

# Individual Decision

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The attached report will be taken as an  
Individual Portfolio Member Decision on:

**9 December 2008**

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<b>Ref:</b>	<b>Title</b>	<b>Portfolio Member</b>	<b>Page No.</b>
ID1784	<b>Rights of Way Improvement Plan</b>	Councillor Geoff Findlay	1-73

## Individual Executive Member Decision

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<b>Title of Report:</b>	<b>Rights of Way Improvement Plan</b>
<b>Report to be considered by:</b>	Councillor Geoff Findlay
<b>Date on which Decision is to be taken:</b>	09 December 2008
<b>Forward Plan Ref:</b>	ID 1784

**Purpose of Report:**

1. To seek approval for the draft 'Rights of Way Improvement Plan' (ROWIP).
2. To invite comments on the draft ROWIP from the relevant portfolio-holder.

**Recommended Action:** To approve the draft report, either with or without suggested modifications.

**Reason for decision to be taken:** To secure members' approval prior to publication of the Rights of Way Improvement Plan.

**Key background documentation:** Draft Rights of Way Improvement Plan September 2008.

Portfolio Member Details	
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## Implications

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<b>Policy:</b>	The policy proposals contribute directly to a number of corporate policies, especially those relating to 'quality of life' and 'transportation'. The draft document contains full references to these linkages.
<b>Financial:</b>	The implications of all the proposals will be accommodated by existing budgets, plus external funding where applications for such funding are successful.
<b>Personnel:</b>	The proposals would affect personnel primarily of the rights of way team in the Countryside section. There will be some indirect effects on staff of other departments, in line with the links to wider corporate aspirations.
<b>Legal/Procurement:</b>	There will be some effects on legal staff, but an additional work load is not anticipated.
<b>Environmental:</b>	An number of other policy proposals of the ROWIP are intended to improve the environmental performance of the rights of way team, and many of the policies themselves are intended to help to reduce carbon emissions.
<b>Partnering:</b>	Many policies advocate improved synergy with both internal colleagues and external bodies.
<b>Property:</b>	There are implications only where specific improvement proposals affect Council-owned land.
<b>Risk Management:</b>	A level of risk is indicated for each policy proposal in the draft ROWIP
<b>Community Safety:</b>	A number of the proposals would result in a direct improvement in safety of the public.
<b>Equalities:</b>	A number of the policies of the draft ROWIP would have a positive impact on traditionally under-represented groups.

## Consultation Responses

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### Members:

**Leader of Council:** No comments

**Overview & Scrutiny** No comments

**Commission Chairman:**

**Policy Development** No comments

**Commission Chairman:**

**Ward Members:** No comments

**Opposition** No comments

**Spokesperson:**

**Local Stakeholders:** The comments of the Mid and West Berkshire Local Access Forum have been included in the draft document

**Officers Consulted:** Paul Hendry, Bill Jennison,

**Trade Union:**

***NOTE: The section below does not need to be completed if your report will not progress beyond Corporate or Management Board.***

Is this item subject to call-in.	Yes: <input type="checkbox"/>	No: <input checked="" type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval	<input type="checkbox"/>	
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>	
Delays in implementation could compromise the Council's position	<input checked="" type="checkbox"/>	
Considered or reviewed by OSC or associated Task Groups within preceding 6 months	<input type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	

## Supporting Information

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### 1. Background

- 1.1 A statutory duty was introduced by section 60 of the Countryside and Rights of Way Act 2000 for each highway authority to publish a Rights of Way Improvement Plan, covering all its area.
- 1.2 Rights of Way Improvement Plans are intended to be the prime means by which local authorities will identify the changes to be made, in respect of management and improvement, to their rights of way networks in order to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems. In producing the Improvement Plan, the District Council is required to do the following:
- (1) Assess the extent to which local rights of way meet the present and likely future needs of the public.
  - (2) Assess the opportunities provided by local rights of way (and in particular by footpaths, cycle-tracks, bridleways and restricted byways) for exercise and other forms of open-air recreation and the enjoyment of its area.
  - (3) The accessibility of local rights of way to blind or partially-sighted people and others with mobility problems.
- 1.3 The assessment should include access in a broad sense by considering the Definitive Map in conjunction with the wider highway network, for instance roads; cycle tracks; permitted routes, open access land and other land with permitted access and habitually-used routes.
- 1.4 The Rights of Way Improvement Plan must also include a statement of the action the Council proposes to take to improve the network of rights of way and its management, having particular regard to the items listed above. Once the Improvement Plan has been published, the Council is required to review and, if necessary amend and republish the plan at intervals of not more than ten years.
- 1.5 The statutory requirement was to produce the draft by November 2007, but an extension to this deadline was granted by DEFRA in 2008.
- 1.6 A wide consultation exercise preceded the drafting of the ROWIP, and the aim has been to incorporate the spirit of all responses into the objectives of the Action Plan (appendix 1 of the draft). The consultation also produced a large number of requests for specific improvement projects 'on the ground'. All these requests are included in appendix 2, and Section 7 of the draft explains how these requests are to be accommodated.
- 1.7 The statutory process of consultation is underway, and notices will appear in two local newspapers. Shortly, the draft will be placed on the West Berkshire Council web site and the following bodies will also be directly consulted: The Mid and West Berkshire Local Access Forum; parish councils and neighbouring local authorities; access user groups, land mangers, the North Wessex Downs Area of Outstanding natural Beauty and Tourism South East.

- 1.8 DEFRA guidance advocates a period of consultation of three months, which is anticipated to end at the end of February 2009. Following incorporation of any changes, publication is due to take place by the end of March 2009.

## **Appendices**

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Appendix A – Draft Rights of Way Improvement Plan

Appendix B - Draft Rights of Way Improvement Plan – Action Plan and lists of requests for specific improvements



## ***DRAFT RIGHTS OF WAY IMPROVEMENT PLAN***

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**WEST BERKSHIRE COUNCIL - November 2008**

<b>1. Overview.....</b>	<b>3</b>
<b>2. West Berkshire’s approach to creating its Rights of Way Improvement Plan .....</b>	<b>6</b>
<b>3. Objectives .....</b>	<b>25</b>
<b>4. Specific improvement projects .....</b>	<b>27</b>
<b>5. Setting future work in a policy context.....</b>	<b>29</b>
<b>6. Vision.....</b>	<b>38</b>
<b>7. Funding and resources.....</b>	<b>39</b>
<b>8. Measurement and management of performance.....</b>	<b>40</b>
<b>9. Monitoring and sustainability.....</b>	<b>41</b>
<b>10. Sources .....</b>	<b>42</b>



## 1. Overview

- 1.1 “Local rights of way are both a significant part of our heritage and a major recreational resource”. (DEFRA 2002).
- 1.2 West Berkshire possesses a rich network of linear routes and areas of land, away from roads, which is available for use by the public. This Rights of Way Improvement Plan is about how to improve these assets of West Berkshire so as to benefit the public and meet its needs.
- 1.3 The network comprises ‘Definitive’ public rights of way, cycle tracks, routes permitted for use by landowners, informal routes used by the public, and land open for public access. Some remote rural roads are also similar in character to these other forms of linear access. This Plan will refer to these collectively as ‘the access network’.

### The value of the access network

- 1.4 An improved and promoted network of public rights of way and other access routes carries benefits to quality of life at many levels.
- 1.5 Use of rights of way as alternatives to transport by car benefits air quality, road safety, reduces emissions and eases congestion. The network offers a huge opportunity for people to enhance their quality of life in other ways, for instance, by taking exercise in a pleasant and traffic-free environment and using the rural network to observe the natural environment and other features of interest. The network offers opportunities for learning about wildlife, conservation and the workings of the countryside. Such assets attract local and rural income from visitors to an area such as West Berkshire, the majority of which comprises an Area of Outstanding Natural Beauty. That same network of “green lanes” has the potential to be better managed, so as to increase its value for biodiversity in West Berkshire. Travelling through communities other than by private car increases people’s appreciation of their local area and benefits social cohesion. And finally there are the unquantifiable but fundamental benefits of mental and spiritual renewal and relaxation.

### The access network in West Berkshire

- 1.6 Public rights of way are recorded in legal documents called the Definitive Map and Statement. They are all highways, for the purpose of passing and re-passing only. There are 1178km (732 miles) in West Berkshire, comprising the following:
  - **61% public footpaths**, over which the right of way is on foot only.

- **17% public bridleways**, for use by the public on foot, bicycle and on horseback or leading a horse.
  - **8% restricted byways**, used as for bridleways but with the addition of non mechanically-propelled vehicles, thereby giving a right to horse-drawn carriages.
  - **14% byways open to all traffic**, for use by all the above plus vehicular traffic, but the main use being by walkers and horse-riders. Vehicles must be taxed and insured, in the same way as for roads.
- 1.7 The Cycle Tracks Act 1984 allows new cycle tracks to be created, and Definitive footpaths to be converted to cycle tracks. Cycle tracks created in this way are highways but are not recorded on the Definitive Map and Statement. Cyclists may be required to share with other users.
- 1.8 Landowners sometimes allow the public to access their land or linear access routes across their land. Such 'permissive access' may be formalized in an agreement, entitling the owner to government 'Stewardship' grants. Landowners have registered a total of 21km (13 miles) of linear permitted access with the District Council, and there are many more routes and areas provided for the public under the Stewardship grant schemes.
- 1.9 Part 1 of the Countryside and Rights of Way Act 2000 created 'open access land', which in West Berkshire comprises registered common land and certain areas of heathland and downland. It covers 1.7 % of West Berkshire (1207 hectares). People may walk, run or sight-see on this land, but must act responsibly and with consideration for others, and between 1 March and 31 July, or at any other time in the vicinity of livestock, dogs are only allowed if on a short lead. There may be local restrictions.
- 1.10 Much access is exercised habitually by the public, and perhaps by local agreement with the landowner, and has no formal recognition. Linear access used by the public 'as of right' may acquire the status of a public right of way

### **The duty to prepare a Rights of Way Improvement Plan (ROWIP)**

- 1.11 West Berkshire District Council (the 'District Council'), as highway authority, has a statutory duty to maintain its public rights of way in a suitable condition for the public use which is made of them. In 2000, the third National Rights of Way Condition Survey, undertaken by the Countryside Agency, indicated that no highway authority in England had met the target for all rights of way to be properly maintained by the year 2000.
- 1.12 Nevertheless, the Government aims to achieve an improvement in defining, maintaining and publicizing the rights of way network (DEFRA 2000). A statutory

duty was introduced by section 60 of the Countryside and Rights of Way Act 2000 for each highway authority to publish a Rights of Way Improvement Plan, covering all its area.

- 1.13 Rights of Way Improvement Plans are intended to be the prime means by which local authorities will identify the changes to be made, in respect of management and improvement, to their rights of way networks in order to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems. In producing the Improvement Plan, the District Council is required to do the following:
- Assess the extent to which local rights of way meet the present and likely future needs of the public.
  - Assess the opportunities provided by local rights of way (and in particular by footpaths, cycle-tracks, bridleways and restricted byways) for exercise and other forms of open-air recreation and the enjoyment of its area.
  - Assess the accessibility of local rights of way to blind or partially-sighted people and others with mobility problems.
- 1.14 The assessment should include access in a broad sense by considering the Definitive Map in conjunction with the wider highway network, for instance roads, cycle tracks, permitted routes, open access land and other land with permitted access and habitually-used routes.
- 1.15 The Rights of Way Improvement Plan must also include a statement of the action the Council proposes to take to improve the network of rights of way and its management, having particular regard to the items listed above. Once the Improvement Plan has been published, the Council is required to review and, if necessary amend and republish the plan at intervals of not more than ten years.

## 2. West Berkshire's approach to creating its Rights of Way Improvement Plan

2.1 The overall approach has been as follows:

- A. To carry out, including via consultation, a thorough assessment of the extent that the current network meets the present and likely future needs of the public.
  - B. To record progress on existing work to maintain and improve the access network.
  - C. To record the Council's statutory duties and powers in relation to the provision of public access.
  - D. Based on the consultation responses, the Council's own experience and best practice, and its statutory duties, to formulate a series of targeted objectives which will achieve improvements to the access network and working practices whilst maintaining and improving the delivery of the Council's statutory duties.
- A. **To carry out, via consultation, a thorough assessment of the extent that the current network meets the present and likely future needs of the public.**

2.2 A significant public consultation exercise has taken place and comprised the following:

- A public consultation between summer 2005 and early 2006, involving a press release and targeted letters, including to all parish councils and neighbouring highway authorities. The consultation was replicated also on the West Berkshire Council web site.
- District Council countryside staff manned 'consultation' stands at the Thatcham Rural Craft Day and Royal County of Berkshire Show in 2005.
- A separate request for responses was sent to each parish council to coincide with their parish plan processes.
- The Mid and West Berkshire Local Access Forum (covering Reading Borough; West Berkshire and Wokingham district) has worked on recommendations for improvements to access for those with restricted mobility; antisocial behaviour and education of users/ the services provided by the three district councils. The Local Access Forum has also hosted a

series of workshops involving main rights of way interest groups, addressing interests of walkers, cyclists, equestrians, carriage drivers, recreational vehicle users, users with restricted mobility, and landowners.

- Parish councils and major landowners have been asked for their suggestions for suitable locations for the replacement of stiles with gaps or gates. Parish councils have been asked to suggest suitable locations for rights of way signposts showing destinations and distances.
- West Berkshire Council's Environment and Public Protection Select Committee undertook in 2005/06 a scrutiny exercise of rights of way and the Council's Executive approved recommendations in January 2006.
- In 2005, Tourism South-East was commissioned to undertake a site survey of users of the District Council's countryside sites, and also to undertake a random telephone survey of 802 households in West Berkshire and Reading, to request information on usage and reasons for non-usage of countryside sites and the wider rights of way network. A literature review of existing surveys accompanied this exercise, to complete a picture of usage and perceptions as at 2005.

### **Consultation results**

- 2.3 Out of this wide consultation emerged a clearer picture of the profiles of both users and non-users of the access network, plus a very high number of separate general proposals for improvements to the provision of public access, location-specific proposals for improvements and additional access routes. As part of their work to identify these site-specific improvements, some consultees have scrutinised the Definitive Map in great detail to identify anomalies and potentially useful changes and additions.
- 2.4 The following summaries are taken both from the Tourism South East report and the other consultation responses. Where figures are given, unless stated these are derived from the Tourism South East random telephone survey.

### **Visit characteristics**

- 2.5 It emerged that 70% of households had visited the access network during the previous twelve months, with around 20% of these visiting daily, 16% visiting several times a week and 21% visiting at least once a week. 24% visit at least once a month.
- 2.6 Approximately one third of visiting parties included children under the age of sixteen, illustrating the popularity of the access network with families. Overall, the three main group compositions are lone adults, two adults and two adults with children.
- 2.7 The majority of visitors are from the B/C1/C2 socio-economic profile.

### **Reasons for visiting the access network**

- 2.8 The survey revealed that people use the network for many and varied reasons. To go for walks is the most popular reason, particularly short walks of up to two hours. Other popular reasons for visiting include to observe wildlife, enjoy views, take picnics, walk the dog, ride and exercise horses, cycle, occupy the children, visit a pub or tea room or access facilities by avoiding roads. Mention was made of the opportunity to pursue other hobbies and interests, e.g. history, natural history, photography etc.
- 2.9 People particularly value the opportunity for exercise, fresh air and relaxation, and the scenery and peace and quiet offered by an interesting and varied access network. People enjoy the opportunity to be close to nature. Many also commented that they liked the fact that the routes were signposted and maintained, easy to get to, and close to home.

### **Ethnicity of users**

- 2.10 The overwhelming majority of users of the access network are 'white'. Only 2% of participating households in the random telephone survey described themselves as 'non-white'.

### **Disability**

- 2.11 Of the 802 households participating in the random telephone survey, 10% have one or more residents resisted as disabled. Of these, around half had visited the access network in the last twelve months.

