



West Berkshire Rights of Way Improvement Plan (ROWIP)

2025 – 2035

Statutory Consultation

Analysis of Responses



WestBerkshire
C O U N C I L

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Introduction

The statutory consultation for the West Berkshire draft Rights of Way Improvement Plan (ROWIP) 2023-2033 (Main Report) ran between 31 August 2023 and 23 November 2023. The ROWIP, along with the two supporting evidence reports, was posted on West Berkshire Council's consultation webpages. The evidence reports were posted to provide context and background information but were not part of the consultation. However, any errors or omissions raised by respondents were corrected.

A questionnaire was available from the webpage to receive comments on the ROWIP. Respondents could also send in responses through email or letter.

Online Survey Responses

242 respondents completed the online survey. Not all respondents answered all of the questions.

Profile of Respondents

Gender

The gender of respondents was as follows:

- Male - 56%
- Female - 32%
- Other - 0%
- Prefer not to say - 12%

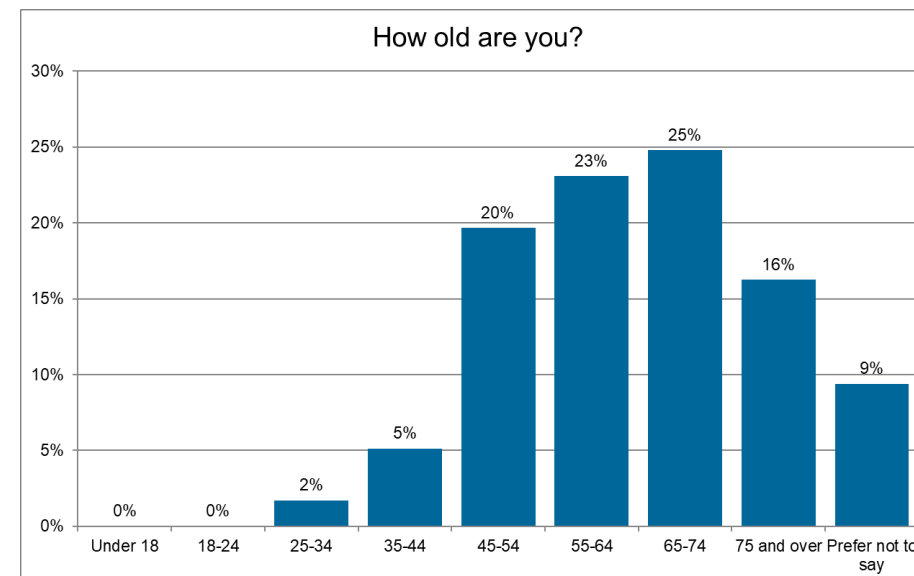
Age

84% of respondents were aged over 45 years old, see Table 1 and Chart 1.

Table 1: How old are you?

Answer Choices	Responses	
Under 18	0%	0
18-24	0%	0
25-34	2%	2
35-44	5%	6
45-54	20%	23
55-64	23%	27
65-74	25%	29
75 and over	16%	19
Prefer not to say	9%	11
Answered		117
Skipped		125

Chart 1: How old are you?



Ethnicity

Most respondents (86%) were white English, Welsh, Scottish, Northern Irish or British, see Table 2.

Table 2: What is your ethnic group? Categories are based on those asked at the Census 2021

Answer Choices	Responses	
White English, Welsh, Scottish, Northern Irish or British	86%	88
White Irish	0%	0
White other	2%	2
Gypsy, Irish Traveller or Roma	0%	0
Mixed or Multiple ethnic groups	1%	1
Asian or Asian British	0%	0
Black, Black British, Caribbean or African	0%	0
Prefer not to say	8%	8
Other ethnic group – please specify	3%	3
Answered		102
Skipped		140

Disability or Long-term Illness

Table 3: Do you have a disability, long-term illness, or health condition?

Answer Choices	Responses	
Yes	18%	18
No	74%	75
Prefer not to say	9%	9
Answered		102
Skipped		140

Type of Respondent

Respondents were asked which of the following descriptions best described them. Respondents could choose more than one answer (Table 4)

Table 4: Which of the following best describe you? Please select all that apply.

Answer Choices	Responses	
A resident of West Berkshire	88%	213
A visitor to West Berkshire	5%	11
A West Berkshire landowner	6%	15
A West Berkshire business owner	5%	11
Employed by West Berkshire Council	4%	10
A Parish/Town Councillor	7%	18
A District Councillor	1%	2
A partner organisation	1%	3
Community group or charity	5%	11
Group or organisation representing users, e.g. Ramblers' Association, British Horse Society	2%	5
Member of the Local Access Forum	1%	3
Other - please specify below	3%	8
Additional information e.g. group/organisation name (if applicable):		23
Total		242

Answers given under 'other' were:

- Private individual with over 40 years volunteering for PROWs
- Bucklebury Commoner
- The Canal & River Trust
- Footpath Officer to Pang Valley Rambler Group of the Ramblers' Association
- Horse Riding Club
- Responding on behalf of ITS & Sustainable Travel Team, within WBC's Highways Network Management section
- Also a volunteer
- LARA - The Motoring Organisations' Land Access & Recreation Association
- I live on the border between West Berks and Hampshire and I work and shop in West Berks
- Ashampstead Recreational Trust
- Walk Leader with Wellbeing Walks
- Hermitage Parish Council
- Member of Disabled Ramblers and Hampshire Roamability
- West Berkshire Ramblers
- Hampstead Norreys Parish Council
- Hampstead Norreys Parish Council
- Visorando community, Free library of walks and Outdoor GPS
- Landowner with public footpath across the land.
- West Berkshire Countryside Society
- Live in bordering Basingstoke and Dean Parish.
- Farmer
- Neighbourhood plan Steering Group
- School governor in local schools

Question 1: Additional Evidence Requirements

Respondents were asked if there was any additional evidence which should be included in the ROWIP.

13% of respondents thought some additional evidence should be included, and 24 respondents gave further details of what they thought should be included (see Table 6, next page).

Table 5: Is there any additional evidence you think should be included?

Answer Choices	Responses	
Yes	13%	25
No	39%	78
Not sure / no opinion	48%	96
	Answered	199
	Skipped	43

Table 6: Question 1: Please tell us what additional evidence you think should be included and why. Additional responses.

No	Respondent	Responses	WBC Response and Actions A response of 'Noted' includes where the ROWIP already addresses the point made (sometimes stated)
1	14017293618	Looking at plans 1 and 2, much of the network is disconnected. This is presumably because they end or start on a tarmac or metalled road (or a permissive path). These roads are naturally narrow and potentially difficult to negotiate for some - or in some cases all - users. It would be useful to have a Plan 3 which showed where a road joined the path network to form the only connexion between two ROW paths. If opportunity arose, this could form the basis to select new ROW with maximum improvement to the network.	This information is assessed when developing new projects on a case by case basis, as there are many public rights of way which exit onto roads. Priority is given to safety improvements and links of proven need. The busy roads which create a barrier to users are highlighted in the ROWIP.
2	14018174269	Impact on the environment	Climate change mitigation and adaptation and impact of recreation on sensitive ecological sites is covered in the ROWIP and supporting evidence reports.
3	14018148498	Report on degree of completion of actions from previous Improvement Plan and reasons for success or failure. Use of such reasons to improve success of new plan.	Progress on actions from the previous ROWIP have been reported to the Local Access Forum and a final table setting out broad achievements is available.
4	14018129819	<p>1. OVER RELIANCE ON COMPUTERS etc. Two of your TARGET GROUPS' are affected. AGE and THE LEAST WELL OFF are overlooked. Areas of 'HIGH HEALTH INEQUALITY' are usually areas of 'LOW INCOME' where potential PROW users often cannot afford computers, smart phones etc and therefore cannot find out about walking. Similarly, OLDER PEOPLE are not always conversant with computers and much prefer HARD COPY. In May this year, at the suggestion of Yattendon Estate's CEO, I started putting FREE PARISH PATH LEAFLETS and CIRCULAR WALK LEAFLETS in Yattendon Stores. The parishes covered are YATTENDON, FRILSHAM, ASHAMPSTEAD and HAMPSTEAD NORREYS. So far this year 215 PARISH PATHS leaflets and 29 CIRCULAR WALKS leaflets have been taken, This demonstrates that HARD COPIES are essential.</p> <p>2. Re COVID-19. Personal Observation. Walking during Lock-Downs INCREASED DRAMMATICALLY on the many PRWs</p>	<p>It is generally beyond the resources of the Public Rights of Way Service to provide paper copies of promoted routes. However, partners would usually be supported to meet this need.</p> <p>Noted.</p>

No	Respondent	Responses	WBC Response and Actions A response of 'Noted' includes where the ROWIP already addresses the point made (sometimes stated)
		on Ashampstead Common but has fallen to LOW since.	
5	14018013020	Former university tutor.	Response not understood.
6	14017773752	<p>- On page 15, it is good that the ROWIP acknowledges the problems with lack of connectivity between PROWs in the specific areas, exacerbated by busy roads that cause severance. In addition to M4, A4 and A34, it is worth citing that the A339 and B4009 also pose particular issues.</p> <p>- On page 16, please refer to WBC's aspiration to connect a potential future northern extension of the Eling Way between Compton and Didcot in to The Ridgeway at a crossing point for the two paths, north of Compton. This could connect a proposed strategic north-south multi-user path with a historic, better-known east-west walking route</p> <p>- On page 17, please make reference to wheeling as well as walking and cycling - to cater for people using wheelchairs or similar walking aids, or push-along scooters</p> <p>- Please consider including references to the Wasing Way (Aldermaston Wharf to Aldermaston village) in which PROW also have a stake, as another example of a route that part uses Highway and is part PROW.</p>	<p>Noted. A339 and B4009 will be added.</p> <p>Future extension of Eling Way will be added.</p> <p>Wheeling will be added.</p> <p>Wasing Way will be added.</p>
7	14017775522	Detailed statistics of rights of way that are blocked or rendered unusable by landowners plus successful actions taken subdivided into successful resolution by negotiation, by advice by warning or by enforcement. Without this it allows inaction by the Council officers.	Noted. Detailed information is available to the Public Rights of Way Service and can be made available to others on request.
8	14017584770	The draft makes a great deal of PROW, but there is little reference to (a) footways, and (b) permitted paths. In the urban areas there is reference to the lack of public footpaths and (especially) byways, etc, but the corollary is that there will be a much larger number of footways for people to walk on. In particular, locally (Mortimer) we have a vast number of permitted paths through local woodland - especially through	<p>Noted. Footway and permitted paths are acknowledged as important parts of access and will always be considered should they contribute to the aims of this ROWIP</p> <p>Permitted paths are not generally publicised by WBC because they can change without WBC's knowledge.</p>

No	Respondent	Responses	WBC Response and Actions A response of 'Noted' includes where the ROWIP already addresses the point made (sometimes stated)
		Englefield Estate land and Wokefield Common. Whilst it is accepted that these could be removed by the landowner, this is highly unlikely.	
9	14017573104	Map Plan 3 shows meters of PROW per person - based presumably on resident population - this shows our area (Aldermaston) as having 10-20m per person. But the reality is that our area has a working population over 10 times larger than the resident population, so if you are looking at the ability of the PROW network to provide an active travel network you will see how woefully inadequate it is. Producing maps that also show density of working population would also be helpful to decide how the PROW network should be developed to promote active transport as well and leisure.	Noted. Improvements in active travel are led by West Berkshire Highways with support from the Public Rights of Way Team and therefore detailed research such as this would be taken forward by Highways.
10	14017555685	Cycling on footpaths.. since lockdown especially cycling has become a lot more popular.. riding on the road is always not an option.. cycle paths are ridden with debris and not cleaned causing punctures and accidents. There are not enough bridleways.. I for one cycle on footpaths .. not supposed to I know.. but making footpaths cycle friendly would be an advantage..	Noted. The ROWIP acknowledges that, in some parts of West Berkshire, there is lower provision of bridleways. There may be instances when the upgrading of a footpath to a bridleway would be of strategic benefit without loss of amenity for pedestrians
11	14017400245	I only skip read, but I didn't see any mention of Trail Running/off road running, which I do and seems quite popular. Needs may not be any different, but could be promoted as alternative to on-road running (fewer injuries!)	Noted. Will be added.
12	14016237220	Maybe you could ask people : - How do you plan your walks? On your own ? With some advice ? Are you part of a local or online community? - Where do you search for information related to your walks? (Digital platforms such as Komoot, Outdooractive, Ramblers, OSExplorer, Visorando, etc., Visitor center websites, Facebook groups, etc.) - Do you use any digital tools to search and follow your walks ? - Are you aware of who to contact if you find any issues on a	The public survey included questions around how users found information. The results were used to develop the actions on information provision.

No	Respondent	Responses	WBC Response and Actions A response of 'Noted' includes where the ROWIP already addresses the point made (sometimes stated)
		route?	
13	14016787778	If you have evidence or a survey from those who have rights of way through their land it would be good to see that as a separate consideration. Not everyone is a large landowner, some like us have a footpath through their garden.	Noted.
14	14016761588	Looking at the areas in Crookham Common. If you need a person to show you these then just ask.	Noted.
15	14016739072	There should also be a review of the permitted pathways within West Berkshire. For instance the very popular permitted pathways within Beale Park (which can be seen on the West Berkshire pamphlet called "Footways, Byways, Bridleways of Basildon") have been completely closed off by Beale Park without any warning or reasoning. This is despite the area they are in being described in the pamphlet as "designated community woodland, part funded by a grant from the Forestry Commission".	Permitted paths are acknowledged as important parts of access and will always be considered should they contribute to the aims of this ROWIP. They are referenced in the ROWIP as context re. the wider access resource in the same way as publicly accessible greenspace. Permitted paths are not generally publicised by WBC because they can change without WBC's knowledge.
16	14016735871	The boundaries of paths are important. Some paths have high fences or hedges being planted; others have barbed wire which is a real problem when the path is muddy and slippery - I am a fit and strong walker with excellent balance but even I have been injured falling onto a barbed wire fence on a narrow path.	Noted. These problems would be dealt with in the normal course of WBC's rights of way enforcement work.
17	14016715526	There should be some evidence of parking availability for people who want to use public footpaths away from home or public transport routes. No point in a public footpath which	The upgrades to the online map could include details of parking – however, West Berkshire Council does not wish to encourage more journeys by private car and is

No	Respondent	Responses	WBC Response and Actions A response of 'Noted' includes where the ROWIP already addresses the point made (sometimes stated)
		begins on a narrow busy road and is only accessible by using other footpaths if you are unable to walk that far.	seeking to encourage people to visit local areas, or access areas further afield by cycle or public transport.
18	14016701932	I believe that it is a mistake to look only at PROWs. These are linked by highways and pavements and you can have the best possible footpath, but if the pavement to access its start is overgrown then there is a disincentive to using the PROW.	Noted. Footway and permitted paths are acknowledged as important parts of access and will always be considered should they contribute to the aims of this ROWIP
19	14016526522	As a daily walker in the countryside, I am very aware of the lack of basic maintenance being afforded to public paths (and not just in West Berkshire). I question the extent to which the evidence survey conducted on-the-ground investigation. There is a significant lack of attention to the annual effect of vegetation growth - signs becoming obscured (a problem that occurs equally on rural roads, where it can lead to potentially dangerous situations), paths becoming obscured and challenging to proceed along, gateways and stiles overrun with nettles, brambles etc. If WBC lacks the funds to deal with these issues of maintenance, it would do well to think carefully about the wisdom of adding to the maintenance requirement with the introduction of yet more paths.	Noted. A condition survey was carried out in /2022. Culturally, WBC has always acknowledged the importance of achieving as high a standard of network as possible and always responds to reports of overgrown vegetation.
20	14016517671	In the Highclere area there are very many horse owners and riders but very limited access to off road routes. It would be very beneficial and safer to both horse and rider if some of the footpaths were changed to Bridleways. As a mountain biker and rider this would benefit so many extra outdoor exercisers and improve health and well being as the off road cyclists are also banned from using footpaths.	Noted by Public Rights of Way Service. This information will help to develop more specific equestrian actions. to the ROWIP document. WBC acknowledges that there may be instances when the upgrading of a footpath to a bridleway would be of strategic benefit without loss of amenity for pedestrians
21	14016255864	In the light of the proposal for making NORTHBROOK street pedestrian only 24H/D I believe there needs to be a specific survey of the "local" population, and regular users of Northbrook St (pedestrian and others) to gain specific input regarding this consideration	Noted. Specific projects will be set out in the ROWIP Delivery Plan, but in the case of town centres, such work will be covered by other WBC strategies.

No	Respondent	Responses	WBC Response and Actions A response of 'Noted' includes where the ROWIP already addresses the point made (sometimes stated)
22	14016176461	I think there's a focus on how the network 'is' used not a focus on how the network 'will be' or 'could be used'. I think the Eling Way is a vision of build it and they will come. I.e. the plan should include some premier quality long term planning for long distance routeways based on major bridleways/old railway lines/ canal's. Plus we should think about how e-bikes may allow future access to people positively	Eling Way, Wasing Way and other strategic projects will be referenced (see also comment 6). The ROWIP is focusing on local need and locally accessible routes to support health and wellbeing and reduce travel, but the value of more longer distance links is acknowledged. These are most likely to be achieved by working in partnership with other WBC departments and third parties
23	14016170991	Evidence to show that the "Climate Emergency" is a load of hogwash, designed to make more money out of tax payers. You should show opposing studies and evidence	West Berkshire Council is committed to mitigating and adapting to climate change.
24	14015938685	mmm	Response not understood.

Question 2: Agreement with the Four Themes of the ROWIP

Respondents were asked to what extent they agreed with the four themes of the ROWIP. 141 respondents answered this question, 101 skipped this question and 49 respondents made additional comments.

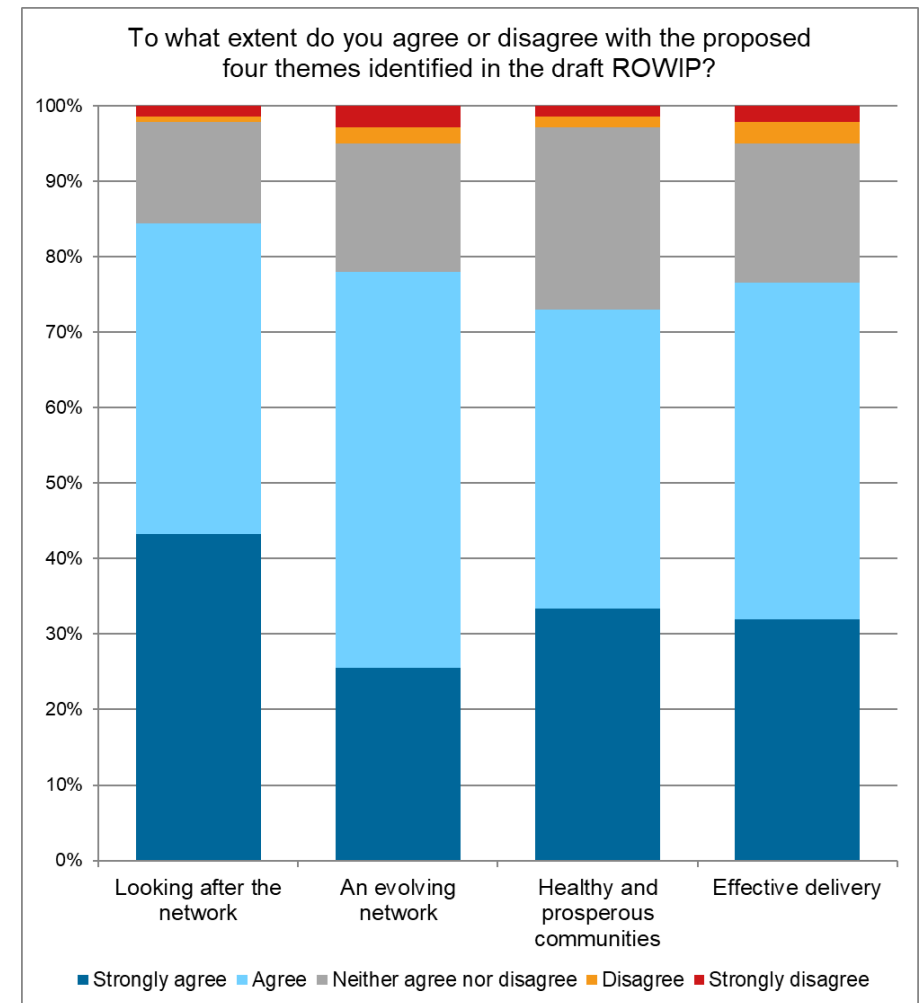
There was a high level of agreement with all of the themes, with the percentages agreeing or strongly agreeing with the themes as follows:

- Theme 1: Looking after the network – 84%
- Theme 2: An evolving network – 78%
- Theme 3: Healthy and prosperous communities – 73%
- Theme 4: Effective delivery – 77%

Table 7: To what extent do you agree or disagree with the proposed four themes identified in the draft ROWIP?

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Weighted Average
Theme 1: Looking after the network	1%	1%	13%	41%	43%	4.24
Theme 2: An evolving network	3%	2%	17%	52%	26%	3.96
Theme 3: Healthy and prosperous communities	1%	1%	24%	40%	33%	4.02
Theme 4: Effective delivery	2%	3%	18%	45%	32%	4.01
Answered: 141 Skipped: 101 Additional comments: 49						

Chart 2: To what extent do you agree or disagree with the proposed four themes identified in the draft ROWIP?



Additional comments are shown in Table 8 (next page).

Table 8: Question 2: To what extent do you agree or disagree with the proposed four themes identified in the draft ROWIP? Additional responses.

No	Respondent	Responses	WBC Response and Actions
25	14018231948	<p>"Basically I want the common to stay much as it is and has been for the last 50yrs. I agree it needs to be looked after but it must not become a park. I would worry about any 'evolving' actions as this sounds like development. 'Historical' byways should remain largely as they always have been.</p> <p>Obviously we want healthy and prosperous communities.</p> <p>Signs and gates and posts and general road furniture should be minimal, and thoughtfully designed</p> <p>If it's muddy we were wellingtons. Problem solved."</p>	Noted.
26	14017293618	<p>"All these themes seem well-integrated and to express important issues.</p> <p>The evolving network theme encompasses the point I made earlier about the problems of disconnected sections of RoW linked by narrow roads. These also form a restriction to access for some users."</p>	Noted.
27	14018148498	Need some form of prioritisation.	ROWIP actions will be implemented as resources and opportunities allow. Consideration is to be given to relative priorities
28	14018129819	<p>Partnership Officer is an excellent idea. A carefully worded job description could free up the professional staff considerably.</p> <p>ACTION 45. LIAISING WITH OTHER COUNCIL Depts. EDUCATION is key to a carefully used PROW and educating children to understand and value the countryside and its access is fundamental. Many PRIMARY SCHOOLS already include woodland visits but these stop at SECONDARY SCHOOL. However, at least three parts of the Secondary Curriculum contain subjects that the WBC Schools Dept. could be asked to slightly expand. GEOGRAPHY , Personal, Social and Health Education, RE - responsibility to the world around you.</p>	Noted.

No	Respondent	Responses	WBC Response and Actions
29	14018013020	In the present economic climate, as a realist I find number 3 difficult to envisage	Noted.
30	14016703624	Clearly there is no point in having the paths if people of all abilities cant access them. This is often a problem with brambles deep ruts and with the climate becoming wetter many of the paths become impassable during the winter due to slippery mud and surface water.	Noted.
31	14017867501	<p>On behalf of Pang Valley Rambler Group I submitted a response to West Berks Council ROWIP Consultation in 2021. Principal concerns were:</p> <p>1 Difficulty to get variety of walks we offer and establishing additional row is a time consuming and difficult exercise</p> <p>2 Loss of car sharing during the pandemic highlighted lack of adequate car parking. Many rural locations do not have an adequate level of bus services meaning personal transport is the only realistic means of access to the countryside.</p> <p>3 The move from stiles to gates is welcome for people with reduced mobility. Surface of paths is an issue.</p> <p>4 Increased population will mean maintenance budget provision will have to be increased.</p> <p>5 Clear signage should be placed to remind cyclists that riding on public footpaths is against the law and that on shared paths walkers have priority</p>	<p>Noted.</p> <p>Noted. It is not the aim of the ROWIP to seek additional car parking. There are PROW across the district, including close to where people live, and it is the priority of WBC to enable more use of these.</p> <p>Noted. Improvement of surfacing is an ongoing issue and is referenced in the ROWIP.</p> <p>Noted.</p> <p>Noted.</p>
32	14017834261	We need a body that keeps our bridleways open and in good order	Noted. This is already the remit of the Public Rights of Way Service.
33	14017773752	<p>Important to look after the existing network and maintain to reflect the relative level of current use and likely future growth in use</p> <p>- With additional route sections created by PROW being added to the network only where there has been close</p>	All noted.

