, may be made by officers without any reference to a council committee, and without any external consultation, it is not safe to rely on a route being exempted owing to its inclusion on the list of streets, because that route is vulnerable to removal at any time.

8 Sometimes referred to as a 'cessor order': see [section 47](#) of the 1980 Act.

9. Assuming that the response to these questions is insufficient, the forum may propose that—
- *No highway (or part highway) should be removed from the list of streets, other than pursuant to a legal event, unless to correct a mistake where there has been consultation with local interests (such as the local access forum and parish council), the correction is fully documented for archiving and indexation, and the decision is taken transparently within the authority on the basis of a report by officers (e.g. by a committee or by the executive).*
10. Highway authorities may be reluctant to engage in time-consuming, costly processes to amend the list of streets. But the question remains: what power does the authority have to amend the list other than consequential to a legal event? And if the intention is to correct what is perceived to be an 'error', then the evidence for such a correction should be presented in a report after engagement with local interests, the decision taken by local authority members, and details of the correction should be made available to the public. Removing a route from the list of streets, where that route is not recorded in the definitive map and statement, has the same impact as removing a public path from the definitive map. The latter process involves a familiar and fair public process. Why should we accept anything less for deletions from the list of streets?

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CONSULTATION ON PROPOSED DEVELOPMENT OF A CARE VILLAGE AT BERKSHIRE COLLEGE OF AGRICULTURE

1. **PURPOSE OF REPORT**

To consult the Forum on the planning application to develop a care village at Berkshire College of Agriculture (Planning application 16/02814)

2. **SUPPORTING INFORMATION**

2.1 Berkshire College of Agriculture (BCA) has submitted a planning application for the development of a care village comprising of a 50 bedroom care home, village care and wellbeing centre, 26 assisted living units, 82 independent living units, landscaping, parking and associated new access drive within land At BCA and bordered by main buildings to the North and Dellars Copse to the South in Burchetts Green Road, Burchetts Green, Maidenhead.

2.2 The application will be considered at the Development Control panel in December 2016. The forum invited to submit comments on this planning application in advance of the meeting.

2.3 Plans and associated information are included in the appendices below, which will be available in paper at the meeting. The full details can be accessed online at <http://www.rbwm.gov.uk/pam/view.jsp?ID=16%2F02814%2FFULL>

Appendix A: BCA site location plan

Appendix B: Landscape and visual assessment

Appendix C: Elevations plan for the care village

Appendix D: Plan of public rights of way at BCA

Appendix E: PROW response to the Planning Application

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Berkshire College
of Agriculture

Garden
Cottage

Tennis
Court

Sports Pavilion

Playing Field

BLOCK B
Plots 19 - 38

BLOCK A
Plots 01 - 18

BLOCK D
Plots 49 - 59

VILLAGE CARE CENTRE

BLOCK C
Plots 39 - 48

BLOCK E
Plots 60 - 72

CARE HOME

BLOCK F
Plots 73 - 78

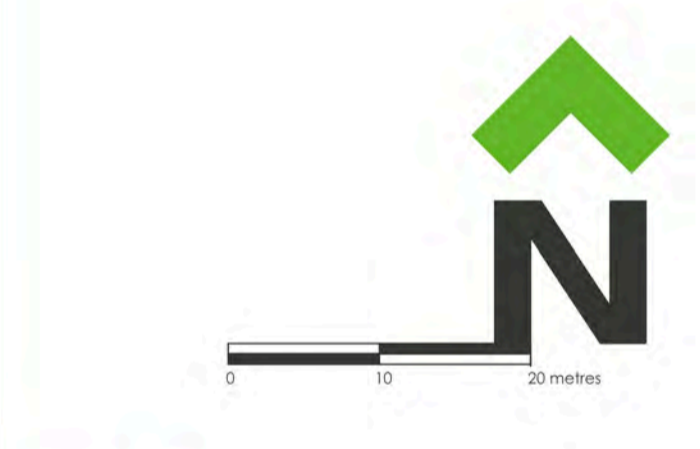
BLOCK G
Plots 79 - 82

23 Spaces

30 Spaces

15 Spaces

4 Drop Off



- Application Boundary
- Burchett's Green Conservation Area
- Listed Buildings and Structures
- Important heritage landscape features
- Existing public footpaths
- Proposed new buildings
- Proposed new access lane
- Proposed hard surfaced areas
- Grassed areas
- Metal estate railing
- Existing trees and Root Protection Areas
- Existing structural vegetation
- Trees to be removed
- Proposed new woodland planting
- Proposed trees
- Proposed hedgerow and thicker planting
- Proposed ornamental hedgerows
- Proposed ornamental shrub planting

Rev	Date	By	Description
B	23.8.2016	SG	Parking amended, scale amended
A	11.8.2016	SG	100% revised

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Project Land at BCA Estate, Burchett's Green
Road, Maidenhead

Title Site Layout Plan

Client Berkshire College of Agriculture and Boycroft
Care Homes & Senior Villages

Scale 1:500 @ A0 Drawn SG

Date August 2016 Checked CA

Drawing No. CSA/27/8/119 Rev B

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Land at BCA Estate, Burchett's
Green Road, Maidenhead

Landscape and Visual Impact Assessment

Prepared by
CSA Environmental

on behalf of
Berkshire College of Agriculture
and Baycroft Care Homes &
Senior Villages

Report No: CSA/2778/001

August 2016

Report Reference	Date	Revision	Prepared by	Approved by	Comments
CSA/2778/01	03.05.2016	-	SG	CS	Draft for pre-app
CSA/2778/01a	09.05.2016	A	SG	CS	Client's comments included
CSA/2778/01b	29.07.2016	B	SG	CS	Updated to final layout
CSA/2778/01c	18.08.2016	C	SG	CS	Updated to final layout



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3.0 Site Context	8
4.0 Site Description and Visibility	17
5.0 Suitability of the Site to Accommodate Development	25
6.0 Conclusion	38

Appendices

Appendix A: Site Location Plan

Appendix B: Aerial Photograph

Appendix C: Photosheets

Appendix D: Magic Map and Heritage Information

Appendix E: Estate Land Use Plan

Appendix F: Estate Context Plan

Appendix G: Layout Plans

Appendix H: Illustrative Landscape Masterplan

Appendix I: Historical Plans and Aerial Photographs

Appendix J: Methodology and Summary Landscape and Visual Effects

1.0 INTRODUCTION

Background

- 1.1 CSA Environmental has been instructed by Berkshire College of Agriculture and Baycroft Care Homes & Senior Villages to provide a landscape and visual impact assessment of the land at BCA Estate (the 'Site'), Burchett's Green Road, within the Royal Borough of Windsor and Maidenhead. The findings of this assessment have informed the preparation of Full Planning Application for a Care Village comprising a 50 bed care home, Village Care Centre, Wellness Centre, and up to 108 assisted living and independent living units, and new associated access lane. A copy of the Layout Plans are contained in **Appendix G**.
- 1.2 The Site lies within the BCA College grounds at Hall Place Estate, to the west of the village of Burchett's Green, Maidenhead. Part of the Hall Place Estate, including the Site, is a Grade II Registered Park and Garden, and the whole Estate and surrounding villages lie within the Green Belt.
- 1.3 This assessment describes the existing landscape character and quality of the Site and its visual characteristics. The report then goes on to discuss the development proposals and any potential landscape or visual impacts on the wider area.
- 1.4 A Heritage Assessment has been undertaken which considers the historic development of the Estate and the significance of the proposed development.

Methodology

- 1.5 This appraisal is based on site visits undertaken by a suitably qualified and experienced Landscape Architect between November 2015 and April 2016. Weather conditions at the time of the site visits varied, although visibility was good during the majority of the visits. The Site has been assessed while the trees were in leaf, as well as during the winter months, when vegetation was out of leaf and the Site was at its most visible in views from the surrounding area.
- 1.6 In landscape and visual impact assessments a distinction is drawn between landscape effects (i.e. effects on the character or quality of the landscape irrespective of whether there are any views of the landscape, or viewers to see them) and visual effects (i.e. effects on people's views of the landscape, principally from any residential properties, but also from public rights of way and other areas with general public access). This report therefore considers the potential impact of development on both landscape character and visibility. The methodology utilised in this appraisal is contained in **Appendix J** at the rear of this document.
- 1.7 Photographs contained within this document (**Appendix C**) were taken using a digital camera with a lens focal length approximating to 50mm,

to give a similar depth of vision to the human eye. In some instances images have been combined to create a panorama.

2.0 LANDSCAPE POLICY CONTEXT

National Planning Policy Framework ('NPPF')

2.1 National policy is set out in The National Planning Policy Framework ('NPPF') and those parts relevant to this appraisal are summarised below.

2.2 Paragraph 14 of the NPPF states that at the heart of the NPPF is a presumption in favour of sustainable development, which it states should be seen as a golden thread running through both plan-making and decision-taking.

2.3 Section 7 of the NPPF sets out the requirements of good design and Paragraph 56 states that:

'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.'

2.4 Paragraph 58 states that local and neighbourhood plans should develop robust policies which set out the quality of development which will be expected based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions among others should aim to ensure development:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

2.5 Paragraph 61 notes that planning policies should address the connections between people and place and the integration of new development into the natural, built and historic environment.

2.6 In Section 9 'Protecting Green Belt Land' (paragraphs 79 and 80) of the NPPF states that the essential character of Green Belts is their openness, their permanence and their ability to serve the following functions:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;

- To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 2.7 Paragraph 87 and 88 deal with inappropriate development, which is by definition deemed to be harmful in the Green Belt. These paragraphs state that only in very special circumstances should inappropriate development be approved, and these circumstances will not be considered to exist unless the potential harm to the Green Belt and any other harm is clearly outweighed by other considerations.
- 2.8 Paragraph 89 states that new buildings are considered inappropriate development in the Green Belt, but goes on to list some exceptions.
- 2.9 Section 11 of the NPPF deals with conserving and enhancing the natural environment. Paragraph 109 of the document states that the planning system should contribute to the protection and enhancement of the natural and local environment through, among others protecting and enhancing valued landscapes.
- 2.10 Conserving and enhancing the historic environment is discussed in Section 12 of the NPPF, and paragraph 126 states that Local Planning Authorities should set out a positive strategy for the conservation and enjoyment of the historic environment. It should be recognised that heritage assets are an irreplaceable resource and they should be conserved in a manner appropriate to their significance.

Local Planning Policy

The Royal Borough of Windsor and Maidenhead Local Plan (June 2003)

- 2.11 The Royal Borough of Windsor and Maidenhead ('RBWM') are in the early stages of preparing a new Borough Local Plan, but until such time as it is adopted, the Saved Policies from the RBWM Local Plan (June 2003) remain relevant, insofar as they are in accordance with the NPPF. The main policies relevant to this report are set out below.
- 2.12 **Policy GB1** deals with the Green Belt, and states that only certain types of development will be approved within the Green Belt, save where there are very special circumstances. The Site and the Estate are located within the Green Belt.
- 2.13 **Policy GB2** states that development in the Green Belt will not be allowed if:
- It will have a greater impact on the openness of the Green Belt or purposes of including land in it, than existing development on the site;
 - It would harm the character of the countryside because of :

- the scale, siting, design or materials used;
 - a material intensification in the level of activity on the site;
 - a material increase in the scale of development on the site;
 - the permanent loss of grade 1, 2 or 3a agricultural land or woodlands;
 - harm to residential amenities in the locality; or
 - conflict with other policies.
- 2.14 **Policy GB9** sets out that infilling, or complete or partial redevelopment may be permitted within Major Developed Sites in the Green Belt, within the defined development envelopes, and in accordance with specific requirements. The BCA College is highlighted as a major developed site in the Green Belt, however, the Site lies immediately to the south of the defined development boundary.
- 2.15 **Policy N6** requires applications for new development to include a detailed tree survey, together with measures of protection and a proposed landscape scheme.
- 2.16 **Policy N7** requires the retention of hedgerows within development proposals and replacement planting where unavoidable removal of hedgerow is required.
- 2.17 **Policy DG1** states that new development should use materials which are sympathetic to the traditional building materials in the area, and should recognise and retain public views of historic or scenic importance. It also states that harm should not be caused to the character of the surrounding area.
- 2.18 **Policy LB2** sets out that the Council will have special regard to the preservation of Listed Buildings and their setting.
- 2.19 **Policy HG1** states that development proposals which would have an adverse effect on the special historic interest, appearance or setting of Registered Park and Gardens will not be permitted.
- 2.20 **Policy R14** states that the Council will safeguard and enhance public rights of way and recreational cycle routes.

Royal Borough of Windsor & Maidenhead Borough Local Plan:
Preferred Options Consultation (2014)

- 2.21 A preferred Options version of the Borough Local Plan went to public consultation in January 2014 and is being revised ahead of a full draft plan expected to go to consultation in 2016. Relevant landscape policies from the Preferred Options Plan are set out below:
- 2.22 **Preferred Policy PLA 1** seeks to achieve high quality design in buildings and spaces, having regard to local character, views, appearance, public realm, materials, landscaping and amenity.

