

## **APPENDIX 2: RESPONSES RECEIVED DURING PUBLIC CONSULTATION**

### **1. RBWM PLANNING POLICY**

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

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

For your information our neighbourhood planning pages can be found here:"

[http://www3.rbwm.gov.uk/info/200209/planning\\_policy/477/neighbourhood\\_plans](http://www3.rbwm.gov.uk/info/200209/planning_policy/477/neighbourhood_plans)

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

### **2. ASCOT, SUNNINGHILL and SUNNINGDALE NEIGHBOURHOOD PLAN DELIVERY GROUP**

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

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

### **3. OPEN SPACES SOCIETY**

"The Open Spaces Society wishes to make the following representation to the recently published Draft Plan. The missing link in the Thames Path National Trail north of Bridge Gardens has been the most important project in the council's Rights of Way Improvement Plan since 2005. Item 25 in the Consultation Draft states 'secure a continuation of the Thames Path in Maidenhead beside the river bank from the landing steps opposite Thames Hotel to Bridge Gardens. The March 2010 update refers to the remaining 30-metre gap necessary to complete the link to Bridge Gardens but a subsequent update in March 2015 states: 'Path Creation Agreement secured and new roadside footpath opened north of Bridge Gardens'.

This apparent conclusion does not satisfy the objective specified in the original Rights of Way Plan published in 2005. The Council's long-term objective for a continuous riverside path to Bridge Gardens dates back to 1950. Planning officers were negotiating for a riverside path at Bridge View as long ago as 1989. This objective was also supported by Berkshire County Council and the Countryside Commission in 1990. It is therefore important that the new project description acknowledges the new roadside footpath as a temporary safety improvement only and that 'The establishment of a continuous riverside route for the Thames Path' remains the council's long-term objective."

**Where included in Plan:** Section 5, para 26

### **4. JILL POWELL**

"I broadly support the plan as drafted. However, I consider the importance of maintaining what is installed or put in place, is not sufficiently recognised. e.g. paras. 2.5 and 2.7 would be enhanced if the words "and maintain" were added after "install". Many existing

signs on PROW are faded, need repainting etc., and the opportunity should be taken to write this into the Plan”.

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

## **5. DAVE CHAPMAN**

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

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

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

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

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

## **6. NATURAL ENGLAND**

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

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

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

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

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

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

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

Statement of Action:

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

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

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

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

MENE: have you considered using the Monitor of Engagement with the Natural Environment data at all re: assessing your areas visitor behaviours/promotion of the benefits of PROW etc?

<https://www.gov.uk/government/collections/monitor-of-engagement-with-the-natural-environment-survey-purpose-and-results>.

You can focus in on Berkshire for most time periods in the cross-tabulation viewer but I can ask the MENE team if it's possible to do individual boroughs?

**Where included in Plan:** Section 4, para 1.1

## **7. THE COOKHAM SOCIETY**

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

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

**Where included in Plan:** Appendix 1

## **8. EAST BERKSHIRE RAMBLERS**

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

We will continue to assist EBWM to carry out a path condition survey and, in addition, EBR is prepared to provide financial assistance to help meet the target for improving Access and Connectivity. Our assistance will take the form of provision of funding for the purchase and installation of fully accessible gates, to replace existing stiles. RBWM and EBR have already drawn up a 'Stile Replacement Programme-List of Priorities' to assist the process and we further suggest that other sites be considered as the need arises.

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

**Where included in Plan:** Section 4, para 2.15

## **9. RECOMMENDATIONS FROM LOCAL ACCESS FORUM**

*(meeting held on 11<sup>th</sup> November 2015)*

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

### **Where included in Plan:**

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

Section 5, para 14, 26 and 118