No	Respondent	Responses	WBC Response and Actions
		<p>consideration in advance of how those are to be robustly maintained post-construction.</p> <ul style="list-style-type: none"> - Vital to create and sustain healthy and prosperous communities, tallying with the Council Strategy and broader objectives for public health and community development - Need for consistency of delivery across the District - a defined overall approach to delivery of improvements where realistic and crucially of maintenance of existing, even if the supporting parties such as volunteer groups may differ in composition 	<p>This has been a problem in the past where new routes are created as a result of development – steps have been taken to address this.</p>
34	14017755480	<p>There seems to me an over complication here - pages and pages of drivel mostly stating the obvious when all that's needed is for the Rights of Way to be kept clear and clearly signposted. This report is yet another example of the council wasting money.</p>	<p>Noted.</p> <p>WBC already has an annual winter signposting project where the aim is to resolve all signposting defects.</p>
35	14017694141	<p>I belong to the Walk for Well Being groups and enjoy a huge range of paths several times a week - it has been central to my retirement activities and I've made so many friends</p>	<p>Noted.</p>
36	14017666050	<p>I don't have the time to read the extensive supporting info</p>	<p>-</p>
37	14017584770	<p>Rights of Way are vital for communities (and in particular their health and wellbeing).</p>	<p>Noted.</p>
38	14017467193	<p>PROW need to be easy to use to encourage residents to use them to increase their health and fitness.</p>	<p>Noted.</p>
39	14017445156	<p>You seem well aware of the issues</p>	<p>Noted.</p>
40	14017400245	<p>WB already has a good network and this needs sustaining. Although it doesn't affect me, I agree it is important to improve access from the urban fringe, especially in more deprived communities. This plus promotion will support health communities.</p> <p>There do seem to be an awful lot of actions and I am concerned whether these can be monitored and delivered. A more focused approach may enable more effective delivery, given the undoubtedly limited resources within the council</p>	<p>Noted. Added to Action 41.</p> <p>A more detailed Delivery / Action Plan will be produced to accompany the ROWIP.</p>
41	14017397571	<p>Our Rights of Way are extremely important and need to be looked after and planned appropriately. Our communities rely on the Rights of Way for recreation and travel and they are an integral part of West Berkshire.</p>	<p>Noted.</p>

No	Respondent	Responses	WBC Response and Actions
42	14017381433	<p>As a Council in the AONB we have many footpaths which provide much pleasure to our residents and visitors. We need to expand the use of wheelchairs, prams etc. and need the help and advice to do it.</p> <p>Effective delivery requires funds and people to quickly and professionally carry out the work. We should be able to use locally approved contractors to speed up repairs. I think that lack of funding will be the main reason why this initiative will not be effective although I like the ideas.</p>	Perhaps want to exercise their powers but do not know what council provided this response. As part of the Delivery Plan for this ROWIP, there will be actions and targets to liaise more closely with parish councils and to provide advice and assistance.
43	14017158210	The maintenance and development of existing and new ROW is very important and facilitates the well being of users.	Noted.
44	14017120797	neither agree or disagree	-
45	14017099756	<p>To get a better understanding of progress against the previous plan it would be valuable to see progress against the previous actions, as otherwise this plan may be seen as having no value. There is no progress against the 63 actions in the previous plan provided.</p> <p>There is discussion of "Delivery plans" to be created every 2 years. Is this a new concept for this area? If not, then how is the recorded progress against the detailed actions in these plans? 13 years after the previous Plan you would expect some progress and that it is reported in this document.</p>	<p>Actions from the previous ROWIP are reported to the Local Access Forum and a final progress table is available on request. Progress against this ROWIP will also be reported to the Local Access Forum.</p> <p>Delivery Plans have become common at WBC over recent years, so in a sense they are 'new'. Integral to a Delivery Plan is reporting on progress, e.g. via 'traffic light' colour coding and comments</p>
46	14016237220	A right of way is linked to diverse parts of a local development and are interdependent. A well-maintained, structured and promoted network, accessible to everyone, where some route co-created with stakeholders can be a success towards people's health, the local economy, etc. The challenge is to find a tool of platform used by the whole set of stakeholders.	<p>Noted.</p> <p>Part of the ethos of the new ROWIP will be much greater working with stakeholders and partners</p>
47	14016825428	These are all important issues and areas that ensure we have an effective. alternative transport network other than cars/roads	Noted.
48	14016787778	Rights of way are hugely important, but the approach must be holistic and work for users and the communities that routes go through	<p>Noted.</p> <p>Many ROWIP actions mention further dialogue with stakeholders.</p>

No	Respondent	Responses	WBC Response and Actions
49	14016762191	I live next to a wood with right of way surrounding my property	Noted.
50	14016749084	We need our open spaces to be kept accessible for all community members.	Noted.
51	14016746661	Footpath No 8 between Silchester and the Reading Road going through Ravenswing mobile home site. Had been allowed to overgrow. After contacting Aldermaston parish council it has now been cleared. However if it's not monitored it will be allowed to overgrow again.	Noted. Due to resources, WBC responds to requests to clear rights of way but relies on third parties to report the problem.
52	14016735871	Rights of way are about providing access to our country for more of our society and this needs to be continually developed and extended as we change the environment.	Noted.
53	14016735207	Some rights of way are in a terrible state and some are well kept but this I soften down to ramblers or local people	Noted.
54	14016715526	I agree that you should look after the network, that it should evolve and be effectively delivered. I'm not sure how I agree with 'healthy and prosperous communities. Either they are or they aren't. Rights of way are unlikely to make a huge difference to this. Seems like the healthy and prosperous people are more likely to use rights of way in some areas (i.e. for leisure activities) whereas the less healthy and prosperous and more likely to use them in other areas (i.e. to avoid busy roads and as shortcuts for people without access to transport).	Noted. The idea is to find ways to encourage people to use the rights of way network who might not have done this in the past
55	14016692915	I've noticed too many bridleways end up merging into footpaths. Being a disabled emountain biker this causes me major problems as I am unable, or find it difficult walking on the footpaths. Can you re look at some of these or consider a disable permit to allow cycling on footpaths.....with care obviously.	Noted. Addressing discrepancies in the network is included as a priority in the ROWIP. 'Dead end' cyclable rights of way are rare and it would be useful to know more about the areas where this is a problem.
56	14016528855	Ready access to the countryside is a valuable aid to good health and has to be cherished	Noted.
57	14016526522	Theme 1. I welcome in general the proposals for looking after the network. Theme 2. In my comment on the preceding page I have referred to maintenance shortfalls and the fact that every	Noted. Noted. The ROWIP does not prioritise urban over rural dwellers but does address where the majority of people live. It

No	Respondent	Responses	WBC Response and Actions
		<p>facility that is added is another facility to be maintained. I am also uncomfortable with the sense that much of the “evolving” material has perhaps been written by people who dwell in towns. Those who dwell in the rural areas do not so lightly talk about the options of cycling and walking everywhere, for a variety of good reasons (e.g. remoteness from shops / workplaces etc, lack of rural public transport, absence of pavements). For dwellers in rural areas, the car remains a necessity and so do the roads on which to get to shops, work, medical appointments etc. Leisure surely must come AFTER necessity.</p> <p>Theme 3. The third theme has some welcome ideas, but again I see the “urban” view popping up all too readily. I would remind WBC that urban dwellers have countless miles of pavements in and around our communities, on which to take exercise.</p> <p>Theme 4. I see lots of grand ideas, involving recruiting people to talk to each other and develop more plans. I wonder whether the not-inconsiderable WBC resources envisaged in all this might be better spent on ground-level action with the existing paths network, but also with a very real attempt by the Council to bring onboard the local (i.e. Parish) Councils for greater local organisation and involvement.</p>	<p>is beyond the scope of the ROWIP to address public transport deficiency, but schemes such as the Eling Way and its future extension will serve rural residents for both leisure and utility needs. There is scope for other rural rights of way to be improved so as to increase transport choices.</p> <p>Noted. The experience of using a pavement is very different from using an off-road public right of way.</p> <p>Noted. Parish Councils are being engaged to develop projects and improve the PROW network.</p> <p>There will be a Delivery Plan attached to this ROWIP, containing specific targets.</p>
58	14016527361	Public rights of way are one of the best local and national assets we have in England	Noted.
59	14016517671	We need more access for cyclists and equestrians in the Highclere region.	Noted by Public Rights of Way Service. This information will help to develop more specific equestrian actions. to the ROWIP document.
60	14015931263	The proposed four themes have been well developed and cover every aspect necessary to take our PROW network into the future.	Noted.
61	14016336090	It is important that a clear understanding of the access people have to the spaces around them. And to understand those spaces so they can value and help protect them for future generations. Enable people to ‘own’ and take responsibility	Noted. Partnership working is a priority in the ROWIP.

No	Respondent	Responses	WBC Response and Actions
		for protecting their environment. It is also very important that all agencies work together to ensure that they reach the same goals. It is detrimental to that goal if the various agencies and areas only look after their own interests.	
62	14016288635	Existing network needs to be maintained so that it exists in the future. Network must evolve to reflect changes in population centres and people's activities. If people are out-and-about, more likely to use local shops etc. WBC and other statutory bodies are responsible for using taxpayers' money in a way that ensures the taxpayers see value from the spending of their money.	Noted.
63	14016200439	The existing network needs more attention before you think about evolving. Some paths are almost impassable with missing signage.	Noted.
64	14016195562	Very important to maintain access which helps to maintain a healthy and prosperous community. There is a clear cost to this and additional funding should be sought. Planners need to be very careful when considering planning applications that will reduce the amount of ROW	Noted.
65	14016176154	We should be developing and extending rights of way.	Noted.
66	14016174828	WBC devotes far too much time and expense to this at the expense of more important needs e.g. highway maintenance , social care and transport	Noted.
67	14016171303	All out door spaces need protection public path ways even more so they must be kept accessible for all	Noted.
68	14016170991	Anything taking into account "Climate change" is unnecessary and simply causes more costs to tax payers	Noted.
69	14016170786	This network is a distinctive asset for West Berkshire particularly its bridle ways and byways As well as promoting the health and well-being of its communities it is a tourism asset and can provide important links between communities	Noted. The ROWIP addresses needs of all users.
70	14016169050	I believe we need to make adequate provision for continued sympathetic use of motorcycles on BOATs which will avoid illegal use in other areas	Noted. The ROWIP addresses needs of all users.
71	14016168683	Greater accessibility required. Safety and CCTV needed.	Noted.
72	14016168146	A successful network needs periodic review and assessment	Noted. There will be a monitored Delivery Plan attached to this ROWIP.

No	Respondent	Responses	WBC Response and Actions
73	14015992034	<p>In Stanford Dingley Parish there are several rights of way where the surface is unsuitable for all users this has been reported online several times but still the surface is very poor. So there is still work to be done to look after the present network.</p> <p>Evolving the network and opening existing paths to different types of users needs to be done in full consultation with the landowners and other stakeholders. It is not the responsibility of neighbouring landowners to provide amenity space to new developments. These should be considered in conjunction with any major application. All too often it seems that a footpath adjacent to a new development results in people using a right of way to open space which affects rural businesses</p>	<p>Noted. Work to improve surfaces is ongoing and is included in the ROWIP.</p> <p>Noted. This is a matter for the Local Planning Authority, although the Public Rights of Way Service is a consultee and will provide information and advice.</p>

Question 3: Agreement with Priorities – Theme 1: Looking After the Network

Respondents were asked to what extent they agreed with the two priorities under Theme 1: Looking After the Network. 129 respondents answered this question, 113 skipped this question and 36 respondents provided additional responses.

Overall there was a high level of agreement with the priorities (see Table 9), with the percentages agreeing or strongly agreeing with the priorities as follows:

- To protect the network and maintain it in the best condition possible, prioritising safety and areas of greatest need and seeking improvements where possible – 84%
- To improve environmental sustainability of public rights of way maintenance and contribute to environmental and climate stewardship - 73%

Additional comments regarding the two priorities are shown in Table 10 (next page).

Respondents were also asked if they had any additional comments on the actions under the two priorities, see Table 11.

Table 9: To what extent do you agree or disagree with the proposed priorities for the theme 'Looking After the Network'?

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Weighted Average
To protect the network and maintain it in the best condition possible, prioritising safety and areas of greatest need and seeking improvements where possible	2%	2%	12%	36%	47%	4.26
To improve environmental sustainability of public rights of way maintenance and contribute to environmental and climate stewardship	4%	7%	16%	36%	36%	3.95

Table 10: Question 3: To what extent do you agree or disagree with the proposed priorities for the theme 'Looking After the Network'? Additional responses.

No	Respondent	Responses	WBC Response and Actions
74	14018231948	But any signage and 'furniture' must be absolutely minimal and of appropriate and tasteful design.	Noted.
75	14018195739	Difficult to argue against - even if immediate priorities elsewhere make these aspirational.	Noted.
76	14017293618	How could one disagree? The second, more general, priority seems likely to include the first. The first is obviously important, especially with the key word "possible"	Noted.
77	14018148498	Essential if wish to maintain network under changing climatic conditions	Noted.
78	14018129819	I have included these in the sections above.	Noted.
79	14018013020	Highly desirable goals. It is to be hoped the resource will be there to achieve them.	Noted.
80	14017867501	Please see responses to previous question. With an ageing population accessibility is a priority both in terms of width of gates and having suitable surface on paths for mobility scooters and wheelchairs.	Noted.
81	14017834261	Keeping Bridleways open and in good order is essential	Noted.
82	14017773752	Resource and staffing considerations may mean it is not always possible to do more than the minimum to maintain a safe and accessible route for all, let alone environmental enhancements. This is particularly given PROWs current emphasis on providing for walkers above all and your recognised desire to also provide for people cycling, riding and wheeling too	Noted. As part of implementation of the ROWIP there will be an emphasis on closer working with third parties and colleagues to 'add value'.
83	14017795758	This needs to include the signage to RoW as well as the RoW themselves.	There is a fingerpost at the start of each public right of way where it leaves the road. There is not presently the resource to provide additional signage, except for waymarking on the routes, but some destination information may be possible in the future.
84	14017775522	I don't see evidence of enforcement on landowners who persistently ignore their responsibilities	Enforcement is carried out in line with West Berkshire Council's Public Rights of Way Enforcement Procedure and matrix.
85	14017755480	These are all things the council are already responsible for. Nothing new here and no expensive report necessary to highlight them.	There is a legal requirement for a ROWIP.

No	Respondent	Responses	WBC Response and Actions
86	14017621984	Well maintained paths will encourage use.	Noted
87	14017584770	Previous answer.	-
88	14017573104	I am wary of all resources being focused on urban areas where they will provide benefit to the greatest number of residents. WBC must also keep in mind that many rural areas in the Kennet East Areas people do not have access to parks, and the footpath network is scant and not joined up. Plus most of our roads, including minor roads, lack pavements and are very busy making them unsuitable for use by pedestrian/cyclist/horse riders. The lack of PROW network also means that people employed in the big businesses here also have to commute by car. In our parish we have AWE Aldermaston with over 6k workers and many industrial parks (Calleva, Easter, Staceys, and Youngs plus lots of smaller clusters of industrial units).	<p>Noted. Keeping the network in a sufficient standard for use is a legal requirement regardless of where in the district. Additional resources must be allocated to where there is the greatest need.</p> <p>The ROWIP acknowledges the disjointed nature of some of the network in the south eastern area.</p>
89	14017467193	Climate change must be addressed for the sake of future generations.	Noted.
90	14017381433	Footpaths should do as they say and provide pedestrians with full access all the year round. Puddles and mud are the main reasons in the winter when access is blocked. Drainage should be a higher priority on the repairs list.	Surfacing and drainage issues are included in the ROWIP and issues are addressed each year, as resources allow.
91	14017158210	The network requires a lot of managing due to vegetation growth, natural deterioration of materials and deliberate or accidental damage to signage.	Noted.
92	14017099756	Whilst these are good priorities, please provide some means of measuring the delivery of these priorities, as otherwise there is no means of measuring the progress towards these priorities.	SMART objectives have been applied to all actions in the ROWIP where this is appropriate. The Delivery Plan will provide further detail and progress towards actions will be reported to the Local Access Forum.
93	14016237220	<p>To protect and maintain the network as a whole seems important. Depending on the route influx, some areas would need more care in terms of safety/maintenance. Then, regarding the areas of greatest needs, several factors could be taken into account before investing in them? Maintenance is an important subject. The difficulty is to find a sustainable system to maintain those right of way.</p> <p>Local walking groups are great resources as they regularly walk some routes. Nowadays a great part of walkers use</p>	<p>Work is already underway to improve the longevity of work undertaken on the network.</p> <p>West Berkshire Council is aware of the Visorando platform. Further exploration of delivery mechanisms may be explored as the ROWIP is delivered.</p>

No	Respondent	Responses	WBC Response and Actions
		<p>online platforms to search and follow routes with their smartphones. They are less tempted to visit websites dedicated to one destination only as it has been shown on the survey (75% of the public is not aware of the available resources on West Berkshire Council website and there are tensions related to some walker's behaviours). Have you ever thought about reaching out to global online communities such as Visorando which offers systems where :</p> <ul style="list-style-type: none"> - walkers share regular feedback on the walks helping in their maintenance? It is free and the team contacts the local authorities and authors with whom they work with. - You can also access statistics and data on the attendance of the routes to know where people go. - They can provide a map showing where people mainly roam so you can adjust campaigns. - They financially help local authorities in investing in information boards, events, etc. - They work with local walking leaders who provide digital navigation courses training people on how to navigate and behave. Etc. <p>Those information are important to adjust some development strategies. This could be added to the list of stakeholders to contact in your Action 5 and 13.</p>	<p><i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme 'Looking after the Network'. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i></p>
94	14016796114	Many public footpaths terminate on fast and dangerous roads, where there is no provision for non-car users. This is dangerous and needs improvement. Climate change action is a fashionable distraction while the existing network is so poorly maintained.	<p>Noted.</p> <p>There are objectives to seek to improve connectivity in this ROWIP</p>
95	14016749084	We need to keep our environment as pristine as possible	Noted.
96	14016528855	A safe environment is crucial	Noted.

No	Respondent	Responses	WBC Response and Actions
97	14016527361	I think there are multiple ways to increase and improve our rights of way. A great example are all the abandoned railway tracks; these should all be public rights of way, ideally at least bridleways.	Noted.
98	14016526522	Practicality.	Noted.
99	14015931263	The priorities should make the network future-proof. It is often the day-to-day 'niggles', such as overgrown paths, which can leave a lasting impression on users, so it should be easy to report such problems and for them to be swiftly rectified.	Noted. For information, WBC's online reporting system has recently been updated. Longevity of works undertaken will be sought.
100	14016444576	Climate stewardship should not be the province of local councils, since initiatives concerning climate change, a global phenomenon which cannot be affected at local level, invariably bring decreased convenience, increased cost and unwanted restrictions	Steps to assist with climate change mitigation and adaptation are within the remit of West Berkshire Council.
101	14016336090	If society allows its environment to decay, decline and deteriorate then every living thing is the loser. Having access to these spaces not only provides a place of wellbeing for us but also provides the opportunity for people to understand the needs of nature and the environment. Having high aspirations and ideals has to be matched by commitment to achieve those aspirations and ideals, otherwise it will fail.	Noted.
102	14016174828	Environmental issues should not be a main responsibility of local government	Environmental responsibilities are part of what is required of local government, including a legal biodiversity duty.
103	14016172065	Sounds like a good excuse for doing less maintenance	Noted.
104	14016170786	This network is a great asset which needs priority	Noted.
105	14016170991	Don't do anything. Nothing needs to be done. Anything proposing getting people out of cars is simply the government wanting to do away with private car ownership	Noted.
106	14016169050	Use of BOATs to be maintained	Noted. To protect the rights of responsible vehicular users is part of WBC's statutory duty.
107	14016168683	Maximise the usage of what we have for the people who live here	Noted.
108	14016168146	Maintaining the environment is of utmost importance	Noted.
109	14015992034	With an increasing number of users it is vital that the network is maintained well. As long as rights of way to not have a detrimental effect to the environment they should be well maintained. The wider landscape generally should be used to improve the environment	Noted.

Table 11: Question 3: Do you have any comments on the proposed actions for the theme 'Looking After the Network', which can be found on page 33 of the draft ROWIP?

No	Respondent	Responses	WBC Response and Actions
110	14018231948	Commoners must be consulted too.	Noted.
111	14018190282	There should be more TROs, and they should include all motorised vehicles. On Bucklebury Common motorbikes cause a large amount of damage to byways during the winter, they are shut to 4 by 4s, which is great, but the motorbikes also cause a lot of damage. This should be a priority.	TRO's are implemented in line with West Berkshire Council's policy on motorised vehicle use on public rights of way.
112	14017293618	They seem to cover most aspects	Noted.
113	14018148498	Little if no mention of proposed action to maintain and improve drainage on network	This is included in the ROWIP and is addressed annually as resources allow. The importance of drainage, both for PROW maintenance and environmental reasons, is acknowledged.
114	14018129819	I have included these in the sections above.	-
115	14018013020	Yes. The recognition of the role that it is hoped landowners will be able to play in the plan comes over clearly in Actions 2 and 4. Most interested people, however, realise that landowners have taken a hit as a result of the withdrawal of EU subsidies through Brexit and it remains uncertain how this might affect the contribution they can make. A condition survey after 5 years might be a better option than the 10 proposed. It depends on whether annual maintenance is effective	Noted. Resources will determine the frequency of the condition survey and at present there are only sufficient resources for a ten year survey, to coincide with and inform the next ROWIP.
116	14017867501	No. The council has a legal duty to maintain PROW in conjunction with landowners.	Noted.
117	14017773752	Action 7: Is it realistic to add destinations to fingerposts? Will these actually be maintained/updated on top of other tasks?	<p>Action states destinations will be added where there are sufficient resources to do so. These will be prioritised on the basis of need.</p> <p><i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme 'Looking after the Network'. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i></p>

No	Respondent	Responses	WBC Response and Actions
		Amend Action 10 to read “Work with the Council’s Highways Network Management and Highways Maintenance teams to develop guidance for design, surfacing and ongoing maintenance of multi-user paths where these also use or connect into the public Highway”	Will be amended. <i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme ‘Looking after the Network’. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i> See also response X010.
118	14017794988	A condition survey every 10 years seems inadequate. It would be desirable for this to be done more frequently to keep on top of issues as they emerge. This could be achieved through increased use of volunteers. As a minimum high-use routes with known issues should be prioritised for more frequent surveys (e.g., the Kennet and Avon Canal towpath).	Noted. Resources will determine the frequency of the condition survey and at present there are only sufficient resources for a ten year survey, to coincide with and inform the next ROWIP. Volunteers are already helping with surveys and the idea to target this resource towards well-used routes is noted.
119	14017584770	I question whether the condition survey should be a five-year rather than a ten-year task	Noted. Resources will determine the frequency of the condition survey and at present there are only sufficient resources for a ten year survey, to coincide with and inform the next ROWIP.
120	14017573104	Action 5 – to ‘Develop partnerships with parish and town councils and other stakeholders to implement and improve maintenance and identify local priorities’ is good. However, WBC must recognise some PCs consist of a small number of unpaid councillors working with a tight budget, so should not expect the PCs to be able to take on the responsibility of PROW upkeep. PCs can usefully work with WBC as eyes-on-the-ground and to identify PROW development opportunity	Noted. Parish Councils do receive CIL funds which can sometimes be used to improve local PROWs. <i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme ‘Looking after the Network’. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i>
121	14017467193	No. Support all	Noted.

No	Respondent	Responses	WBC Response and Actions
122	14017445156	<p>Action 10 – a standard is a good idea. Some surfaces could be more accessible if the size of gravel (plentiful in this area) is smaller and more compacted, e.g. for Greenham Common and around the lake at Thatcham's Nature Discovery centre. Large flints are not wheelchair or smaller mobility scooter friendly Kissing gates are not helpful to wheelchair or push chair users or to mobility scooters unless they come with a radar key, such as used at Snelsmore Common for access to their Accessible Route</p> <p>Action 13 is a good idea. The reality is that disabled people can probably not access other routes which are fragmented. Small circular routes would be most welcome in other areas; or a longer "out and back" routes if it is not feasible to join up short sections</p>	<p>All noted.</p> <p><i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme 'Looking after the Network'. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i></p>
123	14017400245	They all look sensible. I do think some more thinking is required on the off road driving issue on BOATS, as this does damage the routes for other users. It may be that where certain easily eroded BOATS are regularly used by off road vehicles and motorbikes, a parallel path for walkers and cyclists may be needed. Some vulnerable BOATS may need their legal status changed to reduce the environmental impact.	Noted. The ROWIP addresses this issue.
124	14017397008	would like to see west Berkshire create routes suitable for impaired mobility/wheelchair users and list them.	Noted. The ROWIP addresses this issue.
125	14017257093	Action 1 needs to be much more specific and should involve LAF and include more regular updating and monitoring of priorities for maintenance and unresolved issues.	To be more specific at this stage would pre-empt any conclusions drawn through the more detailed analysis and discuss of what how maintenance and projects could be prioritised. The LAF will play an advisory role in this but will be led by West Berkshire Council
126	14017158210	<p>Yes, first you could make greater use of the volunteers in West Berks Ramblers to swap out more stiles with gates, this is limited by West Berks Council resources available to liaise with landowners.</p> <p>Secondly the volunteers and the council should stop installing wooden hanging posts for gates as they rot out within ten years, use aluminium and if land owners object offer green</p>	<p>Noted. Elaine you might want to look at these. West Berkshire Ramblers.</p> <p>Consideration of how to prevent rotting posts is ongoing. The suggestion of use of recycled plastic is noted but there are also concerns about its environmental footprint.</p>

No	Respondent	Responses	WBC Response and Actions
		<p>powder coated aluminium, it will out last us all!</p> <p>Thirdly the Ramblers Volunteers have a Power Tool Group who can be called upon to cut back overgrowing vegetation, we have rarely been called out, this needs attention.</p> <p>Fourthly new posts for signage could be made from recycled plastic rather than wood or steel, as both deteriorate whereas recycled plastic is more environmentally friendly and will last longer.</p>	The Power Tools Group has been successful and the comment is acknowledged.
127	14017099756	Many of the actions have no means of measurement, so it will be impossible to know whether they are being done / completed. Examples would be: 1. Action 17 Progress strategic projects with partners where these address West Berkshire's needs and the priorities of this Rights of Way Improvement Plan. 2. Action 54 Improve provision of feedback on progress of the problem to those reporting problems. This is not an exhaustive list. There is no indication in this Plan (in contrast with the previous 2010 Plan) of the anticipated funding, priority and cost. Without this information it is very difficult to review / agree the actions.	SMART objectives have been applied to all actions in the ROWIP where this is appropriate. The Delivery Plan will provide further detail and progress towards actions will be reported to the Local Access Forum.
128	14016237220	Maybe you could add an action related to education where you could develop codes of conduct, a promise to increase local people and visitors' awareness on their impacts with those practices and what their key role is in the maintenance of those networks? Extend the Duke of Edinburgh project awareness maybe ?	Noted. The ROWIP addresses this issue.
129	14016796114	Protection from accidental contact by walkers from electric fences is needed.	Noted. Placement of electric fencing covered in British Standards and guidelines for landowners. WBC also has a protocol for dealing with these problems.
130	14016735871	"Please seriously consider how to use "open source" concepts around the data for rights of way. For example adding them to https://www.openstreetmap.org and contacting the UK coordinators at https://osmuk.org/ Knowing about the network is essential to being able to use the network.	<p>Noted.</p> <p>A PROW layer is available on the WBC interactive online map. This information can be used by third party information suppliers.</p>
131	14016739072	There should also be a review of the permitted pathways within West Berkshire. For instance the very popular	Permissive paths, although agreed that they can form a useful component of the access network, are outside the

No	Respondent	Responses	WBC Response and Actions
		permitted pathways within Beale Park (which can be seen on the West Berkshire pamphlet called "Footways, Byways, Bridleways of Basildon") have been completely closed off by Beale Park without any warning or reasoning. This is despite the area they are in being described in the pamphlet as "designated community woodland, part funded by a grant from the Forestry Commission".	scope of the ROWIP as they are outside of the control of the Public Rights of Way Service. They are referenced in the ROWIP as context re. the wider access resource in the same way as publicly accessible greenspace.
132	14016704288	All footpaths should be cleared regularly not just those deemed by the council to have priority	Noted.
133	14016528855	The list appears to be totally consistent with ongoing maintenance and support	Comment not understood.
134	14016527361	Maintaining access during the summer months when vegetation can reduce or prevent access is critical. I'd also like to see more footpaths become multi use e.g. bridleways so that off road cyclists and horses can use them where possible. I both walk and ride a bike a lot, and it seems there are quite a lot of footpaths that could be used for bikes. This would also help join up the network better to avoid having to use busy roads.	Noted. It is acknowledged that in some instances it may be beneficial to 'upgrade' footpaths without severe detriment to pedestrians.
135	14015931263	The actions seem to include everything that is necessary to make the network future-proof.	Noted.
136	14016336090	It reads a bit like a 'mission statement'. It has high ideals but not much in the way of specifics. But the aspirations are sound.	The Delivery Plan will provide further detail and progress
137	14016255864	none	Noted.
138	14016202782	There should be a better link with the planning commitments - there is no point improving a bridleway and then planners allowing access through a bridleway for a period of 5 years - the PROW officers in my experience so not give enough focus on this element - every response I have seen is no comment or no issues - in many cases they don't even seem to know the official designation of a PROW and do not engage actively with Highways either	It is acknowledged that improvements are needed in securing new access long-term, and also in arrangements for ongoing maintenance.
139	14016176461	yes - focus on a couple of major routeway extensions - such as expanding Eling Way or making the K&A towpath more bike friendly	Noted. This work is being actively pursued by WBC's transport teams
140	14016174828	A very expensive piece of work but of little value	Noted.