### **Mode of transport to reach the access network**

- 2.12 The car and on foot proved equally important as modes to reach the starting point for an outing to the access network. The choice of modes is governed by

convenience. Over half of households usually travel less than two miles to visit the countryside. A quarter travel between two and five miles but only 3% travel more than twenty miles.

### **Visitor knowledge**

- 2.13 Given the high number of local visitors and visitors from neighbouring districts and counties, it is not surprising to find that most visitors are well- acquainted with the area, relying on their local knowledge. 73% of onsite country park visitors said they used local knowledge to find out about country parks in West Berkshire, and 85% said they used local knowledge to find out about public rights of way in West Berkshire.
- 2.14 Visiting households asked where they would like to find information about West Berkshire's countryside. 37% replied that they would like to be able to find information from their local paper, 31% in their local library, 28% on the internet and 20% would like to be able find information at supermarkets. Other popular information sources include; Tourist Information Centres (17%), through mailing (16%) and in local shops (11%). 'Other' sources of information include Ordnance Survey Maps, books on the local area, public notice boards, walking magazines, council offices, local museums and through the church.

### **Awareness of rights of way (household survey only)**

- 2.15 The overwhelming majority of households (94%) are aware of rights of way in West Berkshire.

### **Visitor satisfaction among visitors with restricted mobility**

- 2.16 Visitors with restricted mobility interviewed as part of the household survey are split in their opinions regarding suitable provision for them on rights of way. Around a quarter of households (25%) rated the provision as 'poor' or 'very poor', whilst nearly 30% rated provision as 'good' or 'very good'. Over a quarter felt information provision for the less mobile was 'fair'. The remaining 18% felt they could not give an opinion.

## Views on future improvements

2.17 Households visiting public rights of way were invited to select, from a list, the improvements they would like to see. Results are presented in Table 1.

Table 1: Improvements to rights of way, household survey results		
	Base	%
Improve maintenance of paths i.e. cutting back brambles, nettles, removing litter	214	38
Improve signposting for footpaths, cycle paths, bridleways etc	171	30
More information on walks, rides, rights of way	123	22
More signs at beginning of a path showing the destination	96	17
Improve path conditions i.e. smoother, even surfaces	94	17
Replace stiles with kissing gates	84	15
More information on route	83	15
More paths suitable for pushchairs, wheelchairs or people who have difficulty walking	78	14
More paths suitable for walkers	78	14
More parking near access points/suitable places to unload from car	67	12
More bridleways suitable for horse riders	47	8
More suitable places to unload from horse box	28	5
More dedicated routes for use by motorised vehicles e.g. motorbikes, wheel drives	25	4
Other improvements <sup>1</sup>	274	48

*N.B. Multiple responses permitted*

48% of households made alternative suggestions ('other improvements' in the table) These include more cycle paths, easier access, clear cycle routes, no vehicles (4x4, motorcycles, more information on routes, more car parking, more seating, banning of dogs, banning of horses, introduction of more cafés, more rubbish bins, free maps, banning of dumping of waste and wider improvements for disabled visitors.

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### Non/lapsed visitor characteristics

- 2.18 The households who had not visited a public right of way in West Berkshire in the last 12 months were asked if they or anyone in their household had ever visited a public right of way in West Berkshire.
- 2.19 70% of these households (162) had used a public right of way at some point in the past. These households have been termed 'lapsed users'. The remaining 72 households (30%) had never visited public rights of way in West Berkshire and are classified as 'non users'. Lapsed users were asked how long ago their last visit was to public right of way in West Berkshire. Over a quarter of lapsed users (28%) last visited between 1 and 2 years ago. A further 18% last visited between 2 and 3 years ago. However, nearly half of lapsed users last visited a public right of way more than 4 years ago.

### Reasons for not visiting

- 2.20 50 non and lapsed users (21%) mentioned alternative reasons why they have never or not recently visited a public right of way in West Berkshire. 8 households mentioned the distance they would have to travel. Other comments include a lack of information on what public rights of way are or where they are located. Non-visitors cited a lack of information as a major reason for not visiting.
- 2.21 Non and lapsed users were asked to comment on what factors may encourage them to visit public rights of way in West Berkshire. In total 156 comments were made, however of these 112 (72%) were comments that the respondent is not interested in visiting or is no longer able to visit. The remaining comments can be summarised as follows. 22 households would be encouraged to visit if they were more aware of what was on offer, for example, more advertising and more information. 10 households would be encouraged to visit if public rights of way were better maintained. In addition 3 households felt access for the elderly and disabled needs improving. Other comments include improving public transport, providing **more facilities, improving public safety and reducing incidents of vandalism and littering.**
- 2.22 Households including members with restricted mobility, which had not visited a public right of way in the previous 12 months, were asked what would encourage use of countryside rights of way. Most comments regarded improving access. Suggestions ranged from smoothing paths, providing more disabled parking spaces, widening gates, introducing signs for visually-impaired visitors, improving public transport for the disabled and improving disabled access at facilities e.g. toilets and shops.

## **National figures relating to the use of the access network**

- 2.23 There are a number of sources for national figures relating to the use of the access network.
- 2.24 It has been noted that, nationally, 60% of men and 70% of women are insufficiently physically active to benefit their health. Around 25% of all journeys nationally, and 80% of journeys of less than one mile, are made on foot. Research for the Countryside Agency on rights of way use and demand in 2000 revealed that in just over 50% of households, at least one member had used public rights of way in the previous year. The most popular activities were walking and cycling.
- 2.25 30% of households felt that there were not enough paths, whilst 40% considered provision to be adequate. 70% of households (including a third of those where nobody had undertaken any activities in the countryside in the previous year) said that they would increase activity, particularly walking and cycling, if more paths and tracks were available. In the 44% of households where no use was made of rights of way, 16% cited health and 13% their age as barriers to participation. Other reasons for making no use of rights of way included having no time. The research also revealed that many people believe that public rights of way are frequently obstructed or so poorly maintained as to be difficult to use.
- 2.26 The Department for Transport 2007 Cycling Personal Travel Factsheet summarized findings on levels of cycling, as at 2005. One in six adults agrees that cycling is an important form of transport for them personally. Those who cycle more frequently are more likely to consider this an important form of transport. The majority of adults agree that everyone should be encouraged to cycle to benefit their health, the environment and to ease congestion. Many adults are, however, concerned about the safety of cycling. More than half are frightened by the idea of cycling on busy roads.
- 2.27 44% of people aged 5 and over have access to a bicycle. Bicycle ownership is much higher amongst children than adults. 58% of all car trips are under 5 miles, equivalent to a half-hour cycle ride. Around 3 in 10 car users say they would reduce their car use if there were more cycle tracks away from roads, more cycle lanes on roads or better parking facilities for cycles. 68% agree that cycles should be given more priority on roads.
- 2.28 The British Equestrian Trade Association (BETA) 2005/6 national equestrian survey states that 4.3 million people (7% percent of the British population) are horse riders, with 75 percent being female. All ages ride, from children under 8 to those over 80 years of age. £4 billion is spent on horses and riding and 43% of the British population have an interest in some aspect of equestrianism. There are 1.35 million horses in the UK. Leisure riding remains the main activity, but

research showed that a shortage of places to go riding, and lack of opportunity, were often-cited deterrents. As with cyclists, many riders are frightened by the idea of using roads because of vehicular traffic.

- 2.29 The network is also used very regularly by many off-road drivers of mechanically-propelled vehicles, who have a legal right to traverse byways open to all traffic.

**B. To record progress on existing work to maintain and improve the access network.**

- 2.30 The District Council's work on public rights of way to date has been largely governed by the strategy document the 'Milestones Statement', which sets out measures to achieve a legally-defined, properly-maintained and well-publicized rights of way network. This Improvement Plan will contain proposals to continue with and improve this work, in the context of economy, efficiency and effectiveness, and will therefore supersede the Milestones Statement.

- 2.31 Achievements to date, in the context of the Milestones Statement, are briefly summarized below.

**Legal definition of the public rights of way network**

- 2.32 West Berkshire Council is legally responsible for producing the Definitive Map of public rights of way. This document is, in law, conclusive, and therefore a very high degree of care is required in its preparation.
- 2.33 The former County Council produced 'consolidated' definitive maps and statements in 1991 and 1994. Consolidation means inclusion of all the known changes made to the network since 1954 and 1956, which were dates at which the information contained in the first definitive maps, for the areas which now comprise West Berkshire, was correct. Legal changes are translated to the Definitive Map via 'modification orders'. The County Council's successor, West Berkshire District Council, published the first West Berkshire Consolidated Definitive Map and Statement in March 2000, which shows all the legal changes to the network since 1994. This map was supplied to all local councils, user groups and landowners' organizations, and is available for free public inspection.
- 2.34 The 2000 consolidated map is, however, far from complete. Claims that rights of way exist which are not recorded on the map may be made by anyone, and these need time-consuming and thorough investigation. There are also errors and anomalies in the map and statement which need to be corrected.
- 2.35 Since 2000, further legal changes have taken place and legislation in 2006 converted all former 'Roads Used as Public Paths' (RUPPs) to Restricted Byways. The District Council wishes to consolidate these changes within a new

published map in the near future. The Definitive Map is held as both a hard copy and in digitised form.

- 2.36 Applications from landowners for the diversion, extinguishment or creation of rights of way are regularly received. Most applications are made on the grounds that they are in the interests of the owner or occupier, and the administration costs for **the preparation of the necessary orders are charged to the applicants. Such public path orders are also made by the Council in association with new developments.**

### **Maintenance of the public rights of way network, etc.**

- 2.37 The physical condition of the rights of way network is identified from many sources. The County Council and then District Council have in the past undertaken surveys of the condition of all their rights of way, the last such 'General Condition Survey' having taken place in 2002. Reports of problems are received from the public, rights of way staff and volunteers. All reported problems are entered on the rights of way database system, which is continually updated. Reported problems are addressed using letters and negotiation, legal powers, the Council's Rangers, volunteers and other bodies or contractors where appropriate. A simple prioritization procedure addresses each in terms of danger level, usage level, degree of obstruction, benefit to the public once resolved, cost/time effectiveness in resolving, the level of complaint and potential for deterioration.
- 2.38 The District Council's duty to ensure that public rights of way are maintained in a condition suitable for their public use means that substantial amounts of resurfacing and drainage are often required each year. Reported cases requiring attention are prioritized (using the above criteria), resulting in the compilation of an annual programme of works to be carried out by contractors. Due to difficulties that can occur in accessing sites, the works are usually concentrated into the summer months.
- 2.39 The rights of way service receives a proportion of capital funding, which is reserved for improvement projects to benefit public users of the rights of way network, including those with restricted mobility.

### **Structures (stiles, gates etc.)**

- 2.40 Surveys of reported problems on stiles and gates have been carried out by volunteers. The District Council has been assisted greatly by volunteers from the Ramblers' Association, who install new easily-accessible gates to replace defective stiles at various locations across the district.

### **Landowners / other bodies**

- 2.41 Landowners may possess their own duties of maintenance, e.g. they must clear rights of way of vegetation from their land or boundaries and have some responsibilities for maintenance of routes used by virtue of private easement. British Waterways helps to maintain the sections of the Kennet and Avon Canal towpath (a public footpath) for which it is the owner. The District Council works very closely with the National Trails Office to maintain the Thames Path and The Ridgeway National Trails.
- 2.42 A number of parish councils have been keen to use their powers with regard to the provision of public access and the District Council has responded to requests for advice and assistance. In return, parish councils have assisted by providing local knowledge and advice on many access matters. The relationship with parish councils was enhanced by the 'Parish paths Initiative', during which a District Council officer helped parishes to undertake local maintenance and promotional projects. This scheme has now officially ended, but the legacy of closer working with certain parish councils remains.
- 2.43 Maintenance and improvement works are also carried out by other bodies, such as the Pang and Kennet Valley Countryside Project, Sustrans, and voluntary groups. All must consult the District Council prior to working on rights of way.

### **Ploughing and Cropping**

- 2.44 For the past few years the District Council has written to landowners twice a year to remind them of their statutory duties to reinstate ploughed rights of way and to keep them free of obstruction by crops. Improved recording of information has aided the targeting of potential problem areas in advance.

## **Bridges**

- 2.45 All bridge structures are recorded by the Council's Highways and Transport department and are inspected regularly for structural soundness. The results of the inspections reveal relative priorities for repair or replacement, which are implemented by the department's bridge engineering team. Requests from the public for alterations of bridge designs to facilitate easier use are introduced into this system and carried out as soon as possible or practicable.

## **Volunteers**

- 2.46 In recent years, the help of volunteers has greatly increased the rate of resolution of path problems and volunteer surveys have aided the maintenance of accurate path data. The volunteers concentrate on vegetation clearance, waymarking, gate-installation and litter clearance. Volunteer groups from the Ramblers' Association, adults with learning disabilities from the Phoenix Centre (ROAR), the Pang and Kennet Valley Countryside Project, and many other groups and individuals, are to be thanked for their continued excellent work.

## **Signposting**

- 2.47 Over the last few years, the repair and replacement of defective signposts and waymarks has taken place during the winter months, when there is a reduced need for vegetation clearance. During the winter of 2007/08, all reported signposting and waymarking defects were resolved. Destination/distance information has been added to some suitable roadside signposts, following consultation with landowners and parish councils. The District Council's promoted routes are all distinguished by recreational route signage.

## **Private and illegal use**

- 2.48 The surface conditions of certain rights of way are adversely affected by their use, the effect being a function of the level and type of use and the local physical conditions. The greatest potential for damage of the natural surfaces of public rights of way comes from mechanically-propelled vehicles, but deterioration can also be caused by equestrian or generally excessive use. The District Council has a duty to maintain all rights of way to a standard suitable for the use which is made of them. Main exceptions to this are:
- Where use is by virtue of a private easement (formal or informal). In these cases the District Council may come to an arrangement with the landowner, and/or users, regarding maintenance.
  - Where the status of the right of way does not permit the use which is being made of it, and/or the use of a right of way is rendering the surface

inconvenient for others. Signage, plus dialogue with user groups, have been used to address this problem when it occurs, but the effect can be limited.

- 2.49 Liaison with vehicular users and other user groups has taken place through the 'RUPPs and Byways Users' Group', at which attempts were made to reach a consensus on priorities for repair, and mechanisms to restrict or manage vehicular use of vulnerable rights of way. Inappropriate vehicular use is a matter for police enforcement and recently the police have undertaken patrols of The Ridgeway National Trail as part of an action plan designed to protect and improve the condition of this important route.

### **Routine maintenance – vegetation**

- 2.50 Vegetation clearance is undertaken on a pro-active basis throughout the summer and winter. Clearance of certain well-used paths takes place several times during the summer, and the winter is reserved for clearance of woody growth, both on these paths and on other routes, where such work during the summer would not be appropriate due to the possible presence of nesting birds. The District Council's promoted routes are checked annually and works are carried out to maintain safety and usability.
- 2.51 A proportion of the annual maintenance budget was diverted in 2002 towards the employment of a third Public Rights of Way Maintenance Ranger, and this development has resulted in a greater flexibility of the Ranger team and much more efficient working routines.

### **Trees**

- 2.52 The rights of way network embraces many ancient highways, and these in particular may accommodate established trees within their boundaries. The District Council has a duty of care to rights of way users and manages the trees where a safety problem or potential problem comes to light. Boundary trees and trees within neighbouring properties might also potentially affect public rights of way users and owners are contacted when their action is required.

### **Publicity for the rights of way network**

- 2.53 West Berkshire Council has aimed to develop a promoted range of recreational routes which are readily-accessible, easy to use and offer a wide choice in terms of their length, character and appeal to all types of user. The enjoyment of West Berkshire's countryside by the use of its public rights of way network has been encouraged through publications from many sources produced by the former County Council, the former Newbury District Council and its successor West Berkshire Council, along with user groups, commercial organizations and others. The volume of this literature has increased in recent years, and the completion of

the signing and waymarking of all public paths in West Berkshire in 1997, and the subsequent ongoing work to maintain this standard, has allowed people to use guidebooks and leaflets with increasing confidence.