- 2.23 **Preferred Policy PLA 2** requires development proposals to use the Landscape Character Assessment to inform development proposals.
- 2.24 **Preferred Policy GBC 1** sets out that the Council will maintain and support the Green Belt in order to safeguard the open and rural character of the countryside and to protect it from inappropriate development. It also states that the existing major development sites in the Green Belt will be retained, together with the current approach to development within these.
- 2.25 **Preferred Policy GBC 2** states that development in the countryside will need to respect the character of the countryside by taking into account a number of principles, including:
- Locating development where it would be viewed against existing built form;
 - The scale of the development should be appropriate to its location;
 - The design and layout should respect the character and appearance of the landscape and countryside setting;
 - Development should not lead to a level of activity which is incompatible with the rural character;
 - The best agricultural land and woodland should be protected; and
 - It should not lead to unacceptable harm to residential amenity.
- 2.26 **Preferred Policy GBC 6** is similar to Saved Policy GB9, and deals with Major Developed Sites in the Green Belt, with the BCA College being designated as such.
- 2.27 **Preferred Policy HE 1** deals with the historic environment, and states the development will be required to conserve and enhance the features, character, appearance and function of the heritage assets and their settings.
- 2.28 **Preferred Policy HE 2** sets out that development should respect the significance of Listed Buildings and their setting and grounds.
- 2.29 **Preferred Policy HE 5** states that the setting, appearance of historic nature, fabric and significance of Registered Parks and Gardens should be conserved and enhanced by development proposals.
- 2.30 **Preferred Policy NE 1** seeks to maintain, protect and enhance habitats, with development taking opportunities to improve nature conservation, enhancing green corridors and networks.
- 2.31 **Preferred Policy NE 3** seeks to protect trees, woodland and hedgerows, with impact of proposals on these to be carefully considered, maximising opportunities for creation, restoration and enhancement of natural habitats,

2.32 **Preferred Policy NE 5** states the public rights of way and the recreational/amenity value of these, should be protected.

3.0 SITE CONTEXT

- 3.1 The Site is located within Hall Place Estate, which is used by BCA College as its campus. Hall Place is a Grade I Listed mansion, dating from the early 1700s, set within an approximately 400 acre estate, part of which is designated as a Grade II Registered Park and Garden. It is located to the east of the village of Burchett's Green, to the north east of Maidenhead. A full description of the Hall Place Estate, including its history and significance, is set out within the Heritage Assessment which is submitted along with this assessment. The Site location and its immediate context are shown on the Location Plan and Aerial Photograph contained in **Appendices A** and **B**.

BCA College

- 3.2 BCA College was previously known as the Berkshire College of Agriculture, and have been based at the estate since 1949. The College has changed over the years and now offer a variety of further and higher educational courses, including sport and leisure, public services, animal management, equestrian studies, art and design, motor vehicles, hair and beauty, horticulture, floristry, childcare, business, science, travel and tourism, and apprenticeships.

Hall Place Estate

- 3.3 The Registered Park and Garden incorporates the remains of a 17th Century parkland which surrounds the mansion, with many important landscape features still evident. The estate has however undergone major changes as part of the development of the College, and now contains arable and pastoral fields, sports fields, equine arenas and paddocks, areas for growing willows for biomass, and the various buildings, parking areas, storage yards and barns associated with the teaching and accommodation needs of the College. The Land Use Plan in **Appendix E** shows the current uses of the various land parcels within the Estate.
- 3.4 Hall Place mansion lies at the heart of the Estate, and is located at the junction of three historic lime tree avenues, the eastern one of which is the most complete. Hall Place is accessed along the eastern lime avenue, off Burchett's Green Road to the east, and the mansion appears impressive when seen framed by the lime trees upon entering the Estate. This eastern avenue is complimented by northern and southern tree avenues which lead north and south from the semi-circular lawn at the frontage of the mansion, resulting in a strong, linear arrangement to the Estate here. The 20th and 21st Century buildings associated with the College are arranged along this north-south axis, and are located to the north and south of the mansion.
- 3.5 College buildings and facilities occur on either side of the north avenue, while the south avenue is bounded by buildings along part of its western edge.

- 3.6 Much of the modern additions to the Estate, such as the 1970s accommodation buildings which are located to the south of the mansion, architecturally detract from the mansion and the historic grounds. More significantly, the new buildings have severed many of the original visual and physical connections between the mansion and the surrounding garden and estate. As such, the northern and southern connections between the mansion and the historic grounds are no longer evident, however, the vistas along the lime avenue to the east as well as the view across the garden to the fields beyond from the mansion's western façade, remain evident.

The Registered Park and Garden

- 3.7 The Grade II Listed Registered Park and Garden at Hall Place encompasses the southern and eastern sections of the Estate, excluding some land in the far south, as well as the 1970s accommodation buildings and the reservoir within the north east of the grounds. Except for the public footpaths and permitted paths, there is no public access to the garden/parkland.
- 3.8 Historic OS Maps and an Aerial Photograph showing the development of the Estate are contained in **Appendix I**. The Listing describes the garden as a late 17th Century landscaped park with 18th, 19th and 20th Century modifications and additions, surrounding an early Georgian house on the site of a 13th Century manor house. It comprises around 180ha, within a rural, mostly agricultural setting. The land rises gently from the east to the west, and steeply in the south western corner towards the wooded Ashley Hill. To the north, the land drops steeply to a valley. There are views out towards the adjoining woodland from within the gardens.
- 3.9 The Estate is marked by the three strong avenues of lime trees, which are believed to have been first planted by Jacob Bancks in the late 1600s/early 1700s, who is also believed to have incorporated the statues, gate piers and the wrought-iron gates which once formed a clairvoyee located to the south of the mansion, much of which do not exist today.
- 3.10 The semi-circular green forecourt to the east of the mansion was first shown on a plan from 1761, which also showed a formal plantation to the south of the mansion and a rectangular kitchen garden to the west. A plan from 1843 shows the gardens to the west of the mansion, as well as two kitchen gardens here. The terrace is shown along the western façade of the mansion, terminating in two semicircles at each end. A ha-ha separates the western gardens from the parkland beyond.
- 3.11 In the mid-19th Century, the land to the east and south of the mansion comprised 51ha of parkland with scattered trees, perimeter belts and small blocks of woodland, with the north avenue extending into arable farmland. The south avenue was shown terminating short of Honey Lane on an OS map from 1875, with the 1899 OS map showing the south avenue fully established and extending to Honey Lane. Maps from the early 20th Century show a 51ha deer park within the south and south east of the Estate.

- 3.12 A knoll within the landscape, to the south west of the mansion, forms the location for the early 19th Century parkland elements believed to have been created to commemorate the Battle of the Nile of 1798. These included a formation of oak trees, planted to represent the location of the English and French fleets during the battle, as well as a statue of Lord Nelson located on the high point and focussing towards the mansion, and two brick pyramids located along the line of a spring, on either side of the axis between the statue and the mansion. The oak trees lie further north east along this axis.
- 3.13 These features have fallen into disrepair, with only the base and one foot of the statue remaining. The western brick pyramid is partially intact, while only the base of the eastern pyramid remains. The oak tree formation was replanted in the early 1990s along what is believed to be the original location, and the trees display the names of the ships which they represent. However, it is considered that only two of the original oak trees remain, and the northern or English line of the replacement trees are also now in decline, due to damage caused by grazing within the field, with several trees damaged or missing.
- 3.14 Similarly, the southern lime avenue is now gappy, with many trees missing or recently replaced with young trees of varying species. The park does however retain many of the historic trees, including a clump of cedars to the north of the east avenue, and a group of mature oak trees to the south of the east avenue. The park is now mostly used for grazing, although the south eastern part has been redeveloped to form the sports fields for the College.

Site Context

- 3.15 The Site is located along the southern extent of the north-south built corridor on either side of the mansion, along the western side of the southern lime avenue. To the north of the Site lies the recently redeveloped sports centre, which was built in a contemporary style, with timber and silver/grey metal cladding along its facades. A concrete/gravel parking area serving the sports centre lies to the east of it, north of the Site, and vehicular access to it is via the south avenue. The Busy Bees Nursery, comprising a late 20th Century single storey brick building, lies to the west of the sports centre, north of the Site. It is screened from the Site by conifer trees which are located to the south and west of the nursery. North of the sports centre are several two storey accommodation blocks, dating from the 1970s, beyond which lies the mansion.
- 3.16 The College's sports fields, including a black timber sports pavilion, lie to the east of the Site, beyond the south avenue. To the north of the sports fields are two grassland/pasture fields, beyond which lie the main (east) lime avenue. The village of Burchett's Green bounds the Estate to the east of the sports fields, with the Burchett's Green Conservation Area boundary extending up to the edge of the Estate here. A hedgerow with scattered trees forms the boundary here.

- 3.17 A linear woodland belt runs in an east-west direction along the south of the sports fields, beyond which lies a cemetery which forms part of the College and is used for cemetery keeping courses. Further south, the land is used for willow biofuel crop production. Honey Lane forms the southern boundary of the Estate.
- 3.18 The land to the west of the south avenue, south of the sports centre (including the Site), was developed into a small golf course in 1996, in order to teach golf course green keeping. This course is no longer offered and the golf course had fallen into disrepair. Currently, a high ropes facility and archery area, which both lie within the Site, occur along the south avenue, with the land to the west of these being used as pasture fields, containing several scattered trees and tree groups, including several mature oak trees, as well as isolated areas of gorse. The land here contains various undulations, with bare patches of ground present.
- 3.19 A narrow woodland belt to the west of the Site forms the boundary of the former golf course, and is located along the foot of a knoll which lies to the west of it. A further field of pasture occurs on the higher ground between the woodland belt and Honey Lane beyond. The wooded Ashley Hill lies to the south west of the Estate.
- 3.20 To the south of the Site, the pasture fields along the former golf course continues, with a ditch and hedgerow with scattered trees forming the southern edge to this field. The Chiltern Way long distance footpath runs to the south of this hedgerow, along an east-west aligned public footpath which leads from Burchett's Green Road in the east, through the willow crop fields, across the south avenue and into the woodland block to the south west of the Site, before existing onto Honey Lane. A further grass field occurs south of this footpath on the western side of the south avenue, with Dellars Copse lying further south, between the field and Honey Lane.
- 3.21 Honey Lane skirts around the south western edge of the Estate, and to the north of the lane, west of the Site, are the four terraced Ladyeplace Cottages, with the Appletree Cottages located a short distance to the south.
- 3.22 The land to the east of Ladyeplace cottages, west of the former golf course, is in pastoral use, and lies along a local knoll within the Estate. To the north of the knoll is a large pond, with further fields of pasture occurring to the north, as well as to the west of the mansion and its garden.
- 3.23 The knoll and the land along its northern slope forms the location for the early 19th Century parkland elements believed to have been created to commemorate the Battle of the Nile of 1798, with only the remnants of the pyramids and sculpture, along with two of the original oak trees and the majority of the 1990s oak trees remaining.
- 3.24 Further north, to the north of the pond, the land is in pastoral use, with vistas occurring between the western façade of the mansion and the

fields and woodland to the west, focussed through the parkland trees on either side of the mansion's western garden.

- 3.25 As part of the proposals, a new access road is proposed between the east avenue and the Care Village, routing along the eastern and southern edge of the field known as 'Five Trees Field', which lies to the south of the junction of the east and south avenues. This field is currently in pastoral use, and contains five mature oak trees within the south of the field, surrounded by a timber post and rail fence.

National Landscape Character

- 3.26 Natural England has produced profiles for England's National Character Areas ('NCA'), which divides England into 159 distinct natural areas, defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. This identifies the Site and its environs as lying within the southern extent of The Chilterns character area (Area 110).
- 3.27 The Chilterns is described as an outcrop of Chalk stretching from East Anglia to Dorset and to the South Downs. The character area includes branching valleys, sunken routeways and extensive woodland and hedgerow-enclosed fields. There are hidden, tranquil pockets along single track lanes and rights of way.
- 3.28 In terms of vegetative cover, the profile notes that the character area contains a mixture of arable, grassland and woodland. It notes that nucleated settlements of medieval origin and land farmed since prehistory are found alongside watercourses and springs in the through-valleys and are characteristic of the plateau.