No	Respondent	Responses	WBC Response and Actions
141	14016173644	No mention of permissive paths	Permissive paths, although agreed that they can form a useful component of the access network, are outside the scope of the ROWIP as they are outside of the control of the Public Rights of Way Service.. They are referenced in the ROWIP as context re. the wider access resource in the same way as publicly accessible greenspace.
142	14016170786	I agree with them. While the way marking along paths is reasonably comprehensive it is not always easy to see the general direction from one to another. Leicestershire County Council uses a simple wooden stake painted yellow which you can see from the other side of a field. It is cheap and very effective	Noted.
143	14016169131	I have briefly reviewed the document. I just wanted to say even as a very courteous motorcycle rider I experience a lot of hatred and aggression towards me riding carefully and slowly even in fully legal byways. I would suggest that TROs closing 4x4s are clearer as some people do not read them correctly thinking it's closed for motorcycles too. Of course motorcycles cause less damage than 4x4s and probably even horses / erosion from people walking a lot. I hope there will not be any more byways closed as already it is extremely difficult to find areas to enjoy the countryside on my motorcycle, having to travel further to find one is not good for the environment either. I also see a lot of horse riders riding on pavements which is intimidating towards people and dogs. Thank you.	The suggestion to make TRO notices clearer will be taken forward straight away. The ROWIP does include objectives towards education of PROW users.
144	14016168807	Developing a policy shouldn't take precedence over some of the other actions.	Noted.
145	14016168683	More all weather surfaces	Noted.
146	14016131106	In total there are 54 actions set out in the ROWIP - as set out across many pages within the report, this makes it hard to review all the proposed actions to consider their possible impact as a whole. It would be useful to: 1) set out the actions in one summary section of the document 2) review and determine relative priority between the 54 actions - as to try to complete all in parallel is unrealistic	An executive summary is provided at the beginning of the Main Report.

No	Respondent	Responses	WBC Response and Actions
		3) clarify and record the ownership of the actions (within WBC) and set timescales for completion	Actions are not prioritised and will be addressed as opportunities and resources allow and based on need. The Delivery Plan will identify some priorities. All actions are owned by WB PROW team
147	14015992034	Ensure that any businesses that are affected by rights of way are fully consulted and informed by any works that will take place.	Noted.
148	14015985879	Action 13 is very important. It often feels like you need to be in with a certain group, know the right people to access the countryside. It creates honeypot locations. I'd love to see welcoming signs to car parks (however small) to encourage people to explore the whole of West Berkshire. I have a few places I know and don't feel confident or free to explore many places. New Zealand does this incredibly well. Signage and welcoming features, dog poo bins etc. Unfortunately it can also lead to local people feeling 'ownership' of a particular walk / area and being unwelcoming to others. The local authority could lead in the notion that all ROW are for all.	Noted. <i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme 'Looking after the Network'. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i>

Question 4: Agreement with Priorities – Theme 2: An Evolving Network

Respondents were asked to what extent they agreed with the three priorities under Theme 2: An Evolving Network. 125 respondents answered this question, 117 skipped this question and 35 respondents provided additional responses.

Overall there was a high level of agreement with the priorities (see Table 12), with the percentages agreeing or strongly agreeing with the priorities as follows:

- Ensure that access is strategically planned and delivered to meet the needs of West Berkshire's residents – 82%
- Ensure that the network evolves to meet current and future needs of users and that connectivity is improved – 82%
- To uphold the council's legal duties to provide an up-to-date definitive map and statement – 83%

Additional comments regarding the two priorities are shown in Table 13 (next page).

Respondents were also asked if they had any additional comments on the actions under the two priorities, see Table 14.

Table 12: To what extent do you agree or disagree with the proposed priorities for the theme 'An Evolving Network'?

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Weighted Average
Ensure that access is strategically planned and delivered to meet the needs of West Berkshire's residents	2%	1%	15%	47%	35%	4.14
Ensure that the network evolves to meet current and future needs of users and that connectivity is improved	2%	2%	14%	36%	46%	4.21
To uphold the council's legal duties to provide an up-to-date definitive map and statement	1%	0%	16%	36%	47%	4.29

Table 13: Question 4: To what extent do you agree or disagree with the proposed priorities for the theme 'An Evolving Network'? Additional responses.

No	Respondent	Responses	WBC Response and Actions
149	14018231948	Destination signage is unnecessary and adds clutter, imposing on the natural environment. People have maps/GPS and that's all they need.	Noted.
150	14018195739	Very carefully chosen word 'evolve' which is absolutely spot on and fits exactly how these routes have developed since time immemorial.	Noted.
151	14018129819	I have included these in the sections above.	Noted.
152	14018013020	We need to know what the critical elements of a strategic plan for access are seen to be to meet the varying needs of West Berkshire's residents Otherwise it is difficult to give a definitive response to the first statement	Noted.
153	14016703624	The demand for people to get out and exercise will only increase so I believe that some form of developing opportunities for new routes should be implemented or the existing network will deteriorate. Eling is a great example.	Noted.
154	14017867501	All 3 issues are important	Noted.
155	14017773752	Any ambition for evolution of the ROW network needs to take account of WBC's existing commitments to maintain the existing network, and reflect availability or otherwise of resources to allow for that expansion/evolution	Noted.
156	14017755480	See previous answers	Noted.
157	14017621984	Connectivity can be a real problem - particularly for rights of way other than footpaths where bad connectivity can limit options for cyclists and equestrians	Noted. The ROWIP addresses this issue.
158	14017584770	The definitive map is a legal duty, so why is it a priority? Having said this, the WBC interactive map is excellent and better than many others.	Included for completeness of all PROW service functions. Maintenance and enforcement are also statutory duties.
159	14017573104	In order to meet WBC's carbon net zero target, the focus should be on developing sustainable transport routes. All roads in our area are so busy that they are no longer suitable for walking or cycling even short distances, so we are becoming increasingly reliant on private car transport.	Noted. The ROWIP addresses this issue.
160	14017467193	All are good things.	Noted.
161	14017445156	I found the online map useful when zoomed in but there did not seem to be a key to the coloured lines which would have	Noted. The ROWIP addresses this issue. Actions included to improve the map and public interface.

No	Respondent	Responses	WBC Response and Actions
		been handy on the display. Assumed dashed green footpaths, continuous green bridleways, dashed red - byways? Lots of useful routes for locals to "escape" their houses but more need for longer strategic routes. Joining West Berks Ramblers of course enables people to go on a longer route where someone has put together all these types of paths	
162	14017400245	Connectivity can be an issue, especially where paths end on a fast road and some walking is needed which can be hazardous with small children. Perhaps undertake a map/GIS analysis of where improved verges as paths would be particularly beneficial and then follow up with a feasibility survey. Could be funded from highways as it will reduce the accident risks.	Noted. The ROWIP addresses this issue. Some work is already beginning to identify suitable verge links.
163	14017381433	Easily read maps are crucial to attract visitors to our village and lunch in the pub. Perhaps make them more readable regarding directions. I think that in these times of increasing leisure that PROW's and their access are as strategically planned as footpaths would be.	Noted. The ROWIP acknowledges the links with the local economy.
164	14017158210	This is of vital importance. New rights of way must be created to preserve links to existing ROW to avoid any reduction in access. This becomes of great importance where ROW connect to unadopted streets which later become 'private access' will in effect cut the footpath network. To prevent this ROW must be created on every unadopted road to preserve the network for future generations.	Noted. This will be addressed in part via the 'Lost Ways' legislation.
165	14017099756	Whilst these are good priorities, please provide some means of measuring the delivery of these priorities, as otherwise there is no means of measuring the progress towards these priorities.	The Delivery Plan will provide further detail and progress towards actions.
166	14016237220	It seems important to ensure access for local residents first as in a sustainable way, it would also attract visitors, keeping them aware of the user practice. New technologies and online platforms play key roles in how people behave and access lands. Providing an up-to-date map seems important for the land-owners in terms of legislation and for people to refer to when there is any issue on a right of way. Have you thought about contacting Slow Ways or Visorando to help with	Noted. West Berkshire Council is aware of the Visorando platform. Further exploration of delivery mechanisms may be explored as the ROWIP is delivered.

No	Respondent	Responses	WBC Response and Actions
		maintenance and development matters?	
167	14016787778	Since Covid and the lockdowns footfall on the path through our garden has more than tripled, its vital that this change is reflected across the whole network. New visitors have discovered paths and routes they didn't know about and make great use of them, but also don't know the old country code about gates, litter etc. This creates a tension for residents and increased pressure on the infrastructure. A clear map and statement would also help massively with public knowledge about do's and don'ts. Ours is a footpath but we routinely deal with motorbikes, and people trying to bring and park cars and vans in our garden for access to the Thames. It's challenging when they believe its a public space and therefore fair game.	Noted. The ROWIP contains actions to address problems of irresponsible behaviour.
168	14016749084	All projects should be protected and reviewed as regularly as possible to maintain their integrity.	Noted. The Delivery Plan will be regularly reviewed.
169	14016528855	Particularly important that access is clearly identified on maps and that this information is up to date.	Noted.
170	14016527361	Improving connectivity is vital. It can only help get people out more which can only be a good thing.	Noted. The ROWIP addresses this issue.
171	14016526522	This conjures up an image of the Department for Transport attempting, from London, to micro-manage the nations minor roads!	Noted.
172	14016517671	It's imperative the rights of way network does what it says: offering rights of way through private land from A to B	Noted.
173	14015931263	Perhaps it could be possible to update the definitive map more regularly? And to have up-to-date paper copies of the map, showing all PROWs, readily available - especially for parish councils and the like?	Noted. The PROW team can already supply large paper PROW maps to parishes on request.
174	14016444576	The connectivity and other issues should address and increase the availability of routes for motorised access	Noted. WBC's statutory duty is to protect the rights of all PROW users.
175	14016336090	An evolving and changing demographic population requires different aspects of needs. It is important to constantly ensure that those considerations are monitored and adapted accordingly. Open space is under a constant barrage of new demands either from development or agricultural. Balancing those demands to meet all needs but maintaining a precious	Noted.

No	Respondent	Responses	WBC Response and Actions
		asset is crucial. Rules are constantly changing on land use, having a robust policy that can withstand the pressures from differing needs is important.	
176	14016255864	1. there is no RIGHTS OF WAY strategy detailed in this ROWIP	The ROWIP is the strategy. Comment not understood. However, there is to be a Delivery Plan connected to the ROWIP actions.
177	14016200439	Connectivity needs improving to try and avoid busy roads. Maps are easily available on apps nowadays.	Noted.
178	14016174828	Do not waste too much time and money on this	Noted.
179	14016170786	There is an opportunity to work with evolving Neighbourhood Plans to achieve this	Noted. The ROWIP addresses this issue.
180	14016170991	Stop evolving the network to improve cycle/pedestrian access. Evolve it with the motor vehicle in mind	The purpose of this strategy is for public rights of way, but WBC's statutory duty is to protect the rights of all PROW users.
181	14016168683	The information states intent rather than definitive actions which are likely to be cut when spending scrutiny is reviewed	Noted. The Delivery Plan to accompany the ROWIP will be approved by the WBC Executive.
182	14016168146	Again, evolution requires a programme of review	The Delivery Plan will provide further detail and progress towards actions
183	14015992034	An evolving network needs to be done in full consultation with landowners and businesses affected by changes to the network.	Noted.

Table 14: Question 4: Do you have any comments on the proposed actions for the theme 'An Evolving Network', which can be found on page 41 of the draft ROWIP?

No	Respondent	Responses	WBC Response and Actions
184	14018276867	<p>On behalf of Farmers, land owners, all users; Add an action or add to action 29 the following:</p> <p>"consider all applications for definitive map modification orders, and determine in line with government guidance, in particular, "Government guidance on diversion or extinguishment of public rights of way that pass through private dwellings, their curtilages and gardens, farmyards and industrial or commercial premises". It sets out how local authorities should respond when considering diverting or extinguishing public rights of way. Add endnote link and to references. Add the following paragraph to "Making Changes to the Network",: "In August 2023 The department of Food and Rural Affairs published "Government Guidance on diversion or extinguishment of public rights of way that pass through private dwellings, their curtilages and gardens, farmyards and industrial or commercial premises" This Guidance not only acknowledges the impact intrusive/dangerous footpaths have on the farmer/landowner but recognises the vast majority of members of the public who would rather not go through such places - not least because of the associated safety risks that come from walking in such places where heavy machinery is in operation, livestock etc etc. Inspectors appointed by the secretary of state will take this particular guidance into account and apply it to their decision making.</p>	<p>There will be an updated Action 29: Consider all applications for definitive map modification orders, including for the recording of unrecorded or under-recorded Rights of Way, and determine these in line with transparent criteria, annual Case Programmes and statutory timescales, <u>having regard to relevant Government guidance.</u></p> <p>The legislation quoted explains the background as mentioned here and sits alongside much other relevant legislation, all of which must be considered. It is referenced in the ROWIP footnotes.</p>
185	14018231948	<p>I'm not sure what 'evolving' means. If it means 'development' then of necessity this would mean more paths, more traffic, more signage and clutter so destroying the landscape we seek to preserve. We should limit all human intervention as far as possible. That's what 'natural' means!</p>	<p>Noted.</p>
186	14018190282	<p>No</p>	<p>-</p>

No	Respondent	Responses	WBC Response and Actions
187	14017293618	Improved provision for equestrian use should not be allowed to get in the way of either pedestrian exercise routes or use of paths/potential byways for practical transport purposes (i.e. substituting foot or cycle use for cars)	Comment not understood. However, the introduction of any additional access along existing PROWs would always seek to avoid detriment to existing PROW users.
188	14018129819	Action 21. It is my experience that setting up a Permissive Path requires considerable 'legal' time.	Noted. This tends to be the case only where there is a legal agreement.
189	14017867501	No. These are good aspirations	Noted.
190	14017773752	<ul style="list-style-type: none"> - Welcome these proposals for action and in particular the emphasis on further joint working with Highways colleagues - Action 20 - the proposals for expansion of the Eling Way represent a prime opportunity to continue working with Highways colleagues to deliver against this action - Action 23 in respect of cyclists: this can be gleaned through the Cycle Forum, on which PROW team has representation - Action 24 in respect of Equestrians: can the British Horse Society representative on the LAF assist PROW team with the location of demand for riding facilities? 	<p>Noted.</p> <p>Noted – the Cycle Forum is a good place to raise this.</p> <p>The BHS and the LAF would be among the first places to seek advice.</p>
191	14017794988	The K&A Canal towpath is identified as an important route for both leisure and active travel, with much of the towpath forming part of Eurovelo 2 and National Cycle Network Route 4. However, much of the towpath is in a very poor condition due to a lack of maintenance over an extended period of time. Sections are virtually unpassable by bike due to grass encroaching from the sides to such an extent that it leaves a narrow rut of less than 30cm width in places. There are also embayments that encroach into the path, which present considerable safety threats to users. Also, the Canal and River Trust (CRT) has reduced its vegetation clearance to just one cut a year, and as a result, the towpath can become unusable by walkers or cyclists due to encroaching nettles and other plants. The situation will only deteriorate from 2027 due to significant cuts to government grant funding to the CRT from this date. A massive programme of investment is needed to bring the towpath up to an acceptable standard for cycling, which would be far in excess of the funding available through the Council's Rights of Way Team and its partners. This should be picked up as a key risk in the ROWIP, with a	<p>The reduction in CRT vegetation cutting has already been flagged as a risk. However, work to improve the surface can attract grant funding.</p> <p>Eling Way extension will be included as per comments, but this will not be prioritised over other projects within the ROWIP.</p>

No	Respondent	Responses	WBC Response and Actions
		<p>comprehensive set of mitigating actions developed in conjunction with partners such as the CRT and Sustrans to mitigate the risk.</p> <p>The Eling Way extension southwards to Newbury and northwards to link with existing routes in Oxfordshire should be identified as a top priority within the ROWIP's action plan on the basis of the benefits delivered by Phase 1 of the scheme and the fact that it is identified within the Local Plan.</p> <p>Datasets such as Strava Metro should be treated with caution, as Strava tends to be used by sports cyclists and it does not pick up the journeys by less confident / leisure cyclists who by definition are more likely to value traffic-free routes. Volunteers could help with route surveys – Spokes would be happy to facilitate this for key cycle routes.</p> <p>The ROWIP should recognise the benefits of long-distance cycling routes such as Eurovelo 2 and the National Cycle Network Routes that pass through the district, as well as the King Alfred Way. These have the potential to deliver considerable economic benefits for West Berkshire, but their potential has been severely limited by the condition of the rights of way network, particularly on the K&A Canal towpath, which leads to a poor user experience.</p> <p>Cycle tourists should be identified as a separate user group with particular needs, such as routes that are maintained to a higher standard, route waymarking and information around accommodation, cafés, and pubs.</p>	<p>The availability of Spokes and other volunteer groups or individuals is noted.</p> <p>The ROWIP acknowledges that there is an economic benefit from walking, cycling and equestrian tourism.</p>
192	14017584770	<p>I'd like to see specific projects identified and actively supported - e.g. the emerging Mortimer to Burghfield footpath / cycleway/ equestrian route.</p> <p>I endorse Action 21, which emphasises what I said previously about local permissive paths. I recall the previous approach to (e.g.) parish councils about identifying 20-year rights of way</p>	<p>The Delivery Plan will contain reference to specific projects, note however that some of the larger new multi-user routes are being developed by the Highways team and are not PROWs.</p> <p>Permissive paths, although agreed that they can form a useful component of the access network, are outside the scope of the ROWIP as they are outside of the control of the Public</p>

No	Respondent	Responses	WBC Response and Actions
		and think that Action 29 needs to be explained further.	Rights of Way Service. They are referenced in the ROWIP as context re. the wider access resource in the same way as publicly accessible greenspace.
193	14017573104	Some good ideas like Actions 17 and 18 but who is going to fund these projects? I would like to see new developments required to fund and/or provide land for connective active travel infrastructure to ensure that the immediate area outside their red site zone benefits from better PROW and to ensure that the development itself doesn't have a detrimental impact on existing residents.	Noted. The ROWIP addresses this issue. Grant funding can be significant. It is acknowledged that more work can sometimes be done to realise off-site planning benefits.
194	14017467193	9. TRO process needs to be clear. 10. Advertise point of contact for resurfacing 10 & 11 Make whose responsibilities/ permissions & liabilities clear 13 Unsure about feasibility Fully support 15, 16, 17 & 18"	Noted. This information is on the PROW pages of WBC's website.
195	14017445156	Very useful Actions. See my previous comments against 10 and 13	Noted.
196	14017400245	Action 19 and 20 to include off road/trail runners	Noted. These are included under pedestrians
197	14017381433	No	-
198	14017257093	Re Action 27: In view of the possibility that the deadline for recovering Lost Ways, etc may be extended only to 2026, not 2030, the priorities here should be reassessed, as follows: 'Ensure that there are adequate resources to deal with increased demands for RoW modifications of all sorts in view of the potential 2026 deadline - and consolidate the Definite Map and Statement by 2030'. This should replace the current wording: 'Consolidate the definitive map and statement by 2030 and ensure adequate resources to deal with the increased demands of new legislation.'	The ROWIP states that the Definitive Map needs to be consolidated again by 2030, and that adequate resources will be needed for the new legislation.
199	14017158210	As above	-
200	14017099756	Many of the actions have no means of measurement, so it will be impossible to know whether they are being done / completed. Examples would be: 1. Action 17 Progress strategic projects with partners where these address West Berkshire's needs and the priorities of this Rights of Way Improvement Plan. 2. Action 54 Improve provision of feedback	SMART objectives have been applied to all actions in the ROWIP where this is appropriate. The Delivery Plan will provide further detail and progress towards actions will be reported to the Local Access Forum.

No	Respondent	Responses	WBC Response and Actions
		on progress of the problem to those reporting problems. This is not an exhaustive list. There is no indication in this Plan (in contrast with the previous 2010 Plan) of the anticipated funding, priority and cost. Without this information it is very difficult to review / agree the actions. "	
201	14016237220	Action 22 : It seems important to understand the evolution of user's interests and needs alongside political and development matters as often users do not have the same perspectives and goals as local authorities. Users do not think in terms of geographical district boundaries but more of an area to visit and explore despite if whether it is in a destination or another.	Noted. The ROWIP considers cross-boundary issues and populations. Whilst WBC can work in partnership it cannot deliver beyond its boundary.
202	14016787778	As in point 7, the use of rights of way has changed massively in the last couple of years. Encouraging people outside and to use local routes to walk, run and cycle instead of drive must be a consideration	Noted. The ROWIP addresses this issue.
203	14016735871	I will repeat my previous comment in case it helps to be linked to the "definitive map" point: Please seriously consider how to use "open source" concepts around the data for rights of way. For example adding them to https://www.openstreetmap.org and contacting the UK coordinators at https://osmuk.org/ Knowing about the network is essential to being able to use the network.	Noted. A PROW layer is available on the WBC interactive online map. This information can be used by third party information suppliers.
204	14016739072	"There should also be a review of the permitted pathways within West Berkshire. For instance the very popular permitted pathways within Beale Park (which can be seen on the West Berkshire pamphlet called "Footways, Byways, Bridleways of Basildon") have been completely closed off by Beale Park without any warning or reasoning. This is despite the area they are in being described in the pamphlet as "designated community woodland, part funded by a grant from the Forestry Commission".	Permissive paths, although agreed that they can form a useful component of the access network, are outside the scope of the ROWIP as they are outside of the control of the Public Rights of Way Service. They are referenced in the ROWIP as context re. the wider access resource in the same way as publicly accessible greenspace.
205	14016171270	Being a horse rider in the Cold Ash and Thatcham area, it has become increasing worrying using the roads to reach bridleways. Drivers are sometimes rude and downright dangerous. The parish council is making little if no effort to increase awareness of riders by putting up signs. It would be a	

No	Respondent	Responses	WBC Response and Actions
		huge bonus to have ways of avoiding main roads. As well as road signage.	
206	14016528855	Permissive paths are of concern if their availability is curtailed	Noted.
207	14016527361	Yes, make much more use of abandoned railways and increase proportion of network for cyclists.	Noted.
208	14015931263	The actions seem fine. It was brought to my attention a while back that the process for reporting a necessary change to the network is very cumbersome, requiring input from an unrealistic number of different people. For example, there is a path not shown on the WBC map, which makes a triangle together with SHAW/21/1 and SHAW/21A/1. It is a tarmac path which has been there for many years, but is not shown on the map. It should be a very simple process to report the fact that it needs adding. There is no landowner issue or anything else which should make it a problem.	Noted. The processes for modifying the definitive map or adding or altering PROW are not set by WBC but are legally proscribed. The 'Lost Ways' legislation will require routes not registered as public highways to be recorded by 2032, but this will require input from the public. The site mentioned has been noted.
209	14016336090	A clearer explanation of the difference between green and blue infrastructure is required to help understand the policies and how they interact. A ready response to changes in regulation and user demand - i.e. different technology being used on ROWIP, for example: use of e scooters, drones and electronic games and gadgets. Thought needs to be given to having a pre prepared adaptable draft ready to publish etc, to meet those needs.	Noted.
210	14016255864	none	-
211	14016174828	Comply with the law but do not set more social priorities for political reasons	Noted. The ROWIP is a statutory document which complies with and delivers legal requirements.
212	14016170786	I agree with then	Noted.
213	14016169131	I have briefly reviewed the document. I just wanted to say even as a very courteous motorcycle rider I experience a lot of hatred and aggression towards me riding carefully and slowly even in fully legal byways. I would suggest that TROs closing 4x4s are clearer as some people do not read them correctly thinking it's closed for motorcycles too. Or course motorcycles cause less damage than 4x4s and probably even horses / erosion from people walking a lot. I hope there will not be any more byways closed as already it is extremely difficult to find areas to enjoy the countryside on my motorcycle, having to	Noted. Repetition. See comment 143.