- 2.54 Currently available from West Berkshire Council is a series of walks and cycle/equestrian rides; promotional material relating to access across West Berkshire's managed commons; publications from the Tourism section of the Council, designed to guide and welcome visitors to West Berkshire, and recently-published maps for walking and cycling in Newbury and Thatcham, plus a guide along some recommended rural cycle routes, from the Transport Strategy Group.
- 2.55 Amongst user groups and others, the Ramblers' Association and British Horse Society are particularly active in producing high-quality publications describing circular walks and rides respectively. A number of parishes publish guides to their access networks, in partnership with the District Council. The National Trails Office produces a range of publicity material for The Ridgeway and Thames Path National Trails. Sustrans actively promotes long-distance cycle routes through the district.
- 2.56 The Council's bi-annual magazine 'Greenways' contains up-to-date information on the work of the rights of way and countryside teams and events information for the Thatcham Nature Discovery Centre.
- 2.57 There are methods of promotion other than by the distribution of publications, and West Berkshire's Countryside Rangers regularly lead guided walks through the Council's managed countryside sites. District Council staff also lead guided walks as part of its contribution to the 'Walking the Way to Health' scheme. Guided walks are also organized by others, including the Ramblers' Association, the National Trails Office, the Kennet and Avon Canal Trust and the Pang and Kennet Valley Countryside Project.

### **Disabled access to the countryside**

- 2.58 Following the Disability Discrimination Act of 1995, the Council included a simple assessment of the suitability of paths for the less mobile in the 2002 General Condition Survey. A further survey of all reported stile and gate problems was carried out by volunteers. The information from these two sources has been used to undertake a steady programme of installation of easily -accessible structures (where structures are required), largely with the help of volunteers.

### **Permissive access**

- 2.59 Access permitted by landowners contributes hugely to the general access network. The District Council is not aware of many of the informal local arrangements, but advises landowners, on request, of the legal considerations



when allowing the public across their land, and may provide its own 'permitted path' waymarks for certain suitable routes. Permissive access is also provided by landowners under the DEFRA stewardship schemes, details of which are held on DEFRA's website and posted on site notices.

### **Database Development**

2.60 Central to the Council's aim of developing efficient methods of working is the rights of way database. This has been in existence since the early 1990s and has gradually been adapted and improved to meet changing requirements. To date, as well as being a central store for information, its main role in work-planning has been to group together similar types of outstanding items, to enable the benefits of economies of scale to be utilized.

### **Systems analysis and improvements**

2.61 Over the past two years, several measures have been introduced to increase working efficiency. In particular, the database has been further developed and used to streamline some work processes and to group similar work items into discreet planned projects.

### **Communication with the public**

2.62 The District Council aims to acknowledge all requests for service from the public, and the Council aims to provide progress reports and/or feedback once the service has been delivered.

### **Planning application consultations**

2.63 The rights of way team comments on all planning applications which lie close to a public right of way, and applies planning policy plus its statutory duties to help to protect and improve the network through the planning system.

### **Open access land**

2.64 The District Council is in the process of surveying all the open access land in the district, and has helped some landowners to introduce management measures through the installation of gates and provision of information for the public.

**C. To record the Council's statutory duties and powers in relation to the provision of public access**

**Statutory duties of West Berkshire Council**

2.65 The Council's fundamental statutory duties as both highway and surveying authority are:

- To assert and protect the rights of the public to the use and enjoyment of any highway, including a duty to prevent, as far as possible, the stopping up or obstruction of highways. This will include a duty to maintain rights of way for the public use which is made of them
- To keep the Definitive Map under continuous review and up-to-date, as evidence for alterations or additional routes comes to light.
- Establish a Local Access Forum
- Prepare and publish a Rights of Way Improvement Plan.

2.66 Related to these two main themes are other duties, for instance to provide adequate grass or other margins by a carriageway, where necessary or desirable for the safety or accommodation of ridden horses; to have regards for the needs of people with restricted mobility when authorizing structures on rights of way; to signpost rights of way where they leave roads and to sign rights of way to help people follow the routes. The Council must also arrange to keep copies of the Definitive Map and Statement available for public inspection.

2.67 Under the Disability Discrimination Acts 1995 and 2005, the Council must not discriminate against people with restricted mobility in the standard of provision of services.

2.68 Two National Trails traverse West Berkshire: The Ridgeway and the Thames Path. The principle of National Trails was established under statute in 1949. Natural England and West Berkshire Council work together to secure their management and implementation.

2.69 There is a duty across the whole Council to conserve biodiversity, set out by statute in 2006, which states: "every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity". The Duty applies to all local authorities, community, parish and town councils, police, fire and health authorities, and utility companies.

## **Powers of West Berkshire District Council**

2.70 Various statutes confer powers on the District Council, and the most frequently-used and potentially useful of these are as follows:

- To make legal orders to create, divert or extinguish a right of way; to stop up or divert footpaths or bridleways if satisfied that it is necessary for development to be carried out and to stop up or divert footpaths or bridleways temporarily if satisfied it is necessary to enable minerals to be worked, and the rights of way can be restored. Acting as the traffic authority, to make permanent and temporary traffic regulation orders to regulate the use of a right of way. To create footpaths and bridleways, either by agreement or by compulsory purchase.
- To authorise new stiles or gates, to maintain stiles or gates and to require the removal or widening of gates. To enter into agreements with landowners to carry out such work in the interests of those with restricted mobility.
- To require the abatement of nuisance caused by adjacent barbed wire and the cutting or felling of trees or hedges that are overhanging or a danger.
- To fence dangerous land adjoining a right of way.
- To prosecute if expedient for the promotion and protection of the interests of the inhabitants of the area.
- To 'consolidate' the Definitive Map by incorporating all legal changes into one document and republishing.
- To appoint wardens.

2.71 Part 1 of the Countryside and Rights of Way Act 2000 set out new areas of land for public access. Such open access land in West Berkshire comprises registered common land and certain areas of heathland and downland. As the access authority, the District Council possesses powers of management which include the making of byelaws; the appointment of wardens; the installation of notices, and agreements with owners relating to the construction of access to land.

## **Powers and duties of other bodies**

2.72 For footpaths and bridleways, a **parish council** may carry out maintenance and erect lighting or erect notices warning of local dangers. It may prosecute those who crop or plough without restoration, or obstruct any right of way. It may

- signpost and waymark rights of way (with the consent of the District Council) and create new footpaths or bridleways with the consent of the landowner.
- 2.73 Any stile or gate across a right of way must be maintained by **the landowner** in a safe and convenient condition. Where vegetation in the ownership of land adjacent to a right of way grows to cause obstruction to the public, the District Council has powers to require removal of the obstructing vegetation by the owner or occupier. An owner or occupier must also ensure that no obstruction or other inconvenience to the public is caused by ploughing and cropping of a right of way. Under certain circumstances, a landowner may exclude the public from statutory open access land, following a serving of Notice on Natural England.
- 2.74 'Towpaths' in West Berkshire lie along the banks of the River Thames and the Kennet and Avon Canal, and may or may not also be public rights of way, as these are separate and distinct from any rights of towage. **British Waterways** (BW) has a duty to maintain its commercial and cruising waterways in a suitable condition for vessels driven by mechanical power. BW takes the view that this duty does not oblige it to maintain towpaths, but in practice it sometimes does so, for instance sections of the Kennet and Avon Canal footpath for which, as owner, it permits access for cycling. BW is under a general duty to have regard to the desirability of preserving for the public any freedom of access to towing paths and open land.
- 2.75 **The Environment Agency** is under a general duty to promote the use of its land for recreational purposes, but has no specific duty to maintain towpaths.
- 2.76 Where towpaths coincide with public rights of way, the statutory responsibility to maintain the right of way rests with the District Council.
- 2.77 Powers have been conferred by statute on **statutory undertakers** (e.g. water or gas companies) to excavate any highway for the purpose of installing or repairing pipes or cables.
- D. To formulate a series of targeted objectives and to identify improvements to working practices and liaison with stakeholders.**
- 2.78 From the consultation, general themes for improvement have emerged, listed below.

#### **A well-maintained access network**

- 2.79 There is a need to improve surface maintenance, signposting and vegetation clearance of public rights of way, whilst retaining the character of the network. The number of unauthorized interferences with public rights of way needs to be reduced.

**A legally recorded public rights of way network**

2.80 Applications for path orders need to be processed more quickly.

**An environmentally-sustainable access network**

2.81 Improvements need to be made to preserve and enhance the biodiversity and historic character of public rights of way.

**Providing information / promoting the use of the access network**

2.82 An increase is needed in the availability of access information and promotional material, and exploration of a greater use of a wider range of formats is needed, to compliment relevant work carried out by others.

**Education / encouragement of responsible behaviour**

2.83 There is a lack of understanding amongst certain people of their responsibilities and rights when using the access network. Such information must be transmitted much more effectively.

**Development of new access**

2.84 New or improved access should be sought where there is a proven need, to include links between population centres and facilities, including schools, and improved equestrian access away from busy roads.

**Physical improvements to the access network**

2.85 There are a number of positive steps that can be taken to make physical improvements to the network, ranging from destination signposts to improved gate latches.

**Improving accessibility for all users**

2.86 There is a need to improve the provision and promotion of access for groups which either do not presently use the access network or who possess restricted mobility.

**Working with partners**

2.87 The Council should improve its effectiveness by efficiently aligning its activities and aspirations with relevant activities and aspirations of others.

### **Improving working practices and customer care**

- 2.88 Various steps can be taken to improve the efficiency of the Council in terms of delivering improvements to the access network and its communication with the public in matters of access provision.

### **Funding**

- 2.89 The Council should investigate opportunities for external funding for access projects.

### **Monitoring and continued consultation**

- 2.90 The Improvement Plan is a living document and mechanisms are needed to ensure it remains effective and relevant.

### **3. Objectives**

- 3.1 By using the details of the consultation responses, the Council's own experience and statutory duties, plus best practice, a series of objectives have been developed under each theme. These objectives are listed in the Action Plan in Appendix 1, with additional explanatory notes where needed or helpful. It is anticipated that the Action Plan may need to be updated as time progresses, and it is for this reason that it is separate from the main document text.
- 3.2 The columns of the Action Plan table are explained below:

#### **Rights of Way Improvement Plan themes and objectives**

- 3.3 The main theme appears as a heading and below in bold are listed the objectives, with explanatory notes where needed.

#### **ROWIP reference**

- 3.4 Each objective had been given a consecutive reference number, prefixed by 'ROWIP'.

#### **Time scale for completion**

- 3.5 The target year for completion is given. Where objectives by their nature are ongoing activities, this is stated. Target dates will be set internally by the Council for specific parts of these ongoing projects when work commences.

#### **Reduce, manage or invest**

- 3.6 In order to ensure that the District Council is making the best use of resources, an assessment for each objective has been made of whether the activity involves a reduction in resources, improved management of existing resources or the investment of additional resources.

#### **Risk**

- 3.7 The assessment of risk is the likelihood of failure of each objective.

#### **Resources**

- 3.8 This refers to the organizations or individuals who would be involved in implementing the objectives.

**Funding source and scale**

3.9 Appropriate types of funding source are listed. This does not include possible additional external funding, as to seek such funding in the future is in itself and objective of the Improvement Plan. An indication of cost of completion of each objective is given, as such:

- £ Under £5000
- ££ Between £5000 and £50,000
- £££ Over £50,000

For ongoing objectives, the figure refers to the annual cost.

3.10 Some of the objectives are general and not aimed specifically at one type of user over another. Different types of access are used by people for varied reasons and in varying ways. The following table lists some of these, and when implementing the objectives of this Improvement Plan, the table will be used as a cross-reference guide to make sure that all perspectives have been considered.

<b>Access examples</b>	<b>Journey examples</b>	<b>Travel modes / user exan</b>
Public footpath	Work	Foot
Public bridleway	Education	Cycle
Restricted byway	Recreation	Horse
Byway open to all traffic	Access to services	Mobility vehicles
Cycleways	Exercise	Mechanically-propelled vel
Unclassified roads		Carriage
Wide road network		All abilities
Quiet Lanes		All ethnicity
Permissive access - linear		Runners
Permissive access - land		Dog walkers
Rights of way along towpa		Buggies
Statutory open access lan		Blind / partially-sighted
"De facto" routes		Restricted mobility of all kir
		Children



## **4. Specific improvement projects**

- 4.1 All requests for specific improvements on the ground are listed in Appendix 2.
- 4.2 The requests in Appendix 2 have come from the public during one short consultation exercise, and whilst they form a good basis to help to plan future work. It is not exhaustive and there will be additions and updates to be made as time progresses. It is for this reason that it is separate from the main document text.
- 4.3 Many of the objectives in the Action Plan cannot be implemented without specific works taking place on the ground, and so, where resources permit, the requests in the list in Appendix 2 will be implemented where they are consistent with the broad objectives of the Action Plan. For instance, the list might be used as starting point for planning an improved and promoted equestrian route. Reference will also continually be made to the list during the day-to-day work of the Council, and opportunities to implement these specific requests be taken wherever possible.
- 4.4 It is hoped that the specific requests will be transferred to a digitally-based map as a clearly-defined layer, available to all rights of way staff on a daily basis and on the Council's web site.



## 5. Setting future work in a policy context

- 5.1 The Improvement Plan has the potential to aid the delivery of a number of aspirations of the District Council, and there is also a wealth of work being carried out by other bodies, organizations and even individuals which complements this work. Cross references are made to the work of others in the Action Plan section of this document, and care has been taken to ensure that the objectives of this Plan serve to augment relevant work by others where possible. The necessity to work with partners in order to achieve certain objectives is essential.

### Policies of West Berkshire Council

- 5.2 The **West Berkshire Partnership** brings together representatives from the District Council, the police, health services, voluntary and community services and the private sector to work more closely and effectively to improve the quality of life of West Berkshire residents. The **Sustainable Community Strategy** is published by the West Berkshire Partnership. Its purpose is to set a clear vision and direction for West Berkshire to 2025, focusing on improving the social, economic and environmental wellbeing of the district in partnership with key local stakeholders.
- 5.3 Under the key theme of 'Accessible', relevant priority outcomes are to seek to limit future traffic growth; improve accessibility in rural areas and ensure local services remain accessible to the population they serve. Under the 'Stronger' theme, a relevant priority is to reduce inequality in the health of local people, and under the 'Greener' theme, to protect the countryside; increase the diversity of local wildlife and encourage sustainable travel.
- 5.4 The **Council Plan** sets the Council's priorities for 2007 – 2011. Some relevant aims are to:
- Continue to improve the condition of the district's extensive highway network.
  - Protect and enhance the natural environment of West Berkshire.
  - Promote well being through the adoption of healthy lifestyles.
  - Engage communities and individuals through the encouragement of volunteering and community participation.
  - Support people with special educational needs, or disabilities.

- Increase access to services and opportunities for all.
  - Improve customer satisfaction and communicate openly.
  - Use performance management to improve service delivery.
- 5.5 The Rights of Way team at West Berkshire Council is part of the Countryside and Environment department, one of three services within the Environment Directorate. **Service Plans** provide information on how the above corporate plans are implemented. Service Plan objectives are agreed following consideration of the Council's corporate priorities, legislative demands and pressures on the service.
- 5.6 "The Time of Our Lives" is a **Cultural Strategy** for West Berkshire, at present in draft form only. It describes the contribution that cultural activities make to our quality of life and the actions that are needed to ensure that cultural activity continues to play a full role. Some relevant priority outcomes are to:
- Increase the number of volunteering opportunities in cultural activities and projects that offer access to training in vocational skills and qualifications.
  - Ensure that local services remain accessible to the population they serve.
  - Ensure that disabled access is improved and adapted equipment and technology is provided, to overcome the barriers to participation faced by those with sensory and mobility impairments.
  - Protect the countryside and increase the diversity of local wildlife.
  - Use historic characterization results to understand and protect the nature and value of the historic environment.
  - Protect vulnerable scheduled monuments.
  - Increase the range of opportunities for residents and visitors to enjoy the natural environment.
  - Increase the numbers of volunteers actively involved in conservation and management programmes.
  - Encourage sustainable travel.
  - Increase the number of voluntary clubs and societies organising high-quality cultural activities across the district.
  - Targeting the most disadvantaged communities by cultural practitioners.