County Landscape Character

- 3.29 The Berkshire Landscape Character Assessment ('BLCA'), October 2003, was undertaken by Land Use Consultants on behalf of Berkshire Joint Strategic Planning Unit, to broaden the understanding of the Berkshire landscape and aid in formulating development plan policies. The BLCA identifies 14 Landscape Character Types ('LCT') in the county which are divided into 55 Landscape Character Areas ('LCA'). The Site lies within LCT N: Elevated Wooded Chalk Slopes, and within LCA N3: Cookham Dean.
- 3.30 The key characteristics of the Elevated Wooded Chalk Slopes LCT are:
- Presence and influence of adjacent urban areas;
 - Mixed land use of deciduous and mixed woodland, arable fields, pasture and paddocks;
 - Wooded context created by distinctive wooded slopes and ghyll valleys and occasional hill top woodlands;
 - Presence of naturalistic open 'downland' sheep pastures within a wooded context with more angular medium sized formal paddocks and medium sized arable fields;

- Valley-edge country houses set within extensive historic parkland estates; and
 - Winding, sometimes sunken, rural lanes with intimate character.
- 3.31 The BLCA summary states that the condition of this landscape is considered to be good. It notes that the presence of recreational and visitor attractions in the area, including the National Trust, is a strong force for ongoing positive management. However, there is evidence of the condition declining due to the loss of field boundary features and the continued expansion of the urban fringe.
- 3.32 The Cookham Dean LCA is described as having a landscape which is topographically varied with a gently rising plateau top punctuated by some small hills that are extensively wooded. The character is fairly intimate, with deciduous and coniferous woodland interspersed with open pastoral landscapes. There are also large pastoral areas within this LCA, which results in a 'downland' appearance of grazed grassland divided by angular hedges and coniferous woodlands.
- 3.33 The LCA is further described as containing small-scale, well-spaced settlements, creating a pleasant, traditional character. It states that the vernacular is based on warm and mellow red brick with occasional tile hanging and pantiles.
- 3.34 The BLCA sets out that the condition of the landscape is good, but that there is some evidence of decline due to the replacement of field boundaries and pressure from recreation. It states that conservation and restoration are key to preserving the landscape, with emphasis on retaining the character of the traditional villages and restoration of key boundary hedgerows and distinctive wooded slopes.
- 3.35 Our own assessment of the landscape surrounding the Site would broadly concur with these findings. However, we would note that the Site comprises part of a designed landscape which differs in character from the surrounding rural landscape. It is also influenced by its proximity to the BCA College buildings and facilities, located immediately to the north of the Site.

Borough Landscape Character

- 3.36 A Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead ('WMLCA'), September 2004, was undertaken by LDA Design on behalf of the Borough, as part of the supporting information for the emerging development plan. The WMLCA identifies 14 Landscape Character Types in the district which are divided into 32 Landscape Character Areas. The Site lies within LCT 11: Farmed Chalk Slopes and within Landscape Character Area LCA 11b: Burchett Green.
- 3.37 The key characteristics of the LCT include the flat, rolling chalk slopes, mixed land uses (including arable, pasture, woodland and commercial equine), Ancient Woodlands and woodland copses, large farmsteads/estates set within their farmland, and long distance open

views of the rural chalk landscapes, the Thames river floodplain and Chiltern Hills. It is described as a diverse, chalk lowland with a simple and open rural character, with horizons within this area are often contained by mature woodland.

3.38 The key characteristics (in addition to those of the Farmed Chalk Slopes LCT) of the Burchett Green LCA are:

- Predominance of large scale fields of arable cereal crops;
- Absence of field boundary vegetation;
- Linear woodland boundary vegetation at periphery of holdings;
- Gently undulating; and
- Greater incidence of settlement.

3.39 The LCA is described as being a rural managed landscape with contrasting elements where the expansive open arable landscape is contained by woodland areas and belts, resulting in distant, but wooded horizons. The WMLCA notes that three of the four historic lime tree avenues at Hall Place are still visible today.

3.40 Our own assessment of the landscape surrounding the Site would broadly concur with these findings. The Site is also influenced by its proximity to BCA College buildings, with the Estate being noted within the LCA for its lime tree avenues and the remnants of the parkland landscape from Hall Place.

Statutory and Non-Statutory Designations

3.41 As shown on **Appendix D**, the southern and eastern part of Hall Place Estate is designated as a Grade II Listed Registered Park and Garden, and this area includes the Site.

3.42 Within the vicinity of the Site, the designation boundary follows the eastern boundary of the Estate along the edge of the sports fields, with the southern boundary formed along the woodland belt along the south of the sports fields, before turning south to incorporate the south avenue up to Honey Lane. To the west of the avenue, the southern boundary of the designation runs along the field boundary to the south of the Site, along the north of the Chiltern Way, west towards Honey Lane. The boundary then leads north along the College's boundary before leading east along the track from Honey Lane to the north avenue, north of the mansion. The 1970s accommodation buildings between the Site and Hall Place mansion are excluded from the designated area.

3.43 The woodland at Ashley Hill and Dodsley Copse to the south of Honey Lane is designated as Ancient Woodland, as is Pinnocks Wood to the south east of the Site, at the junction of Honey Lane and Burchett's Green Road.

Conservation Area and Listed Buildings

- 3.44 Burchett's Green Conservation Area is located adjacent to the Estate's south eastern boundary, approximately 210 metres from the Site at its nearest point. It encompasses a large area within the centre of the village, including the properties along Hall Place Lane.
- 3.45 The Hall Place mansion is Grade I Listed. Six further Grade II Listed buildings and structures occur within the Estate. They are:
- Stable block to the north of the mansion;
 - Garden Cottage, to the north west of the Site;
 - Walls and gate piers, to the south of Hall Place mansion;
 - Bee House, within the garden to the north west of the mansion;
 - Statue plinth, to the west of the mansion; and
 - Statue of Diana the huntress, at the northern end of the north avenue.
- 3.46 The nearest Listed building/structure to the Site lies around 140m to the north, behind the 1970s accommodation buildings. A full assessment of the Listed structures is contained within the Heritage Assessment which is submitted as part of this application.

Public Rights of Way

- 3.47 Two public footpaths occur within the vicinity of the Site. A public footpath forming part of the Chiltern Way, lies around 100m to the south of the Site, on the southern side of the field boundary here (footpath number 30). The path links Burchett's Green Road in the east with Honey Lane to the west, routing through the willow crop fields and the grass field to the south of the Site, before entering the copse to the south west of the Site. This path continues along Honey Lane to the south west of the Site, before re-entering the Estate along the north of the Ladyeplace Cottages. Several paths lead off into Ashley Wood to the west, from Honey Lane in the vicinity of the Ladyeplace and Appletree Cottages.
- 3.48 A public footpath leads north across the west of the Estate, running from Honey Lane in the south along the northern boundary of the Ladyeplace Cottages, across the fields of pasture to the west of Hall Place mansion, to High Wood within the northern extent of the Estate, and to Hurley beyond (footpath number 17).
- 3.49 To the east of the Site, a public footpath links Hall Place Lane to the main east avenue (footpath number 18). The path cuts diagonally across the grassland field to the north of the sports fields, towards the front of Hall Place mansion. The path then routes north west through the College buildings and grounds, to High Wood and Hurley beyond.

Tree Preservation Orders

- 3.50 None of the trees on or in the vicinity of the Site within the southern half of the Estate, are covered by Tree Preservation Orders. This was confirmed by a member of the RBWM's Community Services, on a behalf of the Tree Team, via email on the 14th of April 2016.

4.0 SITE DESCRIPTION AND VISIBILITY

Site Description

- 4.1 The Site comprises parts of four land parcels as well as areas of grass verges, located to the south of the sports centre and to the west of the south avenue.
- 4.2 In the north east, the Site comprises a grass verge to the south of the sports centre's car park, with semi-mature hornbeam and alder trees planted in a diagonal line running in a north west to south easterly direction, located within this area.
- 4.3 To the south of this grassy verge is a fenced-off area which houses a timber high ropes facility, set within a grassed area with areas of bark chip surfacing in places.
- 4.4 A small animal pen/paddock lies to the south of the high ropes facility, with a fenced-off archery area occurring further south. Further south is a broadleaf copse which includes two large mature oak trees.
- 4.5 The western part of the Site comprises pasture, with scattered clumps of young trees occurring within this area. Along the south west of the Site area, the land is undulating. Several scattered, mature trees occur to the south and south west of the Site within this area of pasture. There are also small patches of gorse present within the former golf course area, as well as areas of bare ground.
- 4.6 Little remains of the southern lime tree avenue along the eastern Site boundary and further south from here. Instead, the avenue here comprises a number of mature oak trees, as well as a variety of young – semi-mature oaks, ash trees and field maples.

Topography

- 4.7 The Site slopes down gently from the north to the south, and from the east to the west, with the majority of the Site located between 79m Above Ordnance Datum ('AOD') and 81m AOD. Towards the western side of the Site are several undulations up to around 2.5m deep.
- 4.8 The land to the east of the Site steps down a grassy bank along the east of the south avenue, to the sports fields, and then slopes down gently to Burchett's Green village, which lies around 70m AOD. To the south east of the Site, the land slopes down gently towards the village.
- 4.9 The land to the south of the Site slopes down gently to the ditch along the southern field boundary, and continues to fall away further beyond.
- 4.10 To the west and south west of the Site, the land rises up steeply from the woodland boundary along the west of the former golf course area, towards the wooded Ashley Hill which has a high point of 144m AOD,

with a local knoll occurring between the Ladyeplace Cottages and the former golf course's western boundary.

- 4.11 The land to the north and north west of the Site slopes down gently, before falling into a steeply sided north-south aligned valley to the north of the built-up area of the College.

Visibility

- 4.12 The level topography around the Site, coupled with the existing built development and existing vegetation, mean that views of the Site from public vantage points are limited. Photographs from representative viewpoints are contained in **Appendix C**, and the viewpoint locations are shown on the plans in **Appendix A** and **B**.

- 4.13 The following section describes the existing views of the Site from within the Estate and from public vantage points in the vicinity, without the benefit of any landscape mitigation.

North

- 4.14 The Site is partially visible from the car park and track to the south of the sports centre and Busy Bees Nursery, through the intervening trees within the north of the Site and along the south of the sports centre parking area (Photographs 1 & 2). During the winter months when the trees are out of leaf, these views are more open. There are windows on the western section of the sports centre's first floor southern elevation, and there will be filtered views of the Site from inside the building through these windows. During the winter months, the Site is visible from inside the nursery building through the windows along the southern façade, although these views are screened during the summer months when the vegetation along the south of the nursery is in leaf.
- 4.15 From further north along the south avenue, in the vicinity of the tennis court, the Site is partially visible behind the intervening trees (Photograph 3). It is seen adjacent to the sports centre, set behind the centre's parking area, with the background formed by the mature woodland to the south and west of the Site.
- 4.16 As the viewer moves further north along the south avenue, the view towards the Site becomes narrower, with views curtailed by the beech hedging and the existing brick garage which lie adjacent to the accommodation buildings (Photograph 9). The easternmost part of the Site remains visible in filtered views through the intervening trees.
- 4.17 Views of the Site from the accommodation buildings are screened by the intervening sports centre and vegetation, with the accommodation buildings preventing views of the Site from Hall Place mansion and the Listed features to the south of it (Photograph 22). Similarly, there are no views of the Site from within the gardens to the west of Hall Place mansion, with the intervening buildings, walls and vegetation preventing views (Photographs 24 & 25). These features also screen middle and long

distance views of the Site from further north within the built up area of the College.

- 4.18 Views from the Listed Garden Cottage to the south west of Hall Place mansion are directed to the south and south west by a dense line of conifers and other vegetation which forms the western boundary to the southern built up area of the College. The Site's western boundary is formed along the extension of this line of vegetation, and there are thus no views of the Site from the Garden Cottage.

East

- 4.19 The Site is visible from the south avenue, with the high ropes equipment and the archery hut visible in the foreground (Photographs 4a & 4b). The woodland belt along the western edge of the former golf course forms the backdrop to the field of pasture, with the wooded Ashley Hill forming the background in these views.
- 4.20 In views from further east within the western sports fields, the ground level of the Site is screened by the slight embankment along the eastern edge of the south avenue, however, the timber high ropes equipment and archery hut are visible in filtered views through the intervening trees along the east and north east of the Site (Photograph 8). The Site is seen behind the single storey sports pavilion, and adjacent to the sports centre. The remnant mature lime and oak trees along the south avenue are visible in the foreground of the Site in views from the sports fields, and the wooded hill is visible in the background.
- 4.21 Views of the Site from the eastern sports fields are further filtered by the line of semi-mature trees which runs in a north-south alignment between the western and eastern sports fields. In summer views, the intervening tree canopies screen views of the timber high ropes equipment, as well as the first floor of the sports centre (Photograph 13a). However, during winter months, the high ropes equipment, sports centre and adjoining accommodation buildings are all visible in filtered views through the canopies of the deciduous trees which lie between the eastern and western sports fields, and the trees within the south avenue (Photograph 13b).
- 4.22 Views from the field to the east of the sports fields, outside the Estate but within the Burchett's Green Conservation Area, will be similar to those from the eastern edge of the sports fields, but filtered further by the existing hedgerow and scattered trees along the Estate's eastern boundary. The nearest house to the east of the Site is Lane End House, which lies around 380m from the Site. Views from Lane End House to the Site are screened by the intervening trees within the Estate, as well as by the dense vegetation along the house's garden boundary, as seen in the winter photographs from the Site towards the house, indicating reciprocal views (As seen in photograph 37).
- 4.23 In views from the north east, from the east avenue along the north eastern corner of Five Trees Field, the Site is visible in heavily filtered views through the intervening trees (Photograph 35). It views from here, the Site

is seen to the south of the sports centre, with the accommodation buildings and Hall Place mansion continuing the linear built form further north.