No	Respondent	Responses	WBC Response and Actions
		travel further to find one is not good for the environment either. I also see a lot of horse riders riding on pavements which is intimidating towards people and dogs. Thank you."	
214	14016168807	You've got a long list of priorities, all of which sound sensible. Have you got enough people to carry them all out, or do you need to prioritise further? It's all very well having the hope to do something...	Noted. There will be a Delivery Plan, setting out specific actions along with some necessary prioritisation.
215	14016168683	See above	-
216	14016131106	In total there are 54 actions set out in the ROWIP - as set out across many pages within the report, this makes it hard to review all the proposed actions to consider their possible impact as a whole. It would be useful to: 1) set out the actions in one summary section of the document 2) review and determine relative priority between the 54 actions - as to try to complete all in parallel is unrealistic 3) clarify and record the ownership of the actions (within WBC) and set timescales for completion"	Repetition see comment 146.

Question 5: Agreement with Priorities – Theme 3: Healthy and Prosperous Communities

Respondents were asked to what extent they agreed with the two priorities under Theme 3: Healthy and Prosperous Communities. 122 respondents answered this question, 120 skipped this question and 40 respondents provided additional responses.

Overall there was a high level of agreement with the priorities (see Table 15), with the percentages agreeing or strongly agreeing with the priorities as follows:

- Improve the accessibility of public rights of way so that more people can use them for enjoyment, health and mental wellbeing – 79%
- Improve information provision to enable more people to use public rights of way, support the economy and reduce conflicts – 80%

Additional comments regarding the two priorities are shown in Table 16 (next page).

Respondents were also asked if they had any additional comments on the actions under the two priorities, see Table 17.

Table 15: To what extent do you agree or disagree with the proposed priorities for the theme 'Healthy and Prosperous Communities'?

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Weighted Average
Improve the accessibility of public rights of way so that more people can use them for enjoyment, health and mental wellbeing	2%	4%	16%	39%	39%	4.11
Improve information provision to enable more people to use public rights of way, support the economy and reduce conflicts	2%	2%	16%	42%	39%	4.13

Table 16: Question 5: To what extent do you agree or disagree with the proposed priorities for the theme 'Healthy and Prosperous Communities'?
Additional responses

No	Respondent	Responses	WBC Response and Actions
217	14018231948	More people means more traffic and damage. 'Yes' to more information in the form of making it absolutely clear what traffic can go where. Otherwise people can find their own way and discover for themselves. That's part of the fun! It should be unequivocal where, for example electric bikes can go. I don't know.	Noted.
218	14017293618	Both are valuable priorities, but are easier to "retrofit" to a basically sound network than some of the other priorities in earlier sections	Noted.
219	14016164639	The Society supports the proposal of the Local Access Forum to add the following text in Section 2.2: ' We will endeavour to give greater clarity on the West Berkshire Online Map and elsewhere to Common Land, Access land and Permissive paths, and the rights of access to them	Action 38 will be amended to incorporate this idea Permissive paths, although agreed that they can form a useful component of the access network, are outside the scope of the ROWIP as they are outside of the control of the Public Rights of Way Service. They are referenced in the ROWIP as context re. the wider access resource in the same way as publicly accessible greenspace.
220	14018013020	Nothing to argue with in the first statement. It reflects the policies expected of benign governments. The hint in the second statement that information provision is inadequate should be tested. WBC provides much PROW information online and on published paper, It is to be questioned whether it is widely read. A number of respondents to the surveys cited local knowledge and OS maps as alternatives to material provided by WBC. WE have suggested elsewhere that the PROW team might consider running a synectics session to explore how the existing body of information might better be delivered into the public domain	Noted. The ROWIP acknowledges that new ways are needed to publicise the available information.
221	14018129819	I have included these in the sections above.	Noted.
222	14016703624	There is sometimes conflict caused by lack of understanding of rights of way - a good example is Corbins wood/Middle Wood.	Noted.
223	14017867501	Both are matters which we support	Noted.
224	14017773752	With regard to information provision, there may be scope for PROW to link in more with third-party, configurable Mobility as a Service apps, which Transport Policy team are	Noted.

No	Respondent	Responses	WBC Response and Actions
		investigating, and initiatives such as Slow Ways to aid navigation. Budgets and other commitments may mean that WBC is not necessarily in a position to do more than the minimum in terms of information provision	
225	14017584770	I fully support accessibility for all the reasons given, but I would be concerned if some PROW became too engineered.	Noted.
226	14017573104	These aims are good and should not be confined to built up areas as the problem of accessibility is equally found in many villages	Noted.
227	14017467193	26: There is an existing cycleway between Hermitage & Hampstead Norrrys that if extended to Compton by means of where the old railway track was would provide a safe and convenient route to Compton Secondary School for pupils from Hermitage/Hampstead Norrrys and environs33, 34 & 35 Particularly support these	This is the potential Eling Way extension, already referenced in the ROWIP.
228	14017445156	The leaflets for different Parishes are useful and to have additional accessibility information would be helpful. More information on the suitability of each path is needed before a serious accident, inconvenience or frustration are encountered. This applies not just to the disabled person themselves but to the family and members of the public who try to help out someone who has got "stuck".	Noted.
229	14017400245	I think information is an interesting issue. There is plenty out there and in England and Wales we have the best mapped path network and out door spaces in the world. I think it is more about awareness and overcoming the 'fear of the unknown' for those communities/individuals who don't use the network. Most regular walkers don't need more information - it is about reaching the 'hard to reach'.	Noted.
230	14017397571	Conflict of use is an issue on paths I use. Some motor cyclists and horse riders (racehorses specifically) do not take care when encountering pedestrians and seem to believe that there is no need to give any space for pedestrians. Our Rights of Way are shared spaces and everyone needs to understand that. We also have conflicts due to the state of the pathways - motor cycles and horses churn up the surfaces leaving them impassable for walkers due to	Noted. Action 42 will be amended.

No	Respondent	Responses	WBC Response and Actions
		mud/flooding.	
231	14017381433	People should be able to use PROWS for their original use to connect villages and areas. This time it would be for recreation but unless they are easily accessible with the right information people will not use them. Perhaps start with key footpaths in an area and make sure that they are accessible all year round together with useful information.	Noted.
232	14017099756	Whilst these are good priorities, please provide some means of measuring the delivery of these priorities, as otherwise there is no means of measuring the progress towards these priorities.	The Delivery Plan will provide further detail and progress towards actions.
233	14016237220	Accessibility is important for inclusion matters and information is a key point. One of the hardest points for any area/destination is to organise an offer and understand where and how to communicate to users about their routes and the behaviors to adopt. More and more users use Facebook groups, online communities and tools to plan, prepare and share their routes. Each type of user has its own kind of tool. What is your target user's journey?	Noted. Action 40 will be amended
234	14016825428	PROW are already well signposted (well done WBC). Some of the best.	Noted.
235	14016796114	I some stiles are dangerous and rickety. This impedes accessibility.	Noted. The ROWIP addresses this issue.
236	14016787778	Accessibility is a must but so is educating people to respect the areas they are in. Litter, vandalism and anti social behaviour have gone through the roof since covid and is centered around the rights of way in our village.	Noted. The ROWIP addresses this issue.
237	14016761588	I am a horse rider and I would love to ride around the area without worry, ducking for the bushes	Noted.
238	14016749084	The ability to have free and safe access to our countryside is increasingly beneficial to our physical and mental health.	Noted.
239	14016692915	If it includes a provision for disabled users either in wheelchairs or bicycles.	Noted.
240	14016528855	It just makes good sense	Noted.
241	14016527361	Everyone should be able to enjoy the great outdoors and they can only do so if it is accessible and they know about it.	Noted.

No	Respondent	Responses	WBC Response and Actions
242	14016517671	Motorbikes/cars are not conducive with peace, nature, clean air. Cars should not be allowed to use these paths and motorbikes should be severely restricted.	Noted. WBC has a statutory duty to protect the rights of all PROW users.
243	14015931263	Accessibility for all is so important.	Noted.
244	14016336090	The wider the net can be drawn, to include a greater proportion of the population enabling them to gain access to their environment they live in, has to be of benefit for all. Removing obstacles whilst maintaining the sanctity of the environment is the crucial factor in achieving that aim. A lot of work needs to be implemented in providing clear accessible information about all aspects with ROWIP. Whether it is someone requiring clarification on its use or reporting an issue, clear helpful way markers, or being made aware of the values and highlights of a particular environment .	Noted.
245	14016288635	No mention of the Chairman's Walk prepared at the time of the Millenium that took / takes you around the boundary of West Berkshire. Number of other documents missing that the parish councils should be aware of that detail walks in their parishes. Eg Brightwalton, Peasemore ..."	The promotional work in the ROWIP is aimed at identifying where there are gaps in provision. The existing promotional material is still available.
246	14016266762	I'm only disagreeing as in this day and age of global warming , you are looking at potentially increasing the access for motorised vehicles, the bulk of which will be polluting the atmosphere. This surely cannot be a sustainable way forward.	The ROWIP is not encouraging greater car use, but is encouraging people to explore locally without the need to travel.
247	14016202782	It is very hard to find meaningful information about the "reality" of accessing the network - accessibility / transport links - all comes back to the theme of a lack of integration - people will use PROW if they know where they are / what accessibility and facilities are available - what bus routes etc run nearby or at least links	Noted. The updated online mapping plans to address this.
248	14016178645	People need public countryside for various reasons, predominantly health.	Noted.
249	14016174828	Doubtful value	Comment not understood.
250	14016172065	Improving accessibility is subject to the law of diminishing returns. You end up spending huge amounts of money to service a tiny minority.	WBC and the ROWIP rightly regard access for everyone as important.

No	Respondent	Responses	WBC Response and Actions
251	14016170786	There are limited facilities for cyclists. Again Neighbourhood Plans align well here Lambourn has an aspiration for a cycle way from Upper Lambourn to Eastbury	Working more closely with others is a key theme of the new ROWIP.
252	14016170991	Yes, this needs to be better primarily to stop the government from building all over our beautiful countryside, which is what is going on right now	Noted.
253	14016168683	Not enough info on the gates etc to get into these rights of way. Even using google street view as a back up I have had to make several site visits by car to see if my mobility scooter and electric trike will fit through the turnstiles or over the ramps designed to stop motorbikes and quad bikes.	Noted. The ROWIP addresses this issue.
254	14016168146	Good health builds a more resilient community	Noted.
255	14015992034	Whilst the use of rights of ways is to be encouraged I believe that education of users of how to behave, particularly in rural areas in order that the environment is not damaged to the detriment of other users. For example signs to highlight key themes of the countryside code."	Noted. The ROWIP addresses this issue.
256	14015985879	As per my previous comment - it would be amazing if ROW were accessible to all and not best kept, local secrets. Signage, clear parking, maps etc to encourage to all to stop and explore across West Berkshire rather than sticking to the few bits they know or honeypot locations. I have found 'locals' unwelcoming as they feel an ownership to the local area and see you as interloping on their patch. It would be lovely if a clear message was welcoming signs and free access to everyone.	Noted.

Table 17: Question 5: Do you have any comments on the proposed actions for the theme 'Healthy and Prosperous Communities', which can be found on page 48 of the draft ROWIP?

No	Respondent	Responses	WBC Response and Actions
257	14018190282	No	-
258	14017293618	No	-
259	14018013020	<p>We think that 'Quality of Life' would be a better term to use than 'Prosperous or Prosperity', both of which have a connotation with material wealth.</p> <p>Action 33 to remove stiles will obviously favour the quest for greater accessibility. It was therefore surprising that a voluntary group had busied itself in rebuilding 200 stiles. Is this a case for better communication between the authority and the various support groups?</p> <p>Action 34 to upgrade is an essential improvement. An illustration of this comes in two long flights of concrete steps installed in Chieveley to accommodate a change in the levels of two footpaths. These are dangerous and are probably not used.</p> <p>The aim to identify PROW links with public transport is an overdue reform (Action 38)</p>	<p>Prosperity is used to recognise that PROW have an economic benefit.</p> <p>A key theme of the ROWIP is to work more closely with others, including voluntary groups.</p> <p>Noted.</p>
260	14018129819	Only - as stated above - remember that not everyone has a computer and a smart phone. Many such people would benefit hugely from non-digital information.	Noted. It is generally beyond the resources of the Public Rights of Way Service to provide paper copies of promoted routes. However, partners would usually be supported to meet this need.
261	14017867501	There is no dispute that walking and other open air activities have a positive effect on health and mental well being	Noted.
262	14017794988	It is agreed that it would not be a good use of Council resources to develop promotional materials, but the Council should signpost people to existing sources of information. Collaboration with local walking and cycling groups could help to identify appropriate circular routes for a wide range of distances and abilities, with information hosted on partners' websites. In addition to working in partnership with the	Noted.

No	Respondent	Responses	WBC Response and Actions
		National Trail Partnerships, the ROWIP should have a commitment to working in partnership with Sustrans to promote the National Cycle Network and with Cycling UK to promote the King Alfred Way.	
263	14017584770	I note Action 41 regarding the Mortimer Burghfield route referred to previously.	Noted.
264	14017467193	Covered above	-
265	14017445156	All very commendable	Noted.
266	14017400245	All looks sensible and I like the idea of improving condition and accessibility information. Can the communities/parishes ramblers etc get involved. I use the North Berkshire paths regularly and would be happy to provide info - I just don't know how. Maybe even find 'path guardians' for the network - you would need 740 volunteers if each took 1 mile, so they could update the condition info and highlight issues (and then the data could be public). This kind of 'citizen mapping' would be cheap!	Volunteers to assist with surveys is acknowledged as a valuable resource.
267	14017381433	No	-
268	14017099756	Many of the actions have no means of measurement, so it will be impossible to know whether they are being done / completed. Examples would be: 1. Action 17 Progress strategic projects with partners where these address West Berkshire's needs and the priorities of this Rights of Way Improvement Plan. 2. Action 54 Improve provision of feedback on progress of the problem to those reporting problems. This is not an exhaustive list. There is no indication in this Plan (in contrast with the previous 2010 Plan) of the anticipated funding, priority and cost. Without this information it is very difficult to review / agree the actions.	SMART objectives have been applied to all actions in the ROWIP where this is appropriate. The Delivery / Action Plan will provide further detail and progress towards actions will be reported to the Local Access Forum.
269	14016237220	They are interesting and seem complete	Noted.
270	14016749084	All of the community will benefit from free, safe access to countryside	Noted.
271	14016735871	No	-
272	14016739072	There should also be a review of the permitted pathways within West Berkshire For instance the very popular permitted pathways within Beale Park (which can be seen on the West Berkshire pamphlet called "Footways, Byways, Bridleways of	Permissive paths, although agreed that they can form a useful component of the access network, are outside the scope of the ROWIP as they are outside of the control of the Public Rights of Way Service. They are referenced in the ROWIP as

No	Respondent	Responses	WBC Response and Actions
		Basildon”) have been completely closed off by Beale Park without any warning or reasoning. This is despite the area they are in being described in the pamphlet as “designated community woodland, part funded by a grant from the Forestry Commission”.	context re. the wider access resource in the same way as publicly accessible greenspace.
273	14016528855	No particular comments, it all makes good common sense	Noted.
274	14016527361	Makes sense.	Noted.
275	14015931263	These actions appear to cover all needs.	Noted.
276	14016336090	It is important that no one particular group should have exclusive rights over another to rights of way. No one should be excluded or feel left out by another. Providing a one stop shop for access to clear and precise information is the way forward. Having clearly stated maps, local information, means of access. - parking, public transportation, nearby amenities etc. This information should be collated from the many users/managers of the rights of way into a comprehensive website and/ or booklet, leaflets etc. into one format. Thus cutting down ambiguity and misunderstanding whilst making clear and easily accessible information on where people might roam, safe in the knowledge that they are not breaching guidelines, whilst imbibing local information and wellbeing when visiting these sites. It must also be remembered that a public right of way should allow the user to access parts of the area that would otherwise make life difficult should it be excluded or by diversion. It doesn't necessarily have to have the merits of beautiful countryside to be of benefit to wellbeing.	Noted. Improved interactive mapping is a goal of the ROWIP, and hard copy publications produced by third parties may be supported.
277	14016255864	none	-
278	14016196007	When improving for humans don't forget wildlife were there first ie; tow paths. Don't make too tidy, birds need to nest.	Noted. Managing the network in a more environmentally sustainable way is a goal of the ROWIP.
279	14016179000	Please do not 'overdevelop' the public rights of way, I know there is a balance to be drawn between accessibility and natural landscapes - but one of the prime benefits of the rights of way is 'getting back to nature' and that is not achieved when on a path that looks like a residential road."	Noted.
280	14016174828	Back off	Comment not understood.
281	14016170786	Broadly agree	Noted.

No	Respondent	Responses	WBC Response and Actions
282	14016169131	I also see a lot of horse riders riding on pavements which is intimidating towards people and dogs. Thank you.	Noted.
283	14016168683	If you are going to limit the entry points provide radar key facilities for disabled people	Noted.
284	14016131106	<p>In total there are 54 actions set out in the ROWIP - as set out across many pages within the report, this makes it hard to review all the proposed actions to consider their possible impact as a whole. It would be useful to:</p> <ol style="list-style-type: none"> 1) set out the actions in one summary section of the document 2) review and determine relative priority between the 54 actions - as to try to complete all in parallel is unrealistic 3) clarify and record the ownership of the actions (within WBC) and set timescales for completion 	Repetition see comment 146.

Question 6: Agreement with Priorities – Theme 4: Effective Delivery

Respondents were asked to what extent they agreed with the three priorities under Theme 3: Healthy and Prosperous Communities. 122 respondents answered this question, 120 skipped this question and 37 respondents provided additional responses.

Overall there was a high level of agreement with the priorities (see Table 18), with the percentages agreeing or strongly agreeing with the priorities as follows:

- Ensure that this ROWIP is resourced and delivered, and that progress is monitored, and the plan reviewed – 83%
- Increase involvement and working with partners, communities and volunteers – 84%
- To continue to maintain high levels of customer satisfaction and seek ways to improve – 83%

Additional comments regarding the two priorities are shown in Table 19 (next page).

Respondents were also asked if they had any additional comments on the actions under the two priorities, see Table 20.

Table 18: To what extent do you agree or disagree with the proposed priorities for the theme 'Effective Delivery'?

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Weighted Average
Ensure that this ROWIP is resourced and delivered, and that progress is monitored, and the plan reviewed	1%	2%	15%	39%	44%	4.24
Increase involvement and working with partners, communities and volunteers	2%	2%	12%	42%	42%	4.2
To continue to maintain high levels of customer satisfaction and seek ways to improve	1%	0%	16%	43%	39%	4.2

Table 19: Question 6: To what extent do you agree or disagree with the proposed priorities for the theme 'Effective Delivery'? Additional responses.

No	Respondent	Responses	WBC Response and Actions
285	14018276867	DONT forget to include FARMERS and landowners!	Noted. The ROWIP addresses this issue.
286	14018195739	Working close in with others is exactly the right way to reduce and minimise dispute.	Noted.
287	14018013020	It's not made clear whether Actions with respect to Effective Delivery are expressed in order of priority and be undertaken accordingly where possible or will some be run concurrently?	There is no priority order to any of the actions. The Delivery Plan to accompany the ROWIP will contain some prioritisation.
288	14017293618	The first two is vital; the second will be essential to execute the first. The third needs careful management to avoid meaningless measurements or short-term target setting	Noted.
289	14018129819	To have any value, all Management Plans MUST be regularly reviewed and revised. I have included these in the sections above.	Noted. The Delivery Plan to accompany the ROWIP will be regularly reviewed.
290	14016703624	The creation of this plan has cost time and money and is the easy part! Finding the money, resources is critical to having a plan. I would also say that a ten year cycle is too long as is only checking the paths once every year. Many paths have become impassable and needs urgent action during the winter.	Noted. The Delivery Plan to accompany the ROWIP will have one to three year targets and will be regularly reviewed.
291	14017867501	All aspirations that we can support	Noted.
292	14017773752	Uncertain as to whether the objective mentioned in the draft ROWIP of updating the Delivery Plan every two years is realistic.	Noted.
293	14017621984	Uncertain as to whether levels of volunteering can be sustained - evidence nationally points to a drop-off in levels of volunteering, see report in The Guardian dated 02 May 2023	Noted. WBC is also aware of the trend
294	14017584770	With limited budgets it is far too easy for these types of considerations to slip down the priority order of local authorities. The wide benefits of having and implementing a ROWIP mean that it would be a real shame if this document becomes little more than an un-funded doorstep....	Noted. The intention is for the ROWIP to form the framework for the Council PROW Service for the next ten years,.
295	14017573104	Parish Councils may need financial resources to support this work, especially the small ones with minimal precepts.	Noted. Parish Councils are allocated CIL money which can help.
296	14017467193	Nice idea to work with partners - it might be best to work with businesses who have the resources to sponsor initiatives. Small PCs like ours lack manpower or resources to take on any PROW work currently done by WBC.	Noted. Lack of resources in Parish Council is acknowledged but they do received CIL money, which can help.

No	Respondent	Responses	WBC Response and Actions
297	14017445156	First 2 ensure a high quality network. Feed back on complaints from needs to be less formulaic and describe the problem in text not as a number to make it useful.	Noted. The ROWIP contains an action to improve the customer interface, and this has already happened to an extent.
298	14017400245	Seems to be essential to run an effective ROW system	Noted.
299	14017397571	Use the volunteers!	Noted.
300	14017381433	Coproduction should be used in communities to ensure we are delivering services the communities want.	Noted. A number of actions in the ROWIP involved identifying local access needs further.
301	14017158210	Resources and key partnership arrangements are the only way that ROWAP will be delivered. Without community help I doubt it will ever be fully resourced.	Noted. This is acknowledged in the ROWIP.
302	14017099756	All good and necessary actions	Noted.
303	14016237220	Whilst these are good priorities, please provide some means of measuring the delivery of these priorities, as otherwise there is no means of measuring the progress towards these priorities. The whole of section 6.5 can be translated into "we currently don't have the resources and budget required". This puts in doubt the value of the whole plan.	The Delivery Plan will provide further detail and progress towards actions
304	14016749084	Those points seem important as involving all the stakeholders in the process would help structure the whole offer and having a common document to refer to would help reduce some issues. Co-create actions and documents seem to be a sustainable approach to developing a project. The customer's journey is a key point in any destination and even more in terms of movement. Involving diverse partners in the success of their journey is a must-have as they will be the ones interacting with the customer making his experience unique, motivating him to come back. I suggest you look into the Banff Lake Louise ambassador program.	Noted. The Programme mentioned is about the relationship between local residents and recreational users, something which can also be addressed through increasing awareness about appropriate behaviour – addressed in this ROWIP.
305	14016528855	The public needs to be reminded or shown how important it is to have a clear view and understanding of the environment	Noted. The ROWIP addresses the need for greater awareness of appropriate behaviour.
306	14016527361	This resonates with the aims of the West Berkshire Countryside Society and in particular the activities of its volunteers who would be very happy to engage with the upkeep or rights of way	Noted. The offer of help from the West Berkshire Countryside Society is noted and welcomed.
307	14016517671	I hear some snippets of news from the local parish council, but progress can often seem very slow.	Noted.

No	Respondent	Responses	WBC Response and Actions
308	14015931263	Local people should be invested in their local rights of way	Noted.
309	14016444576	It is important that there is joined-up thinking between this plan and the transport plan. Users of the PROWs should have information at their fingertips which would help them combine the one-way use of a PROW with, say, a convenient return journey on public transport.	Noted. Addressed by the ROWIP
310	14016336090	These statements are really quite meaningless. Why would you not want the plan to be resourced and delivered?	Noted.
311	14016255864	These are the high ideals.	Noted.
312	14016288635	Seeing them happen is another matter. A check point needs to be in place to ensure those ideals are being delivered along the way, and if not then what remedial steps need to be taken to maintain those ideals.	Noted. A monitored and reviewed Delivery Plan will accompany this ROWIP
313	14016202782	3. do you currently HAVE "high levels of customer satisfaction"? if so how is it measured	Noted. Was measured in the public survey carried out for the ROWIP.
314	14016200439	Not clear how customer satisfaction will be measured. Relying upon parish councils will not give a representative answer.	Noted. Was measured in the public survey carried out for the ROWIP.
315	14016174828	It is not about more resourcing - it is about improving effectiveness	Noted. This principle is acknowledged – the ROWIP looks at more effective ways of working.
316	14016170786	Don't waste money on producing page after page, just get on with actions.	Noted. A strategy is important in order to give direction for the actions.
317	14016170991	You will improve if you are less bureaucratic	Noted.
318	14016168807	Town and Parish Councils and Neighbourhoods planning all have key interfaces	Noted. Closer working with parish councils is covered by the ROWIP.
319	14016168683	You won't do any of this, you never consult people. No one wants Net Zero. You just keep asking the people who will give you the answers you want. I was told that you asked lots of people about the cycle lane along the A4. I was never asked, despite being a regular cyclist.	Noted.
320	14015992034	The third priority is a bit meaningless...	Noted.
321	14015985879	My council tax should be paying for this not volunteer led.	Noted.
322	14018276867	I believe volunteer groups and communities are vital to improving the rights of way in West Berkshire. There appears to be a greater drive for communities to work together to improve services.	Noted.