- Improve links between secondary schools and community-based cultural organizations.
- Increase the number of people who walk and cycle as part of a regular exercise programme.
- Reduce inequality in the health of local people.
- Increase levels of physical activity.
- Increase the numbers of people referred to cultural activity programmes in order to benefit their physical or mental health.

5.7 The Government is encouraging Rights of Way Improvement Plans to be integrated into authorities' **Local Transport Plans** (LTPs), and a statement of the progress of the ROWIP has already appeared in West Berkshire's LTP2.

LTP2 sets out the Council's transport planning policy framework for the next ten to fifteen years, along with a five-year programme of delivery. It has been written to serve the needs of West Berkshire's residents, businesses and visitors. West Berkshire's vision for transport is "to develop effective sustainable transport solutions for all". This means delivering a transport system which supports the economic vitality of West Berkshire as well as providing opportunities for people to get to the services they need, in a way that does not harm the environment of the district and beyond. It also means that this has to be done in a way that makes best use of the resources available. The effectiveness of the Council's and Partners' actions is therefore critical in all areas of delivery.

5.8 LTP 2 has various influences, ranging from published plans to informal consultation and aspirations of stakeholders. Various visions and objectives contained in other documents have also influenced LTP2, and these range from grass-roots-led documents such as parish plans, through broader local strategies and District Council aspirations to regional and national plans such as the South-East Plan. LTP2 has established five over-arching objectives:

- To improve travel choice and encourage sustainable travel.
- To maintain and make the best use of West Berkshire's transport assets for all modes.
- To improve access to employment, education, health care, retail and leisure opportunities.
- To improve and promote opportunities for healthy and safe travel.

- To minimize the impact of all forms of travel on the environment.
- 5.9 These link in varying degrees to nationally-established 'shared priorities' between central government and local government, designed to improve progress on key matters. These priorities are: accessibility, road safety, congestion, air quality and quality of life.
- 5.10 Seven specific strategies have been identified as key to LTP2: accessibility; road safety; passenger transport; walking; cycling; freight and travel planning. These strategies contain "principles for delivery" which are relevant to the ROWIP. The approach to the District as set out in LTP2 recognizes the diverse characteristics across West Berkshire. As a result, three broad geographical areas have been identified: the urban areas of Newbury and Thatcham; the eastern urban area and rural West Berkshire.
- 5.11 The **Walking Strategy** seeks to ensure that the pedestrian route network facilitates easy access to major destinations from population centres, across 'severance routes', e.g. major roads, and between transport interchanges. There are policies to promote walking for recreation, health and travel via school and business travel plans, led walks and good information in a variety of formats. It acknowledges the importance of high-quality infrastructure and maintenance, and general ease of access, including clear signage.
- 5.12 The **Cycling Strategy** replicates the general aspirations of the Walking Strategy, including, in particular, a need to ensure permeability for cyclists across the urban environment. In addition, the Cycling Strategy aims to direct all new cycling infrastructure towards assisting the development of a network of strategic cycle routes, including the provision of good linkages to and from significant trip generators such as places of employment, residence, retail, education and leisure. It seeks to provide dedicated cycle tracks away from roads as a first choice.
- 5.13 The **Freight Strategy** contains several main relevant strategy objectives, including to reduce HGV movements on inappropriate routes; enhance road safety; minimize the impact of HGV movements on local communities, including overnight lorry parking; reduce HGV movements on rural roads; encourage the use of alternative forms of freight transportation, in particular by rail and waterway, and to prevent HGV traffic from travelling on roads with weight restrictions.
- 5.14 The **Road Safety Strategy** proposes to work with partners in rural areas to identify opportunities for improving the safety of the physical environment, in particular for pedestrians, cyclists and horse riders, and to undertake a review of safety problems on rural 'B' roads, resulting in a priority list for action. Increased effort is to be made to disseminate speed reduction and other safety materials

- via partners, and also to use the council's web site to increase access to a range of road safety information and as a tool for raising the profile of specific national and local publicity campaigns. The existing walking buses scheme is to be maintained and expanded within the school travel plan initiative.
- 5.15 The **Passenger Transport Strategy** aims to maximize the opportunities identified in the Strategic Rail Interchange Study, improving access to the rail stations and ease of transition to other passenger transport modes, walking and cycling.
- 5.16 The **Travel Plan Strategy** aspires to promote walking, cycling and passenger transport as good travel-planning tools where there are opportunities for realistic and safe use of these modes. It proposes to work with the Cycle Forum, schools, businesses and other organizations to identify and deliver improvements or additions to the walking and cycling network and to work with schools to develop and implement travel plans.
- 5.17 There are many links to the **Walking and Cycling Strategies** in the Accessibility Strategy, but in particular this strategy aspires to support all sustainable modes of transport, including the provision of information in a variety of formats, to optimize uptake and use of these modes. These measures are to include promotion of walking, cycling and public transport. Also, the importance is recognized of delivering infrastructure improvements relating to new development, to ensure that such developments are linked effectively to the road and public transport network.

The **West Berkshire District Local Plan** precedes the future Local Development Framework. One relevant aim is to ensure that new development facilitates, where possible, priority access by public transport, walking and cycling. Its recreational aims include to seek improved access to the countryside in a manner which conserves its landscape and wildlife value, is sustainable in the long-term, and which minimizes the conflict between users, landowners and local residents.

The **Berkshire Structure Plan 2001 to 2016** is a document that provides a broad strategy for Berkshire. The present plan advocates the use of council powers to promote alternative modes of travel than by car, including in relation to major developments.

Government Planning Policy Guidance on general policy and principles (PPG1), contains a key objective of the planning system, which is to influence the location of different types of development in relation to transport (and vice versa) and in particular to foster forms of development which encourage walking, cycling and public transport use. The Planning Policy Guidance on sport and recreation (PPG17) emphasises the importance of creating and maintaining areas of open space and public rights of way for walking. Within the south-east, the Regional

Planning Guidance RPG9 (March 2001) lays particular emphasis on locating developments in such a way as to encourage access on foot. It encourages local authorities to develop safe, direct, convenient and continuous pedestrian routes linking major land uses, and also to link with national or regional routes where possible.

- 5.18 The draft **Highway Maintenance Plan** provides guidance on delivery of best value highway maintenance, consistent with the aims of the Council Plan. It seeks to attain this by providing a safer highway network, improving travelling conditions for all highway users, and ensuring greater care of the local environment. A 'sister' document, the draft **Network Management Plan**, has also been developed to define the strategy for managing use of the road network. These both form part of the Council's draft **Transport Asset Management Plan** (TAMP), scheduled for implementation in 2009. Public rights of way have been incorporated into these two plans.

### **Other relevant policies and work**

- 5.19 The **Mid and West Berkshire Local Access Forum** was set up in 2003. It is run jointly by West Berkshire District Council and Reading and Wokingham Borough Councils. It is a statutory body which must advise the three councils on improvement to public access to land and linear access for the purposes of open-air recreation and enjoyment of the area. It must comprise representatives of access users, land managers and others with relevant interests. It meets three times per year and to date has advised on many matters, including via working groups on encouraging responsible behaviour, Council procedures and access for those with restricted mobility.
- 5.20 The Local Access Forum concentrates on providing advice at a strategic level and it is recognised that liaison with access users regarding more localized and specific matters is also beneficial. For this reason the District Council attends an occasional meeting of such users under the title "**Rights of Way Liaison Group**".
- 5.21 The two groups have proved invaluable, not only through guiding the work of West Berkshire Council but also through imparting a wide perspective and much combined experience to the advice that is given.
- 5.22 As well as formal policies, there is much relevant work being carried out within various departments of the Council with which the ROWIP must be incorporated.



## **Parish plans**

5.23 A Parish Plan gives local people the opportunity to engage with their fellow residents, community groups, service providers and others to set out a vision for how they want their village or town to develop over the next 5-10 years. It examines all aspects of local life and uses consultation with the community to provide the foundations for an action plan, which prioritises local issues, identifies key partners for delivery and sets target dates for the completion of projects. Several themes have repeatedly emerged from plans to date:

- Improve cycleways and footpaths.
- Protect and preserve the countryside.
- Promote areas of historic and local interest to improve the economy.
- Increase and improve information for the community through web sites, newsletters, booklets etc.

## **National Trails Management Strategies**

5.24 Two National Trails pass through West Berkshire, The Ridgeway and the Thames Path, both of which utilize public rights of way. National Trails provide a nationally and internationally-recognized and promoted series of walks and rides. In West Berkshire the Thames Path is promoted for use by walkers and The Ridgeway for use by walkers, equestrians, cyclists and carriages.

5.25 The delivery of high-quality National Trails depends on a partnership between many organizations, including Natural England, local authorities, voluntary bodies, landowners and occupiers, private sector companies and local individuals and communities. Proposals for specific projects and long-term ongoing management are contained in the Ridgeway and the Thames Path Management Strategies, endorsed by the National Trails Management Group, of which West Berkshire Council is a member.

5.26 West Berkshire Council contributes to the upkeep and management of the two Trails. The work is based on three main principles:

- To enable as many people as possible to enjoy access to the National Trails.
- To protect the ecological, cultural and landscape features of the areas through which each Trail passes.
- To provide sufficient information about the facilities and services that people need to enjoy the routes, however long they wish to stay.

## North Wessex Downs Area of Outstanding Natural Beauty (AONB) Management Plan

5.27 The primary purpose of the AONB is “to conserve and enhance natural beauty”. Recreation is not an objective of the designation but the demand for recreation should be met in so far as it is consistent with rural industry and agriculture and the social needs of local communities.

5.28 In relation to access, there are close links within six of the main themes of the Management Plan:

- **‘Enjoyment as an economic driver’** – proposes an audit of current tourism provision and demand, and the development of a suite of information about the AONB.
- **‘Raising of awareness’** – advocates a much wider dissemination of information about the AONB.
- **‘Implementing sustainable land management’** - involves the identification of one or more ‘flagship’ areas within the AONB, centred around existing sites in public ownership/management, chosen to deliver an integrated land management project centred on habitat expansion, sustainable farming, improvement to the setting of sites of cultural importance and improved informal recreation provision. Proposes closer working between local authorities, parish councils and the Environment Agency to address problems of fly-tipping.
- **‘Tourism and recreation planning’** – advocates the preparation of a sustainable tourism strategy and a tourism promotion plan.
- **‘Improving recreational access’** – recommends the adoption of positive and consistent AONB-wide control of off-road vehicular use of the byways of the AONB, plus control of off-road vehicular use of The Ridgeway, other than necessary access by land managers.
- **‘Highways and transport planning’** – proposes to establish an AONB Traffic Management Group to examine traffic generation / demand-management; rural transport and travel plans, including road hierarchies; and to promote best practice proposes development of an implementation strategy for Quiet Lanes/area-wide speed limits within the AONB to underpin the identified oases of tranquillity, and to work to reduce the visual and audible intrusion of the M4/A34.

## **Forestry Commission**

5.29 The Government, through the Forestry Commission, is by far the largest owner of woodlands nationally. Its policy is to allow access to all its woods on a permissive basis, provided there are no legal or management constraints.

## 6. Vision

6.1 In the context of the District Council's own aspirations and the themes that have emerged from the public consultation for this Improvement Plan, an inspirational and believable picture of the future (i.e. a 'vision') can be applied to the Plan, which is as follows:

**'To enhance the opportunities for society and the environment to benefit at all levels from the public access network in West Berkshire'.**

6.2 Some existing relevant published visions within West Berkshire Council are as follows:

- Main LTP2: West Berkshire's vision for transport is 'to develop effective sustainable transport solutions for all'.
- LTP2 Cycling Strategy: 'to make the use of the bicycle at least as easy as any other form of transport for journeys of 5km or less within West Berkshire'.
- LTP2 Walking Strategy: 'to create a network of safe, usable and pleasant walking routes, encouraging walking for all purposes'.

## **7. Funding and resources**

- 7.1 Although the Rights of Way Improvement Plan is a Council-wide function, the lead for the work will in the main come from the rights of way team in the Countryside and Environment Department at West Berkshire Council.
- 7.2 This team comprises three full-time and three part-time officers, plus technical support, and three full-time Countryside Rangers.
- 7.3 The work of the rights of way service is funded from a mixture of Capital and Revenue budgets. An additional small contribution comes from S.106 Town and Country Planning Act, 1990, planning agreements, for improvement works associated with development. The core annual Capital budget held by the Countryside and Environment Department for access schemes is £ 175,000. The annual revenue budget is £ 284,000, which includes £ 168,000 for salaries, £6,000 for equipment and £ 37,000 for works projects.
- 7.4 Advantage has been made of occasional offers of grant-aid, for instance from the former Countryside Agency (for work on open access and National Trails), from the Government (for work following the floods of July 2007) and from the North Wessex Downs AONB.
- 7.5 There are many other potential sources of funding for countryside access projects, especially where the involvement of local communities can be demonstrated. The Action Plan here proposes that greater advantage is taken of these in the future.

## **8. Measurement and management of performance**

- 8.1 Standards of performance are written statements describing how well a job should be performed, and provide benchmarks against which to evaluate work performance. Whilst a job description describes the essential functions and the tasks to be carried out, performance standards define how well each function or task must be performed in order to meet expectations. Criteria for success need to be defined in terms of the four primary indicators of successful performance: quality, cost, quantity and time. Desired outcomes are described in specific, objective and verifiable terms, and formal monitoring of performance will take place via the Council's one-to-one coaching and appraisal processes.
- 8.2 Many of the Improvement Plan objectives will need to be implemented as specific projects, to be programmed concurrently with others. Principles of good project management practice, coupled with performance standards, will be applied to ensure that targets are met.
- 8.3 Until 2007/08, the performance of West Berkshire Council's rights of way service was measured through national Best Value Performance Indicator 178, which required an annual assessment of 'ease of use' of a random selection of 5% of the public rights of way network. Between 2006 and 2008, the result rose from 74% to 79%. The formal indicator BVPI 178 ceased in 2008, but the annual assessment will continue, as West Berkshire Council considers this to be a locally important area of delivery.

## **9. Monitoring and sustainability**

### **Monitoring**

- 9.1 The public consultation exercise was, of course, a survey of the public's need at one time only. Some principles behind the objectives will endure, but there is a need to be aware of changes which may affect the relevance of both the objectives in the Action Plan and the requests from the public for specific access improvements.
- 9.2 Changes will also occur as work takes place to implement the Improvement Plan.
- 9.3 Proposals for monitoring progress of implementation of the Plan and monitoring the relevance of its content are contained in the Action Plan.

### **Sustainability**

- 9.4 The Action Plan advocates the implementation of improved sustainable procurement and working practices, along with an introduction of improved environmentally-sustainable working practices, which also protect and enhance biodiversity and historic landscape and features.
- 9.5 The implication of this is that all the actions in the Improvement Plan will be monitored for environmental effects. A strategic environmental assessment (SEA) was carried out on LTP2 in 2006, including the Walking and Cycling Strategies, whose broad aspirations complement those of this Improvement Plan.
- 9.6 The SEA noted that, in the Walking and Cycling Strategies, an encouragement of walking and cycling could increase damage within sensitive areas, and care was therefore taken to ensure that walkers and cyclists would be encouraged to keep to dedicated paths and cycleways. Such a problem is unlikely to arise in this Improvement Plan, as it is concerned with dedicated paths, except in the case of statutory open access land and, in rare cases, permissive open access.
- 9.7 Statutory open access land will, as a result of this Improvement Plan, be managed in conjunction with landowners, and the statute under which it was created bans any environmentally-damaging behaviour by the public.

## Sources

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## APPENDIX 1

## ACTION PLAN

Key: PROW = 'public right(s) of way'; WBC = 'West Berkshire District Council'; AONB = 'Area of Outstanding Natural Beauty'.