- 4.24 Upon entering the Estate along the east avenue from Burchett's Green Road, the land rises up slightly, obscuring views of Hall Place, but directing the view along the centre of the road, with the lime trees framing the view on either side (Photograph 33).
- 4.25 As the viewer moves further west along the avenue, upon reaching the gate posts at the western end of the Selways Wood, the view opens up and Hall Place mansion becomes the focal points within the centre of the framed vista created by the straight road and the adjoining lime avenue (Photograph 34a). To the south and north of the main vista, the open fields to the west of Hall Place mansion are visible in between the lime trees and underneath their canopies. In these views during the summer months, the Site, as well as the sports centre and accommodation buildings, are screened by the intervening lime trees in the east and south avenue, as well as the intervening trees along the field boundaries. During the winter months, views of the Site and the sports centre remain heavily filtered through the deciduous trees, however, the accommodation buildings are visible adjacent to Hall Place mansion (Photograph 34b).
- 4.26 From the public footpath to the north east of the Site (footpath number 18), south of the east avenue, winter views of the Site are filtered by the intervening tree cover, and it is seen adjacent to the sports centre and accommodation buildings, with Hall Place mansion seen further north within the view (Photograph 10b). During the summer months, the intervening tree canopies screen views of the Site, and heavily filter the views of the sports centre, accommodation buildings and Hall Place mansion (Photograph 10a).
- 4.27 During the winter months when the vegetation is out of leaf, middle distance views of the Site are available from several of the properties to the north east of the Site, located adjacent to the Estate's eastern boundary, south of the east avenue. Views from here will be similar to those from the public footpath to the north east of the Site, albeit more heavily filtered due to the additional two boundary hedges/vegetation lines which lie between the footpath and these houses. The intervening vegetation, however, prevents views during the summer months.
- 4.28 From the Chiltern Way and public footpath number 30 to the south of the sports fields, south east of the Site, the views of the Site are screened by the intervening willow crop which is grown within these south eastern fields (Photographs 14a & 14b). The mature trees adjacent to the Site within the south avenue are however visible over the willow crop, as is the cross bar of one of the timber high ropes facilities. The footpath slopes down gently to the east, with the intervening willows thus screening even more of the view. The land rises steeply up to Burchett's Green Road from the eastern Estate boundary, and a framed view of the top section of some of the timber high ropes equipment is available along the public footpath corridor located between Burchetts Place

and the Dairy Cottage (Photograph 31). This is seen in filtered views behind the intervening trees within the south avenue.

- 4.29 The Site is however visible in very limited views from the southern section of Burchett's Green Road in the vicinity of the Chiltern Way, through gaps in the vegetation within the gardens to the west (Photograph 32). These views, as well as views from the Site towards the houses along the south of Burchett's Green Road (which indicate reciprocal views), would indicate that there will be filtered views of parts of the Site from Burchetts Place and the Dairy and Bay Tree Cottages, through the intervening vegetation.
- 4.30 The intervening copse to the north of the Chiltern Way, between the Estate and Burchett's Green village, as well as the woodland belt along the south of the sports fields and the treed hedgerow along the Estate's eastern boundary, screen views of the Site from the other houses along the west of Burchett's Green Road and Hall Place Lane. However, there are filtered, partial views of the Site from The Bothy and the Dower House across their low garden boundary and through gaps in the Estate boundary vegetation in this location. Of the houses here that have views of the Site, except for Burchetts Place and The Bothy, they can be considered to have very limited, filtered views of the Site which will be significantly reduced during the summer months when the trees are in leaf.
- 4.31 Middle and long distance views from further east are prevented by the intervening trees and development within Burchett's Green.

South

- 4.32 The Site is partially visible from the Chiltern Way/public footpath (number 30) which runs along the south of the treed hedgerow which occurs to the south of the Site (Photographs 15, 16a & 16b). In these views, the existing hedgerow and trees along the north of the path filter and partially screen the Site, however, where there are larger gaps in the vegetation, the Site is more visible. Where it is seen, the Site is seen against the backdrop of the sport centre which lies to the north of it. From further west along this path, the views remain partially filtered, with greater visibility where there are larger gaps in the boundary vegetation (Photographs 17a & 17b). The views towards the Site are less filtered during the winter months when trees are out of leaf, and more of the Site will thus be visible from this footpath.
- 4.33 The public footpath enters Dellers Copse further west, with the woodland here screening views of the Site.
- 4.34 From further south along the south avenue, the Site is screened by the existing copse which lies along its southern boundary, at the southern end of the archery field.
- 4.35 Views from Honey Lane to the south are prevented by the woodland at Dellers Copse as well as the treed hedgerow and willow crop to the north of the lane, east of the south avenue. Similarly, middle and long

distance views from the south are prevented by the vegetation along Honey Lane here.

West

- 4.36 The Site falls gently to the west, and in views from within the field of pasture to the west of the Site, within the former golf course area, the Site is seen rising up to the south avenue, with the mature trees within the avenue visible on the low ridge (Photograph 6a & 6b). In the background, the tree line separating the eastern and western sports fields is seen. During the summer months, the nursery and sports centre are screened in views from here by the existing vegetation to the south of these buildings, however, during the winter, these buildings are visible in filtered views. There is currently no public access to the fields to the west of the Site.
- 4.37 From the higher ground to the west of the woodland belt along the western edge of the former golf course, the intervening woodland belt screens views of the Site during the summer, and filters views during the winter.
- 4.38 Views towards the Site from the Chiltern Way where it runs along Honey Lane are screened for the most part by the woodland and trees which bounds the lane (Photographs 30a & 30b). Where there are gaps in this vegetation, long distance views over the Estate (which lies along lower ground) towards the wooded hills to the east of the A404 are available, as are long distance views to the north east towards the Thames floodplain (Photograph 29). In these views, the Site is discernible in the middle distance in heavily filtered views through the woodland belt along the west of the former golf course areas. Similarly, the tops of Hall Place mansion and the sports centre are visible in filtered views from here, with the wooded high ground beyond visible over the intervening Hall Place Estate. During summer months, however, the woodland belt to the west of the Site as well as the many trees to the west of the Estate's built up edge screen the Site and existing buildings from view, although parts of Hall Place mansion and the timber high ropes equipment are visible within the wooded areas.
- 4.39 From the knoll to the west of the Site, in the vicinity of the plinth of Nelson's statue, the views are focused towards the pond, pyramid and parkland pasture fields to the west of Hall Place mansion (Photograph 18). In these views, the Site lies along the periphery of this vista, and except for the north western part, the Site is screened by the woodland belt along the foot of the knoll. During winter months, the sports centre is heavily filtered by the existing vegetation to the south of it, however, it is not visible from here when the vegetation is in leaf.
- 4.40 Further north from here, around mid-way down the knoll at the brick pyramid, the views are directed towards the Hall Place mansion, along the Battle of the Nile trees. The northern part of the Site is visible in filtered views to the south of the Battle of the Nile trees, through the intervening vegetation, while the southern part of the Site is screened by the intervening landform of the knoll (Photograph 19).

- 4.41 Views of the Site from the north west, in the vicinity of the Nile trees, are partially screened by the intervening trees within the parkland to the west and north of the Site, although the Site is more visible during winter months (Photographs 20 & 21).
- 4.42 The land falls away gently to the north west of the Site, and middle distance views from the public footpath (number 17) and surrounding land within the parkland pasture to the west of Hall Place mansion are obscured by the intervening landform and vegetation (Photographs 26a, 26b & 28). In vistas from the parkland to the west of Hall Place towards Hall Place mansion, the Site is screened by the intervening landform and trees (Photographs 26a & 26b).
- 4.43 Long distance views from the west are prevented by the intervening woodland and trees along Honey Lane and due to the landform.

Landscape Quality and Value

- 4.44 The southern and eastern section of the Estate is designated as a Grade II Registered Park and Garden, and the Hall Place mansion is Grade I Listed. However, public access to the Estate is limited to the public footpaths and a small number of permitted paths within the north of the Estate. Although many key historic features of the Estate still remain, many have been lost due to the development of the College and associated buildings in the latter half of the 20th Century.
- 4.45 The visual and physical link which would have been present between the south wing of Hall Place mansion and the grounds to the south, through the gated clairvoyee which has since been removed, have been severed by the introduction of the accommodation buildings in the 1970s. The Site is further separated from Hall Place mansion by the sports centre and nursery. Similarly, additional buildings to the north of the mansion have affected the link between the mansion and its surrounding estate to the north.
- 4.46 However, visual links to the east and west of the mansion towards its grounds remain evident today, including the vista along the east lime avenue, as well as the view from the mansion across the west garden, which is framed by the parkland trees on either side. The setting of Hall Place mansion and the other Listed features within the Estate are considered fully within the Heritage Assessment which is submitted as part of this application.
- 4.47 The Site comprises an area of land which would have originally formed part of the parkland around Hall Place mansion. The land was developed into a small golf course during the 1990s, and this use has since lapsed. The eastern part of the Site currently comprises a fenced compound containing the timber high ropes facility as well as the archery area. The remainder of the former golf course to the west is now in pastoral use, although the land is roughly undulating due to the golf course formation. Overall, the former golf course area, which includes the Site, has a degraded appearance in comparison to the adjoining pastoral fields further north and west, due to the rough, undulating

ground and the large sandy patches which are bare and free from grass.

- 4.48 The trees within this area are however diverse in age and species, and are for the most part in good condition, as set out within the accompanying Tree Survey. The south avenue, when compared to the north and east avenues, has many trees missing and also contains many young trees which are not lime, resulting in a far less impressive avenue, which has got a slightly degraded or neglected character.
- 4.49 There is no public access to the Site, although it is visible from the public footpaths to the south and east. The high ropes facility is proposed to be relocated by the College to a site within the north of the Estate, and its use will thus remain.
- 4.50 The Site is likely to be valued for its openness, its trees and its historic interest. Overall, the landscape quality of the Site is assessed as medium due to the detracting features of the rough ground with bare soil patches, the high ropes facility and adjoining large sports centre.
- 4.51 The land to the east and west of the Site is however considered to have a high to very high landscape quality and value. The character and quality of the north western section of the Estate is again heavily affected by the College buildings, which include barns, workshops and animal enclosures, and is assessed as being of medium to high landscape quality.

5.0 SUITABILITY OF THE SITE TO ACCOMMODATE DEVELOPMENT

5.1 This section provides a brief description of the development proposals for the Site and considers the suitability of the Site to accommodate the development, in terms of the main landscape and visual effects resulting from the proposals. A summary of the landscape and visual effects is contained in **Appendix J**.

5.2 This assessment has influenced the design of the layout for the Site, which is contained in **Appendix G**. An Illustrative Landscape Strategy Plan has also been prepared for the development proposals, and is contained in **Appendix H**.

5.3 The Site is proposed to be developed as a Care Village, including up to 105 apartments and bungalows, a 50 bed Care Home, and associated parking and landscaping. The Care Village is proposed to be accessed via a new access lane which leads from the east avenue along the eastern and southern edge of Five Trees Field towards the Site. The key development and landscape principles which form part of the proposals are described below:

- The development includes up to 108 assisted and independent living units in apartments, maisonettes and bungalows. It also includes a 50 bed Care Home and a Village Care Centre, which will include a restaurant, gym, swimming pool, library and salon, amongst other services for the Care Village's residents;
- Building heights will range between one and three storeys in height. The majority of the buildings will be two storeys high. Two-and-a-half and three storeys will be limited;
- The layout of the buildings have been designed to be intricate and avoid flat facades, thus ensuring a varied, lively character along the façade, with areas of shadows and highlights breaking up the mass of the buildings;
- The architectural style of the buildings have been designed to reflect the local vernacular of the surrounding villages;
- The materials for the building have been chosen to be of darker colours and textured, as opposed to light coloured renders or facades, in order for the built form to visually recede in views, as opposed to stand out, thus limiting the visibility of the buildings in middle and long distance views. The materials include:
 - Predominantly red brick, with contrasting brick lintels.
 - Stone cills and some stone lintels.
 - Red plain tiles on roof.
 - Red tile hanging.
 - Dark stained timber weatherboarding.

- White windows, fascias and soffits.
- Black rainwater goods.
- A new access lane is proposed off the east avenue, and will route along the eastern and southern sides of the Five Trees Field. It will serve the Care Village and the existing nursery. It is proposed to be serviced in bonded grey gravel, to reflect the existing surfacing of lanes within the Estate. It has also been designed to be as narrow as practicable, with dedicated passing places provided;
- No-dig methods of construction are to be used within the Root Protection Areas of the existing trees, as shown on the Tree Survey. The new lane and parking areas will be constructed on a three-dimensional cellular confinement system, to protect the existing root structure of the trees.
- The reinstatement of the missing lime trees within the south avenue, and a program of replacement of the trees of other species with lime trees;
- Reinstatement of a section of hedgerow with scattered trees which is shown to have existed along the line of a ditch to the east of the Site, south of the cemetery;
- Restoration of the parkland within the former golf course area to the west and south of the Site, through the introduction of new, native parkland tree groups as well as new grassland seeding;
- Strengthening of the eastern Estate boundary along the edge of Burchett's Green village, through gapping up and additional planting along the existing hedgerows, and additional tree planting along the boundary;

5.4 In the following paragraphs, the effects of the proposed development are assessed against a series of landscape and visual criteria.