No	Respondent	Responses	WBC Response and Actions
323	14018195739	Empowering the community to look after their area is key. We should be the custodians of the ROW. Litter bins and perhaps litter grabbers on loan at car parks? More education around clearing up dog mess. Perhaps enforcement in poor areas - such as by busy hot spot car parks - dog owners often flick it to the edge of a path where children like to explore. Unruly dogs off lead is probably the worst thing about ROW which stop my children wanting to go out, but I don't know how that could be stopped. Certainly some action around dog owners use of ROW would be helpful.	Noted. Encouraging more responsible behaviour is covered by the ROWIP.

Table 20: Question 6: Do you have any comments on the proposed actions for the theme 'Effective Delivery', which can be found on page 52 of the draft ROWIP?

No	Respondent	Responses	WBC Response and Actions
324	14018190282	No	-
325	14018013020	It's difficult to make helpful comments until the Delivery Plan is published.	Noted.
326	14017293618	This is a bit of a wish-list. It is a useful analysis of what needs doing. I would argue that action 47 says it all!	Noted.
327	14018129819	Sadly, it is not within the powers of the PROW Group or West Berks Council to 'ensure that this ROWIP is resourced ...' I have included these in the sections above.	Noted.
328	14017867501	Recruitment is a matter for the Council bearing in mind the budget pressures for an expanding population and the effect that this will have on erosion on PROWs	Noted.
329	14017794988	The ROWIP recognises the potential to make greater use of volunteers. There are already a number of disparate groups who undertake maintenance activities, but there is no coordination of these groups, which is inefficient. This may be an area for the Council to explore with its partners. Existing community groups such as West Berkshire Spokes could be approached to identify additional volunteers.	Noted. A volunteer coordinator, who can also work to recruit volunteers, is an aspiration of the ROWIP
330	14017584770	I'm surprised to see Action 43 in the ROWIP given the budget implications - is this action agreed by Exec/Senior Management before it appears in a public policy?	Action Such an appointment has not been approved, but it may be considered appropriate in the future.

No	Respondent	Responses	WBC Response and Actions
		Regarding Action 45, the ROWIP fails to comply with its own aim - the ROWIP refers to areas as "Downlands and Rural", and (both) "eastern Kennet Valley" and "Kennet Valley East", but fails to accord with the emerging Local Plan, which doesn't refer to these but rather to Newbury and Thatcham, North Wessex Downs AONB, and Eastern Area. It would be better to have one definition of spatial areas and be consistent?	– The areas are based on PROW provision / characteristics so the criteria for selection differ from the LTP.
331	14017467193	Support all, particularly 54.	Noted.
332	14017400245	Really focus on actions 51-53!	Noted.
333	14017381433	No	-
334	14017099756	The first actions (43-46) are try to get resources and funding. Then action 47 would create a plan based on resources and funding available. Actions 48 / 49 then report progress against the plan. This raises two needs: * costs and priorities for the actions in the plan* sight of the progress following the previous 2010 plan	Noted. The Delivery Plan is being drawn up in the context of existing resources
335	14016749084	An inclusive approach is the best way to get support from the community	Noted. Greater liaison with the community and third parties is part of the ROWIP.
336	14016739072	There should also be a review of the permitted pathways within West Berkshire. For instance the very popular permitted pathways within Beale Park (which can be seen on the West Berkshire pamphlet called "Footways, Byways, Bridleways of Basildon") have been completely closed off by Beale Park without any warning or reasoning. This is despite the area they are in being described in the pamphlet as "designated community woodland, part funded by a grant from the Forestry Commission".	Permissive paths, although agreed that they can form a useful component of the access network, are outside the scope of the ROWIP as they are outside of the control of the Public Rights of Way Service. They are referenced in the ROWIP as context re. the wider access resource in the same way as publicly accessible greenspace.
337	14016528855	see above comments	-
338	14015931263	The actions are all-encompassing.	Noted.
339	14016336090	These plans now and for the future, involving all users and stakeholders should be inclusive and not exclusive to individual requirements. No one particular partnership should have more sway over the plan's than another. Disagreement should be resolved democratically.	Noted.

No	Respondent	Responses	WBC Response and Actions
340	14016255864	Action 43: you have to employ ANOTHER officer to do this? wasn't this activity staffed previously	Noted. There is no dedicated staff officer to deliver the ROWIP.
341	14016196007	Be open and assessable with named contacts readily available.	Noted.
342	14016174828	Back off	Comment not understood.
343	14016170786	This network is a wonderful heritage and deserves not only to be supported by the Council but celebrated	Noted.
344	14016169131	I have briefly reviewed the document. I just wanted to say even as a very courteous motorcycle rider I experience a lot of hatred and aggression towards me riding carefully and slowly even in fully legal byways. I would suggest that TROs closing 4x4s are clearer as some people do not read them correctly thinking it's closed for motorcycles too. Or course motorcycles cause less damage than 4x4s and probably even horses / erosion from people walking a lot. I hope there will not be any more byways closed as already it is extremely difficult to find areas to enjoy the countryside on my motorcycle, having to travel further to find one is not good for the environment either. I also see a lot of horse riders riding on pavements which is intimidating towards people and dogs. Thank you.	Noted. Repetition. See comment 143.
345	14016168807	Again, lots of proposed actions here. It would be helpful to have deadlines, so that the years don't pass in planning rather than action.	The Delivery Plan will provide further detail and progress towards actions.
346	14016168683	Partner with non commercial organisations such as berks wildlife national trust etc	Noted. Increased working with third parties is part of the ROWIP.
347	14016131106	In total there are 54 actions set out in the ROWIP - as set out across many pages within the report, this makes it hard to review all the proposed actions to consider their possible impact as a whole. It would be useful to: 1) set out the actions in one summary section of the document2) review and determine relative priority between the 54 actions - as to try to complete all in parallel is unrealistic3) clarify and record the ownership of the actions (within WBC) and set timescales for completion	Repetition see comment 146.

Question 7: Additional Priorities or Actions

Respondents were asked if they thought there should be any additional priorities or actions.

24% of respondents (29) indicated that there should be additional priorities of actions and gave additional responses, see Table 22, next page.

Table 21: Are there any additional priorities or actions you think we should consider including?

Answer Choices	Responses	
Yes	24%	29
No	41%	50
Not sure / no opinion	35%	43
Answered		122
Skipped		120

Table 22: Question 7: Please tell us what additional priorities or actions you think we should consider including and why. Additional responses.

No	Respondent	Responses	WBC Response and Actions
348	14018231948	We must continue to try to ban motorised vehicles of all sorts. (Unless working, with authority.) I understand at the moment it is not possible to ban anything other than 4x4s with TROs. We're not allowed to put fencing or gates on the common. It's been done! Let us work consistently to ban all motorised vehicles permanently. (Except mobility scooters less than 4mph).	Motorised vehicles have the legal right to use BOATs. WBC will not seek to ban all motorised vehicles from exercising their legal rights.
349	14018013020	The plan seems a little light on 'action' or 'utility' use of PROWS We understand that this probably means commuting and social use Given the nature of the climate threat some more robust ideas seem necessary If this is to be a realistic aspiration lighting and some protection from the weather may have to be introduced. South Korea has already progressed some way towards this with cycle ways alongside major roads, providing canopies for shelter and PV cells for lighting	Noted. Active travel / sustainable utility travel is led by the Highways team and taken forward in the LCWIP and LTP. The ROWIP links to this and supports delivery.
350	14017293618	See earlier comments on connectivity. The plan obviously does mention this, but is a bit weak on what specific actions follow. On the other hand, I'm not sure what actual actions I would include	Noted. The ROWIP is to be accompanied by a Delivery Plan.
351	14017773752	Section 4.3, consider stating that there are plans to extend the Eling Way through Hermitage (this Stage 1 proposed for construction 2024/25 subject to landowners and Planning consent) and aspirations to extend it further south towards Newbury, with Feasibility work well underway, currently led by Highways working closely with PROW colleagues Also consider citing the Wasing Way (Aldermaston Wharf to Aldermaston village) in which PROW are key stakeholders	Noted. Will include, as previous comment.
352	14017584770	What is missing is the budget. All sorts of improvements can be identified/proposed, but without the funding it's a little pointless.	Noted.
353	14017400245	Improved verge paths on fast rural roads, as these are dangerous for people, horses and cars.	Noted. This is mentioned in the ROWIP.
354	14017158210	I might have missed it in the report but have you included publicising the method for notifying the ROW dept. about problems on the network, blocked paths, water inundation, deep mud, over grown vegetation, missing or damaged	Noted. Improving customer liaison is part of the ROWIP but Action 54 will be amended

No	Respondent	Responses	WBC Response and Actions
		signage etc. We need to encourage all users to report on all faults rather than get round them and carry on and then do nothing about the fault.	
355	14017099756	The actions in the plan need some indication (as in the previous 2010 Plan) of the anticipated funding, priority and cost. Without this information it is very difficult to review / agree the actions. There needs to be some discussion of the progress against the actions of the previous plan.	Noted. There will be a monitored and reviewed Delivery Plan to accompany the ROWIP
356	14016825428	The research of PROW analyses the use of existing infrastructure. However, what is not known is where PROW is needed (e.g. off road cycle routes). For example alternatives to the A34. Strava heatmap suggests there is no need for a sustainable route. However, this does mean nobody wants a direct North-South low traffic route.	Noted.
357	14016796114	Better provision of roadside paths where a footpath terminates at a road.	Noted. Improved connectivity, including road verges, forms part of the ROWIP.
358	14016761588	To make more areas for the horse people (rides)	Noted.
359	14016741226	Better enforcement of obligation to maintain existing rights of way. Quality of maintenance has declined in recent years.	Noted.
360	14016739072	There should also be a review of the permitted pathways within West Berkshire. For instance the very popular permitted pathways within Beale Park (which can be seen on the West Berkshire pamphlet called "Footways, Byways, Bridleways of Basildon") have been completely closed off by Beale Park without any warning or reasoning. This is despite the area they are in being described in the pamphlet as "designated community woodland, part funded by a grant from the Forestry Commission".	Permissive paths, although agreed that they can form a useful component of the access network, are outside the scope of the ROWIP as they are outside of the control of the Public Rights of Way Service. They are referenced in the ROWIP as context re. the wider access resource in the same way as publicly accessible greenspace.
361	14016706389	Better signage needed, especially on rarely used footpaths to save them falling into disuse.	Noted.
362	14016701932	Widen the scope to include all paths for walkers and cyclists including those along highways. Many walks involve a mix of footpaths and highways and pedestrians and cyclists should be considered in reviewing highways issues including pavements.	Noted. Improved connectivity, including road verges, forms part of the ROWIP.

No	Respondent	Responses	WBC Response and Actions
363	14016692915	Make reporting issues with byways easier and as mentioned provision for disabled cyclists on footpaths. THE ROADS ARE TOO DANGEROUS.	Noted.
364	14016527361	I've already mentioned the old railways. They should all be open for public use.	Noted.
365	14016517671	Equestrian and cycle routes should be increased to use most of the footpaths, widen them if it doesn't ruin the natural environment. A big problem is the blind crossing for equestrians across the A343 along The Wayfarers Walk near Highclere. This road 100% prevents access to this route. It is blind and the fast kitties and cars prevent safe crossing."	The site mentioned is in Hampshire.
366	14016450653	Increasing access to the countryside. This does not JUST mean keep the existing footpaths well maintained and open but engaging with the public where they want areas joined or new access opened. We pay landowners and awful lot of hard earned tax to no increase at all for access to the countryside. Time this was changed and the public have the right to petition for increased access and landowners should enable a certain percentage of their land to public access via sensible new footpaths.	Noted. Permitted paths assist in providing access in addition to PROWs.
367	14016444576	The plan does not state explicitly that motorised access will be reduced but implicitly, by not mentioning in it will discriminate, and is in danger of creating resource that those in the council may want but no-one will use.	WBC has a statutory duty to protect the rights of all users of PROWs.
368	14016336090	Understanding where, how and what to expect from any right of way is imperative to its use. I think that a lack of knowledge is a key factor in people accessing and using the ROW. Having access to a single point of up-to date information is the way forward. Along with clearly marked routes and information points. Circular routes, or routes connecting easily accessible public transport would be useful, along with parking options.	Noted. Improved interactive mapping is a goal of the ROWIP, and hard copy publications produced by third parties may be supported.
369	14016266762	only the potential extending of encouragement for motorised transport as this is not logical in the situation of global warming.	The ROWIP seeks to encourage people to use PROW close to home and does not seek to increase motorised personal travel.
370	14016195562	To ensure these actions are taken in to consideration by the planning committee when consideration applications for large housing estates to ensure ROW are not eroded by builders	Noted.

No	Respondent	Responses	WBC Response and Actions
371	14016179000	Improve overall access to countryside/natural resources - aim for a general 'right to roam'	Noted. Creating a general 'right to roam' is outside the power of a local authority.
372	14016174794	Ban dog walkers. They are dangerous and dirty animals. A threat to wildlife and walkers.	Noted. Encouragement of responsible behaviour, including by dog owners, is part of the ROWIP.
373	14016170786	Ensuring bus services connect with important entry points to the network and publicising	Noted.
374	14016169131	I have briefly reviewed the document. I just wanted to say even as a very courteous motorcycle rider I experience a lot of hatred and aggression towards me riding carefully and slowly even in fully legal byways. I would suggest that TROs closing 4x4s are clearer as some people do not read them correctly thinking it's closed for motorcycles too. Of course motorcycles cause less damage than 4x4s and probably even horses / erosion from people walking a lot. I hope there will not be any more byways closed as already it is extremely difficult to find areas to enjoy the countryside on my motorcycle, having to travel further to find one is not good for the environment either. I also see a lot of horse riders riding on pavements which is intimidating towards people and dogs. Thank you.	Noted. Repetition. See comment 143.
375	14016168683	Disabled users.	Noted.
376	14015992034	Ensuring green-spaces are included in all major developments so rights of ways are not paths to unofficial parks and recreational spaces.	Noted.

Question 8: Ease of Reading the ROWIP

Respondents were asked how easy they found the ROWIP to read.
Most respondents – 84% - found it 'easy' or 'neither easy nor difficult'.

38 respondents made further comments, see Table 24.

Table 23: How easy do you find the draft ROWIP to read?

Answer Choices	Responses	
Easy	36%	44
Neither easy nor difficult	48%	58
Difficult	16%	20
Please tell us the reasons for your response.		38
Answered		122
Skipped		120

Table 24: Question 8: How easy do you find the draft ROWIP to read? Additional responses.

No	Respondent	Responses	WBC Response and Actions
377	14018276867	The ROWIP is massively under represented by farmers and landowners resulting in a bias comments against farmer/landowner .	Landowners were approached in drafting the ROWIP but few provided comments. The ROWIP is not biased against landowners but recognises the essential role as partners with WBC in regard to the PROW network.
378	14018013020	It's written in good English with few technical terms. It's irritating though that the author couldn't get the correct spelling of 'complement' since the spelling of 'complementary' which followed shortly afterwards was correct	Will be corrected.
379	14018129819	In my professional career I had considerable experience of management plans. To be effective they have to be concise and easily remembered by the people who have to implement them. I, personally, found this one much too long and there is very much too much repetition. Also, other WBC Policies and Plans were referred to which I, again personally, found distracting without adding anything.	An executive summary is provided at the beginning of the Main Report.
380	14016703624	The plan would be more effective for the people who are not involved in the planning by having an effective preface summary. I think a lot of people will not wade through 50+ pages with significant repetition.	An executive summary is provided at the beginning of the Main Report.
381	14017868458	Congratulations on producing an excellent report. It is comprehensive, well-researched and well presented. Thank you.	Noted.
382	14017773752	Would prefer for all the material to be in a single document rather than accessed via subsidiary weblinks	Noted.
383	14017781924	simpler language and bullet points would have been helpful	Noted.
384	14017755480	Unnecessarily long winded and irrelevant	Noted.
385	14017666050	Too extensive to read (and not included in the estimated 10 minutes to complete survey)	Noted.
386	14017621984	A lot of the general text is easy to read and understand. I feel this is less the case for the actions which are verbose in some cases. A smaller number of more clearly articulated actions might be more useful than the current long list that tries to capture all perspectives and priorities.	Noted.
387	14017502737	Very informative and a lot of work had obviously been done. The only problem was finding the time to read it all	Noted.

No	Respondent	Responses	WBC Response and Actions
388	14017467193	Very clear and necessarily but unfortunately rather lengthy.	Noted.
389	14017445156	Layout clear with Actions clearly set out. photographs helpful	Noted.
390	14017400245	It's quite long and detailed. Not sure how many other the very interested will wade through it. Is their a highlights document? The survey takes longer than 10 minutes if you are adding comments!	Noted.
391	14017381433	N/A	-
392	14017099756	There are now 54 pages, many pictures and some unreadable maps. The volume of text is huge and must have taken much time to write. Without any clarity of funding is this a good use of time?	Noted.
393	14016237220	In the document, it has been included visual data and text explaining the reasons for the actions. It also includes parts of the survey to explain the choices.	Noted.
394	14016749084	A lot of the wording and plans are repetitive and vague	Noted.
395	14016741226	Too wordy.	Noted.
396	14016723811	Too long	Noted.
397	14016171270	There is a huge amount of information but it is clearly laid out.	Noted.
398	14016701932	It is full of gobbledegook and trendy stuff and does not cut to the chase. It is hard to find the real issues.	Noted.
399	14016528855	It is laid out well and is written in clear unfussy language	Noted.
400	14016526522	"Difficult" is the wrong word. What I would say is that the document is absurdly long and wordy. I speak as one who has over many years been required to digest, analyse and comment on documents like this in central government and in industry. There really is a better way to present results, but especially if the intention is to have the document read and commented on by members of the general public, many of whom will (happily for them) be quite unused to tackling reports of this size and wordiness.	Noted.
401	14015931263	Well laid out, with proposed actions clearly shown.	Noted.
402	14016479382	There is a large amount of repetition that makes the plan tedious.	Noted. Will review for repetition. However, the ROWIP needs to cover a broad range of areas and also set out background to PROW management and issues.
403	14016444576	Very simplistic	Noted.

No	Respondent	Responses	WBC Response and Actions
404	14016336090	I have dyslexia making any form of wordy documents difficult to manage. I spent several hours reading, understanding and completing the process, a little longer than the ten minutes suggested. But an important subject to be discussed. Overall I have experienced considerably more difficult forms to master than this, and would consider them to be fair.	Noted.
405	14016255864	Extremely long winded. No doubt this report took hundreds of hours of council officers' time - and more will be taken looking into the responses and making changes. What percentage of council time (money) is spent on PREPARING to do things rather than DOING things?	Noted.
406	14016200439	As usual, too much waffle and wokeness. Get to the point.	Noted.
407	14016179000	Too long, needs better summary.	Noted.
408	14016174828	Far too full of consultant speak and political ambition	Noted.
409	14016170786	Well laid out	Noted.
410	14016170991	Too much waffle. You are trying to hide agendas in there that the average person won't pick up on. Try stating that better access for bicycles means less access for motor vehicles because this is what you are actually aiming for. See how many people vote for it then	Noted.
411	14016169289	I'm on a mobile device, and the ROWIP is a pdf. You should make this web accessible content considering most people's primary device is a smartphone.	Noted.
412	14016168807	It's very long. I'm not sure quite who the target audience is. And the actions could do with being more concise and SMART	This has been reviewed by the PROW team and SMART objectives included where possible. A balance needs to be struck between SMART objectives and the need to deploy limited resources to the priorities in the ROWIP and to respond to project opportunities and needs as they arise. Note that a separate Delivery Plan table will form part of the ROWIP.
413	14016168683	Wordy, maps difficult to navigate - needs a key facts infographic	An executive summary is provided at the beginning of the Main Report.
414	14016131106	as laid out, the report does not provide a clear summary of the identified actions - it would be useful to summarise the 54 actions in a single section in the document - to make it easier to read.	An executive summary is provided at the beginning of the Main Report.

Question 9: Further Comments

Respondents were asked if they had any further comments.

45 respondents provided comments, see Table 25.

Table 25: Question 9: Do you have any further comments?

No	Respondent	Responses	WBC Response and Actions
415	14018013020	No apart from congratulating the team on a well researched plan	Noted.
416	14018190282	No	-
417	14017293618	No. Well done!	Noted.
418	14016164639	<p>The Society congratulates the Council on the production of a well researched and well produced document. It appreciates the recognition of equestrians and equestrian needs throughout the document. The Society has commented on the previous drafts and many of its comments have been incorporated. Further comments</p> <p>Page 21 Evidence</p> <p>The Society thanks the Council for including detailed information on the horse industry in West Berks on page 21 and differentiating the racing and non-racing components. However, the Society would prefer if the sentence 'However these postcodes extend beyond the district' was removed as it implies more uncertainty in the figures than there needs to be. The Society did supply data which accounted for the numbers of non-racing horses in West Berks adjusted by the % of a postcode found in West Berks (data available on the internet) but for some reason this has not been used. The Society will leave it to the Council to decide what to use in this ROWIP but it may adjust the figures (which will be slightly lower) in the future in its own publications.</p> <p>Page 36'This could include equestrian access in areas where there is a deficiency of this type of public right of way'. The</p>	<p>Noted.</p> <p>The postcode of the passport does not necessarily represent where a horse is kept, but rather the location of the owner. This creates inaccuracy in the data and only approximately reveals the distribution of horses across West Berkshire. It would increase the inherent inaccuracy in the data by taking a proportion of the total passports in each postcode based on how much of that postcode is in West Berkshire, as this would be purely guesswork. The passport data can only help to a small degree, through providing an estimate of the total of horses. New data were sought from Defra through a FOI and this has been used as it showed a (possible) increase in data from the BHS data supplied which was more historic.</p> <p>Change in wording accepted.</p>

No	Respondent	Responses	WBC Response and Actions
		<p>Society would prefer this wording: 'This should include equestrian access in areas where there is a need and a deficiency of this type of public right of way'</p> <p>Page 37 Equestrian use needs to be accommodated wherever possible, especially where there is a lower level of provision for these users and busy roads'. Replace 'wherever possible' by 'where needed'</p> <p>Action 21 Permissive paths The Society supports the proposal of the Local Access Forum that Action 21 is strengthened by using 'support' instead of 'be open to'.</p> <p>Section 2.2 West Berks Online Map: Access and Common Land and Permissive paths The Society supports the proposal of the Local Access Forum to Add the following text in Section 2.2: ' We will endeavour to give greater clarity on the West Berkshire Online Map and elsewhere to Common Land, Access land and Permissive paths, and the rights of access to them.</p> <p>The Society is disappointed that the ROWIP has not been produced as a Countryside Access Plan as has been done by other local authorities. Equestrians use public spaces irrespective of whether they are rights of way, common land or other places with public access. Thus the ROWIP is not comprehensive. Consultation with the Local Access forum on this issue at an early stage would have been advisable.</p>	<p>Change in wording accepted.</p> <p>Action 21 Be open to the use of permissive access as a means of achieving network improvements. Permissive paths, although agreed that they can form a useful component of the access network, are outside the scope of the ROWIP as they are outside of the control of the Public Rights of Way Service.. They are referenced in the ROWIP as context re. the wider access resource in the same way as publicly accessible greenspace.</p> <p>Noted. Access to the wider countryside is, however, included in the forthcoming Green and Blue Infrastructure Strategy and the ROWIP makes strong links with this Strategy.</p>

No	Respondent	Responses	WBC Response and Actions
419	14018129819	No, but I admire the effort that has gone into its creation. Reading it has brought home to me just what a complex task the PROW Group have to tackle and I wish them well I have worked alongside the Group for many years - always profitably. Finally. I have written a number of books about the West Berkshire Landscape including two which could provide useful information about the PROW network. These are:- 'Around the Valley of the Pang' 14 Chapters, each a circular walk in the Pang Valley. with a clear map and detailed info about the history and wildlife along the route. 'Around the 3 Valleys' 17 Chapters, each a circular walk in the Lambourne, Kennet and Pang Valleys. Format as above with geology added. I have already provided Elaine with samples of the leaflets I mentioned, and if I can be of any help please ask me and I will be delighted to be of help.	Noted.
420	14016703624	The devil is in the detail and the plan has little detail - hopefully that will come later.	Noted. There is to be a Delivery Plan to accompany the ROWIP.
421	14017902538	<p>Thank you for consulting the Canal & River Trust on the draft West Berks Rights of Way Improvement Plan. The Canal & River Trust has a national network of over 2000 miles of towpaths across England and Wales, and recently entered into an MOU with Sustrans to work collaboratively on multi-user access provision. Our towpaths offer safe off-road routes for the many millions of people who use them every year, from walkers, runners, and cyclists to people who simply want to experience our calm, tranquil environment. The Trust wants to offer all users an enjoyable towpath experience and recognises that this is dependent on people being considerate, particularly to those who are not moving, are slower, or more vulnerable.</p> <p>The entire Kennet & Avon Canal towpath running through West Berks is a public footpath and is shown on the West Berks online map. Significant sections are owned by the Canal & River Trust. The Trust has worked with West Berks Council and Sustrans on several partnership towpath projects where the intention is to improve the towpath for cycling and</p>	Noted.