Rights of Way Improvement Plan (ROWIP) themes and objectives	ROWIP reference	Time scale for completion	Reduce, manage or invest	Risk	Resources	Funding source and scale (£)
A well-maintained and safe access network						
Produce a strategy to reduce the instances of laying of unauthorized tarmacadam surfaces on PROW and a policy to set out the District Council's approach to tarmacadam on PROW.	ROWIP 1	2008	Manage	Low	WBC	Revenue £
Carry out a complete condition survey of all Definitive PROW every five years.	ROWIP 2	Ongoing	Invest	Medium	WBC Volunteers	Revenue Capital ££
ROWIP 2: additional data to be gathered will include: improvements needed to route marking; basic tree safety survey; disabled access audit; locations of signposts subject to fading or unauthorized alteration; checks on advisory notices e.g. restricted byways.						
Investigate the feasibility of a limited scheme to remunerate landowners for carrying out repair, maintenance and improvement works on PROW.	ROWIP 3	2009	Manage	Medium	WBC Landowners	Revenue Capital £
Implement measures to ensure that landowners maintain all hedges adjacent to PROW so as to prevent obstruction of PROW by overgrowth.	ROWIP 4	2009	Manage	Medium	WBC Landowners	Revenue £
Formally adopt the draft policy governing the maintenance of PROW used for access to residential properties, farms and other private land or establishments.	ROWIP 5	2008	Manage	Low	WBC	Revenue £
Produce a design and consultation protocol for the repair, replacement and installation of bridges on PROW.	ROWIP 6	2009	Manage	Low	WBC	Revenue £

West Berkshire District Council Rights of Way Improvement Plan

<b>Review PROW sign and waymark designs to reduce future instances of fading and unauthorized relocation or redirection.</b>	ROWIP 7	2009	Manage	Low	WBC	Revenue £(£)
ROWIP 7: Designs should respect the sensitivity of the landscape.						
<b>Remedy all unresolved PROW signage defects by the end of April each year.</b>	ROWIP 8	Ongoing	Manage	Low	WBC Volunteers	Revenue Capital ££
<b>Produce a prioritization scheme for the repair of surface defects and surface improvements on PROW.</b>	ROWIP 9	2009	Manage	Low	WBC	Revenue £
ROWIP 9: to include items for regular maintenance, e.g. surface-dressing and maintenance of ditches and drains						
<b>Produce a prioritization scheme for and policy for approach to unresolved enforcement (i.e. unauthorized interference) cases on PROW.</b>	ROWIP 10	2008	Manage	Low	WBC	Revenue £
ROWIP 10: work closely with DEFRA to maximise the potential of agricultural support payments to increase and improve access, including for those with restricted mobility, and improve implementation of landowners' statutory obligations.						
<b>Produce a prioritization scheme for PROW vegetation clearance work carried out by the District Council.</b>	ROWIP 11	2009	Manage	Low	WBC	Revenue £
A legally-recorded PROW network						
<b>'Consolidate' and publish the Definitive Map and Statement in a clear and useable format.</b>	ROWIP 12	2010	Invest	Low	WBC	Revenue ££
ROWIP 12: "consolidation" of the Definitive Map and Statement refers to the process of incorporating all legal changes into a newly-produced Map and Statement. As many known errors in the documents as possible need to be rectified prior to consolidation.						
<b>Each year to complete the processing of the annually-agreed list of applications for modification orders and path orders.</b>	ROWIP 13	Ongoing	Manage	Low	WBC	Revenue ££
ROWIP 13: the list is to be agreed in advance by Council members with the advice of officers. Applications for modification orders are requests by the public for inclusion in the Definitive Map and Statement. The District Council has a statutory duty to process such applications. Applications for path orders are requests for diversion,						

extinguishment or creation of rights of way and the Council may accept or reject these at its own discretion.						
Produce a published prioritization scheme for dealing with applications for modification orders and applications for path orders.	ROWIP 14	2008	Manage	Low	WBC	Revenue £
ROWIP 14: to include a consideration of an appropriate approach to unofficial changes to routes which have been generally accepted by the public.						
Carry out risk assessments for trees within PROW and formulate a prioritized plan of action to ensure the safety of PROW users.	ROWIP 15	2010	Invest	Medium	WBC Volunteers	Revenue ££
<b>An environmentally-sustainable access network</b>						
Implement methods to prevent fly-tipping and littering of PROW and also improved methods for clearance of litter and fly-tipping when instances occur.	ROWIP 16	Ongoing	Medium	Low	WBC AONB National Trails Office Volunteers	Revenue ££
Implement improved sustainable procurement and working practices in the context of WBC's Cleaner Greener Strategy and Action Plan.	ROWIP 17	Ongoing	Manage	Low	WBC	Revenue £
Introduce improved environmentally-sustainable working practices, which also protect and enhance biodiversity and historic landscape and features, via a review of procedures and ongoing monitoring of environmental effects.	ROWIP 18	Ongoing	Manage	Low	WBC	Revenue £
ROWIP 18: work within the context of the biodiversity action plan and European Habitats Regulations 2007.						
ROWIP 18: relevant procedures would include: vegetation clearance; the provenance of surfacing materials and their compatibility with local aesthetics, soil type and geology; surface repair specification and the need to reduce surface water run-off entering watercourses and to accommodate future flash-flooding events and other effects of climate change. Also, the need to ensure that works are consistent with historic landscape characterization. Measures are needed in order to comply with the European Habitat Regulations.						
<b>Providing information / promoting the use of the access network</b>						
Increase the availability of PROW / access information and promotional material and explore greater use of a wider range of formats, to compliment relevant work carried out by others.	ROWIP 19	Ongoing	Invest	Medium	WBC AONB Access user groups	Revenue Capital ££

<p><b>Introduce means actively to promote PROW / access and gather feedback.</b></p>	<p>ROWIP 20</p>	<p>Ongoing</p>	<p>Manage</p>	<p>Medium</p>	<p>Parishes WBC AONB Access user groups Parishes</p>	<p>Revenue Capital ££</p>
<p>ROWIP 20: examples of formats for promotional material: web sites, which also link to relevant work of others; layers on electronic maps; other electronic means; on-site weather-proof leaflet holders.</p> <p>Examples of active promotion: local businesses and shops; village notice boards and newsletters; user group magazines; local papers and books; churches; museums; libraries; surgeries; leisure centres; gyms; attendance at shows and other events; Tourist Information Centres; Yellow Pages; CLIVE bus; school visits to farms; farm visits to schools/landowners to talk to schools; business and school travel plans; wardens on site to give advice; supporting, where possible, programmes of themed educational guided walks; considering the use of "footfall counters" to gauge demand for and use of routes; actively seeking improved transport services for recreational users; seeking the views of PROW users via regular liaison meetings; considering the use of "drop-in" surgeries; reports to the press; contact with Neighbourhood Action Groups; improved publicity for WBC work done; considering mailing of all households.</p> <p>There is also a need to introduce imaginative means to form new perspectives to people regarding their perceptions of the countryside. One example of how this might be achieved would be through artistic connections. Such approaches may also be beneficial for people who do not at present visit the countryside.</p>						
<p><b>Increase the number of publications which promote and encourage the use of PROW / access, to compliment relevant material produced by others.</b></p>	<p>ROWIP 21</p>	<p>Ongoing</p>	<p>Invest</p>	<p>Medium</p>	<p>WBC AONB Access user groups Parishes</p>	<p>Revenue Capital ££</p>
<p>ROWIP 21: particular emphasis to be made to the following, in promotional material: routes leading from local attractions or centres of population to the surrounding countryside; routes suitable for those with restricted mobility, the unconfident, pushchairs, families, runners; opportunities for healthy exercise; routes linking centres of population and facilities; provide a clearer indication of the ease of use of each route; increase the confidence of infrequent or non-users; show all available access e.g. permitted paths, open access land, land provided by other bodies, other highways; information to enhance understanding of the countryside and encourage responsible behaviour; locations of facilities and small car parks, including those suitable for horseboxes and trailers; sustainable transport and principles of sustainable tourism; close working with tourism providers; use of marketing techniques and consumer profiling; themes and themed days out.</p> <p>When checking for other relevant material produced by others, care must be taken to include information which is provided only on web sites.</p>						
<p><b>Support parish councils and parish plan groups to increase the range and availability of promotional material for PROW / access.</b></p>	<p>ROWIP 22</p>	<p>Ongoing</p>	<p>Invest</p>	<p>Low</p>	<p>WBC Parishes AONB</p>	<p>Revenue Capital ££</p>
<p>ROWIP 22: provide guidance along the lines of the District Council's own objectives for promotional material, as appropriate.</p>						

Education / encouragement of responsible behaviour						
Produce published material to provide information about PROW / access and about the responsibilities of PROW users, landowners and other bodies.	ROWIP 23	2009	Invest	Low	WBC AONB	Revenue ££
ROWIP 23: particular emphasis to be placed on: where people may or may not go and their responsibilities are as highway users, including dog walkers; information about how to report irresponsible or illegal behaviour; responsible car parking in the countryside; respect for livestock and countryside property. Consideration might also be given to informing land managers of relevant information and good practice via short e-mailed articles and newsletters.						
Produce a formal policy for the management of vehicular use and vehicular surfaces, with the aim of improving the condition of PROW used by recreational vehicles.	ROWIP 24	2010	Manage	Low	WBC AONB	Revenue £
ROWIP 24: such a policy might include the production of promotional material, to indicate the locations of sustainable surfaces suitable for vehicular use, to explain the rights and responsibilities of vehicular users and to indicate locations for vehicular use other than on PROW. Mechanisms for management of vehicular use should follow DEFRA's 2005 guidance "Making the Best of Byways", which in essence states that education, surface improvements and police liaison should be undertaken before the use of traffic regulation orders is considered. Some measures might include securing the help of residents along the lines of West Sussex's "Path Watch" scheme; requests for voluntary reductions in vehicular use at certain locations; attendance at Neighbourhood Action Group meetings and use of neighbourhood wardens; selective use of CCTV and on-site surveillance at locations of particular problems; more effective dissemination of information, including erection of on-site notices, and requests that landowners refrain from using PROW as accesses where possible.						
Implement procedures to remove unsuitable PROW from published satellite navigation routes.	ROWIP 25	2010	Manage	Medium	WBC AONB	Revenue £
Continue to contribute access information to the "Greenways" newsletter.	ROWIP 26	Ongoing	Manage	Low	WBC	Revenue £
Explore opportunities to work with schools within the National Curriculum to increase understanding of the role of access within the countryside and the responsibilities of citizens.	ROWIP 27	Ongoing	Manage	Medium	WBC Landowners AONB	Revenue ££
ROWIP 27: Consider also the potential of the 'Extended Schools' programme.						

<b>Development of new access</b>						
Identify, promote, improve and seek to create (where necessary) safe and commodious links between and within population centres, rural and urban facilities, attractions and transport interchanges.	ROWIP 28	Ongoing	Invest	Medium	WBC Landowners AONB Parishes	Revenue Capital S.106 ££(£)
Identify, promote, improve and seek to create (where necessary) suitable routes to school and consider an increased maintenance programme for these routes.	ROWIP 29	Ongoing	Invest	Low	WBC Landowners AONB Parishes	Revenue Capital S.106 ££(£)
ROWIP 29: all to be carried out in the context of school travel plans and other walking / cycling to school schemes.						
Seek greater partnership with businesses and landowners to secure the provision of additional permissive or Definitive access for all users.	ROWIP 30	Ongoing	Manage	Medium	WBC Landowners AONB Parishes	Revenue Capital S.106 ££
<p>ROWIP 30: such access would fulfil the following criteria: would provide new routes or access where there is a clear and demonstrated general need or desire; would reduce fragmentation of the network, as a result of natural and man-made barriers; would improve road safety and increase instances of travel other than by private motor transport; where permitted access is provided, would ensure provision is made for its future ongoing maintenance.</p> <p>Attention is drawn to the work of the Mendip Cross Trails Trust, which obtains funding to compensate landowners and to survey and install routes. The Improvement Plan has the potential to guide access requirements in the new DEFRA Higher Level Stewardship areas. The Forestry Commission has a concordat with the British Horse Society on equestrian access to its woodlands, and all its freehold has been dedicated for open access on foot under S. 16 CROW Act.</p>						
Increase the provision of suitable equestrian routes where existing provision is low or fragmented, and where demand is high, especially routes which facilitate riding to and from livery yards without horseboxes.	ROWIP 31	Ongoing	Invest	Medium	WBC Landowners AONB Parishes	Revenue Capital S.106 £££
ROWIP 31: when providing such routes, it will be important to ensure that they are also suitable for other legitimate public users.						
Develop circular interlinking equestrian routes around settlements ("community circuits") which also link to longer rides.	ROWIP 32	Ongoing	Invest	Medium	WBC Landowners	Revenue Capital

					AONB Parishes	S.106 £££
Increase access for equestrians and carriages on West Berkshire-managed commons.	ROWIP 33	Ongoing	Invest	Medium	WBC Access user groups	Revenue Capital S.106 ££
Physical improvements to the access network						
Research and implement mechanisms to realign the road user hierarchy in favour of non-motorized transport modes, especially walking (LTP 2, policy WI9).	ROWIP 34	Ongoing	Invest	Medium	WBC	Revenue Capital S.106 £££
Work with partners in rural areas to identify opportunities for improving the safety of the physical environment, in particular for pedestrians, cyclists and horse riders (LTP2, policy RSI 7).	ROWIP 35	Ongoing	Invest	Medium	WBC AONB Landowners	Revenue Capital S.106 £££
ROWIP 35: the Thames Valley Safer Roads Partnership educates drivers, for instance when in contact with non-vehicular users. The Department of Transport has been educating motorists concerning horses on roads. The success of the first West Berkshire "Quiet Lanes" scheme should be monitored and future extensions to the scheme considered.						
Implement measures to ensure that all gates on equestrian routes are easily-openable from horseback, using best practice gate and latch designs and gate configurations. Mounting blocks to be installed where dismounting cannot be avoided.	ROWIP 36	Ongoing	Invest	Medium	WBC Landowners Parishes AONB	Revenue Capital ££
Increase the numbers of PROW signposts indicating destinations and distances.	ROWIP 37	Ongoing	Invest	Medium	WBC Parishes AONB	Revenue Capital ££
ROWIP 37: consider also the use of multi-user destination signs.						
Improve the signage of PROW in and around West Berkshire's countryside sites.	ROWIP 38	2010	Invest	Low	WBC Volunteers	Revenue Capital

					AONB	£
ROWIP 38: consideration should be given to tailoring such signage to the interests of visitors to the countryside sites.						
Implement measures to improve signage and promotion of all permissive access.	ROWIP 39	2011	Invest	Medium	WBC Landowners AONB DEFRA	Revenue Capital S.106 ££
ROWIP 39: to include both linear access and access to land.						
Implement measures to improve management and promotion of open access land and links to and from access land.	ROWIP 40	2011	Invest	Medium	WBC Landowners Parishes AONB	Revenue Capital S.106 ££
Implement measures to remove all gates and stiles which are not needed for the control of stock.	ROWIP 41	2011	Invest	Medium	WBC Landowners Parishes AONB	Revenue ££
<b>Improving accessibility for all users</b>						
Identify routes and circuits which are suitable for promotion for use by those with restricted mobility, including within countryside sites. Promote and sign the routes in terms of grading and carry out works, where needed.	ROWIP 42	Ongoing	Invest	Medium	WBC Volunteers Access user groups AONB	Revenue Capital £££
Complete works and promotion of access improvements on the Mortimer circular route, for those with restricted mobility.	ROWIP 43	2009	Invest	Low	WBC Volunteers	Revenue Capital ££
Implement an access improvement scheme, for those with restricted mobility, on Bucklebury Common.	ROWIP 44	2010	Invest	Medium	WBC Volunteers Access user groups AONB	Revenue Capital ££
Identify additional route locations, for ROWIP 42, following the General Condition Survey.	ROWIP 45	2009	Invest	Low	WBC Volunteers Access user groups AONB	Revenue £££