Relationship to Existing Development

5.5 The proposed development continues the linear character of the existing built envelope of the College, which extends in a north-south aligned band along the north and south avenues. The Care Village's location ensures that the new buildings have no effect on the setting of Hall Place mansion, and ensures that the important vistas from the mansion are not affected by the Care Village buildings.

5.6 The built development at the Care Village will not extend further west than the existing western extent of the defined development envelope to the south of Hall Place mansion (as set out within the Local Plan 2003 Saved Policy GB9), nor will it extend further east than the existing eastern edge of the development envelope boundary. Development of the Care Village would extend this development envelope by approximately 220 metres to the south.

- 5.7 The Care Village is located to the south of the sports centre, which presents a large, mostly blank grey metal façade towards the Site. In addition, the accommodation buildings occur between the sports centre and the Listed Hall Place mansion, and the Care Village buildings will thus have no direct effects on the mansion or on views from it.
- 5.8 The Care Village has been designed to be sympathetic to the existing roof heights of the buildings within the south of the Estate. The exact storey heights and the location of these is set out within the Design and Access Statement, however, the tallest buildings will not exceed 12.2m in height. In comparison, the estimated height of the Hall Place mansion is between 15.1 and 17.2m, and the adjoining sports centre is 9.4m high. The Care Village has also been designed to step down in height towards the south and west, creating a transition in the buildings heights within the built development along the south avenue, which gradually reduces towards the southern, countryside edge.

Landscape Features

- 5.9 Approximately 7.4 acres (3 hectares) of pasture land will be occupied by the Care Village and associated access drives, parking areas and gardens. Of this, around 3 acres is proposed to be soft landscaping/gardens.
- 5.10 The proposals will also require the removal of two Category B trees and 15 Category C trees to accommodate the development. However, as shown the Landscape Masterplan, the loss of these will be more than compensated for by the introduction of new trees within and around the development Site and by the restoration of the historic avenue. The Arboricultural Impact Assessment which is submitted as part of this application, sets out in detail the expected effects on the trees due to the development proposals. No-dig methods of construction will be employed where roads or surfacing occur within the Root Protection Area ('RPA') of the existing trees, in order to avoid disturbance to the tree roots, and thus the health of the trees.
- 5.11 The proposals do not require the removal of any Category A trees. In addition, 12 trees have been identified as Category U, which indicate that a tree's condition is such that any existing value would be lost within 10 years and which should, in the current context, be removed for reasons of sound arboricultural management. These will be replaced where they form part of the historic landscape.
- 5.12 The Landscape Strategy Plan shows how new tree and shrub planting will be incorporated within and around the proposed Care Village. In addition, tree planting will be incorporated along the new access lane, to reflect the existing line of cherry trees along the Five Trees Field as well as the tradition of tree avenues within the Estate.
- 5.13 Additional tree and thicket planting within the Estate is also proposed, in order to reinstate the southern lime avenue and to restore the former golf course area back to its historic parkland character. In addition, a line of trees and thicket will be reinstated along the route of a former

ditch and tree line which was present to the south of the cemetery and east of the south avenue (as seen on the plans and photographs in **Appendix I**). This new tree line will complement the character of the parkland, aid in screening the proposed development in views from the south east, and provide an additional habitat and tree resource within the Estate.

- 5.14 New tree planting and hedgerow/thicket planting is also proposed to be incorporated along the eastern boundary of the Estate, adjacent to the Burchett's Green Conservation Area, in order to strengthen the structure of these boundaries, as well as to screen views between the Site and the village.

Public Rights of Way

- 5.15 RBWM's definitive public rights of way plan shows the public footpath (footpath number 18) which runs to the north east of the Site joining the east avenue just to the north east of the north eastern corner of the Five Trees Field. It then runs along the east avenue towards the mansion. The new access lane to the Care Village will lead south off the east avenue from a point just to the west of the junction of the public footpath with east avenue, and will then route along the eastern boundary of the Five Trees Field. The public footpath will thus cut across a small section of the access lane's eastern radius, but the new access lane will not have a material effect on the route of the footpath, or on its usability.
- 5.16 No public footpaths will be directly affected by the development proposals on the main Care Village site, although there may be indirect visual effects, which are set out later within the section.

Visibility

- 5.17 The visual appraisal set out in Section 4 identifies that, where the Site is visible, views of it are most often filtered by the intervening vegetation, and the Site is mostly seen within the context of the adjoining sports centre and nursery, consistent with the principles of Preferred Policy GBC 2 which encourages new development to be located where it would be viewed against existing built form. A summary of the keys views is contained in **Appendix J** and these are briefly described below.

North

- 5.18 The Care Village buildings will be visible from the sports centre's car park to the north, and partially visible from inside the sports centre through the first floor windows. During the winter months, the new buildings will be visible from the nursery's south facing windows. The new buildings will be partially filtered by the existing trees along the south of the car parking area and the track that leads to the nursery. Additional tree planting is proposed between the Care Village and the sports centre and nursery, to further filter the views and to create a soft edge to the development.

- 5.19 The easternmost buildings within the Care Village will be partially visible from the south avenue adjacent to the sports centre, although the views will be filtered by the existing trees along the avenue and within the north east of the Site. Reinstatement of the trees with the south avenue as part of the enhancement of the heritage asset, will further filter views as the planting matures. The Care Village will be seen within the context of the modern sports centre in the foreground of the view, and the buildings will not appear out of context within the surrounding landscape.
- 5.20 Similarly, from further north along the south avenue, the north eastern section of the Care Village will be visible in filtered views through the intervening trees and over the sport centre's car parking area. In views from here, the realigned sports centre parking as well as the new access lane alignment will be seen in the foreground.
- 5.21 The buildings within the Care Village will not be visible from the Hall Place mansion or any of the Listed assets which occur to the south of it. It will also not be visible from the ornamental gardens to the west of the mansion, east of the ha-ha.
- 5.22 The built development at the Care Village will not be visible from the Garden Cottage. The vegetation along the western Site boundary may be partially visible behind the existing vegetation to the south and west of the nursery. In addition, the new trees within the parkland restoration area on the former golf course will be visible. These will not appear discordant within the surrounding parkland area which is visible from the Cottage, and should enhance the parkland landscape character of the Estate.

East

- 5.23 The Care Village will be visible from the south avenue adjacent to the Site, through the intervening avenue trees as well as the proposed vegetation along the Care Village's frontage. The architectural style of the buildings have been designed to reflect the local vernacular of the surrounding villages, and although the buildings will be visible from the avenue, they will not appear out of character within the surrounding environment, as they will be seen as an extension of the existing linear built form which continues along the avenue to the north.
- 5.24 The layout of the buildings have also been designed to retain view corridors from the south avenue towards the woodland on Ashley Hill to the west.
- 5.25 From further east within the sports fields, the new buildings will be seen as an extension to the line of built development which occurs to the west of the south avenue, and they will thus not appear out of context. Views of the buildings will be filtered by the intervening new and existing trees. The buildings have also been designed to respect and reflect the existing building heights within the built area to the south of the mansion, and will thus not appear out of character in terms of their height, in views from the east. Vistas over and between the new buildings towards the wooded Ashley Hill will be retained.

- 5.26 The Care Village buildings will be partially visible in heavily filtered views from the eastern sports fields, seen through the tree line between the sports fields as well as the vegetation along the south avenue, although the lowest parts of the buildings will be visible in places below the intervening tree canopies. During winter months when the trees are out of leaf, the new buildings will be visible in filtered views through the deciduous trees, however, these will be seen within the context of the existing sports centre and accommodation buildings which are also visible in filtered views from here.
- 5.27 There may be very limited opportunities for views of the new buildings from within the privately owned field to the south east of the playing fields, which has no public access and lies within the Burchett's Green Conservation Area. Any potential views will be heavily filtered by the intervening vegetation along the Estate boundary, between the playing fields and along the south avenue, with the new buildings seen adjacent to the existing sports centre and accommodation buildings. The additional planting proposed along the Estate's eastern boundary will filter views further, once established.
- 5.28 The new access lane off the east avenue will be visible in the immediate foreground in views from the north eastern corner of the Five Trees Field, along the east avenue. This access lane will however be designed to reflect the existing access track which leads north from here towards the College's drop-off area. It will therefore not appear out of character within the surroundings.
- 5.29 From this point, the new buildings within the Care Village will be partially visible in heavily filtered views through the intervening vegetation along the east and south avenues, as well as the trees along and within Five Trees Field. The new buildings will be seen adjacent to the existing sports centre and accommodation buildings, however, the Care Village will be set back further from the viewer. In these views the Hall Place mansion is also visible, but the new buildings will be visually separated from the mansion by the intervening sports centre and accommodation blocks.
- 5.30 Upon entering Hall Place Estate along the east avenue off Burchett's Green Road, existing built development and the new buildings may only come into partial view once the viewer moves past the gate posts at the edge of Selways Wood. This view is heavily filtered by the intervening lime trees and the trees along the field boundaries to the south of the avenue. The new buildings may be partially visible along the edge of this view, though heavily filtered by the intervening trees and by the regularly spaced stems of the lime trees, however, the view will remain dominated by the intervening trees in the immediate foreground and in the distance. Furthermore, the main vista is focussed straight ahead towards the mansion which will remain unaffected. The new access lane will be visible from the east avenue, however, it will not appear out of character and will be seen within the context of the existing access to the north towards the College's drop-off area.

- 5.31 During the summer months, the Care Village will be screened for the most part by the intervening trees within the fields to the east of the Site, in views from the public footpath to the north west (footpath number 18). There may be glimpsed views of the new buildings where there are gaps in the intervening vegetation, however, the new buildings will be seen within the context of the existing sports centre and accommodation buildings which are similarly glimpsed in views from here, and these will thus not appear discordant. In winter months when the intervening trees are out of leaf, the Care Village buildings will be visible in heavily filtered views through the deciduous trees, but will be seen to the south of the existing sports centre, accommodation buildings and the mansion, which are also similarly filtered by the existing trees, and will thus not appear out of character within the view.
- 5.32 The new access lane to the Care Village will be visible from here, however, it has been designed to be narrow and surfaced in a manner that is reflective of the existing lanes within the Estate. In addition, the existing line of trees along the eastern edge of Five Trees Field is proposed to be augmented by an additional line to the west of the new lane, to reflect the character of the existing access lane to the north of the east avenue, which leads to the College's drop-off area. The volume of traffic on the Care Village access lane will be very low, as set out within the Transport Assessment which is submitted as part of this application, and the character along the public footpath will thus not be materially affected by the vehicle movements along the new lane.
- 5.33 Potential views from the properties in the vicinity of Beynhurst Glade within the north west of Burchett's Green village, around 280 metres further east of the public footpath, will be even further filtered by the vegetation along the Estate's boundary as well as the vegetation along and within their rear gardens. Where any partial views of the new buildings are available, these will be seen in similarly heavily filtered views as the existing adjoining buildings, as well as within the context of these existing buildings, and will thus not appear discordant.
- 5.34 Views from the Chiltern Way to the south east are largely obscured by the intervening willow crop, but the tops of the taller buildings within the eastern part of the Care Village will be partially visible in filtered views, over the intervening willow crop and through gaps in the canopies of the mature trees within the south avenue. The views will become filtered during the winter when the mature trees are out of leaf. The parkland restoration in this location, including the reinstatement of the historic hedgerow and tree line to the south of the cemetery as well as the replanting of trees within the south avenue, will ensure that the views of the new buildings are filtered when the crop is harvested.
- 5.35 The new buildings will be partially visible in heavily filtered views through the intervening vegetation, in a limited number of glimpsed views from along the south of Burchett's Green Road, through gaps between the vegetation and properties along the west of the road. These views will reduce as the proposed planting along the Estate's eastern boundary and the reinstated historic hedge and tree line matures.

- 5.36 It can be assumed from these glimpsed views, as well by assuming reciprocal views between the Care Village and the properties along the south of Burchett's Green Road, that the new buildings within the Care Village will be visible in private, filtered views from the houses at Burchetts Place and the Dairy and Bay Cottages. The addition of the reinstated hedgerow and tree line south of the cemetery, as well as the reinstatement of the lime trees within the south avenue, will aid in filtering these views.
- 5.37 Similarly, the new buildings may be seen in private, heavily filtered views and within the context of the adjoining buildings, from the garden at The Bothy within Burchett's Green village, with very limited views possible from the garden at the Dower House. The proposed planting to strengthen the eastern boundary of the Estate along this area will further filter views.