No	Respondent	Responses	WBC Response and Actions
		<p>multi-user usage.</p> <p>To encourage appropriate solutions to upgrading and maintaining our towpaths the Trust published a Design Guide in 2011 and this guide has recently been updated and will be available to the public soon. Towpaths aren't roads and should never be seen as fast routes. When we make changes to towpaths, we bear this in mind, often employing "softening" measures which encourage visitors to slow down, such as tactile surfaces or planting. In places where speed is a real concern, we will undertake risk assessments and consider introducing appropriate speed measures, as long as this doesn't decrease safety, prevent access or displace the risks elsewhere. Towpaths are, by their very nature, narrow spaces but many are suitable to accommodate multi-use. Where appropriate, we have already "widened" the path (i.e., the surfaced path area within the towpath corridor) as this is often the best way to ensure that they are used safely and that conflict between visitors is minimised. We will continue to look for opportunities to optimise space where we can, but we will not do this at the expense of the character of the canal. Front and back verges are an important part of this character and also have an important function as they provide places for boats to moor, safe havens to fish, a tactile warning of the water's edge and increase the biodiversity of canals. It is not possible to set a minimum standard for path width as each stretch is different and has unique characteristics.</p> <p>The Canal & River Trust a waterways and well-being charity, and we fully support the aims of the ROWIP to improve green and blue infrastructure, health and wellbeing, active travel and help support the visitor and tourism economy. The Canal towpath has an active role to play in all of these aspirations Please note that the correct names of the Kennet & Avon Canal and the Canal & River Trust uses an ampersand. The Canal is correctly recognised in the document as both a popular recreational route and for active travel as a</p>	<p>Correction will be made.</p>

No	Respondent	Responses	WBC Response and Actions
		<p>commuting route. The Kennet & Avon Canal towpath is also an important route. Although for some parts of the canal we act as navigational authority only the managed by the Canal and River Trust, the majority comprises public rights of way.</p> <p>The Trust welcomes recognition that new development can have an adverse impact on existing rights of way as a result of increased usage. We support the need for consideration of the impact of recreational use beyond the development 'red line' and the overall access in the area and the recognition of the need to seek developer contributions to improve paths which will receive higher use, make paths more accessible and provide information for users. Actions The Trust is generally supportive of the actions identified by the council and look forward to working together to achieve these aims.</p> <p>With regard to action 10, which identifies the need to work with West Berkshire Highways to develop guidance for design and surfacing of multi-user paths, the Canal & River Trust have our own standards and guidance for canal towpath improvements and will work with WBC highways to agree a suitable specification on any projects on parts of the canal towpath under our ownership and management.</p> <p>Actions 19 & 20. Although towpaths were originally used by horses to pull barges this was a time when there were few other users. Unfortunately, today the canal towpath is not considered suitable for equestrian use due to its limited width, surfacing and the presence of unfenced edges in most locations. This results in the potential for conflict with other users and safety concerns. Any proposal to use a stretch of towpath to improve the rights of way network access for equestrians should be discussed with the Trust at the earliest opportunity.</p>	<p><i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme 'Looking after the Network'. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i></p> <p>Noted</p> <p>Noted</p>

No	Respondent	Responses	WBC Response and Actions
		<p>Action 26 -The Canal towpath is one of the more accessible routes in West Berks and the Trust will continue to work with WBC to improve areas.</p> <p>We note the desire to provide more information about levels of accessibility across the public rights of way network. The Canal & River Trust have towpath condition grades assigned to the whole towpath route through the county so we could work with WBC to identify the most accessible locations and the worst locations to coincide with WBCs target areas to consider ways of achieving further funding to improve them</p> <p>Action 50 As previously mentioned, the Canal & River Trust welcome the development of collaborative projects to improve the towpath, not just with WBC but with other stakeholders such as Sustrans and community groups</p>	<p>Noted</p> <p>Noted. The WBC Rights of Way Team attends the West Berkshire Cycle Forum.</p>
422	14017867501	I would refer to the answers given to our response to the ROWIP Consultation 2021	Noted.
423	14017834261	A telephone number for this department would be helpful to report closures by landowners and fallen trees blocking passages	Noted.
424	14017773752	Important to link in with Neighbourhood Development Plans, as the Eling Way initiative is with the NDPs for Hermitage and Compton for example	Noted. The link with NDPs appears in the ROWIP.
425	14017795758	Need to make sure signage to a RoW and signage on the RoW is also maintained	Noted.
426	14017755480	Just to reiterated that all that is needed is to keep Rights of Way clear and well signposted.	Noted. Physical accessibility of the network has traditionally been a focus of the WBC rights of way service.
427	14017621984	None	-
428	14017573104	The report is long and deals with priorities and policy in general terms. It identifies area where there is less PROW per person and the need to develop the network, but provides lo detail on how how/where the development will take place. It is this details that is of interest. It would also be useful to have an understanding of what was achieved under the current PROW plan. On the WBC Interactive Map one can add 'Public	<p>Noted</p> <p>Progress on the previous ROWIP can be seen on request and has been reported to the Local Access Forum. An action to look at this section of the mapping layer will be taken forward asap.</p>

No	Respondent	Responses	WBC Response and Actions
		Rights of Way Improvement Plan' which overlays lots of sections of PROW in purple but clicking on an individual route gives no information. Are these proposed routes and where can we find details?	
429	14017467193	Do hope extension of Eling Way both north and south of Hermitage can be brought about. B4009 is dangerous for cyclists and can cause driver frustration. Keep up the good work	Noted.
430	14017445156	I prefer gates to kissing gates as they are more accessible, but I appreciate farmers will worry they are left open, unless fitted with a good closing system. Radar keys on a kissing gate will only be held by the physically disabled, so families with a heavier buggy could not get through a kissing gate (too heavy to lift over). Both are much preferred to stiles.	Noted. Pedestrian gates are preferred to kissing gates as they are less restrictive.
431	14017397571	I welcome this plan - it looks very comprehensive and is easy to understand.	Noted.
432	14017381433	No	-
433	14016237220	Have you thought about directly contacting Visorando, Alltrails, and other platforms which already work with a local organisation such as REDA, Chiltern Society, Chilterns AONB, etc. who could help in giving away some insight for free on how to help structure, maintain, and promote those right of way?	Noted.
434	14016825428	Page 20. "However, Please rephrase this. Women are not the weaker sex who can't handle traffic. I agree that cycling for leisure is a male dominated sport but comments such as those above only reinforce negative connotations. Local cycling clubs are doing lots to make cycling more universally accessible.	Noted. However, this is based on research on preferences of a range of types of user. Wording will be revisited.
435	14016787778	Wonderful to see this kind of strategic thinking, just please consider all the people involved.	Noted.
436	14016762191	No Just keep them trimmed ,not left to be overgrown	Noted.
437	14016761588	No	-
438	14016749084	No	-
439	14016741226	Surface of rights of way in my area greatly deteriorated, as a result of overuse by heavy agricultural machinery. Result is that some are impassable, and prone to local flooding.	Noted.

No	Respondent	Responses	WBC Response and Actions
		Similarly, failure to cut back overhanging hedges and surface grass, which used to be well done, makes many tracks hazardous for those with restricted mobility. Finally, routes across fields not kept sufficiently cut back and liable to be ploughed without proper reinstatement. General impression is that Council has lost interest in quality.	
440	14016739072	There should also be a review of the permitted pathways within West Berkshire. For instance the very popular permitted pathways within Beale Park (which can be seen on the West Berkshire pamphlet called "Footways, Byways, Bridleways of Basildon") have been completely closed off by Beale Park without any warning or reasoning. This is despite the area they are in being described in the pamphlet as "designated community woodland, part funded by a grant from the Forestry Commission".	Permissive paths, although agreed that they can form a useful component of the access network, are outside the scope of the ROWIP as they are outside of the control of the Public Rights of Way Service. They are referenced in the ROWIP as context re. the wider access resource in the same way as publicly accessible greenspace.
441	14016692915	No	-
442	14016528855	No thank you	Noted.
443	14016527361	Please keep us updated over the next ten years.	Noted.
444	14016517671	Many I improvement to RoW for equestrians and cyclists is long overdue and hugely required	Noted.
445	14015931263	n/a	-
446	14016479382	No	-
447	14016336090	Thank you for the opportunity allowing my involvement.	Noted.
448	14016255864	none	-
449	14016288635	A stakeholder group missing is property owners (specially not those considered landowners) whose property adjoins a PRow.	Noted.
450	14016202782	No	-
451	14016178645	No, all seems satisfactory.	Noted.
452	14016174828	Try to adopt a sensible and practical approach and not some kind of idealistic political ambition	Noted.
453	14016174794	More plan speaking and less waffle.	Noted.
454	14016170786	No	-
455	14016169131	I have briefly reviewed the document. I just wanted to say even as a very courteous motorcycle rider I experience a lot of hatred and aggression towards me riding carefully and slowly	Noted. Repetition. See comment 143.

No	Respondent	Responses	WBC Response and Actions
		even in fully legal byways. I would suggest that TROs closing 4x4s are clearer as some people do not read them correctly thinking it's closed for motorcycles too. Or course motorcycles cause less damage than 4x4s and probably even horses / erosion from people walking a lot. I hope there will not be any more byways closed as already it is extremely difficult to find areas to enjoy the countryside on my motorcycle, having to travel further to find one is not good for the environment either. I also see a lot of horse riders riding on pavements which is intimidating towards people and dogs. Thank you.	
456	14016168807	Thanks to the Council for doing this.	Noted.
457	14016168683	Please consider disabled and trike users and make rights of way all weather. I would pay for an annual pass to use these	Noted.
458	14016131106	In total there are 54 actions set out in the ROWIP - as set out across many pages within the report, this makes it hard to review all the proposed actions to consider their possible impact as a whole. It would be useful to: 1) set out the actions in one summary section of the document2) review and determine relative priority between the 54 actions - as to try to complete all in parallel is unrealistic3) clarify and record the ownership of the actions (within WBC) and set timescales for completion	Repetition see comment 146.
459	14015981599	The ones that mainly destroy the byways are the ones that do not care about the byways and go off piste and do not abide by code of conduct, that give the rest of us a bad name	Noted.

Additional Responses Outside of Online Survey

26 additional responses were received via email, outside of the online survey.

These are detailed in Table 26. For confidentiality the identity of the respondent is held separately from this report.

Table 26: Additional Responses

Number	Responses	WBC Response and Actions
X001	<p>The supporting evidence document 1 (Network and Needs Analysis) page 64 mentions the TRF Green Road Map but incorrectly states that it is free access to all. You actually have to be a TRF member. I may have given you this misunderstanding in the past.</p> <p>* 'Damage to surfaces' is mentioned a few times but the report intimates this is caused exclusively by leisure vehicles and does not seem to consider that damage is also caused by agricultural, forestry and estate vehicles. Particularly when surface damage is exponential to the ground pressure of the vehicle. Or horse for that matter. It is also interesting that people do not appear to complain about damage by non-leisure vehicles and continue to walk, cycle, etc on these surfaces without an apparent problem. Nb the photo of ruts in section 3.3 might be considered by many readers to have been caused by leisure vehicles when actually the damage could have been from other use.</p> <p>* Tension between users and expectations of such. Whilst the report highlights an issue of tension between motorised and other users it appears that there is no intended action to improve this situation. For example; it seems people have a different expectation regarding traffic when travelling on a surfaced road than they do on an unsurfaced (green) one. Better education on rights of users and information on what to expect (i.e. vehicles could be on this route) would certainly help in this respect. That said, the various motorised user groups also have a responsibility to educate motorised users on expectations of responsible use.</p>	<p>This will be corrected.</p> <p>This aspect will be clarified.</p> <p>This is included in the ROWIP through the provision of information and 'pop-up' awareness campaigns.</p> <p>We are aware of and grateful for offers of help in this regard</p>
X002	<p>Thank you for getting in touch with LARA (the motoring organisations' Land Access & Recreation Association) about the consultation on the draft West Berkshire ROWIP.</p> <p>I don't think that LARA is well placed to comment on to what extent the new ROWIP reflects the needs of West Berkshire's residents. However, we are pleased to note that the ROWIP equitably considers the needs of users of motor vehicles and includes reference (on page 23) to the latest LARA guidance on managing the use of vehicles on public rights of way and to the TRF (Trail Riders Fellowship) code of practice, in endnotes 25 and 26</p>	<p>Noted.</p>

Number	Responses	WBC Response and Actions
	<p>respectively.</p> <p>TRF is representative of users of 2-wheel vehicles and I think it would be helpful if a reference to guidance for users of 4-wheel vehicles could also be included. We note that GLASS (the Green Lane Association, which represents users of 4-wheel vehicles) is mentioned in page 23 and we suggest that an additional endnote could readily be added, just above the photograph, to include a link the GLASS code of conduct. The link is as follows.</p> <p>https://glass-uk.org/about/our-code-of-conduct</p> <p>I very much hope that this suggestion could be accommodated as we believe it would be in the interests of all users of public rights of way.</p>	<p>Link will be added.</p>
X003	<p>Good morning,</p> <p>Further to your email below. Purley on Thames Parish Council would like to know what positive actions are being proposed to ensure that the Countryside Code is fully embedded in this proposal. Examples are as follows:</p> <ul style="list-style-type: none"> * Misuse of Barbeques/do not light fires. * Keeping dogs on leads/ dog poo bins * Leaving rubbish behind and dumping waste – always taking litter home * Follow local signs and keep to marked paths. * Respecting the River <p>I look forward to receiving your comments</p>	<p>Responsible use of the countryside and public rights of way is an area which will be delivered through the ROWIP, through promotion and information provision.</p>
X004	<p>Thank you for mailing me the request for views on the ROWIP. It is possible that our society's response may not come from me, but we will respond.</p> <p>May I make a request, meantime, regarding our identity in the report. In the R.O.W. Improvement plan Appendix 2 para's 1.13 and 1.24 we are referred to as the Pang, Kennet, and Lambourn Countryside Project which we were known as until the demise of FWAG some 12 years ago. Since that time, we have been registered as a Not-for-Profit organisation known as the West Berkshire Countryside Society. Is it possible to update the Appendix in this respect?</p>	<p>This refers to the previous ROWIP. Name is correct in the new ROWIP.</p>
X005	<p>We are interested in rights of way, both as (often) historic routeways in their own right, but also as a means of accessing the wider historic environment of West Berkshire –</p>	

Number	Responses	WBC Response and Actions
	<p>overlapping and interwoven of course with the natural environment. I'm sorry the word 'archaeological' is completely missing from the document!</p> <p>I have used many public footpaths myself to get an appreciation of West Berkshire's earthworks, historic buildings and industrial remains and when we create new entries in the HER we often do log where these are accessible/visible from a road or RoW.</p> <p>We'd be happy to help in this Action:</p> <p>Action 12 Make an inventory of public rights of way which cross SSSI's, heritage sites or other sensitive nature conservation areas and consider appropriate maintenance of these, including vegetation clearance regime. [We take this to mean all types of heritage, but of course there are tracks across Scheduled Monuments, eg Walbury Camp and Combe Gibbet long barrow]</p> <p>And also in the objectives expressed in these paragraphs in the document:</p> <p>There is a need for more information for all types of users. Rather than producing more promotional material showing routes, which is now available on a range of websites, the council will concentrate on information which is lacking and which meets needs which are not being fulfilled – e.g. for routes in the urban fringe, for people with physical mobility needs, for types of users which have less information available to them, and for highlighting cultural assets. More use will be made of social media and digital technologies.</p>	<p>All noted – the heritage, and archaeological importance, of some PROWs is acknowledged in this action and the PROW/National Trails teams are working together with PROW team support. The need to greater liaison is acknowledged also.</p> <p><i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme 'Looking after the Network'. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i></p>

Number	Responses	WBC Response and Actions
	<p>Section 60 of the Countryside and Right of Way Act 2000 states</p> <p>Every local highway authority (i.e. West Berkshire Council) shall prepare and publish a plan, to be known as a rights of way improvement plan (and review it at intervals of not more than ten years), containing:</p> <ul style="list-style-type: none"> - The following matters <ul style="list-style-type: none"> (a) the extent to which local rights of way meet the present and likely future needs of the public (b) the opportunities provided by local rights of way (and cycle tracks) for exercise and other forms of open-air recreation and the enjoyment of the authority's area, (c) the accessibility of local rights of way to blind or partially sighted persons and others with mobility problems. - a statement of the action they propose to take for the management of local rights of way, and for securing an improved network of local rights of way, with particular regard to the matters dealt with in the assessment. <p>The wording of the Act has been edited for clarity.</p> <p>The Town Council notes that a ROWIP is not limited to addressing these matters. In particular, many opportunities for Thatcham residents for their open-air recreation rely on both public rights of way and other types of open space – such as Greenham Common and permissive paths.</p> <p>3 Partnerships with Town and Parish Councils</p> <p>Thatcham Town Council welcomes the Actions in the draft ROWIP to develop partnerships with parish and town councils:</p> <p>Action 5: Develop partnerships with parish and town councils and other stakeholders to implement and improve maintenance and identify local priorities.</p> <p>Action 53: Develop partnerships with parish and town councils to resolve public rights of way issues, improve standards, implement maintenance, seek improvements, development priorities and communicate with the community.</p>	<p>Wider access issues are addressed in the forthcoming Green and Blue Infrastructure Strategy.</p> <p>Action 5 will be removed. <i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme 'Looking after the Network'. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7,</i></p>

Number	Responses	WBC Response and Actions
	<p>However, Action 53 almost completely duplicates Action 5. We therefore suggest that they are merged into one, or that they are re-worded to remove the duplication.</p> <p>4 Permissive paths</p> <p><u>Case Study 1</u> <i>A permissive path connects the junction of footpaths THAT/10 and THAT/11 (at Lower Henwick Farm) with Waller Drive in Manor Park. This is used both for leisure (especially dog walking) and utility journeys (e.g. by pupils of Trinity School who live in Thatcham). A permissive path runs to the north of Crookham Common Road, westwards from the end of THAT/16 (near the former Traveller's Rest). This enables leisure walkers to avoid walking along the road. A permissive path connects the southern end of footpath GREE/6 (at Burys Bank Road) with the Bowdown Woods Car Park. This avoids walkers needing to cross the road on a dangerous blind bend. These permissive paths all have West Berkshire Council finger posts, so must be recognised in some way.</i></p> <p>Permissive paths have an important role in improving the connectivity of the network of local rights of way. Most landlords are reluctant to dedicate new public rights of way (because of the permanent implications), but are often more supportive of permissive paths. However, permissive paths are only mentioned twice in the ROWIP; Action 21 appears only to address new paths and is rather equivocal.</p> <p>PROPOSAL: Replace the wording of Action 21 with "Promote the use of permissive access as a means of delivering network improvements.</p> <p>PROPOSAL: Permissive paths are only useful if users know of their existence. Therefore, The Council should request the Ordnance Survey to show them on its maps (there are specific symbols for permissive footpaths and bridleways, and these are used quite widely on OS maps covering other Local Authority areas).</p> <p>5 Improving accessibility</p> <p><u>Case Study 2</u> <i>Footpath COLD/4/3 passes over the bund of the Tull Way flood attenuation scheme. Before this was constructed, there were around five steps down from the road to the footpath and a single five bar gate. Following construction, there are two sets of around ten steps over the bund, with two wooden kissing gates, which are too small for a buggy to get</i></p>	<p><i>Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i></p> <p>Permissive paths, although agreed that they can form a useful component of the access network, are outside the scope of the ROWIP as they are outside of the control of the Public Rights of Way Service. They are referenced in the ROWIP as context re. the wider access resource in the same way as publicly accessible greenspace. No change to text.</p> <p>Action 33 - Continue to remove stiles, barriers and restrictive infrastructure and replace with gaps, gates or kissing gates. Support communities and user groups to achieve this aim. Aim for at least 10 per year. Action 34 - Upgrade existing structures, such as bridges and steps, to ensure maximum accessibility, for example providing handrails. Prioritise these improvements along busy routes and those close to urban areas.</p>

Number	Responses	WBC Response and Actions
	<p><i>through. This scheme was managed by West Berkshire Council, and constructed to designs commissioned by it. The lack of accessibility was highlighted by the PROW team during the planning application process.</i></p> <p>We are pleased that a 'Tramper' mobility vehicle is now available for loan at Thatcham Nature Discovery Centre. This enables people with physical disabilities to venture further in the countryside. This complements the measures to improve the accessibility.</p> <p>The current wording of Actions 33 and 34 only mention the target for the numbers of removals and improvements. Without knowing the total number of removals and improvements required, we cannot tell how long they would take to complete.</p> <p>PROPOSAL: Actions 33 and 34 should be strengthened. There should be a target within the ten-year period of this ROWIP to remove of restrictive infrastructure and improve existing infrastructure on all busy routes and those close to urban area (unless they have natural features that would prevent accessibility).</p> <p>6 Greenham Common and open spaces</p> <p><u>Case Study 3</u> <i>Bridleway THAT/18 and Footpath GREE/6 end at Burys Bank Road, opposite access gates onto Greenham and Crookham Common. The opportunities provided by rights of way rely on the paths on the Common completing the network. Footpath THAT/6 starts opposite the access land of Marsh Meadow, just north of Dunston Green. Paths across Marsh Meadow and Dunston Green complete a circular route in the network of rights of way starting in the centre of Thatcham.</i></p> <p>The text of the draft ROWIP focusses almost exclusively on rights of way, and does not sufficiently address other types of access that complement and complete the rights of way network. We note that Section 60 of CROW specifies matters that a ROWIP must 'contain'; it does not limit the ROWIP to those matters.</p> <p>The Town Council welcomed the experimental traffic regulation order for Lawrences Lane, which provides a safer route for walkers and cyclists from the town to Bucklebury Common and its rights of way network. We hope that this will be made permanent (although that decision is outside the remit of the ROWIP).</p>	<p>Whilst the condition survey has highlighted furniture or other aspects which reduce accessibility, further investigation is needed to determine the feasibility of rectifying these in each case. Therefore the scale of the task, and the resources required, has not been quantified. This, along with the uncertainty of the budgets available, make it impossible to commit to the targets suggested. Targets already included in actions 33 and 34 to remain as they are – no change.</p>

Number	Responses	WBC Response and Actions
	<p>PROPOSAL: The ROWIP should address access on Commons and access land that complements and completes the rights of way network (in the area of Thatcham, primarily Greenham and Crookham Common) – and this should be mentioned in at least one of the Actions.</p> <p>PROPOSAL: West Berkshire Council should have an integrated approach for promotion of routes for walking and cycling, encompassing routes on rights of way, routes partly on rights of way and partly relying on other types of access⁴, routes using other types of access (such as walks on Greenham and Crookham Common) and urban routes (such as history trails) and accessible access (such as the tramper at the Nature Discovery Centre).</p> <p>7 Particular considerations for urban paths</p> <p>Case Study 4 Footpaths THAT/8/3 and THAT/20 and bridleway THAT/18 have been subsumed into the street structure of housing developments – often following a convoluted path across the heads of closes. These routes are not well waymarked at all of the ‘decision points’ for users.</p> <p>Thatcham Town Council has twice bid from a grant from a GWR scheme for waymarking of a walking route from Thatcham Station to The Broadway – but has so far been unsuccessful. This route would use THAT/20. Due to the limited time that applications were open, we were not able to provide detailed costings. This would mainly use stickers on street furniture (as is used for National Cycle Route NC4), rather than finger posts.</p> <p>PROPOSAL: The waymarking of urban rights of way should be improved where they have been subsumed into the road network.</p> <p>PROPOSAL: West Berkshire Council (Highways and Rights of Way Teams) should work with the Town Council to prepare a stronger bid for the anticipated next round of the GWR grant scheme.</p> <p>Case Study 5 Footpath THAT/9 runs to the north of Westfield Road, providing rear garden access to its residents and a route from the ‘Rivers Estate’ to bus stops on Westfield Road and the convenience store on Northfield Road. However, it has no lighting and dark (it is</p>	<p>The ROWIP sufficiently addresses access provided by public rights of way and details the resources provided by the wider access network.. Links are to be made with the forthcoming Green and Blue Infrastructure Strategy. No change.</p> <p>Decisions on waymarking will be provided on the basis of greatest need. Signposting in urban areas often overlaps with highways, cycleways, linkways and other destination signposting.</p> <p>Urban paths are not excluded from the ROWIP and needs on these paths will be addressed based on demonstration of need. Provision of lighting is not a core function of the Public Rights of Way service and would be taken forward by Highways.</p>

Number	Responses	WBC Response and Actions
	<p>surrounded by fences). It is now isolated from the rights of way network and has little utility for leisure and recreation.</p> <p>The ROWIP focuses largely on paths in rural areas and on the urban fringes, and does not address the particular needs for urban paths – particularly those that are now used primarily for utility journeys.</p> <p>PROPOSAL: The ROWIP should address the needs of urban paths, particularly lighting.</p> <p>8 References</p> <p>Many of the references consist only of a web link. These change frequently, due to restructuring of websites or revision of documents. The ROWIP has a ‘life’ of more than ten years, and the references need to be identifiable for this duration.</p> <p>PROPOSAL: All of the references should include the title, author/publisher and date of publication (if known), as is already the case for references without a web link.</p>	<p>Action 32 has been amended to reflect the comments.</p>
X007	<p>There is reference to climate change, and focus on longer periods of dry, but no real mention of prolonged or heavier periods of rainfall. I mention this as water runoff is a key factor in surface damage, be it ruts or channels, scouring of surfaces or flooding and mud. The new ROWIP doesn’t make specific mention of water management, attenuation or aquifer recharge as a policy for ROW improvement. I mention this as the previous ROWIP had a clear action on this.</p> <p>ROWIP 17: work within the context of the biodiversity action plan and European Habitats Regulations 2007. 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.</p>	<p>Will be included and actions amended.</p> <p>A new action under Theme 1</p> <p>Covered broadly under Action 11 <i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme ‘Looking after the Network’. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i></p>