## West Berkshire District Council Rights of Way Improvement Plan

Continue to provide buggies, for those with restricted mobility, at West Berkshire countryside sites.	ROWIP 46	Ongoing	Manage	Low	WBC	Revenue Capital ££
ROWIP 42-46: those with restricted mobility would also include those in wheelchairs, the blind, partially-sighted, people with learning disabilities, people with young children and unconfident or novice visitors. There must be appropriate facilities on the routes, and additional facilities should be sought where there is a proven need. When considering suitable routes, regard will be taken of where needs may be concentrated, for example centres of population, including villages. The work should consider the future creation of a network of long-distance paths suitable for those with restricted mobility. It should also consider providing information on conditions of PROW, locations of facilities and barriers to access, so people may plan their own excursions.						
Continue to improve the accessibility of structures on rights of way and introduce and implement new incentives for landowners to do likewise.	ROWIP 47	Ongoing / 2009	Manage	Medium	WBC Landowners AONB DEFRA	Revenue Capital ££
In partnership with the Countryside team, assist where needed in increasing the number of weekly walks in the Walking the Way to Health scheme.	ROWIP 48	Ongoing	Manage	Medium	WBC Volunteers	Revenue Capital ££
Implement improved promotion of access to the PROW / access network for Walking the Way to Health participants.	ROWIP 49	2010	Manage	Medium	WBC	Revenue Capital ££
Establish greater dialogue with ethnic minority groups, children and young people and groups which traditionally do not visit the countryside, to produce an action plan of high-quality measures to encourage and maintain participation.	ROWIP 50	2010	Invest	Medium	WBC AONB	Revenue ££
Support and encourage measures to provide shower, clothes-drying and cycle-parking facilities at schools, work places and other destinations, to encourage non-car transport.	ROWIP 51	Ongoing	Invest	Medium	WBC Businesses AONB	Revenue Capital S.106 £
Audit car park barriers on the access network, and ensure that access is possible for horseboxes, where appropriate.	ROWIP 52	2009	Manage	Low	WBC Volunteers	Revenue ££
Seek new car parking and horsebox/trailer parking on the access network, where there is a proven need.	ROWIP 53	Ongoing	Invest	Medium	WBC Landowners Parishes AONB	Revenue Capital S.106 ££

## West Berkshire District Council Rights of Way Improvement Plan

<b>Working with partners</b>						
Provide support, where needed, to other bodies whose aspirations compliment those of this ROWIP.	ROWIP 54	Ongoing	Manage	Medium	WBC	Revenue Capital S.106 ££
Implement measures to encourage parish councils to use their full range of powers where appropriate and support the appointment of parish council public rights of way officers.	ROWIP 55	Ongoing	Manage	Medium	WBC Parishes	Revenue £
Encourage and aid the facilitation of formal rights of way training for parish public rights of way officers, parish plan teams and voluntary groups.	ROWIP 56	Ongoing	Invest	Manage	WBC Parishes	Revenue £
Continue to provide support and direction to voluntary groups and to encourage the participation of volunteers of all ages in access work.	ROWIP 57	Ongoing	Manage	Medium	WBC Volunteers	Revenue Capital ££
Investigate the feasibility of a grant scheme for access work by parish councils and parish plan groups, taking into account existing parish council and parish plan funding.	ROWIP 58	2009	Invest	Medium	WBC Parishes AONB	Revenue Capital £
Support the access work identified within parish plans and Area Visions	ROWIP 59	Ongoing	Invest	Medium	WBC	Revenue Capital S.106 ££
<b>Improving working practices and customer care</b>						
Create a comprehensive PROW / access library incorporating controlled copies.	ROWIP 60	2009	Invest	Low	WBC	Revenue £
ROWIP 60: a controlled copy is one which is the up-to-date version, to be replaced when updated or replaced. The library would contain, for example, good practice, literature, legislation, British Standards, links to relevant web sites and standard practices and procedures within the rights of way service.						
Use all appropriate internal District Council communication channels to inform relevant parties of developments in PROW / access work and forward work-plans.	ROWIP 61	Ongoing	Manage	Low	WBC	Revenue £

## West Berkshire District Council Rights of Way Improvement Plan

Introduce an improved access map-to-database electronic link system which will store information and improve the effectiveness of general working methods, feedback and on-site surveys.	ROWIP 62	2009	Invest	Medium	WBC	Revenue Capital ££
Improve the efficiency and speed of use of available legal powers in relation to PROW.	ROWIP 63	Ongoing	Manage	Medium	WBC	Revenue £
ROWIP 63: consideration also to be given to more frequent prosecutions and publicity for both these and other legal actions taken.						
Improve awareness of land management priorities and procedures amongst District Council PROW staff.	ROWIP 64	Ongoing	Manage	Low	WBC	Revenue £
ROWIP 64: this measure is with a view to achieving more effective dialogue with and co-operation from land managers without recourse to legal measures.						
Liaise more closely with West Berkshire's Planning and Transport Strategy group, so as to benefit the PROW / access network.	ROWIP 65	2009	Manage	Low	WBC	Revenue £
ROWIP 65: this will include: regular rights of way training for planning officers, to be provided by the PROW team; improved input into the strategic planning process and the production of a "topic paper" to govern the allocation of S.106 developer contributions towards access. There may also be opportunities to improve the representation of PROW in published transportation material.						
<b>Funding</b>						
Involve community and special interest groups in funding and delivering small access schemes.	ROWIP 66	Ongoing	Manage	Medium	WBC Parishes Volunteers AONB	Revenue Capital S.106 £
ROWIP 66: this would include, for example, providing ideas to the Pang Valley Ramblers to "pump prime" work with could otherwise be a low priority for the District Council.						
Investigate access opportunities for external funding for PROW projects.	ROWIP 67	2009	Manage	Medium	WBC	Revenue £
ROWIP 67: to make use of recent guidance from DEFRA and Natural England.						
<b>Monitoring / continued consultation</b>						
Continue to receive and consider requests for improved access, and to incorporate	ROWIP 68	Ongoing	Manage	Low	WBC	Revenue

West Berkshire District Council Rights of Way Improvement Plan

them into an annually-updated list of requests for specific access improvements (Appendix 2).						£
The Mid and West Berkshire Local Access Forum to advise on implementation of the Rights of Way Improvement Plan.	ROWIP 69	Ongoing	Manage	Low	WBC Local Access Forum	Revenue £
ROWIP 69: reports will be presented to the Local Access Forum three times per year or at least once per year.						
Learn and listen to views of others, at the same time seeking and implementing best practice in relation to PROW / access work.	ROWIP 70	Ongoing	Manage	Low	WBC	Revenue £
ROWIP 70: this will come from a variety of sources, including by attendance at regional meetings involving PROW staff, training courses, Local Access Forum advice; site meetings; team meetings and future customer surveys.						
Implement an effective project-based internal method of recording current progress, good practice and lessons learnt in PROW / access work, for the benefit of present and future staff.	ROWIP 71	2009	Manage	Low	WBC	Revenue £
Produce, with progress reports, annually-updated Rights of Way Improvement Plan Action Plan.	ROWIP 72	Ongoing	Manage	Low	WBC	Revenue £
ROWIP 72: to be supplied to the Local Access Forum and posted on the web site.						

**APPENDIX 2****LIST OF REQUESTS FROM THE PUBLIC FOR SPECIFIC IMPROVEMENT PROJECTS ON THE ACCESS NETWORK****REQUESTS FOR NEW AND UPGRADED PUBLIC RIGHTS OF WAY**

N.B. Numbers on their own refer to the designated consultation reference numbers.

\*PC = parish council plus designated consultation reference numbers.

RA(\*\*) = Ramblers' Association (\*\* = reference number of proposal on "RA Berks Area Combined List" Oct 2006)

HR(\*\*\*) = Horse Riders (\*\*\*= page number of "Horse Riders' Proposals for W Berks ROWIP" document)

Key: FP = Footpath; BR = Bridleway; RB = Restricted Byway; BW = Byway Open to All Traffic.

<b>Ref. no.</b>	<b>Parish</b>	<b>Brief description (with status of proposed path if this is made clear)</b>	<b>Grid references of end points (approx)</b>	<b>Reference to relevant consultation response</b>
1	Aldermaston	From village to Paices Wood country park	?	46(PC)
2	Aldermaston	From village to Decoy Pond Reserve	?	46(PC)
3	Aldermaston	From village to railway station	? to 601 672	46(PC)
4	Aldermaston	From travellers' site to Tadley	?	46(PC)
5	Aldermaston	From S part of village to the east	?	46(PC)
6	Aldermaston	NE-SW link (diversion) from village to existing path	?	RA(105)
7	Aldermaston	SW-NE link (diversion) from Aldermaston church to existing path	?	RA(106)
8	Aldermaston	New FP from Padworth Mill W beside Kennet to Aldermaston Bridge	666 666 to 593 662	RA(107B)
9	Aldermaston & Wasing	New FP link from road opposite BR1 Wasing N through Wasing Wood to FP9 Aldermaston	579 627 to 583 635	RA(101)
10	Aldermaston & Wasing	New NE-SW FP on S bank of River Enborne from A340 near The Old Mill to Shalford Bridge	590 660 to 571 649	RA(108A)
11	Aldworth	Upgrade FP1 to BR	563 786 to 563 777	HR(23)
12	Aldworth	New FP from Reading Road along NE Grim's Ditch to FP21	562 788 to 569 791	RA(149)
13	Ashampstead	New linking path to Aldworth path network (FP)	?	16
14	Ashampstead	New FP from BR22 to FP31 along W side of James's Copse	560 765 to 564 762	42(PC)
15	Ashampstead	New FP from N end FP20 SE in field headland to join S end FP1 Aldworth	561 779 to 563 777	42 & 43
16	Ashampstead	New FP from N end FP20 NW in field to Four Points PH	561 779 to 554 788	43
17	Ashampstead	New BR from top of Pykes Hill S in woodland to road	578 75 4 to 571 758	42 & 43
18	Ashampstead	SW end FP 13: reroute to Hartridge Lane	571 771 to 568 773	43
19	Ashampstead	New FP from junction of RB34 & FP14A, NW through Hartridge Lye Wood to FP15 S of Hartridge Farm	578 770 to 571 777	RA(150)
20	Basildon	New FP from FP14 Ashampstead along Grimm's Dyke in Broom Wood to FP14	582 77 2 to 585 775	43
21	Basildon	New FP from junction of FPs 18 & 20 W & S to A329 opposite BR10	611 795 to 605 791	RA(142)

## West Berkshire District Council Rights of Way Improvement Plan

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22	Basildon	New FP from BW1 S of New Town, W through Brooms & Knapp's Wood to Gardeners Lane opposite FP25	607 757 to 601 755	RA(151)
23	Basildon	New FP from FP19 on W side of railway SW on track to Home Farm, then SW to FP9	623 771 to 601 762	RA(152)
24	Beech Hill	Upgrade FP4 to BR	693 640 to 681 646	HR(23)
25	Beech Hill	New FP along W bank of River Loddon from District boundary S of The Priory to weir W of Stanford End Farm & from District boundary SW of Stanford End Farm to District boundary N of Stanford End bridge (part of continuous FP along River Loddon)	708 641 to 703 634 & 705 633 to 707 631	RA(145)
26	Beedon	Upgrade FP25 to a BR	489 772 to 489 775	2(PC)
27	Beedon & Hampstead Norreys	New bridge over A34 at Beedon Hill to link FPs13 & 15 Beedon with FPs 18 & 30 Hampstead Norreys	490 771	RA(33)
28	Boxford	New BR along old railway track from Welford parish boundary to Speen parish boundary	423 721 to 436 700	RA(1)
29	Boxford	Upgrade FP7 to BR	420 716 to 422 717	HR(23)
30	Boxford	Upgrade FP12 to BR	428 715 to 437 701	HR(23)
31	Boxford	Upgrade FP13 to a BR	443 718 440 725	HR(23)
32	Bradfield	New FP from Gardeners Lane opposite end of BW3 Pangbourne, SW to road near E end of FP42 + short branch to road opposite FP46	607 750 to 595 745 & 602 750	RA(153)
33	Brimpton	New NE-SW FP on N bank of River Enborne from Shalford Bridge to Able Bridge	570 650 to 561 642	RA(108B)
34	Brimpton	New E-W FP on N bank of River Enborne from BR16 to Park Gully Bridge	553 634 to 543 635	RA(108C)
35	Brimpton	New FP on S bank of River Kennet from new FP S of Oxlease Bridge to Kings Bridge	568 664 to 555 657	RA(109)
36	Bucklebury	New safe FPs from Upper Bucklebury to Thatcham	-	45(PC)
37	Bucklebury etc	Create more access along the River Pang e.g. from Bucklebury E to W end of FP12 Stanford Dingley, from Everington (Yattendon) to Eling Farm, & other locations	553 710 to 560 711 537 751 to ?	16, 17(PC), 33, 45(PC), 52(PC),RA(113)
38	Bucklebury	New FP from Brocks Lane to minor road S of Hawkridge Farm	541 716 to 548 721	RA(114)
39	Burghfield	New FP from Theale Road, SW along Clayhill Brook and Omer's Gully to Hollybush Lane N of junction with BR4 Sulhamstead	660 688 to 645 673	RA(117)
40	Burghfield	New FP from road S of Sulhamstead Abbots S to estate roads in Burghfield Common	649 677 to 649 675	RA(118)
41	Burghfield	New FP from James's Lane W to Reading Road	675 676 to 665 676	RA(122)
42	Burghfield	New FP from Clayhill Road NW to path 39 at Clayhill Brook	658 679 to 655 681	RA(123)
43	Burghfield	New FP from Coltsfoot Close NE along stream to Reading Road S of recreation ground in Burghfield Village	656 673 to 665 683	RA(124)
44	Burghfield	New FP from FP6 NW through Amner's Wood to FP4	685 686 to 680 691	RA(131)
45	Burghfield	New subway under M4 from Pingewood to Kirton's Farm	692 695	RA(135)
46	Burghfield	New bridge over M4 on W side of Reading Services	669 701	RA(136)

## West Berkshire District Council Rights of Way Improvement Plan

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47	Burghfield	New FP from FP28 S of M4 W along S bank of Theale lake to road at Sheffield Bottom	668 701 to 651 698	RA(137)
48	Burghfield	New FP between lake and road from Sheffield Bottom, N to entrance to picnic area S of canal	649 700 to 648 704	RA(138)
49	Burghfield	New FP (or diversion of FPs 2 & 22) from FP2 at Searles Farm, E & N along land between lakes to FP23	687 704 to 693 708	RA(144)
50	Chieveley	More safe circular routes		24
51	Chieveley	Priors Court Road M4 bridge: construct additional ramps so riders can leave road sooner & additional exit for BR48 on to Priors Court Road for riders going towards Hermitage	493 733	HR(24)
52	Chieveley	Create BR around edge of MOD site to link BR48 & BW 21	494 733 to 498 728	HR(24)
53	Chieveley	Improve road verges along Priors Court Road S of M4 to link BR48 with Old Street & Doctors Lane	494 734 to 499 732	HR(24)
54	Chieveley	Create horse margin alongside Priors Court Road from M4 bridge W to A34 bridge (could be inside Newbury showground site)	494 734 to 481 737	HR(24)
55	Chieveley	Improve verge on one side of B4494 so safe link from SW end of BR5 to E end of BR6 Winterbourne	465 727 to 461 730	HR(24)
56	Chieveley	Upgrade FP10B to BR	474 750 to 476 742	HR(25)
57	Chieveley	Upgrade FP38 to BR	468 740 to 475 742	HR(25)
58	Chieveley	Create link between BWs 36 & 49, possibly using upgraded FP 37	485 723 to 479 723	HR(25)
59	Chieveley	New BR on N side of M4 from RB13 to link with new BR 107 (Hampstead Norreys below)	504 743 to 511 743	HR(28)
60	Beenham	Divert BR13 to W	590 675 to 588 670	RA(111)
61	Burghfield	Access across Willink School playing field to reach Leisure Centre (FP)	-	61(PC)
62	Burghfield & Theale	New FP from FP15 Burghfield S of railway, W over new bridge over the Holy Brook, along N side of Holy Brook, under the M4 to E end of Arrowhead Road	662 712 to 651 709	RA(143)
63	Chaddleworth	New FP from Hangman's Stone Lane at Nodmoor Corner W to BR3 by golf club house	421 757 to 411 762	RA(31C)
64	Chaddleworth	New FP from RB 21 S to BR25A at Buckham Hill	407 779 to 401 768	RA(32)
65	Chaddleworth	From W end of BR6, create a horse margin alongside the A338 N to junction with minor road to South Fawley	400 798 to 399 803	HR(24)
66	Cold Ash	More linking FPs & cycleways to Bucklebury	-	15
67	Cold Ash & Bucklebury	BW25, BR25A & 54A: make more suitable for horseriding through enforcement	519 696 to 522 703	HR(25)
68	Cold Ash & Bucklebury	Upgrade FPs 18 & 24 Cold Ash to BRs with FP89 Bucklebury to provide safe route for horseriders	512 708 to 512 706 to 522 708	54, RA(25)