South

- 5.38 The Care Village buildings will be partially visible through gaps in the trees and hedgerow along the southern field boundary, in views from the Chiltern Way/public footpath number 30 to the south of the Site. The eastern part of the Care Village will be partially screened by the existing copse along the eastern end of the southern Site boundary. The layout has been designed to incorporate lower storey heights within the south of the development, and to have a varied, interesting façade towards the south, to reduce the visual appearance of the mass of the buildings in views from outside the Care Village. In addition, dark, textured materials reflective of the surrounding villages' vernacular, are employed along the outside facades to allow the buildings to visually recede and have an appearance which is not out of character with the residential properties in the vicinity.
- 5.39 In views from the footpath, the sports centre is visible, and the new Care Village buildings will thus screen the sports centre and transpose this southern built edge within the Estate approximately 250 meters closer to the viewer. The gap between the footpath and the built development will be approximately 110 metres deep, which will be retained as parkland. In addition, the area of the former golf course to the west and south of the Care Village will be enhanced with new blocks of standard, extra-heavy standard and semi-mature tree planting, which will, once established, ensure heavily filtered views of the new buildings from the public footpath to the south, and will also assimilate the new buildings into the surrounding landscape.
- 5.40 The new buildings will not be visible from Honey Lane to the south.

West

- 5.41 There are no near distance public views from the west. The new buildings will be seen within the context of the adjoining sports centre and nursery, in views from the west. The incorporation of new copses of trees as part of the proposed restoration of the parkland to the west of the Site, will partially screen and filter the views of the new buildings.

- 5.42 The layout of the buildings within the Care Village have been designed to allow views into and through the development from the west, with the buildings along the western façade designed to project gables towards this side. This aids in visually breaking up the development into smaller areas of mass when viewed from the west, with the smaller areas of built form assimilated into the surrounding landscape by the existing and new tree planting.
- 5.43 The tops of the taller Care Village buildings will be visible over the intervening landform, woodland belt and trees, from places along the Chiltern Way along Honey Lane, through the limited gaps in the roadside vegetation. Views along this section of Honey Lane are however enclosed by the boundary trees and woodland and focused along the road, with limited opportunities for views towards the Site through the roadside vegetation. The additional woodland planting along the woodland belt to the west of the former golf course area will further screen the views during the summer, and ensure heavily filtered views during winter months. In addition, the new tree groups which are proposed to be planted within the land to the west of the Site as part of the parkland restoration, will add an additional layer of screening vegetation between the new buildings and Honey Lane. The long distance views from Honey Lane towards the wooded hills west and north west of Burchett's Green will remain, with the tops of the new buildings seen along the lower ground within middle distance, and adjacent to the existing buildings to the north of the Site. The character and user's experience along this section of the Chiltern Way will thus not change.
- 5.44 In views from the heritage assets along the knoll around 275 metres to the west of the Site, the buildings within the Care Village will be partially visible behind the existing trees, the woodland belt to the west of the Site, and the ridge of the knoll. These buildings will be perceived as an extension to the existing, linear built development along the south avenue, and will not appear discordant. In addition, the landscape around these assets has been designed to focus views towards the mansion, and the new buildings will thus be perceived along the outer edge of these views, beyond the intervening sports centre and nursery.
- 5.45 Views from further north west within the Estate and from along Honey Lane will not be affected by the proposed development.

Landscape Quality and Value

- 5.46 The landscape character of the Site will inevitably change from its current open, although somewhat degraded, pasture land, to a character more reflective of the existing built up area within the Estate. However, as the new buildings are proposed to be located to continue the linear development form which exists to the north and the south of Hall Place mansion, the effect of the new buildings within the Estate is reduced. In addition, several buildings already occur to the south of the mansion along the south avenue, and the Care Village will be seen within this context, as an extension of this built character.

- 5.47 As set out in detail within the Design and Access Statement, the Care Village has been designed to reflect the residential vernacular of the surrounding villages, and to appear as a collection of residential-sized buildings within a courtyard setting. The building facades have been designed to be interesting and varied, with a varied building line that results in areas of shadow and highlight upon the facades. In addition, the existing mature trees and the proposed trees within the Care Village, along the south avenue and within the parkland restoration area to the west and south, ensure that the new buildings are assimilated within the surrounding landscape.
- 5.48 The considered design and landscaping of the Care Village, in combination with the reinstatement of the southern lime avenue and the restoration of the parkland within the former golf course area, will result in an increase in the landscape quality of the Site and its surroundings.
- 5.49 In terms of value, the Care Village will become home to a new community, and the value of the Site will thus be very high.

Registered Park and Garden and Listed Buildings

- 5.50 A full assessment of the effect of the proposals in relation to the heritage assets is included within the Heritage Assessment which is submitted as part of this application. A plan setting out the primary heritage assets in relation to the proposed development is contained in **Appendix F**.
- 5.51 The Listing description for Hall Place garden sets out the aspects of the gardens and grounds which are considered of landscape or historical value. As set out in Sections 4 and 5, the development of the Care Village will not directly or indirectly affect the ornamental and kitchen gardens to the west of the mansion, or the north avenue, however, there will be direct effects on the parkland as well as the east and south avenues. There will also be minor indirect effects on the Battle of the Nile landscape elements within the parkland to the west of the Site.
- 5.52 The new access lane to the Care Village, which is proposed to lead off the east avenue along the eastern edge of the Five Trees Field, will change the layout of the original movement routes within the east of the Estate, and it will also be visible from the east avenue and from the eastern façade of the mansion. The design and layout of the new access lane will however ensure that there is no material landscape impact on the setting of the Hall Place mansion or the character of the eastern lime avenue, and we say this for the following reasons:
- The new access lane is located opposite the existing access lane to the north of the east avenue, which leads to the College's drop-off area, and will thus not appear out of character when appreciated from the east avenue or the mansion;
 - The lane has been routed along the far edge of the Five Trees Field in relation to the mansion, to ensure minimal visibility from it;

- The narrow design of the lane as well as the use of surfacing materials that are similar to those already in use along the lanes and avenues, will ensure the new lane's character is similar to that of the existing lanes and drives on the Estate; and
- The expected traffic volumes on the access lane will be very low, as set out within the Transport Assessment which accompanies this application, and it will thus not lead to any significant increases in vehicle movements along the east avenue or within the setting of the mansion to the east.

5.53 In terms of the south avenue, there will be minor direct impacts to it where the new access lane crosses it to the east of the sports centre. No additional vehicle movement are proposed along the south avenue, and in fact, vehicle movements along it are proposed to be reduced by routing traffic towards the nursery along the new access lane to the Care Village, as opposed to the current route along the south avenue. Its character in terms of its use as a rural track will thus not change.

5.54 The visual characteristics along the south avenue will be retained, with the new buildings appearing similar in character and as an extension to the existing linear built form along the west of the south avenue. The proposals include for the reinstatement of the missing lime trees within the south avenue, as well as a program of replacement of the trees of other species, which will result in an increase in the quality of this important landscape feature.

5.55 The character of the former golf course within which the Site is located is degraded and neglected, and although it contains several mature individual and groups of trees, it does not display the same high quality landscape character as the other areas of pasture further west and north within the Registered Park. Although part of this land will become built development associated with the Care Village, the remainder of the former golf course area is proposed to be restored by the addition of new trees and tree groups as well as management of the grassland fields, to increase the landscape quality and value of these fields.

5.56 The open character of this area of the parkland will reduce due to the proposed development, however, this loss is not considered significant in terms of the character of the parkland or its historic value, and we say this for the following reasons:

- The proposed built development has been located adjacent to the existing built development to the north, and will be seen as an extension to the linear band of buildings which is evident within the Estate;
- The historically planned use of the land within the Site has already been lost, with the Site comprising part of the former golf course as well as the current use of the east of the Site for the high ropes facility and archery area;

- The visual and physical link between the former parkland use and the mansion has already been severed in this location; and
- Views, pasture and physical links will be retained between the land to the east of the south avenue and the wooded high ground and parkland pasture to the west, thus ensuring that the built development on the Estate does not sever the parkland on either side of the south avenue.

5.57 Although the Care Village will be partially visible from the heritage assets within the parkland to the north west of the Site, the vistas from these, including the statue and pyramid, were designed to be focused towards Hall Place mansion, and the new buildings will thus only form a small element within the outer edge of this vista. In addition, the Care Village will be perceived adjacent to the sports centre, and will not appear as an incongruous or isolated feature within the landscape to the east of these heritage features. The new tree planting proposed as part of the parkland restoration on the land to the south and west of the Care Village, will filter views of the new buildings and help to assimilate them into the landscape in views from the vicinity of the Battle of the Nile elements.

5.58 The Care Village will not be visible from the Grade I Listed Hall Place mansion, and the visual and physical link which would have historically been present between the mansion and the parkland to the south, have already been severed. Although the Care Village will be discernible in views from the east avenue, its visibility will not affect the character of the immediate setting of the mansion or the east avenue, or the view between these two elements. The proposed Care Village will also not affect the setting of the important views between the mansion and the parkland to the west of it. The effect of the proposed access lane on the setting of the Hall Place mansion is not considered to be material.

5.59 Similarly, the Care Village buildings will not be visible from the Listed Garden Cottage to the north of the development, and the proposals will not impact on its setting.

5.60 The existing built development between the Care Village and the other Listed elements within the Estate, as well as the lack of intervisibility between these, ensures that the proposed development will not affect the other Listed elements or their setting.

Green Belt

5.61 Section 9 of the NPPF, 'Protecting Green Belt Land' (paragraphs 79 and 80), set out the five functions of the Green Belt, which are:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;

- To preserve the setting and special character of historic towns;
and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

5.62 The NPPF further sets out that inappropriate development, which is by definition deemed to be harmful in the Green Belt, should only be approved in very special circumstances, unless the potential harm to the Green Belt and any other harm is clearly outweighed by other considerations. The reasons for the need for the Care Village development within the College's grounds, as well as the very special circumstances which are deemed to outweigh the potential harm of this development within the Green Belt, are set out in detail in the accompanying Planning Statement.

6.0 CONCLUSION

- 6.1 The Site is located within the Hall Place Estate, which currently forms the campus of the BCA College. The Estate is centred around the Grade I Listed Hall Place mansion, and the grounds within the south and east of the Estate are designated as a Grade II Listed Registered Park and Garden. The Estate and surrounding villages are located within the Green Belt.
- 6.2 The development proposals are for a new Care Village, comprising a central hub with services and facilities for the residents, as well as a 50-bed care home and up to 105 units comprising assisted living apartments, independent living apartments and bungalows. The proposals also include associated parking and gardens, a new access lane off the east avenue, and a program of landscape works off-site to reinstate the parkland to the south and west of the Site as well as the lime trees within the south avenue, amongst others.
- 6.3 Views of the new buildings will be limited to filtered, near and middle distance views, with the majority of views contained to within the Estate. Where the new buildings are seen, they will be seen within the context of the adjacent sports centre and nursery buildings, and will thus not appear out of context within the wider landscape. In addition, views of the buildings will be filtered by the existing and proposed trees around and within the Site, and these will aid in assimilating the development into the surrounding landscape.
- 6.4 The Care Village will not be visible from the Grade I Listed mansion, nor from any of the other Listed elements within the Estate. Its location is separated from the mansion by the intervening sports centre and accommodation buildings, and there is thus no direct impact or visual impact on the mansion.
- 6.5 The Site lies within an area of land which was developed into a golf course in the 1990s, but that use has since lapsed, and the former golf course is now in pastoral use. It has a somewhat degraded landscape character, especially in comparison to the wider areas of parkland pasture to the west and north of the Site. The proposals include for the restoration of the former golf course area by the introduction of new groups of parkland trees as well as grassland management.
- 6.6 The Site lies adjacent to the south avenue, which is the least intact of the three lime avenues within the Estate. The proposals include the reinstatement of the lime trees within the south avenue, to restore this important historical feature and to help filter views of the Care Village.
- 6.7 The Care Village is well related to the existing built up area of the College, and built development will not extend further east or west than the existing built form to the north of the Site, south of mansion.

- 6.8 The Care Village will have no material impact on the setting of the Listed mansion, or on any other Listed structures within the Estate, or the Burchett's Green Conservation Area.
- 6.9 In terms of the Registered Park and Garden, the proposed development will change the Site from a mostly pastoral field within the former parkland on the Estate, to a collection of new predominantly-residential buildings, reflective of the existing built form to the north as well as the character of the surrounding villages. Although a part of the parkland will change, the important heritage features mentioned in the Listing description, including the east and north avenues, the ornamental and kitchen gardens, and the Battle of the Nile features will not be affected. As confirmed in the Heritage Assessment, the proposals will result in less than substantial harm to the Registered Park.
- 6.10 The development proposals allow for the restoration of the parkland to the south and east of the Site, as well as the reinstatement of the southern lime avenue. These restorations will have a long-term beneficial effect on the Registered Park and Garden.
- 6.11 We conclude that the Site is capable of being developed as a Care Village, in line with the Masterplan and Illustrative Landscape Plan, without resulting in material landscape and visual effects, including in relation to the Grade I Listed mansion and the Registered Park and Garden.