Number	Responses	WBC Response and Actions
	<p>I was wondering if it there should be a more concise reference to improving drainage. Specifically attenuation of flows, using grips, sumps and engineered soakaways for capture, storage and dispersal of surface water flows. Removing load, where possible, from the highways drainage network, preventing run-off from PROW onto highways and private property, both of water and debris. Prevention where possible run-off directly into water courses, especially if it will deposit debris or cause water turbidity. Managing storm flows of other land onto the PROW. Capturing and storing water run-off to help with aquifer recharge.</p>	<p>Covered by a new action under Theme 1</p>
X008	<p>Chieveley Parish Council Response</p> <p>This Plan was published in July 2023. Its timing, in the midst of the holiday season, could be seen as less than ideal for some people to read it in its entirety, weigh its contribution to society in the time it takes to come to conclusions on it and draft a considered response by 23 November 2023.</p> <p>Notwithstanding that, the document design is comprehensive, focused on the central issues and well researched. It is essential to recognise that it has been prepared and written in what must be described as highly unfavourable circumstances. Central government funding of services delivered by local unitary authorities has all too frequently been uncertain, fluctuating from one year to another and generally inadequate to discharge their legal responsibilities satisfactorily.</p> <p>Much of this has resulted partly from global events over which the UK central government has limited influence. The banking crisis of 2008 onwards, the ensuing period of austerity and the Covid pandemic are examples. The withdrawal from the EU, numerous foreign military adventures and varying degrees of central government decision reversals are home-grown problems.</p> <p>Does all this matter as far as Chieveley public rights of way are concerned?</p> <p>Yes, it does. It does because it affects the quality of the service which West Berks Council is able to offer to the people of West Berkshire in providing the well-maintained rights of way that give those people so much pleasure.</p> <p>A continuing issue raised in the Plan is how its proposals are going to be financed. Given the character of the service provided by the PROW network, - free at the point of delivery, funded in part by local tax revenue, hypothecated transfers and income from its services -</p>	

Number	Responses	WBC Response and Actions
	<p>its financial base is inherently unsteady.</p> <p>As it states, "Some aspectsof the Plan may be delivered using existing resources and workstreams, but additional funding will be needed to deliver many of the actions"</p> <p>Planning for a major capital expenditure programme to run alongside revenue expenditure on the network makes longer term financial planning to accompany it difficult, if not impossible.</p> <p>In the light of these issues, therefore Chieveley Parish Council are mindful of the limitations that might be imposed upon its implementation over the coming decade.</p> <p>Our evaluation of the Plan embraces the following form.</p> <ol style="list-style-type: none"> i. Our overall impression. ii. Our comment on the objectives. iii. Our analysis of the methodology iv. Our assessment of the implementation strategy v. Our comment on the findings vi. Tidying up. vii. What next? <p>Our overall impression</p> <p>As we have said, we feel that the West Berks Council research teams who prepared the Plan are to be congratulated on producing such a comprehensive study of a service which, prior to its development, probably offered little by way of data to go on. The expertise they demonstrated, particularly in the collection, collation and presentation of the material in Evidence Report 2, was noteworthy.</p> <p>It is obvious from their differing styles and general presentations that different teams worked on the two Evidence Reports. However, each provided adequate databases for the Draft Consultation document.</p> <p>It would be interesting to know who are the authors of the Plan, but probably West Berks Council protocols do not allow it.</p> <p>Our comment on the objectives</p>	<p>The PROW team is active in applying for capital funding for improvement projects.</p>

Number	Responses	WBC Response and Actions
	<p>The objectives are published in the appendix to Evidence Report 2. There is little to criticise in the objectives themselves, although whether all of them can be achieved must be open to doubt. The first four (increasing physical activity, improving quality of life and health and encouraging active travel) accord with what may be expected of a benign government, and if achieved would offer immense social benefit. Likewise for improving the environment and green infrastructure.</p> <p>However, it is difficult to see how action resulting from the Plan might have a significant effect in mitigating climate change.</p> <p>Overall the objectives are laudable, even though two of them are more visionary than practicable</p> <p>Our analysis of the methodology</p> <p>The methodology emerges from the two Evidence Reports which form the core of the Improvement Plan. Evidence Report 1 deals with the network and user needs. It uses the same survey method as Evidence Report 2, but its presentation is slightly less engaging.</p> <p>Although the material is unmistakably aimed at identifying and assessing the issues of network and need the presentation creates some confusion. Apart from the opening pages all that follows is incorrectly labelled "Evidence Report 2.". This suggests that further proof reading is required</p> <p>This is disappointing, since much of the content is informative, providing a database, much of which will guide the Authority in the pursuit of the improvements.</p> <p>Some of the statistics used for analysis could have been more up to date. For example, the Ward population figures in Table 2 could have been drawn from the 2021 census report, instead of relying on 2020 estimates.</p> <p>There are many points to commend in the Report, nevertheless. It is well furnished with maps, tables and charts.</p> <p>Most of the detail on methodology is found in Evidence Report 2, where public and stakeholder surveys are the predominant, if not the only vehicle of data collection.</p>	<p>Will be changed.</p> <p>The 2021 Census was not available at the time of writing.</p>

Number	Responses	WBC Response and Actions
	<p>Respondents to the survey questions are self- selected members of the public and stakeholders. Whether the former constitute a representative group is probably not as important as achieving a large body of opinion offered by well-informed people. Thus the question arises as to whether the sample sizes are large enough. This thought must have occurred to the researcher who set up the 95% confidence interval to achieve a statistical test of significance.</p> <p>However the fact that this was the only sample response in the public survey where the test was used to support the result could indicate that the team did not feel completely confident in the reliability of the other results.</p> <p>One response that comes through clearly from the surveys is the claim of information deficit with respect to public sector rights of way.</p> <p>As a council we do not agree with this contention. West Berkshire Council provides wide coverage regarding PROWs, both online and in their literature. A number of parish councils also post maps of their local rights of way in public places One has to conclude that much of it is not read.</p> <p>We offer the suggestion therefore that West Berks consider holding one or more focus groups to debate the question of how the existing fund of information might be directed into the public domain more effectively without incurring sizable expenditure increases.</p> <p>The interaction of ideas and views in a focus group often reveal new courses of action. Syntectics (lateral thinking) sessions in particular, where all prejudgments are suspended, have been shown to deliver innovative results. These sessions have been used by central government institutions, companies and universities to help solve hitherto intractable problems.</p> <p>Zoom obviously provides the means of holding such sessions. Membership requires not only diverse experience among participants, but also sound knowledge of PROW issues</p> <p>It is possible that West Berks has already tried such schemes, but has not so far revealed them in its plan.</p> <p>Our assessment of the implementation strategy</p>	<p>The team were confident of other results. Incorrect inference.</p> <p>West Berkshire Council does not believe there is an information deficit; there is a lack of awareness of currently provided by West Berkshire Council. Incorrect inference. West Berkshire Council, however, does not wish to increase the provision of information itself and is not in a position to actively guide the public to resources. The actions in the ROWIP will improve the information provided by WBC through improvements to the online map, 'pop-up' information and signposting to other high-quality resources.</p> <p>There is often wide ranging discussion at the Local Access Forum, which can be seen as such a focus group. The LAF wishes to make its work more widely known amongst parish councils.</p>

Number	Responses	WBC Response and Actions
	<p>The implementation strategy appears extremely ambitious. Pages 28-33 of the draft consultation document offer a broad insight into the issues to be addressed. Work on a number of these has been underway for some time and is still in progress. Much of this could not be achieved without a major contribution from the various volunteer groups. These have achieved much already, For instance, the work of the Volunteer Maintenance Group in replacing 200 stiles is particularly impressive, but It might be questioned whether their replacement is consistent with the intention to make the walking experience more comfortable for the physically disabled. Stiles are a particular bugbear for these users The work of other voluntary groups is also acknowledged.</p> <p>The question of how the Plan is to be delivered is discussed in Section 6, which speaks of effective delivery requiring the identification of priorities. This need therefore becomes the first of the action points</p> <p>These action points pick up the issues raised in the responses to the survey questions. They deal with a very wide range of issues and imply a heavy workload descending on those incurring the responsibility of managing the improvements. Unsurprisingly this leads to the expectation that much of the work of maintenance and innovation will be devolved onto partners, prominent among whom are the parish councils. There is no mention of any consideration for this.</p> <p>We support the intention to work for more active travel to be highly desirable. It will necessitate the closure of gaps in the network which can give rise to difficult negotiations to acquire new rights over land. The hope is that the outcome of this will be to get more cars off the road and more bikes of various types replacing them in what the Plan calls 'utility' use, namely journeys to work.</p> <p>With regard to references, we have checked a number of those cited, - approximately every tenth one, - for relevance and what endorsement they provide for the authority's proposals, We found some bordered on the irrelevant, others were quite helpful. An example of the latter was the reference to the Ridgeway, which discussed the legal entitlement to use it by different groups of user.</p> <p>A reading of all the fifty four action points showed that all the issues of primary concern raised in the survey reports in some measure by the proposed remedial action</p> <p>Tidying up</p>	<p>The ROWIP does advocate the need to work more closely with partners in order to realise some of the objectives.</p> <p>It is an incorrect inference to assume that maintenance work will be devolved to parish councils. The resourcing of the ROWIP is to be determined by WBC. It is acknowledged that the ROWIP is wide-ranging and ambitious in its scope and that not all actions will be able to be funded from the outset. The ROWIP itself should help to unlock additional funding.</p>

Number	Responses	WBC Response and Actions
	<p>What next?</p> <p>There is little or nothing in the consultation document on how the progress of the Plan is to be monitored and, more importantly, how its success (or failings) are to be measured.</p> <p>For the latter a comparison of photographs of, for example, footpath surfaces as at present could be compared with those at points in time after improvements have taken place. The photograph of the surface ruts in Section 3.3 Maintaining the PROW Network may be a starting point for a surface condition comparison.</p>	<p>The Delivery Plan will provide further detail and progress towards actions will be reported to the Local Access Forum.</p>
X009	<p>COMMENTS FOR LAF on the W BERKSHIRE ROWIP FOR THE CONSULTATION JB comments in red.</p> <p>1. Policy on Access Land and Common Land (comment on para 7 of the section headed Publicly Accessible Greenspaces on ROWIP p 15, ie in Section 2.2)</p> <p>We request that WBC adds a sentence here to this effect: 'We will endeavour to ensure that greater transparency and clarity is given to Access land and Common Land and means of access to these types of land, on the West Berkshire Online Map and elsewhere'.</p> <p>I endorse this but is this an action for the Green and Blue Infrastructure Strategy? A decision seems to have been made some time ago to produce a rights of way plan and not a full countryside access plan as done by some other local authorities.</p> <p>I have been trying to get BBOWT to state on its website that there is equestrian access to the 1899 Commons in West Berks but to no avail. I do not know whether that is because they do not accept the legal position or that they cannot alter their website. I support some clarity.</p> <p>Queries on looking at WBC online map:</p> <ul style="list-style-type: none"> - Is any CROW access land shown apart from commons? Have we got any in West Berks? How does the WBC online map compare to Defra's MAGIC map? - The little information given for each common on the online map is of no use to the public. Where does the public get knowledge about what access is allowed to all the land shown as common land on the online map? A lot of 'pink' land is shown. There is a lack of clarity on cycling and equestrian access to commons and access 	<p>The CROW Act dataset from Natural England will show all access land, which includes accessible common land.</p>

Number	Responses	WBC Response and Actions
	<p>land.</p> <ul style="list-style-type: none"> - Does WBC have a register of all the land the public has access to and how does the public know about this land? <p>2. Policy on Diversions of footpaths (comment on para 3 of Making Changes to the Network on ROWIP p 40 in Section 4.5)</p> <p>In view of the new DEFRA Guidance on RoW diversions dated August 2023, we request new wording here: 'the Council will ensure, in the event of a diversion/extinguishment of an RoW, that there is no reduction in the standard of accessibility and infrastructure currently available, ie no replacement by a less well-suited route, such as a public road'. This should replace the current wording in the ROWIP, which reads: 'the highest standard of accessibility and of infrastructure appropriate to the location'.</p> <p>Agree with a change of wording here. What does accessibility mean?</p> <p>But suggest using 'commodious' as I believe that is a word used in reference to rights of way</p> <p>'the Council will ensure, in the event of a diversion/extinguishment of an RoW, that the new provision is not less commodious for the user groups lawfully entitled to use the ROW, for example, replacement by a less well-suited route, such as a public road or unsuitable farm track'</p> <p>3. On specific Actions (these are perhaps rather too much the overwhelming focus of this Consultation):</p> <ul style="list-style-type: none"> i) Action No 1 on p 37 of ROWIP needs to be much more specific and should involve LAF and include more regular updating and monitoring of priorities for maintenance and unresolved issues. <p>This is section 3.7</p> <p>I can't recall what the current policy is on maintenance priorities is so I don't know how well it is working. I thought there was one for maintenance based on severity of the problem.</p>	<p>The CROW Act dataset from Natural England will show all access land, which includes accessible common land.</p> <p>See also X022.</p> <p>The suggested change is too specific and limits case-by-case judgement. The tests for PROW modifications are included in legislation elsewhere. No change.</p> <p>The tests for PROW modifications are included in legislation elsewhere. Accessibility is specifically included to increase access for less mobile or otherwise disabled people. The word is well-recognised in this context and commodious does not have the same meaning. No change.</p> <p><i>Action 1: Develop a new policy approach for prioritising public rights of way maintenance and improvement projects, based on the needs identified in this ROWIP. Include 1 to 3 year specific targets for dealing with structures identified as unsatisfactory in the 2022 survey.</i></p>

Number	Responses	WBC Response and Actions
	<p>ii) Action No 27 on p 42 of the ROWIP</p> <p>In view of the possibility that the deadline for recovering lost paths, etc may be extended only to 2026, not 2030, the priorities here should be reassessed, as follows: 'Ensure that there are adequate resources to deal with increased demands for RoW modifications of all sorts in view of the potential 2026 deadline - and consolidate the Definite Map and Statement by 2030'.</p> <p>This should replace the current wording: 'Consolidate the definitive map and statement by 2030 and ensure adequate resources to deal with the increased demands of new legislation.</p> <p>I understand that 2030/31 is now in law. I can't see a problem with the existing wording</p>	<p>The LAF receives regular reports on maintenance in any case. It is normal to consult the LAF on new draft policy.</p> <p>Noted. Consultee concurs with exiting wording.</p>
X010	<p>WEST BERKSHIRE COUNCIL Environment, ITS and Sustainable Travel Team Response to PROW team on detail points in draft Rights of Way Improvement Plan Rev 1 (complements our online survey response) Last updated: 07 November 2023</p> <p>This follows the invite to respond to the <u>survey</u> on the <u>draft Rights of Way Improvement Plan (ROWIP)</u>.</p> <p>Our team has responded to the online survey, but are also forwarding these suggestions on the document for PROW colleagues' consideration.</p> <p>Our team welcomes the ability to continue very positive work alongside Countryside team colleagues, given:</p> <ul style="list-style-type: none"> • The increasing emphasis on active travel nationally and locally, also reflected in Priority 3 within the new Council Strategy 2023-27 • The importance of maintaining and improving links between on-Highway paths and Public Rights of Way (PROWs); and • The opportunity to develop, over time and as funding and stakeholder engagement allow, new routes connecting urban and rural areas and enabling circular walks or rides, exemplified by the Eling Way and the established Wasing Way which part-use 	<p>Noted.</p>

Number	Responses	WBC Response and Actions
	<p>Page 4</p> <ul style="list-style-type: none"> Suggest highlighting up front that the ROWIP is an aspirational document – could adjust paragraph above the pie chart to “This ROWIP is an aspirational document. It is based on extensive engagement with stakeholders and the public, coupled with a thorough review of evidence.” <p>Page 5</p> <ul style="list-style-type: none"> Could benefit from a high-level map showing the general location of the two regions (Downlands and Rural versus Kennet Valley East. Consider moving Plan 3 from Page 25 to, or have a copy of it here in, the Executive Summary Important that the ROWIP, in common with the LCWIP, highlights the barriers created by major roads and the issues associated with traffic <p>Page 8</p> <ul style="list-style-type: none"> Suggest rephrase to: “The ROWIP is informed by...” <p>Page 9</p> <ul style="list-style-type: none"> Is it realistic (given the resource situation and PROW team’s necessary emphasis on maintaining routes for pedestrian use above all) to commit to updating the Delivery Plan at least every two years? <p>Page 15</p> <ul style="list-style-type: none"> Good that the ROWIP acknowledges the problems with lack of connectivity between PROWs in the specific areas , exacerbated by busy roads that cause severance. In addition to M4, A4 and A34, it is worth citing that the A339 and B4009 pose particular issues Amend to read “All of the towpath is a public footpath” and have the reference to “National Cycle Network route 4 (NCN4)” <p>Page 16</p> <ul style="list-style-type: none"> Worth referring to WBC’s aspiration to connect a potential future northern extension of the Eling Way between Compton and Didcot in to The Ridgeway at a crossing point for the two paths, north of Compton. This could connect a proposed strategic north-south multi-user path with a historic, better-known east-west walking route <p>Page 17</p>	<p>Will be changed.</p> <p>Noted, will add.</p> <p>Connectivity is addressed in the actions</p> <p>Will be corrected.</p> <p>The Delivery Plan progress will be reported to the Local Access Forum and Portfolio regularly, to enable an ongoing review</p> <p>See also comment 6 which suggests additional road to be listed as barriers. Will be added.</p> <p>Will amend.</p> <p>Will add.</p> <p>Will add</p>

Number	Responses	WBC Response and Actions
	<ul style="list-style-type: none"> Under Active Travel heading: add in wheeling after walking and before cycling, and say “encourage people to walk, wheel or cycle” Opportunity here again to highlight issues with connectivity between routes that are suitable for cycling and wheeling as well as walking <p>Page 18</p> <ul style="list-style-type: none"> From discussions at Active Travel Group, we understand the intention is for Transport Policy team to update the Active Travel Strategy in conjunction with LTP4 Paragraph relating to Eling Way: replace “extent” with “extend” <p>Page 23</p> <ul style="list-style-type: none"> Amend to “In a 2021 survey...” <p>Page 28</p> <ul style="list-style-type: none"> The headings ‘Sign Road’ and ‘Sign not Road’ in Table 3 and Chart 1 could do with explanation <p>Page 30 (and Action 7 on page 33)</p> <ul style="list-style-type: none"> Is it realistic to add destinations to fingerposts? Will these actually be maintained/updated on top of other tasks? <p>Page 31</p> <ul style="list-style-type: none"> Consider providing a weblink as well as a footnote to the list of seasonally-closed Byways 	<p>Will amend</p> <p>Should be in the 2021 survey. Will be corrected.</p> <p>Action states destinations will be added where there are sufficient resources to do so. These will be prioritised on the basis of need. See also comment 117. New adhesive additions to signs may help to do this easily <i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme ‘Looking after the Network’. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i></p> <p>Will add.</p>

Number	Responses	WBC Response and Actions
	<p>Page 33</p> <ul style="list-style-type: none"> Amend Action 10 to read “Work with the Council’s Highways Network Management and Highways Maintenance teams to develop guidance for design, surfacing and ongoing maintenance of multi-user paths where these also use or connect into the public Highway” <p>Page 37</p> <ul style="list-style-type: none"> Section 4.3, consider stating that there are plans to extend the Eling Way through Hermitage (construction 2024/25 subject to landowners and Planning consent) and aspirations to extend it further south towards Newbury, with Feasibility work underway Also consider citing the Wasing Way (Aldermaston Wharf to Aldermaston village) in which PROW have a key stake <p>Page 38</p> <ul style="list-style-type: none"> Equestrians: can the British Horse Society representative on the LAF assist PROW team with the location of demand for riding facilities? Worth reiterating in this part of the document that at present, PROW’s emphasis also given resources is on maintaining routes for walkers <p>Page 40</p> <ul style="list-style-type: none"> Section 4.5: consider providing a weblink to the maps in addition to a footnote <p>Page 46</p>	<p>Will amend. See also comment 117. <i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme ‘Looking after the Network’. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i></p> <p>Will amend</p> <p>There will be ongoing liaison with LAF members and the BHS in meeting targets.</p> <p>The BHS members have helped but not all equestrians are BHS members. Wider engagement is needed.</p> <p>This assumption is incorrect – whilst walkers are the highest user group by number, and can use all PROW, the ROWIP does not prioritise a user group above others. No change.</p> <p>Will be added.</p>

Number	Responses	WBC Response and Actions
	<ul style="list-style-type: none"> Could information of types of PROW and routes be downloadable and then routes set up by the user to follow cycle routes on bridleways, etc.? Action 38 on page 48 will be key to delivering this. 	Potential for easy downloads to phones ought to be explored as part of this action.
X011	<p>Thank you for forwarding this, and can I praise the excellent work done by the LAF team on this project.</p> <p>My only, very minor query is in Section 3.1, a typo RORIP?</p>	Will be changed – not in main report? Perhaps in an evidence report.
X012	<p>ROWIP CONSULTATION – NOVEMBER 2023.</p> <p>1) General comments</p> <p>This ROWIP is an impressive document with respect to its format and the amount of research on which it is based. It is a big step up from the first ROWIP which, although thorough, was not produced as a professionally set-out document. The new ROWIP is now on a par with other council policy documents which is to be welcomed.</p> <p>However, as is pointed out on page 7 and in section 6, the ROWIP is an aspirational document and the mechanisms and the funding to achieve improvements to the path network are limited. This is a major failure of ROWIPs in general.</p> <p>Note: have we had a report on the achievements of the first ROWIP?</p> <p>During the period of the first ROWIP, significant improvements to furniture were achieved by working with volunteers but little was achieved in the way of new routes. The bridleway in front of Hilliers in Hermitage (pictured twice in the draft) was achieved through planning gain before the first ROWIP was published but is not recorded on the definitive map. A footpath in Streatley also achieved through planning gain still has not been set out on the ground over 15 years after permission was given. An attempt to create a link path to Snelmore Common on publicly accessible land and identified through the Chieveley parish plan, has not been achieved. The most notable achievement during the period of the first ROWIP in achieving new access, the Eling Way, was not a direct result of the first ROWIP but through a project led by the Council's Highways dept. It is noted that the ROWIP makes reference to working with other departments and this may be the way ahead but the LAF is cautious about making existing rights of way more suitable for one user group over another.</p> <p>2) there are a lot of actions: are all of these feasible?</p>	<p>This is not the official response of the MWBLAF.</p> <p>Noted.</p> <p>Progress reports on the previous ROWIP were presented to the LAF prior to embarking on the current review. The final report made is available on request.</p> <p>It is acknowledged that creation of new access as a stand-alone project has been beyond the staff resourcing of the PROW team. There have however been new links created as part of the Definitive Map review, planning, and diversion proposals.</p> <p>It is acknowledged that working with partners will be a key part of delivery.</p> <p>An action has been updated to reflect this.</p> <p>Noted. Additional resources will need to be sought.</p>

Number	Responses	WBC Response and Actions
	<p>3) Section 5.6 Is there an Action for creation of additional accessible /easy access / disabled routes? Presumably this means making existing PROW accessible, not creating new routes.</p> <p>4) Section 6.6 / Action 47: Delivery plans every 2 years: the LAF looks forward to working with the Council on these.</p> <p>Typos Page 14: NCN not NC Page 20: ' missing in 'Quality of life'</p>	<p>Action 33 specifically, but actions 31 – 36 also contribute.</p> <p>Noted.</p> <p>Will amend.</p>
X013	<p>As per my email sent this am, please find attached a PDF version of the PROWIP draft document containing the comments from the Environment Delivery Team.</p> <p>In terms of our comments, it would be really good to meet at your convenience to go through them and look at any other climate change / ecological / biodiversity comments you might receive as part of the consultation. We could help you respond to those / make amendments if that would be helpful? There might be more that comes out of a conversation in terms of other links and changes which could be helpful.</p> <p>Also, if Transport Policy haven't had time to respond today then we could link in any comments in a meeting. However, we know you are very good on active travel and the links with the Local Transport Plan. The parts of the draft plan on active travel that we read looked good.</p> <p>Annotated draft ROWIP report Attached</p>	<p>Noted.</p> <p>Changes to be made Adding the environment p4 Adding blue infrastructure throughout Wildlife corridors p6 Action 11 amended to include longevity Add Climate Change Service to action 15 Add Environment Strategy to Action 45 Climate and ecological emergency added Add user awareness of habitats and pressures Add re. Biodiversity Net Gain Legislation</p>

Number	Responses	WBC Response and Actions
		<p><i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme 'Looking after the Network'. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i></p>
X014	<p>Official LAF Response</p> <p>MID AND WEST BERKSHIRE LOCAL ACCESS FORUM</p> <p>West Berkshire Council Draft Right of Way Improvement Plan Comments by Mid and West Berkshire Local Access Forum</p> <p>1 Introduction</p> <p>The Mid and West Berkshire Local Access Forum has welcomed the engagement by West Berkshire Council and its consultant during the gathering of evidence and the development of the draft ROWIP, and we now welcome the opportunity to comment on the draft ROWIP. The timing of the consultation did not align with meetings of the Forum, so these comments have been agreed by email rather than a formal meeting. They therefore do not constitute formal advice, and are submitted by the Chair of the Forum on its behalf. However, we hope that West Berkshire Council will consider them in the spirit of formal advice.</p> <p>The Forum congratulates the Council on the format and presentation of the ROWIP and the extent of the research on which it is based; this is now on a par with other council policy documents, which is to be welcomed. However, as is pointed out on page 7 and in section 6, the ROWIP is an aspirational document and the resources and funding to achieve improvements to the path network are limited. Therefore, an important function of the ROWIP is to provide a basis for the Council to make applications in the future to relevant grant schemes, to seek partnerships and sponsorships, and to respond to planning applications.</p>	