## West Berkshire District Council Rights of Way Improvement Plan

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69	Cold Ash & Hermitage	New FP (?) along old railway track from Hermitage village S to E end of FP13 Cold Ash	509 728 to 483 685	RA(38A)
70	Combe	New FP from Wayfarer's Walk (Hants)W to road at Combe Hill	395 605 to 384 603	RA(24A)
71	Combe	New FP from path 70 (above), N to FP1	381 604 to 381 607	RA(24A)
72	Compton	Link BR8 to FP22 Hampstead Norreys by permitted walking use of a farm track (RA want definitive FP)	543 782 to 543 777	3, RA(139)
73	Compton	New FP from Cheseridge Road at Cheseridge Farm E to Compton Road at Woodlee	509 787 to 524 787	RA(46)
74	East Garston	Upgrade FP7 to BR	358 764 to 378756	HR(26)
74a	East Garston	New FP to join N end of BR 29 with N end FP 32 to avoid busy road	369760 to 372758	81
75	East Garston	Upgrade FP15 to BR	356 771 to 361 769	HR(26)
76	East Garston	New BR from junction of BR13 Hungerford & BR28 East Garston, N under M4 to Baydon Road opposite BR27	355 729 to 358 739	RA(27), HR(26)
77	East Garston	New BR from junction of BR13 Hungerford & BR 28 East Garston, N under M4 to Baydon Road opposite BR29	355 729 to 353 740	RA(27)
78	East Garston	Upgrade FP32 to BR	366 748 to 373 757	HR(26)
79	East Garston	New FP from FP7 (LVW) SW to road opposite BR 29	370 761 to 369 760	RA(29C)
80	East Garston	New off-road link between S ends of BRs 27 & 29 (use of existing track at GR 359 741 is a possibility)	357 739 to 353 740	HR(26)
81	East Garston	New link between BRs 27 & 29 and the minor roads from the B4000 to East Garston and from the B4000 to Eastbury, and so on to BR71 Lambourn & BWs further W; possible upgrade FP33 to BR & create further links W	365 752 to 357 754 and other routes further W	HR(26),HR(29)
82	East Ilsley	New BR from BR18 N on W side of M4 to BR16	492 806 to 490 801	RA(40)
83	E Ilsley & W Ilsley	Create a track (RB or BR) along the verge on the N side of the road between the two villages	490 813 to 477 823	HR(33)
84	Enborne	New FP from FP10 at Ball Hill Farm to road at Bourne Farm	424 636 to 437 634	RA(48)
85	Enborne	New FP from W end of FP5 W to E end FP22	437 658 to 435 658	RA(42)
86	Englefield & Bradfield	New FP from end of road in Englefield village W though Englefield park to Bradfield Village	625 719 to ?	RA(141)
87	Englefield	New FP from The Street, N to road E of Chalkpit Farm	629 723 to 630 730	RA(146)
88	Farnborough	Track from Farnborough village W & SW to B4494 is shown on OS as a "white road" with public access; needs to be legally recognised as at least a BR and made available for horseriding use	432 818 to 425 815	HR(27)
89	Frilsham	New FP from Brocks Lane S of M4, W, SW & W to RB13 on edge of Box Wood	538 739 to 530 733	RA(147)
90	Great Shefford	New FP from FP4 (LVW) to e  nd of FP11 at Church Street	382 756 to 381 753	RA(29D)



## West Berkshire District Council Rights of Way Improvement Plan

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91	Great Shefford	Upgrade FP4 to BR	378 757 384 753	HR(27)
92	Great Shefford	Upgrade FP17 to BR	386 753 to 394 746	HR(27)
93	Greenham	Upgrade FP6 to BR (Tarmac has already agreed to a permissive BR)	497 668 to 501 654	HR(32)
94	Greenham	Upgrade FP8 & part of FP7 to BRs to join upgraded FP32 Thatcham to upgraded FP6 Greenham		
95	Greenham	New FP from E end of FP 9 along W side of A339 to paths in Hampshire	475 643 to 477 640	18
96	Greenham	New FP from FP9 in Sandleford Park to FP near Oakleaze Farm in Hants	472 642 to 461 636	RA(7)
97	Greenham	New FP from FP10 on Greenham Common to A339 opposite FP9	480 643 to 475 643	RA(8)
98	Newbury	In town centre: extend REACT into nearby parks	?	14
99	Newbury	More safe circular routes from the town	-	24
100	Mortimer	Upgrade a circular route for use by horseriders & cyclists	-	1
101	Hampstead Norreys	Divert E section of FP22 on to old runway track to Haw Farm to join FP23 (RA wants new FP link from FP22 to FP23 on this route)	543 777 to 552 771	4, 42(PC), RA(139)
102	Hampstead Norreys	Upgrade FP23 to BR	532 763 to 552 770	HR(27)
103	Hampstead Norreys	New FP from point on B4009 opposite E end of FP22 along E side of B4009, then E to road to join with W end of FP 20 Ashampstead	542 782 to 561 779	4, 42(PC)
104	Hampstead Norreys	Path to Perborough Castle needed	? to 521 780	16
105	Hampstead Norreys	New FP from road opposite FP19 N through Langley Park to FP18	496 763 to 497 766	RA(34)
106	Hampstead Norreys & Hermitage	New BR from junction RB27 & FP7 Hampstead Norreys S over bridge over M4 to Yattendon Road at N end of RB2 Hermitage (horseriders appear to just want a BR route from RB27 to N side of M4 road bridge)	517 743 to 520 738	RA(36), HR(27)
107	Hampstead Norreys	New BR from NW end of RB27 at Four Elms NE along old railway track to Hampstead Norreys village (horseriders want this route to run from the N side of the M4 to link with new BR 59 (under Chieveley above)	514 748 to 527 763 (to 511 743)	RA(38).HR(28)
108	Hamstead Marshall	New FP from FP6 at Smith's Bridge to FP2 at Gore End	412 641 to 419 639	RA(47)
109	Hamstead Marshall	New FP from Speen parish boundary. along R Kennet to K&A canal towpath at Copse Lock	413 673 to 418 671	RA(9)
110	Hermitage	New cycle path alongside road from Chapel Lane to old telephone exchange, through Cementation site housing development to school; also new BRs to link RB13 Chieveley via Manor Lane to Chapel lane & RB2 Hermitage	Around 512 737	21(PC), HR(28)
111	Hermitage	Horse margin on S verge of Yattendon Rd to link RBs 2 & 11	520 738 to 522 740	HR(28)
112	Hungerford	New FP from S end of Park Way E to Inkpen Road	341 675 to 344 675	RA(17)

## West Berkshire District Council Rights of Way Improvement Plan

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113	Hungerford	New FP from FP29 SW & NE to Kintbury Road	348 679 to 358 678	RA(18)
114	Hungerford	New FP from path 113 (above) SW to Inkpen Road	352 675 to 347 670	RA(19)
115	Hungerford	New FP from Salisbury Road at Beacon Farm W crossing FP46 to N Standen Road	332 672 to 320 676	RA(20)
116	Hungerford	New FP from N Standen Road N to FP49	320 677 to 319 680	RA(20A)
117	Hungerford	New FP from K&A canal bridge (FP36) W to A4 at Highclose farm	319 682 to 315 683	RA(21)
118	Hungerford	New FP from FP49 N to K&A towpath	315 679 to 315 681	RA(21A)
119	Hungerford	New FP from FP35 NW to road & W to BR in Wiltshire	313 685 to 293 694	RA(21B)
120	Hungerford	New FP from FP1 N of K&A N to roundabout on A4	341 687 to 690 341	RA(21C)
121	Hungerford	New FP from FP32 E through Elm Copse to FP41 at The Gully	335 654 to 341 65 3	RA(22)
122	Hungerford & Inkpen	New FP from Inkpen Road at Hornhill E to FP5 Inkpen	334 663 to 344 663	RA(22A)
123	Hungerford &/or E Garston	New FP from road at Old Haywood Bottom E across RB69 Lambourn to road opposite BR 28 E Garston	332 727 to 347 730	RA(25)
124	Hungerford	New FP from road at Old Haywood Bottom N to path 123 (above) just W of RB69 Lambourn	339 721 to 340 729	RA(26)
125	Hungerford	Upgrade most of FP21 to BR	345 679 to 356 668	HR(28)
126	Hungerford	Upgrade FP58 to BR	344 670 to 344 669	HR(28)
127	Hungerford	Upgrade part of FP41 to BR	341 653 to 337 647	HR(28)
128	Hungerford	Upgrade FP42 to BR	337 647 to 338 644	HR(28)
129	Hungerford	Upgrade FP48 to BR	301 690 to 305 680	HR(28)
130	Inkpen	Extend FP18 W to meet FP19	364 646 to 362 645	59(PC)
131	Inkpen	Upgrade part of FP3 to BR	343 654 to 341 653	HR(28) & (29)
132	Inkpen	Upgrade FP4 to BR	338 644 to 339 642	HR(28)
133	Inkpen	Upgrade FP5 to BR	344 669 to 344 654	HR(28) & (29)
134	Kintbury	Recognise RoW recently omitted from updated maps (Cowleaze); also suggested by RA as a new FP	380 656 to 386 659	25,35(PC),RA(24)
135	Kintbury	Upgrade FP14 to cycleway/BR	372 680 to 383 670	25
136	Kintbury	Create track from Barton Court Farm N to A4 as a cycleway/BR (parish council does not want as a cycleway)	381 679 to 381 683	25
137	Kintbury	New link from Hampstead Holt Farm SW to Godfreys	397 663 to 388 657	25,RA(44)
138	Kintbury	New FP/cycleway link from Home Farm across K&A canal at lock to Avington	363 677 to 372 681	25,35(PC),RA(14), RA(15)
139	Kintbury	New FP from path 138 (above) NW to A4 at Denford Lodge then N through Denford Park to Denford Lane	368 682 to 363 696	RA(16)
140	Kintbury	Links from Inkpen Road to school and doctors' surgery	-	35(PC)
141	Kintbury	New FP from FP13 at Wawcott Farm, E along R Kennet to Welford pariah boundary.	390 679 to 400 679	RA(9)
142	Kintbury	Upgrade FP13 to BR	387 678 to 396 685	HR(29)

## West Berkshire District Council Rights of Way Improvement Plan

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143	Kintbury	Upgrade FP15 to BR	381 669 to 380 656	HR(29)
144	Kintbury	New FP from road at Barton Holt W along track to FP14 at Barton Court	387 677 to 384 678	RA(12)
145	Kintbury	New FP from FP14 at Barton Court N along tracks across A4 via Bottom Barn to road at Clapton Farm	384 678 to 383 699	RA(13)
146	Kintbury	New FP from S end of FP14 at Hungerford Road SW to Inglewood Road at N end of FP39	377 670 to 374 661	RA(23)
147	Kintbury	New FP from road S of Radley Farm, N past Radley Farm to FP4 and on to RB 36	373 699 to 370 711	RA(13A)
148	Kintbury	Upgrade FP18 to BR	356 668 to 359 665	HR(28) & (29)
149	Kintbury	BW34: improve links from N end to network N e.g. improve verge along B4000	404 711 to ?	HR(29)
150	Lambourn	New FP from FP5 (LVW) to road opposite BW 47	337 780 to 336 779	RA(29A)
151	Lambourn	New FP from FP5 (LVW) SW to road at Coldborough Farm	354 771 to 353 768	RA(29B)
152	Lambourn	New FP from Goose Green NW through Lynch Wood to Drain Hill	329 793 to 323 799	RA(30)
153	Lambourn	Upgrade FP5 to BR	335 783 to 355 771	HR(29)
154	Lambourn	Upgrade W section of FP20 to BR	313 762 to 317 762	HR(29)
155	Lambourn	Upgrade FP34 to BR	346 773 to 354 800	HR(29)
156	Lambourn	RB69 crossing of M4: bridge parapets need raising	341 742	HR(30)
157	Lambourn	Upgrade FP27 to BR & raise M4 bridge parapets	300 766 to 306 742	HR(30)
157a	Lambourn	New FP between BW 47 and FP5, as an addition to the Lambourn Valley Way, without needing to use the road	336779 to 336780	77
158	Wilts (Baydon)	Upgrade FP from FP27 just S of M4 west to BW in Wilts (this would be an alternative to upgrading all of FP27)	299 764 to 297 765	HR(30)
159	Padworth	New FP from road W of Home Farm S through Padworth Gully to BR15	611 660 to 615 648	RA(115)
160	Padworth & Ufton Nervet	New FP from Ufton Bridge SW beside Kennet to Padworth Bridge.	618 686 to 611 671	RA(107A)
161	Padworth & Ufton Nervet	New FP from Silver Lane NE through Brent's Gully & by Grim's Bank to road S of Ufton Nervet village	624 659 to 634 666	RA(116)
162	Pangbourne & Tidmarsh	New FP from S end of BR7 Pangbourne S to FP8 Tidmarsh N of M4	616 744 to 617 739	RA(140)
163	Peasemore	New FP from FP9 S of Mud Lane S & SE to BR3 at junction with RB1	455 765 to 459 755	RA(45)
164	Purley	Complete legal work for Thames Path	-	27(PC)
165	Purley	Cycle paths to Tilehurst Station & Pangbourne (suggested route described)	-	27(PC)
166	Purley	New FP or footway from back of Purley Rise to N end of BR6 (location is not clear)	-	27(PC)
167	Purley	New FP from New Hill to Purley Lane using disused railway land	663 761 to 661 763	27(PC)
168	Purley	New FP from Winston Way to Glebe Road using disused railway land	658 763 to ?	27(PC)
169	Shaw	New FP in Packers Copse from FP11 at Donnington Holt N to road near bridge over A34	464 696 to 464 701	RA(39)