Revisions:	Drawn / Chkd:	Date:
P1. Issue for planning application	MPK	22.08.2016
A. Details amended in accordance with comments noted in LPA letter dated 30.08.2016.	GVGS	02.09.2016
B. Details amended in accordance with comments noted in LPA letter dated 12.09.2016.	GVGS	13.09.2016



Elevation 37 - 37

Bar lounge Refuse

Village Care Centre

Village Care Centre

Elevation 41 - 41

Block A (elevation 02)



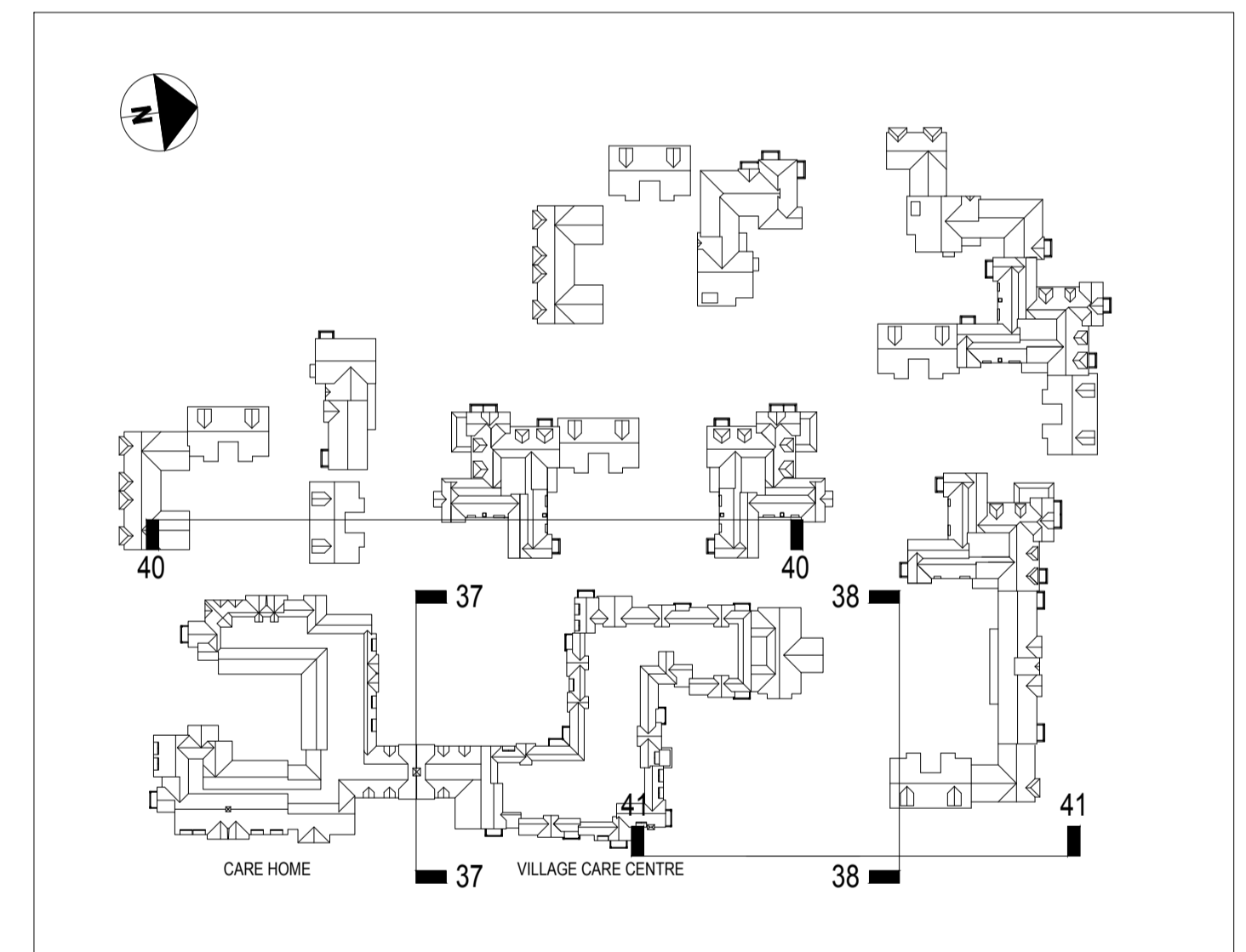
Entrance Wellness Centre

Elevation 38 - 38

Village Care Centre



Village Care Centre Elevation Details 1:100



Elevation Location Key Plan (1:1250)



Swimming Pool Wellness Centre entrance Multi-Media Room Courtyard Care Bedrooms Day Lounge

Elevation 40 - 40

Village Care Centre

Care Home

Elevation 40 - 40

Client:
BCA & BAYCROFT



Project:
Proposed Retirement Village
BCA Estate
Burchett's Green, Bucks

24 Church St West,
Woking, Surrey,
GU21 6HT
01483 494 350
info@prc-group.com
www.prc-group.com

Drawing Title:
Village Care Centre
Care Home
Elevations

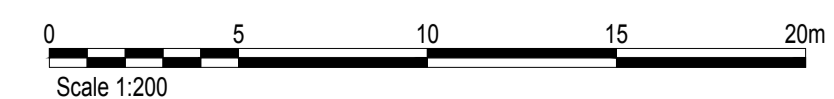
Architecture
Planning
Master Planning
Urban Design
Interiors

Scale @ A1: 1:200
Checked by: GS
Date: July 2016

Job No: 10327
Stage: PL 017
Drawing No: B
Rev: B

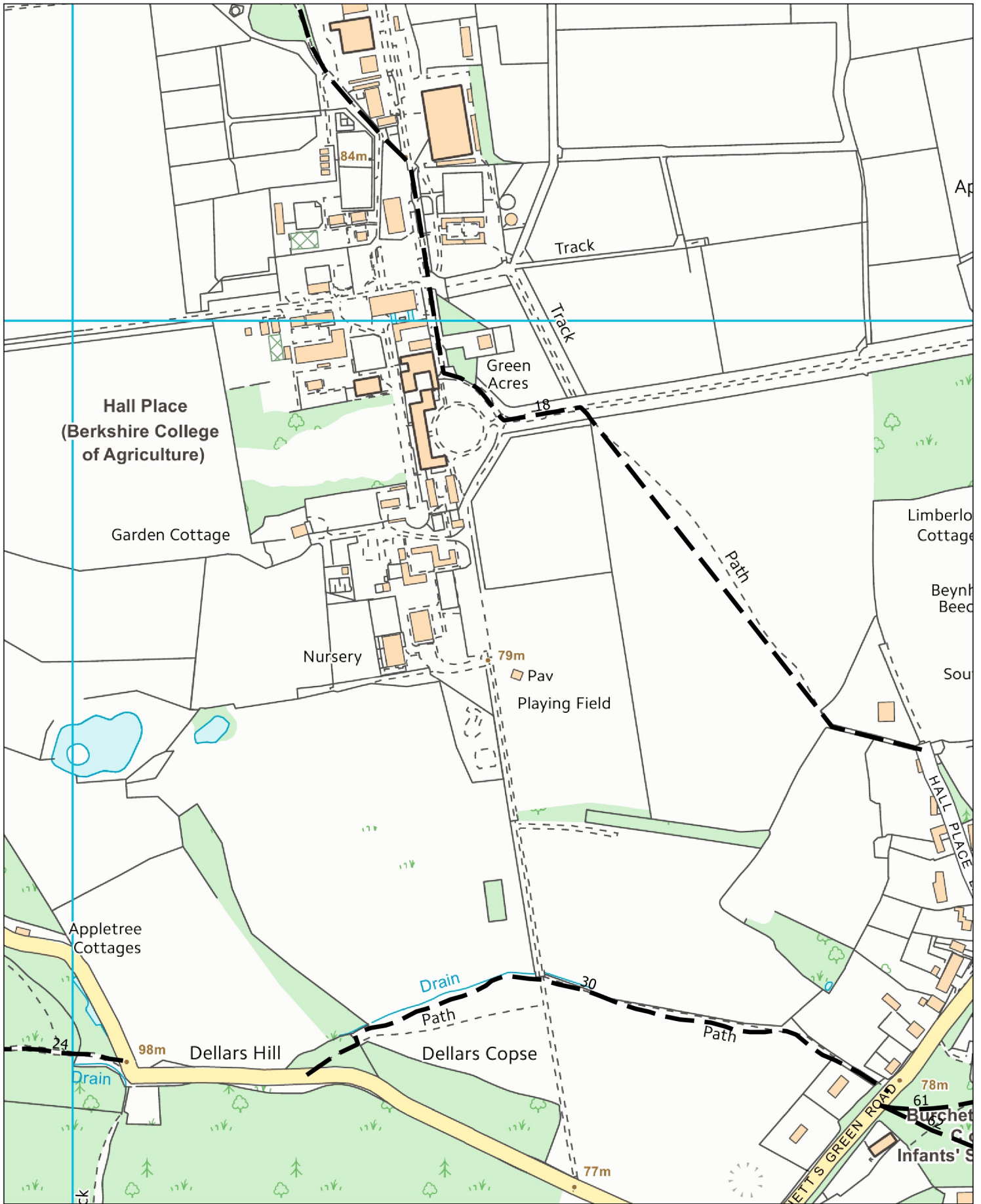
Issue Status:
Construction Preliminary
Information Approval
Tender

Offices
Woking
London
Milton Keynes
Warsaw



Scale 1:200

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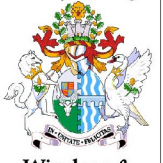


Public Rights of Way
 Drawn by: Andrew Fletcher

Date: 27/10/2016
 Scale: 1:5,001

Public Rights of Way at Berkshire College of Agriculture

The Royal Borough



Windsor & Maidenhead

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OPERATIONS DIRECTORATE

MEMORANDUM HIGHWAYS and TRANSPORT

To: Planning Maidenhead
Copy: HDC
From: Anthony Hurst, Principal Public Rights of Way Officer
Date: 19th October 2016
Subject Land At BCA And Bordered By Main Buildings To North And Dellars Copse To South Burchetts Green Road Burchetts Green Maidenhead:
Development of a care village comprising of a 50 bedroom care home, village care and wellbeing centre, 26 assisted living units, 82 independent living units, landscaping, parking and associated new access drive

Your Ref: 16/02814
Our Ref: 16/02814
Ext: 6180

Thank you for your consultation dated 21st September.

There are a number of public rights of way in the vicinity of the application site (see attached extract from the Definitive Map of Public Rights of Way).

The closest public right of ways to the application site are Footpath 30 Hurley, (part of the "Chiltern Way-Berkshire Loop"), which is approximately 100m to the south, and Footpath 18 Hurley which passes close to the route of the proposed new access road. There are also more distant views of the site from Footpath 17, to the west.

The Landscape and Visual Impact Assessment submitted with the application includes an assessment of the impact of the proposed development on views from these public rights of way and other public view points. The Assessment concludes that the impact on views from the Footpath 30 (The Chiltern Way) would be "*Moderate adverse, becoming slight as the new vegetation matures*" and the impact on views from Footpath 18 would be "*Slight adverse*". I am broadly in agreement with this assessment.

Footpath 30 Hurley

The buildings comprising the care village would be visible from part of Footpath 30 Hurley, from a distance of approximately 100m at the closest point. However, the view would be partially screened by existing and proposed vegetation, and the buildings would only impact upon views from a relatively short section of the footpath.

Footpath 18 Hurley

The proposed site access road around the edge of "Five Trees Field" would be visible from the section of Footpath 18 Hurley that runs south-eastwards from the main BCA access drive, with the entrance to the access road being directly adjacent to the entrance to the public footpath.

Vehicles using this new access road would have an adverse impact on the setting of this section of the public footpath, both in terms of visual and noise disturbance, although partially screened by the existing tree belt alongside "Five Trees Field".