## West Berkshire District Council Rights of Way Improvement Plan

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169a	Shaw	New FP along N bank of River Lambourn, E from Oxford Road (may be possible through planning)	465686 to 473683	82
170	Shaw	Divert BR3 W on to Shaw Farm Road, S to Love Lane; also find a route to make a circular ride to the E	?	HR(30)
171	Shaw	Upgrade FP8 to BR	454 692 to 462 691	HR(30)
172	Shaw & Winterbourne	Create circular bridleway on Snelsmore Common	460 710	HR(30)
173	Speen	New BR along old railway track from Boxford p.b. to K&A canal towpath	436 700 to 460 670	RA(1)
174	Speen	New BR from old railway track to BW22 Speen	447 687 to 447 691	RA(2)
175	Speen	New FP from FP9 at Benham Park S of lake to FP2	434 675 to 450 676	RA(4)
176	Speen	New FP from N end of FP9 E inside N wall of Benham Park to FP2	440 680 to 448 679	RA(5)
177	Speen	New FP from FP2 across Speen Moor to K&A canal towpath	453 676 to 455 669	RA(6)
178	Speen	New FP from Welford parish boundary along R Kennet to Hamstead Marshall parish boundary	411 678 to 413 673	RA(9)
179	Speen	New FP from Welford parish boundary, E to minor road at Marsh Benham	680 412 to 420 678	RA(11)
180	Speen	Upgrade FP24 to BR	436 699 to 449 694	HR(31)
181	Stanford Dingley	Upgrade FP18 to a BR	575 710 to 579 711	HR(31)
182	S. Mortimer	Create vehicle-free path from Mortimer village to school & railway station	657 645 to 672 641	11,57
183	S. Mortimer	Develop BRs as part of a 5-10 mile circular route, also in Hampshire	-	73
184	S. Mortimer	Upgrade FP3 to BR	663 625 to 669 630	HR(31)
185	S. Mortimer	Upgrade FP4 as far as junction with FP6 to BR	668 631 to 666 637	HR(31)
186	S. Mortimer	Upgrade FP5 to BR	658 633 to 660 630	HR(31)
187	S. Mortimer	Upgrade FP11 to BR (with diversion away from farmyard)	676 647 to 689 646	HR(32)
188	S. Mortimer	Create BR along entrance drive to Great Park Farm to join upgraded FP11 (also part of new FP 125 suggested by RA)	682 653 to 682 647	HR(32), RA(125)
189	S. Mortimer	New FP along farm access drive from FP11 S to Station Road E of the station	679 646 to 677 640	RA(125)
190	S. Mortimer	New FP from The Forehead at Perrins Farm, W to road W of Home Wood, with a branch to The Forehead W of Perrins Farm	684 635 & 679 636 to 672 633	RA(126)
191	S. Mortimer & Beech Hill	New FP from path 189 (above) S of the railway, E along Foudry Brook to FP7 Beech Hill at Reids Bridge	682 651 to 702 654	RA(127)
192	S. Mortimer	New FP from FP11 between Foudry Brook & railway line, S to Station Road at the station	676 647 to 672 642	RA(128)
193	Streatley	New FP from FP14 in Common Wood W to road opposite junction with BR10	584 801 to 571 800	RA(148) (part)
193a	Streatley	New FP along track from nearly opposite Townsend Road, east towards Cleeve Lock	593816 to 599816	RA (76)
194	Streatley & Aldworth	New FP from junction with BR10, S & SW to FP21 Aldworth N of Gould's Cottage	576 800 to 568 794	RA(148) (part)

## West Berkshire District Council Rights of Way Improvement Plan

<b>Ref. no.</b>	<b>Parish</b>	<b>Brief description (with status of proposed path if this is made clear)</b>	<b>Grid references of end points (approx)</b>	<b>Ref. to relevant consultation response</b>
195	Swallowfield	BW31: needs higher parapets & mounting blocks on bridge over A33	714 638	HR(16)
196	Thatcham	Upgrade part of FP10 (from FP13 to FP11) to BR	501 681 to 496 681	HR(32)
197	Thatcham	Upgrade part of FP11 (from FP10 to Henwick Manor) to BR	496 681 to 498 686	HR(32)
198	Thatcham	Seek permissive BR along drive to Henwick Manor	498 686 503 684	HR(32)
199	Thatcham	Upgrade part of FP28 from junction with BR18 E to Colthrop Bridge	521 662 to 540 663	HR(32)
199a	Thatcham	BR link from S end BR3 through Colthrop and on to Greenham Common		86
200	Thatcham	Upgrade FP27 to BR	528 645 to 529 633	HR(32)
201	Theale	New FP from S end of FP4 at Calcot Mill, E between houses and railway to District boundary W of Burghfield Road (to join new FP in Reading)	671 714 to 681 743	RA(158)
201a	Tidmarsh	Footway link between FPs 6 and 8	635745 to 634743	80
202	Tilehurst	New FP from N end of FP15 N to join Farm Drive	656 725 to 656 726	RA(157)
202a	Tilehurst	New FP from Farm Drive to FP15 (path already used)	726655 to 727654	84
203	Ufton Nervet	New FP to link A4 at Victoria Lodge to minor road leading to Ufton lock	617 693 to 617 688	RA(112)
204	Ufton Nervet	New FP from Island Farm Road SW through woods to Camp Road (N.B. there is permitted access through this wood)	641 665 to 636 660	RA(119)
205	Wasing	New FP from N end BR1 at B3051 NE through Wasing Wood parallel to road to FP9 Aldermaston	579 627 to 585 630	RA(102)
206	Wasing	New SW-NE link between FP9 Aldermaston & FP12 Brimpton along track in Wasing Wood	573 633 to 583 639	RA(103)
207	Wasing	New SE-NW link between FP9 Aldermaston and road at Wasing Lower Farm	584 646 to 580 650	RA(104)
208	Welford	New BR along old railway track from Elton Farm to parish boundary	398 742 to 423 721	41,RA(1)
209	Welford	New FP from Kintbury parish boundary E along R Kennet to Speen parish boundary.	400 679 to 411 678	RA(9)
210	Welford	New FP from path 209, N along Board Lane to A4 at Halfway	408 680 to 408 684	RA(10)
211	Welford	New FP from path 210 (above) E to Speen parish boundary	408 680 to 680 412	RA(11)
213	Welford	New FP from Wickham NW over the M4 to join FP3	396 719 to 393 722	RA(28)
214	Welford & Boxford	New FP from Lambourn railway track (path 208 above), NE & E to BR3 Boxford	416 727 to 429 735	RA(31A)
215	Welford	New FP from path 214 (above) at Grove Corner, N to Hangman's Stone Lane at Nodmoor Corner	422 737 to 421 757	RA(31)
216	Welford & Boxford	New FP from path 215, E to BR3 Boxford near Rowbury Farm Cottages	420 745 to 431 744	RA(31B)
217	Welford	New FP from path 216, N to Hangman's Stone Lane near BR4 Leckhampstead	425 746 to 426 753	RA(31B)
218	Welford	Upgrade FP5 to BR	401 737 to 411 718	HR(33)
219	Welford	Upgrade FP13 to BR	411 718 to 420 717	HR(33)
220	Welford	Upgrade part of FP16 to BR	401 738 to 394 746	HR(33)
221	Welford	Upgrade FP27 to BR	401 737 to 401 738	

## West Berkshire District Council Rights of Way Improvement Plan

<b>Ref. no.</b>	<b>Parish</b>	<b>Brief description (with status of proposed path if this is made clear)</b>	<b>Grid references of end points (approx)</b>	<b>Ref. to relevant consultation response</b>
223	West Woodhay	New FP from E end of FP10 E to W end of BW12	388 638 to 393 639	RA(43)
224	Winterbourne	New FP (?) from BR6 N via bridge over M4 to S end of BW1	454 732 to 452 736	RA(35)
225	Winterbourne	New BR along edge of Snelsmore Common from BW21 near Beans Hill to BR14	465 722 to 462 717	RA(41), HR(33)
226	Wokefield	New FP from NW end of RB35 Grazeley, W to New Road N of Wokefield Park	688 664 to 673 661	RA(120)
227	Wokefield	New FP from NW end of RB35 Grazeley, N to road at The Bell public house, Grazeley Green	688 664 to 683 672	RA(121)
228	Wokefield	New FP from road at Great Park Copse W to Mortimer Lane	682 654 to 670 654	RA(129)
229	Woolhampton	New FP from centre of village N to join FP4	571 670 to 573 676	RA(110)
230	Yattendon	Need more paths	-	16,17(PC)
231	Yattendon	Need gravel surfaced path from the Withies Estate to the school	Around 556 745	16,17(PC),34(PC)
232	Yattendon	New FP from Burnt Hill along N & W sides of Upperlands Copse, then W to N end of track at Chalkangles and S along track to join the permitted path & Yattendon 11 (N.B. rejected by landowners)	568 742 to 563 737	17(PC)
233	Yattendon	Divert FP 1 from S end to run around settlement at Broadfield to join hard track (Clay Lane), run NE along track to stile to re-join existing route	551 747 to ?	17(PC)
234	Yattendon	New link from FP2 along inside of N edge of Oaken Copse to N end of Clay Lane; create Clay Lane as a FP	557 750 to 551 747	17(PC)
235	Yattendon	Formalise circular walk in Oaken Copse – in use for many years	Around 749 555	17(PC)
236	Yattendon	New BR along NE & N side of road to Hampstead Norreys from NW of Broadfield Cottages to BR8 & FP7	549 749 to 545 753 & 542 753	17(PC)
237	Yattendon	New FP from Yattendon village NW on field headlands on E side of road to S end of BR8 and FP7	552 745 to 542 753	RA(154)
238	Yattendon	New FP from E end of BR11 E along N side of M4 to Scratchface Lane	560 738 to 571 740	RA(155)
239	Yattendon	New FP from N end FP6 on Yattendon Lane E along field headland on S side of Yattendon Lane to road at Burnt Hill, then on N side of Yattendon Lane to S end of FP 3	561 744 to 567 745	RA(156)

## West Berkshire District Council Rights of Way Improvement Plan

<b>OTHER REQUESTS</b>	<b>Brief description (with status of proposed path if this is made clear)</b>		<b>Ref. to relevant consultation response</b>
<b>Proposed community circuit riding routes</b>	Chieveley Community Circuit: needs new BRs which are included in the list above		HR(15)
	The Devil's Circuit: needs improvements included in the list above, except a FP to BR upgrade is suggested but no details of location given		HR(15)
	Great Park Farm Ride: needs FP to BR upgrades which are included in the list above		HR(16)
	Hermitage Community Circuit: needs new BRs which are included in the list above		HR(16)
	Thatcham Circular Ride: needs new BRs which are included in the list above		HR(16)
	Newbury Circular Route: no new BRs mentioned		HR(17)
	Hungerford Common Ride: new BRs required, but no details given		HR(17)
	Highclere Circular Ride: all in Hampshire?		HR(17)
<b>Proposed linear north-south riding routes</b>	Greenham Common to Wayfarers' Way: many necessary improvements to the network are described on page 36 of "Horse Riders' Proposals for W Berks ROWIP" document)		HR(17), HR(36)
	Greenham Common to North Downs via Kingsclere: Ted May to be contacted for ideas		HR(17)
	North Wessex Downs Link: needs FP to BR upgrades; further details from Candy Clarkson		HR(17)
<b>Short linking riding routes between community circuits</b>	Pang Valley Link: includes extension to RB27 Hampstead Norreys listed as 107 above		HR(17)
<b>Quiet Lanes</b>	Winterbourne Rd, Curridge, Chieveley		HR(18)
	Manor Lane, Oare, Chieveley		HR(18)
	Fishers Lane, Cold Ash		HR(18)
	Lanes in Mortimer, Sulhampstead & Burghfield areas		HR(18)
<b>Horsebox parking</b>	Greenham Business Park at weekends		HR

**REQUESTS FOR IMPROVEMENTS TO EXISTING PUBLIC RIGHTS OF WAY**

**N. B. Respondents 74 to 80 inclusive were focus groups, and 81 & 82 were user groups, covering the views of a number of people.**

Improvements sought (specific)	No. of response categorised by type of users					
	Land-owners	Walkers	Horse-riders	Cyclists	Vehicle Users (MPV)	Parish councils
<b>Aldermaston</b>						
FP8: needs surface improvements & vegetation clearance						
FP9: board walk at S end needed		47				
FP9: prevention of flooding to improve access for less mobile	12					
FP9: prevention of motor cycle use	12					
FP17: prevention of fly tipping	12					
<b>Ashampstead</b>						
RBs 25 & 30: need better surfaces (heavy shooting traffic makes impassable on foot in winter)	43		44			42
FP31: needs more regular vegetation clearance E of Horsley's Row (move rabbit fence to make accessible by tractor so Estate will clear)	43					42
RB1 (eastern 2/3), FP4 (S end), BR10, FP13, FP45 (W end): more clearance/better drainage needed; also E end of FP45 needs better waymarking		43				
<b>Basildon</b>						
Circular walks/paths leaflet required		26				
<b>Boxford</b>						
FP6: replace difficult stiles at both ends of path with gates						70
FP 12 (with Speen FP 24): upgrade to BR to create equestrian link			83			
<b>Brimpton</b>						
FP12: prevent fly tipping	12					
FPs12 & 14: prevent motor cycle use	12					
<b>Bucklebury</b>						
FP90: stile & bridge need replacing with an easier crossing of the stream		54				
<b>Chieveley</b>						
Clearance of path by the sewage works	30					
<b>Donnington</b>						
Donnington Grove (especially permitted path E of A34): improve for use by less-mobile		14				
Donnington Shop Lane: improve path running W from the lane		14				
<b>Enborne</b>						
Enhance information about Civil War battle site at Wash Common		18				



## West Berkshire District Council Rights of Way Improvement Plan

<b>Frilsham</b>						
FPs 6 & 7: mark destination						34
BR17: improve surface						34
FP20: clear and widen to help less-mobile						34
<b>Greenham</b>						
FPs 3 and 6 (with Thatcham Footpath 32) : upgrade to Bridleway status to allow for equestrian access through Thatcham to Greenham Common			79			
<b>Hermitage</b>						
FP16: improve surface & vegetation clearance						21
FP18: better vegetation clearance						21
<b>Inkpen</b>						
FPs 2 (W end of easternmost field), 3 (4 stiles around Anvilles), 7 (W & E ends), 21 (N end), 53 (E end S of Kirby House): stiles need repair						59
FPs 2, 3, 17, 18 (both ends), 23, 24 (at Manor Farm), 30 (at Heads Lane), 39 (both ends): replace stiles with gates						59
BW11: from Wigmore Ash pond to county boundary very badly rutted						59
BW12: gate at top of Walbury Hill needs a long handle						59
FP14: board walk needed between W end of Manor Farm land & the brook						59
FP27: bridge too high & needs handrail						59
<b>Kintbury</b>						
Towpath: made suitable for wheelchairs						35
<b>Lambourn</b>						
FP 27: upgrade to bridleway status as is already used by equestrians			78			
<b>Lambourn Valley Way</b>						
Needs improvement at both ends, at the alternative routes through 2 villages & at Lambourn; also market the Way better		56,60				
Needs more regular clearance S of Weston Farm at Welford	30					
<b>Mortimer</b>						
FP10: more regular clearance of vegetation along most of length		11				
BW35: improve surface		32				
FP37: surface improvements to enable use by the less mobile		11				
<b>Newbury</b>						
Make Monkey Bridge suitable for use with prams/pushchairs						
Widen towpath in town so safe for both walkers and cyclists, or make a parallel path for cyclists		62A				
<b>Purley</b>						
Thames Path: complete the legal and physical work						27
FP4 to Mapledurham Lock: maintenance (improvement?) (& more car parking?)						27
FP10: better waymarking of Beech Road end						27
<b>Speen</b>						
FP2: replace stile with gate		62				

## West Berkshire District Council Rights of Way Improvement Plan

Speen Moors: improve permitted path for use by the less-mobile & replace notices when removed		14				
FP11: upgrade FP to bridleway to create excellent equestrian link			83			
FP 14: upgrade to bridleway so riders avoid narrow country roads			74			
FP 24 (with Boxford FP 12): upgrade to BR to create equestrian link			83			
FP32: upgrade to BR status to open up more riding			83			
<b>Stanford Dingley</b>						
Erect viewing platform to see the Blue Pool						
BR17: remove heavy gates which cannot be opened by children on ponies						52
<b>Stratfield Mortimer</b>						
FP6: upgrade to bridleway, as roads in the area are very busy			85			
<b>Streatley</b>						
Ridgeway as passes through village: improve safety for users, especially needs footway/verge along Rectory Road						62
<b>Thatcham</b>						
FP5: link to Floral Way needs improvement, currently dangerous		49				
FP 32 (with Greenham FPs 3 and 6) : upgrade to Bridleway status to allow for equestrian access through Thatcham to Greenham Common			79			
<b>Tilehurst</b>						
FP 9: upgrade to bridleway status, or gain permitted bridleway access, as a link to Nunhide Lane for Hall Place Stables and others			75			
FP14: surface improvements and re-routing (from A4 to Starlings Drive)						28
Sulham Estates paths: need more frequent work (landowner to do)						28
<b>Woolhampton</b>						
BR15 (?): needs information about where it leads						64
<b>Yattendon</b>						
FP1: resolve problem of walking on thick clay after ploughing						17
FP2: more frequent clearance of vegetation where passes along Oaken Copse						17
FP6: more frequent clearance of vegetation (N end alongside quarry)						17
<b>Berkshire Cycleway</b> : needs much improvement		32				