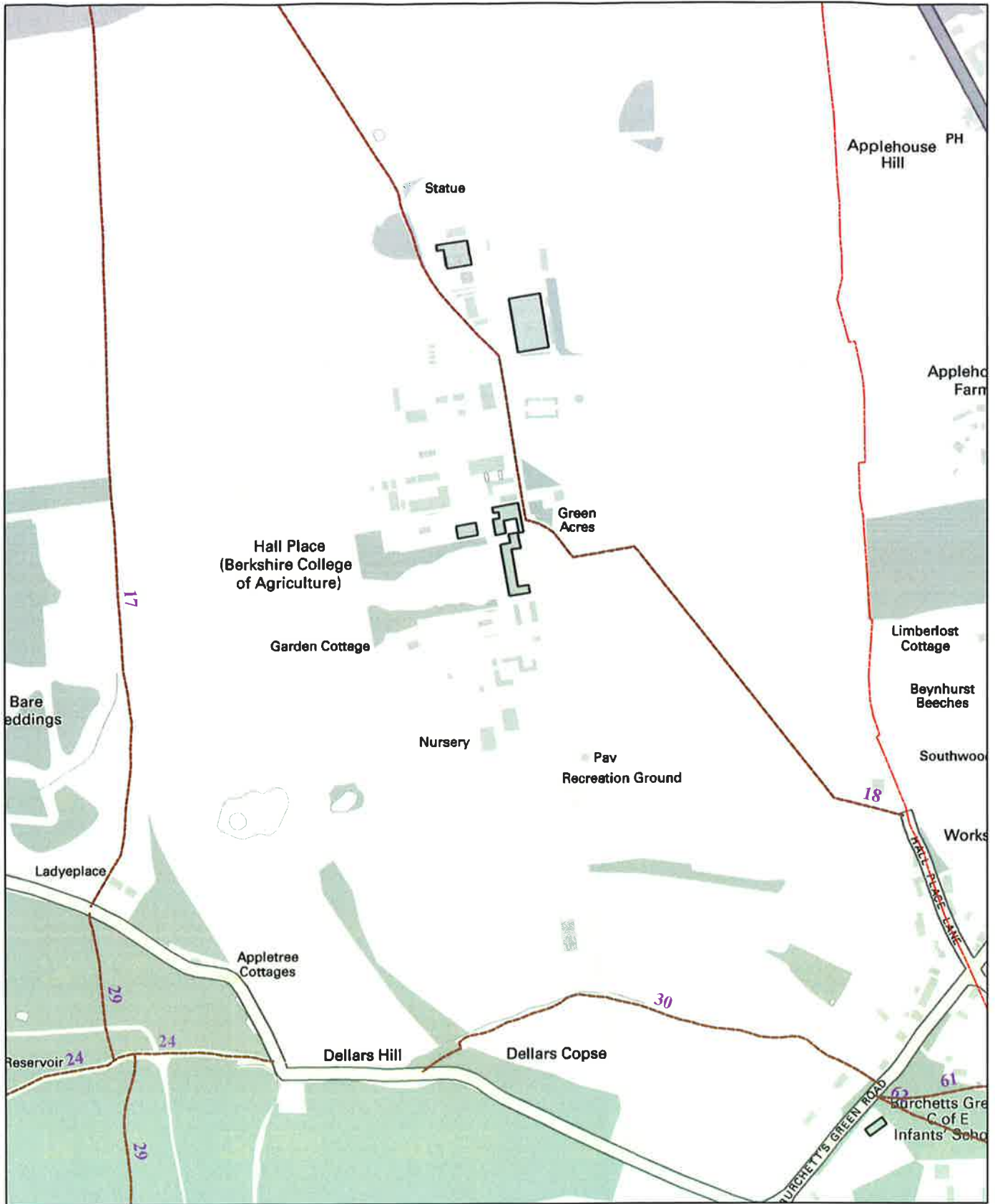
The level of disturbance could however be significantly reduced if the new access road was reduced to a single lane as part of a one-way only arrangement with vehicles accessing the site from the new road and leaving via the existing internal access road, as recommended in the Highways Officer's comment.

Footpath 17 Hurley

The application site is sufficiently distant from this footpath such that there would be only minimal impact on views.

Overall, it is considered that whilst there would be some adverse impact on views from public footpaths 30 and 18, the magnitude of these impacts would not be sufficiently severe as to justify an objection to the application on public rights of way grounds. However, consideration should be given to minimising the impact of the proposed new access road on Footpath 18 by incorporating a one-way arrangement as noted above.

Anthony Hurst
Principal Public Rights of Way Officer



Public Rights of Way

Scale: 1:6,500



Extract from Definitive Map
of Public Rights of Way

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Ordnance Survey 100018817

The Royal Borough



Windsor & Maidenhead

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CROSS COMPLIANCE REPORTING

1. **PURPOSE OF REPORT**

To inform the Forum on the current procedures for reporting obstructions caused by ploughing and cropping to the Rural Payments Agency

2. **SUPPORTING INFORMATION**

- 2.1 The Rights of Way Act 1990 allows a farmer to plough over a cross-field path where it is not reasonably convenient to avoid it. Where the surface of a public right of way is disturbed in this manner the farmer must make good the surface of the path to not less than its minimum width and indicate the line of the path on the ground so that it is apparent to members of the public wishing to use it.
- 2.2 If the disturbance is for the purposes of sowing a particular agricultural crop a farmer must do this within 14 days from the day the surface was first disturbed. For any other case the farmer must reinstate the path within 24 hours. A farmer is able to apply to the Council before or during this period for an extension of this period not exceeding 28 days.
- 2.3 Compliance to these rules form part of the requirements farmers must meet in order to receive payments under the Common Agricultural Policy (CAP) or under the Rural Development Programme for England (RDPE). These are known as 'Cross Compliance' rules and are administered by the Rural Payments Agency (RPA)
- 2.4 As part of the duty to keep paths clear and open, the Council undertakes inspections and initiatives enforcement action against farmers where a breach of these rules has occurred. The stages in an investigation are as follows:
- (a) Initial report received, site inspection made if necessary. To avoid any doubt as to when a disturbance was made for the purposes of sowing a crop the Council takes the initial 14-day deadline from the first point of the issue being reported.
 - (b) The farmer is contacted (usually by telephone) to remind them to reinstate the paths. A date for this to be completed is agreed with the farmer, and the farmer is informed of the timeframes allowed within the Rights of Way Act 1990, and that the Council reports all breaches to the RPA.
 - (c) A site visit made on date agreed with the farmer. If the path has been cleared the issue is closed.
 - (d) If the path has not been cleared a formal enforcement notice is prepared and sent to the farmer giving between a week and 14 days to clear the path.
 - (e) If the path has not been cleared by this time the Council arranges for a contractor to clear the path and the costs for the clearance is re-charged to the farmer. This issue is then closed
- 2.5 At the end of the case the issue is reported to the RPA if there has been a breach of the timeframe permitted. This consists of a short description of the issue and a copy of the issue report from the Council's Countryside Access Management database.

2.6 The Council has submitted the following numbers of reports to the RPA since 2013:

2013: 2 reports

2014: 1 report

2015: 6 reports

2016: 2 reports

2.7 A copy of the “Ploughing, crops and paths” guide produced by the Council for farmers is attached to this report. Paper copies of this leaflet will be available at the meeting.



What happens if a path is not reinstated?

Landowners and farm managers have a responsibility to ensure that when a field is cropped or ploughed, any public path across it is reinstated. This should be done to a minimum, legally prescribed width and time scale.

The Royal Borough of Windsor & Maidenhead seeks to work with farmers, the National Farmers' Union and the Country Land and Business Association to ensure that the legal requirements are met.

The Highways Act 1980 places a duty on The Royal Borough of Windsor & Maidenhead as the Highway Authority to ensure that the law is complied with. The Royal Borough of Windsor & Maidenhead is committed to ensuring paths remain available to the public and may use those powers given to it by the Act, should they be necessary.

Landowners are reminded that the requirements as outlined in this leaflet represent good agricultural practice. Failure to reinstate public paths could result in prosecution with offenders being reported to the Rural Payments Agency for non compliance with GAEC (Good Agricultural & Environmental Conditions) 8.

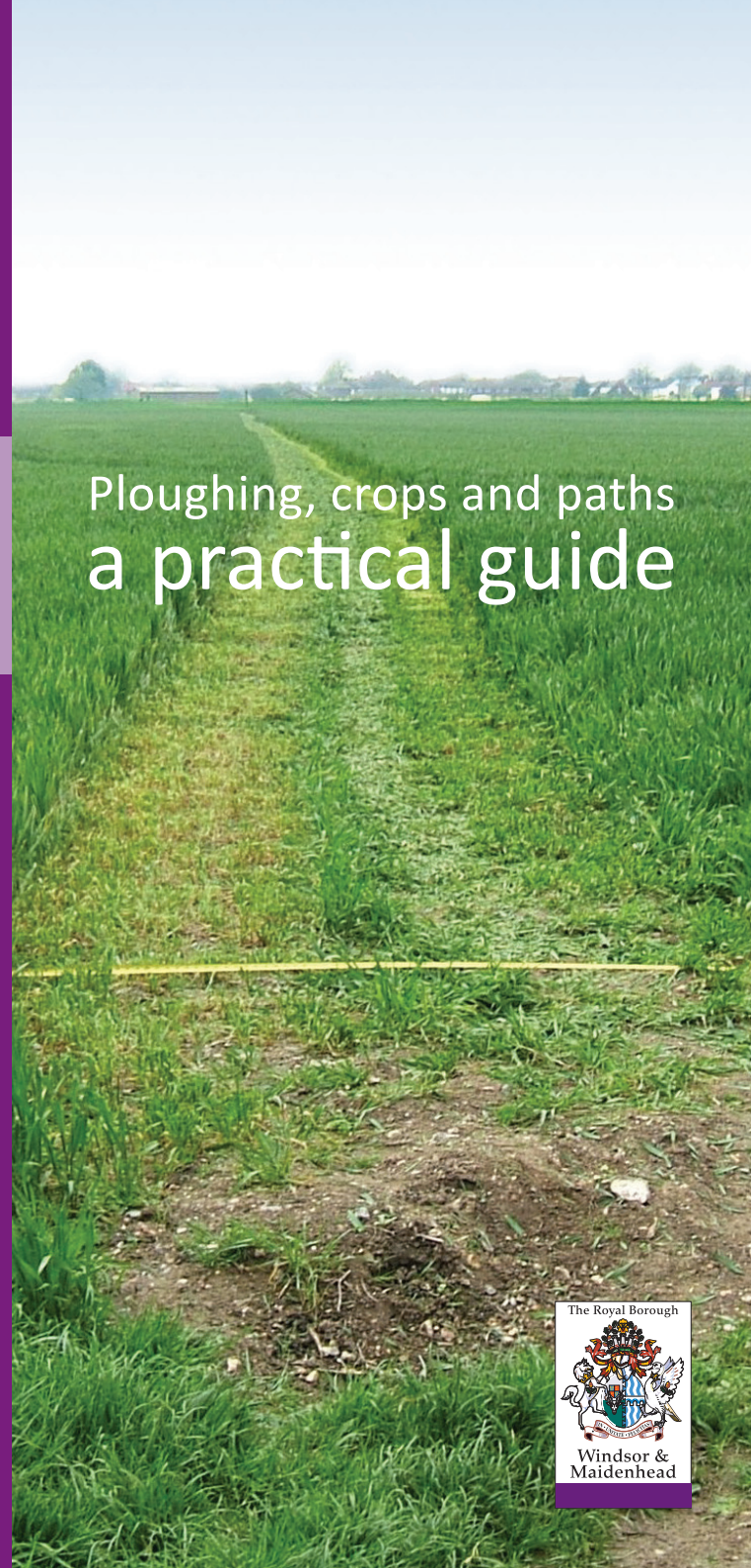
Ploughing, crops and paths a practical guide

For further technical advice, or if you require information in an alternative format, please contact the Public Rights of Way Team:

Email: prow@rbwm.gov.uk

Call: 01628 683800

Write to:
Public Rights of Way
Royal Borough of Windsor and Maidenhead
Town Hall
St. Ives Road
Maidenhead
SL6 1RF



Ploughing, crops and paths a practical guide

This leaflet is designed to assist landowners, farm managers and agricultural contractors. It explains the legal requirement to keep public rights of way open and available after ploughing and cropping.

If followed, these guidelines will help prevent damage to crops and help create a good impression of the agricultural community with the public.

Before ploughing

- Ensure your tractor driver or agricultural contractors know where paths are and how to deal with them.
- Field edge paths, byways open to all traffic or restricted byways must not be ploughed.
- Avoid ploughing cross field paths if you can reasonably do so.

Following ploughing

- Within 14 days of ploughing, the path must again have a firm level surface and be marked on the ground to at least the minimum width.
- It is good practice, and saves time, to re-establish the footpath before leaving the field, using two or more sets of wheelings.

Further cultivation

- If further cultivation is necessary after the expiry of the 14 day period following ploughing, the path must be reinstated within 24 hours. Again this is best achieved before leaving the field by marking the path with two or more sets of wheelings.



During the growing season (for crops other than grass)

- As the crop germinates, the path must remain evident on the ground.
- As soon as is practical and before the crop reaches a height of 150mm (6") remove the crop from the path.
- Continue to ensure that the path remains clear of the crop to its minimum width, including crop encroaching from the side.
- Any side growth from hedges or overhanging trees should be kept clear of a field edge path.

Tall crops

- To prevent obstruction to the minimum width, tall crops such as oil seed rape or maize may need additional clearance during the growing season. A more practical solution is to cut back an extra width, equal to the anticipated height of the crop.

Your questions answered			
CROSS FIELD PATHS			
	Footpath	Bridleway	Byway/Restricted Byway
What is the minimum width required?	1m (unless stated otherwise)	2m (unless stated otherwise)	3m (unless stated otherwise)
Can I plough a cross field path?	Yes, where it is not reasonably convenient to avoid it.		No
What do I have to do after I have ploughed?	Within 14 days ensure that the path has a firm and even surface that is easy to use and that the path is the minimum width or wider.		N/A
FIELD EDGE PATHS			
	Footpath	Bridleway	Byway/Restricted Byway
What is the minimum width of a field edge path?	1.5m (unless stated otherwise)	3m (unless stated otherwise)	5m (unless stated otherwise)
Can I plough a field edge path?	No		
Must I do anything to a field edge path?	You must ensure that the hedge is cut back and any boundaries are well maintained so that the path is easy to use.		
CROPS			
Crops have started to grow on the path which crosses my field, what should I do?	You must keep the minimum width of the path clear from any crops and ensure the route is clearly marked. This will also help to stop people wandering away from the path and onto your land.		