Number	Responses	WBC Response and Actions
	<p>During the period of the first ROWIP, significant improvements have been made to infrastructure by working with volunteers, but little has achieved in terms of new public rights of way on the ground. Most proposed new routes have been only for permissive use, and many of the aspirational routes identified in the first ROWIP have not been achieved. The ‘flagship’ new route in West Berkshire is the Eling Way, but this was delivered as a Highways project rather than through the ROWIP. Streatley Footpath 21 is not yet navigable, despite having been created through a Section 106 agreement for planning approval and being shown on the definitive map for more than a decade. We therefore suggest that the Council undertakes a review of the achievements of the first ROWIP, with input from the Forum, to inform the Delivery Plans for this one.</p> <p>We make a number of comments and suggestions for specific modifications to the ROWIP document in the following sections.</p> <p>We would also make two general comments:</p> <ul style="list-style-type: none"> - Very few of the actions have measurable targets, especially ones that can be measured at intervals during the period of the ROWIP (rather than only at the end). We hope that, even at this late stage, some more SMART objectives can be added (specific, measurable, achievable, realistic and time-bound). - To residents engaging in open-air recreation, the network of rights of way, access land, permissive paths, commons and other open spaces form one ‘package’ of access to the countryside, and the statutory scope of the ROWIP is therefore artificial. <p>We wish to express our full support for the document as a whole. We believe that it is ready for final approval, hopefully incorporating the comments that we have suggested. Simon Pike, Chair of Mid and West Berkshire Local Access Forum 22nd November 2023</p> <p><i>NOTE: proposals for modifications to the ROWIP document are underlined for additions and struck through for deletions.</i></p>	<p>The specific cases of Streatley Footpath 21 and the Snelsmore Bridleway link will be added to the new Delivery Plan.</p> <p>SMART objectives will be applied to the Delivery Plan for actions in the ROWIP. No change.</p> <p>The ROWIP references public rights of way in the wider provision of accessible spaces. It was not, however, intended to be a ‘Countryside Access Plan’.. The forthcoming Green and Blue Infrastructure Strategy will also include the wider access network. No change.</p>

Number	Responses	WBC Response and Actions
	<p>2 Accessibility</p> <p>2.1 Needs for different types of disability</p> <p>Section 60 of CROW refers separately to “blind or partially sighted persons and others with mobility problems”. While there is substantial overlap between the needs for different types of disability, some needs are distinct – for example waymarking for people with visual impairments, and handrails on steps would assist people with visual impairments and mobility problems when walking, but would not assist users of mobility vehicles. While Action 36 states “Work with partners to increase understanding of the needs of users with health needs and physical, visual, neurological and other disabilities and to develop access improvement projects and information provision”, the draft ROWIP seems to conflate physical disability and visual impairment – all of the descriptive text in the document relates to physical obstructions.</p> <p>While Action 36 is welcome, it is a pity that this work was not carried during the development of the ROWIP, so that the ROWIP could include specific and tangible actions for all types of disability.</p> <p>PROPOSAL: The ROWIP should distinguish between the needs of blind or partially sighted persons and others with mobility problems in appropriate places, using the wording of Section 60 of CROW.</p> <p>2.2 Target for Accessible Routes</p> <p>Action 26 says “Aim to create / publicise 10 new accessible routes in the course of this Rights of Way Improvement Plan.” – i.e. only one per year, or perhaps none until the final years of the ROWIP. The work required to make a route accessible can vary from a single handrail or BS5709-compliant gate to an extended length of hard surface, suitable for mobility vehicles. This Action needs to be ambitious, because it could be used to justify grant applications, and we feel that one a year is not ambitious enough. The ‘slash’ in the sentence is ambiguous; we assume that it is intended to mean ‘and’, but it could also mean ‘or’.</p>	<p>Extensive consultation was carried out with users with disabilities, including interviews with persons with visual impairments. However, learning does not end with the production of the ROWIP and Action 36 references the need for this continued need for improving understanding to meet needs of these users. The needs of people with disabilities varies greatly even within a ‘type’ of disability, e.g. visual impairment, and therefore it is not possible to separately list improvements for those with visual impairments and those for people with other disabilities. This is an artificial distinction as many of the issues faced are similar. The ROWIP is more inclusive in language and scope in encompassing a range of mobility and other impairments, reflecting understand in 2023 vs. that when the CROW Act was written in the late 1990s. No change.</p> <p><i>Action 26 - Use rights of way condition surveys to identify public rights of way with no restrictions for those with mobility impairments or with buggies and to prioritise areas for improving the network and reducing restrictions to access for these users, maximising cost-benefit. Aim to create / publicise 10 new accessible routes in the course of this Rights of Way Improvement Plan.</i></p>

Number	Responses	WBC Response and Actions
	<p>PROPOSAL: Replace the final sentence of Action 26 to: <u>Aim to create and publicise five new accessible routes per year, at least one of which should be of the scale of a capital project.</u></p> <p>2.3 Improvements to Infrastructure to enhance accessibility</p> <p>Actions 33 and 34 give targets of ten and five per year for different types of improvement of infrastructure. However, the ROWIP does not say how many of each type need improving – and therefore how long these actions will take to complete.</p> <p>PROPOSAL: Either the targets should be modified to be the completion within the timeframe of this ROWIP of all the improvements of particular types, or the total number of each type of infrastructure requiring improvement should be added to the body of the ROWIP.</p>	<p>This target is possibly beyond the resources of WBC but an achievable target will appear in the Delivery Plan.</p> <p><i>Action 33 - Continue to remove stiles, barriers and restrictive infrastructure and replace with gaps, gates or kissing gates. Support communities and user groups to achieve this aim. Aim for at least 10 per year.</i></p> <p><i>Action 34 - Upgrade existing structures, such as bridges and steps, to ensure maximum accessibility, for example providing handrails. Prioritise these improvements along busy routes and those close to urban areas, as identified in Action 31. Target of 5 per year.</i></p> <p>Whilst the condition survey has highlighted furniture or other aspects which reduce accessibility, further investigation is needed to determine the feasibility of rectifying these in each case. Therefore the scale of the task, and the resources required, has not been quantified. This, along with the uncertainty of the budgets available, make it impossible to commit to the targets suggested Targets will be moved into the Delivery Plan –</p>
3	Scope of the ROWIP	
3.1	Green and Blue Infrastructure	
	<p>The Forum believes that Greenham and Crookham Commons and the commons of West Berkshire form an integral part of the network of local rights of way either as destinations themselves or as public open spaces that that connect gaps in the rights of way network. Section 60 of CROW specifies several ‘matters’ that a ROWIP must contain, but a ROWIP need not be limited only to those matters. We are therefore very disappointed that the commons are not addressed within the draft ROWIP, but are instead promised for inclusion in a ‘Green and Blue Infrastructure Strategy’, to be produced at some unspecified</p>	

Number	Responses	WBC Response and Actions
	<p>time in the future.</p> <p>The Green and Blue Infrastructure Strategy is described in the Council's Local Development Scheme :</p> <p><i>"The Council is also intending to produce 3 Supplementary Planning documents to augment the policy framework proposed within the Local Plan Review to provide additional guidance. This [SIC] are topic specific SPDs:-</i></p> <ul style="list-style-type: none"> - <i>Net Zero Carbon SPD</i> - <i>Nutrient Neutrality and mitigation SPD</i> - <i>Green and Blue Infrastructure Strategy (GBI) SPD</i> <p><i>The above 3 SPDs are already work in progress through existing evidence base work with the GBI and Net Zero Carbon SPDs being undertaken by the Environment Team."</i></p> <p>In the National Planning Policy Framework (NPPF) , supplementary planning documents are defined as follows:</p> <p><i>"Supplementary planning documents: Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan."</i></p> <p>Therefore, the scope of the Green and Blue Infrastructure Strategy is defined by its status as a Supplementary Planning Document in the Local Development scheme (which is part of the draft Local Plan that the Council has already submitted to the Secretary of State) and by the NPPF. Its scope is determined by the statutory basis under which it is prepared, and it may therefore not in law be capable of fulfilling the function that is suggested in the draft ROWIP. The Government has also announced its intention that Supplementary Planning Documents will be replaced by a Supplementary Plan by December 2027.</p> <p>PROPOSAL: We therefore urge West Berkshire Council to address Commons and relevant open spaces in the ROWIP.</p> <p>3.2 Permissive paths</p>	<p>It will be made clear in the Delivery Plan under Action 20 that the wider access network will be included where appropriate.</p>

Number	Responses	WBC Response and Actions
	<p>The Eling Way is a major achievement of the Council in providing a new permissive route that is accessible to a wide range of users (including walkers, cyclists of all ages, horse riders and users of mobility vehicles). It is mentioned twice in the draft ROWIP, with a photo. Permissive paths play a valuable role in enhancing the connectivity of the rights of way network, including two sections of the Lambourn Valley Way. Some of these permissive paths are marked by West Berkshire Council finger posts.</p> <p>Landowners are often reluctant to dedicate new public rights of way, but may be more willing to offer permissive access. Permissive paths and bridleways are therefore likely to play a significant role in delivering the objective in Section 60 of CROW “<i>for securing an improved network of local rights of way</i>”.</p> <p>PROPOSAL: Action 21 is strengthened: Be open to Support the use of permissive access as a means of achieving network improvements when it is not possible to dedicate a public right of way.</p> <p>4 Involvement of Local Access Forum</p> <p>We welcome the statements on page 51 on strategy, policy and delivery plans in relation to the implementation of the ROWIP. These are effectively actions, so should be given an Action under ‘Effective Delivery’ on the following page. We will appreciate receiving progress reports, but the frequency should be stated.</p> <p>PROPOSAL: Add the following Action to the section on ‘Effective Delivery’: Provide annual reports to the Forum on the current Delivery Plan and the progress towards achieving the Actions in the ROWIP, and seek its advice on strategy, policy and the formulation of new Delivery Plans.</p> <p>5 Government guidance on diversion or extinguishment of public rights of way</p> <p>We expect that West Berkshire Council will follow this new guidance without it needing to be stated in the ROWIP. However, including a specific mention in the ROWIP will give confidence to householders and landowners that this is the case.</p> <p>PROPOSAL: Add the following to Action 29: Action 29: Consider all applications for definitive map modification orders, including for the recording of unrecorded or under-recorded Rights of Way, and determine these in line with</p>	<p>Permissive paths, although agreed that they can form a useful component of the access network, are outside the scope of the ROWIP as they are outside of the control of the Public Rights of Way Service.. They are referenced in the ROWIP as context re. the wider access resource in the same way as publicly accessible greenspace. No change.</p> <p>This will be added.</p>

Number	Responses	WBC Response and Actions
	<p>transparent criteria, annual Case Programmes and statutory timescales, <u>having regard to relevant Government guidance.</u></p> <p>PROPOSAL: Add the following paragraph to the section headed ‘Making Changes to the Network’:</p> <p><u>In August 2023, the Department for Environment, Food and Rural Affairs published ‘Government guidance on diversion or extinguishment of public rights of way that pass through private dwellings, their curtilages and gardens, farmyards and industrial or commercial premises’. It sets out how local authorities should respond when considering diverting or extinguishing public rights of way or when considering making a ‘modification consent order’ under section 54B of the Wildlife and Countryside Act 1981[add endnote link to the references section].</u></p> <p>PROPOSAL: Add a reference to this guidance in the References section:</p> <p><u>Government guidance on diversion or extinguishment of public rights of way that pass through private dwellings, their curtilages and gardens, farmyards and industrial or commercial premises; DEFRA, August 2023: [add link to gov.uk website if available]</u></p> <p>It is also important to give confidence to users of PROW. We therefore propose adding text to Section 4.5:</p> <p>PROPOSAL: Modify Section 4.5 as follows:</p> <p>Each new path or diversion needs to be assessed on a case-by-case basis. The council will seek the highest standard of accessibility <u>(including having sufficient width)</u> and of infrastructure appropriate to the location and will <u>not accept any reduction in the standard. Gates and gaps</u> should conform to British Standard BS5709: 201841 <u>(stiles should not be used on new routes or diversions unless totally unavoidable)</u>. Diversions must be as convenient as the previous route <u>and not be less suitable (such as diversion onto a public road or unsuitable private access track).</u></p> <p>6 Cut-off date for recording of Rights of Way</p>	<p>This will be added.</p> <p>Text has been amended to include this</p> <p>Action 29 and 30 have been amended</p>

Number	Responses	WBC Response and Actions
	<p>As the Government has recently enacted legislation that defines a cut-off date of 1st January 2031 for recording of public rights of way based on historic evidence, some consequential changes may be needed to the related sections of the draft ROWIP. It should be an objective of the Delivery Plans to ensure the recording before the cut-off date of all applications made in due time, and to provide the resources to achieve this.</p> <p>7 Public Path Orders</p> <p>There is only one mention of Public Path Orders in the draft ROWIP- and none in an Action.</p> <p>PROPOSAL: There should be an explicit mention of the Councils responsibilities, case programme and targets for Public Path Orders in an Action, either by an addition to Action 29 or a new Action.</p> <p>8 West Berks Online Map: Access and Common Land and Permissive paths</p> <p>While Commons are shown on the West Berkshire online map (and Greenham and Crookham Commons are shown as a specific layer), there is no information on the rights of access to these areas. Access Land is shown on the background 1:25,000 map, and this is lost when you 'zoom in' to a smaller area.</p> <p>The Eling Way is an important means of access to the countryside in West Berkshire. It was built using a substantial Government grant, but is only a permissive route. There are quite a few other permissive paths that have West Berkshire finger posts, and therefore must be recognised in some way by the Council, but these are not shown on the west Berkshire online map or on the Ordnance Survey 1:25,000 map.</p> <p>PROPOSAL: Add the following text in Section 2.2:</p> <p><u>We will endeavour to give greater clarity on the West Berkshire Online Map and elsewhere to Common Land, Access land and Permissive paths, and the rights of access to them.</u></p> <p>PROPOSAL: Request the Ordnance Survey to add permissive footpaths and bridleways to its 1:25000 maps covering West Berkshire, where these are subject to long-term agreements or on Council owned land.</p>	<p>Action 38 has been updated to include wider forms of access.</p> <p>Contacting the OS about a national matter is more an action for the LAF itself.</p> <p>This will be rectified on the online map.</p>

Number	Responses	WBC Response and Actions
9	<p>Promotion of routes</p> <p>The way that the public find routes for outdoor recreation is changing, with an increasing proportion using specialist websites rather than purchased paper maps and guidebooks. Some of these websites provide both printable route descriptions (some with full Ordnance Survey 1:25000 mapping) and a smartphone app (with a marker on the map showing the current location). These websites/apps include Ordnance Survey, Visorando, Alltrails, Komoot and Slow Ways.</p> <p>Several Actions in the draft ROWIP relate to promotion of walking, cycling and horse-riding routes: Actions 13, 18, 36, 37, 38, 39, 40, 41 and 42.</p> <p>Action 38 appears to suggest that West Berkshire Council will develop a feature on its own website to suggest routes to all types of user. It is important that 'definitive' information about the rights of way network is available on its website, but we believe that promotion of outdoor recreation and recommendation of routes to the general public will be more effective through the nationwide websites and apps, which are already known to the public and have a wide range of features that would be expensive to replicate on a bespoke system for West Berkshire .</p> <p>PROPOSAL: We suggest adding the following paragraph (there are several possible locations, as indicated by the number of related actions):</p> <p><u>The way that the public find routes for outdoor recreation is changing, with an increasing proportion using specialist websites rather than purchased paper maps and guidebooks. Some of these websites provide both printable route descriptions (some with full Ordnance Survey 1:25000 mapping) and a smartphone app (with a marker on the map showing the current location). When seeking to promote routes to the general public, we will use the method that is most likely to have 'reach' to the target audience.</u></p>	<p>Change agreed.</p> <p>Agreed.</p> <p>A precis of this will be added.</p>
10	<p>References</p> <p>Many of the references consist only of a web link. These change frequently, due to restructuring of websites or revision of documents. The ROWIP has a 'life' of more than ten years, and the references need to be identifiable for this duration.</p>	<p>Agreed.</p> <p>Will be added if known. Some direct only to webpages. Action 52 updated.</p>

Number	Responses	WBC Response and Actions
	<p>PROPOSAL: All of the references should include the title, author/publisher and date of publication (if known), as is already the case for references without a web link.</p> <p>PROPOSAL: Include in the list of references - Rights of Way Circular (1/09) - Guidance for Local Authorities; DEFRA, October 2009.</p> <p>11 Duplication of Actions relating to Parish and Town Councils</p> <p>Action 53 on developing partnerships with parish and town councils almost completely duplicates Action 5.</p> <p>PROPOSAL: These two Actions should be merged, and the resulting Action located in whichever section is more appropriate.</p> <p>12 Volunteer support and grant funding</p> <p>On page 50, the ROWIP says “Ways in which volunteer involvement could be increased will be explored during the lifetime of this Rights of Way Improvement Plan.” We suggest that this should be ‘front-loaded’ to the beginning of the period of the ROWIP, because the volunteer involvement will then increase the capacity to deliver improvements.</p> <p>PROPOSAL: Modify the sentence to say “Ways in which volunteer involvement could be increased will be explored during throughout the lifetime of this Rights of Way Improvement Plan.”</p> <p>Some major projects are likely to rely on external grant funding, as was the case for the Eling Way, or commercial sponsorship.</p> <p>PROPOSAL: add these aspects to the role of Volunteer Support Officer: “Seek a Volunteer Support Officer to expand volunteering and community action, <u>and to seek external grant funding and commercial sponsorship</u>.”</p> <p>13 Prioritisation of Actions</p> <p>The draft ROWIP contains a large number of Actions, and it is difficult to tell which are most important. We envisage that the detailed prioritization will be done through the Delivery Plans. However, the Actions fall into different categories that inherently have</p>	<p>Not necessary to include such background items, of which there are many, in the ROWIP.</p> <p>Will be amended as per previous comment.</p> <p><i>[NB there has been a change in the numbering of actions in the final ROWIP, all in the theme ‘Looking after the Network’. The original Action 5 has been removed. Subsequent numbering has been altered – original Action 6 becomes 5, Action 7 becomes 6, Action 8 becomes 7, Action 9 becomes 8, Action 10 becomes 9, Action 11 becomes 10, Action 12 becomes 11, Action 13 becomes 12 and Action 14 becomes 13. A new Action 14 has been added. All subsequent numbering remains unchanged]</i></p> <p>It is accepted that external funding will be needed to deliver some aspects of the ROWIP, but this may not be carried out by the Volunteer Support Officer. The skill set of such an officer may not be the same as a fundraising officer and the addition of this text would be too limiting. No change. A comment has been added to the Delivery Plan.</p>

Number	Responses	WBC Response and Actions
	<p>differing priorities – and it would be helpful if these could be indicated in the plan.</p> <p>PROPOSAL: Define different categories of Action, and assign a category to each action (with a new column in the table?), for example: 'statutory requirement', 'repair', 'maintenance' and 'improvement' and 'enhancement of network'.</p> <p>14 Cycle Tracks</p> <p>The definition of "local rights of way" in Section 60(5) of CROW includes cycle tracks, and cycle tracks therefore fall within the scope of a ROWIP. However, there is no mention of cycle track within the draft ROWIP.</p> <p>For example, PROW THAT/8/1 and THAT/8/4 appear to be cycle tracks, because they have traffic signs for 'Route for pedal cycles and pedestrians only' (Diagram 956 in Chapter 3 of the Traffic Signs Manual), although they also have barriers that obstruct access by certain types of cycle. There may well be similar rights of way elsewhere in the district.</p> <p>PROPOSAL: The ROWIP should include references to 'cycle tracks' and an indication of their number in West Berkshire.</p>	<p>Cycle tracks are part of an overall access picture which is well referenced in the ROWIP.</p>
X015	<p>This is an area that is new to us.</p> <p>The plan has not defined BBOWT's relationship with WBC nor identified that they are responsible for the Commons which automatically excludes these from the ROWIP. An omission from the ROWIP because I don't think Sharon is aware of this relationship.</p> <p>Helena and I work closely with BBOWT who are always helpful. I suggest the RoW team talk to BBOWT with a view to implementing this system on Speen Moor as proposed by Tony Vickers.</p> <p>Should this be an addition to the ROWIP? I think so.</p>	<p>Commons are not included in the ROWIP as common land and wider access, whilst included in the evidence and considered in the identification of needs within the ROWIP, is not an area of implementation for WBC Public Rights of Way. BBOWT sites (including those managed on behalf of WBC) are included in the Evidence Report. No change. Commons are acknowledged as forming part of the wider access picture.</p>
X016	<p>I have seen a copy of the Draft Consultation Document for the 2023 - 2033 Rights of Way Improvement Plan and I wish to express my extreme concern regarding the proposals on page 46 to make it easier for motorised vehicles to find suitable rights of way.</p> <p>In Bucklebury the public rights of way are being progressively destroyed for walkers, particularly in the winter months, due to the frequent use by motorcycles. The current TRO</p>	<p>Noted. WBC has a policy on TROs and use of public rights of way by motorised vehicles. There is also a Bucklebury Common Advisory Committee which addresses the specific issues around Bucklebury. Motorised vehicles have the legal right to use BOATs.. The</p>

Number	Responses	WBC Response and Actions
	<p>in place only restrict 3 wheels and above thereby continuing to allow use by motorcycles, the riders having little regard for the delicate state of the paths over which they travelling. Any attempt to make access easier and more accessible to others will only make the fragile environment worse and the only responsible solution is ban all motorised vehicles during the winter months to prevent its ongoing damage.</p> <p>Motorised vehicles on the byways and other rights of way create a hazard for walkers with dogs, walkers with children, horse riders and the wildlife at large as in my experience very few motorised drivers/riders take other users into consideration and it is not unknown for walkers to have to take avoiding action to prevent being injured by such vehicles. Far from make access easier Bucklebury's byways should be made restricted for use only for access to properties of emergency vehicles.</p>	<p>ROWIP states the need for steps to be taken to increase responsible behaviour. No change.</p>
X017	<p>Thank you for asking me to comment upon the West Berkshire ROWIP review. I have experience in the planning of the Greenways scheme in Wokingham, in the creation of the Arborfield and Barkham Neighbourhood Plan and a number of years as a representative of cyclists on the Mid and West Berkshire Local Access Forum, which covers the area of your ROWIP.</p> <p>In addition to this general experience, I have visited a number of areas in West Berkshire through this work, and although I am not widely familiar with the region, I have based my specific comments largely upon a 'desktop study' of an OS map of the area. For this reason, some examples that are sited may not be entirely suitable, but demonstrate an idea, or point that I am making which could be explored and applied more aptly in other places.</p> <p>With regard to the first question posed by the review, it is clear from feedback and experience on the ground that there are competing needs of users already on Rights of Way in this area, and that the pandemic has increased the pressure on these resources. This is evident particularly on the Kennet and Avon Canal walkway where there are complaints of speedy cyclists endangering vulnerable users, and of course cyclists risk dangers from speeding cars where routes cross roadways, which will deter use of the routes unless these issues are addressed.</p> <p>Arterial routes such as the Kennet and Avon Canal could be used to divert cyclists onto more challenging uphill circular tracks, which would be popular with serious cyclists, and would create more space on the Canal route for slower moving traffic. One example already in existence is the Berkshire Circular Route leaving the canal at Enbourne Bridge.</p>	<p>This problem is touched on in the actions.</p>

Number	Responses	WBC Response and Actions
	<p>This route makes use of existing roads in parts, and perhaps a study could be undertaken to see whether traffic calming on these highway sections might encourage greater cycle use of the circular route? This principle could then be used elsewhere, to relieve pressure on the canal route.</p> <p>Another arterial route in the area where such diversions could be created is the Wayfarers Walk/Mid Wilts Way, where a circular route off is almost already existing via the Test Way. Church Lane, Combe is the only section which appears to use the Highway, and traffic calming of some sort here might be needed for users and welcomed by residents to increase recreational use of the route.</p> <p>The B4000 Roman Road could appeal to serious cyclists if suitable circular routes were promoted for leisure use. Stoney Lane Track and White Shute Track from Lambourn almost link to the Roman Road, but should an improvement (upgrade?) to a short length of track create a suitable link in the area north of Woodland St Mary, the Lambourn Downs would become accessible and appeal to a huge number of Newbury cyclists. To the north the Lambourn Way and the Downland Village Riding Route already exist to cater for horse riders, so it would not seem unfair, and would divert cycle use away from those routes, if other circular routes were offered as recreational routes for cyclists. Perhaps improvements to the existing riding routes could be considered too where needed.</p> <p>The Newbury area benefits from the existence of many excellent areas of Common Land, and the obvious conflict here seems to come between dog walkers and vulnerable elderly users, wheelchair or push chair users and toddlers. However, there is a further conflict, between dog walkers and the environment. In the Wokingham area SANGs have been created to provide residents with areas for dog walking which do not threaten ground nesting birds, and therefore provide a solution to the pressure of development on the Thames Basin SPA. This does not apply to West Berkshire but it would appear from the outside that a similar Policy initiative is required on Common Land areas near to new housing developments. Common Land is not intrinsically wild land, has been managed over centuries as a particular semi-natural/semi-cultivated environment, but increasingly it is being managed by entities with a conservation agenda and rewilding schemes in other areas of the country are being touted for Common Land. This is an issue with implications for areas of high usage where Common Land connects with PROWs, and as the Local Authority is using a conservation organisation to manage this land on their behalf, perhaps a Policy should be devised by the LA which gives clear guidelines to prevent conflicts moving forward, as increased development puts more pressure on resources. The ROWIP</p>	<p>The Delivery Plan makes mention of working more closely with the Transport Policy Team on such problems.</p> <p>The ROWIP has actions to improve education around responsible behaviour.</p>

Number	Responses	WBC Response and Actions
	<p>cannot solve this problem.</p> <p>Finally, looking at the map, these are but rough ideas for improvements to ROW, but perhaps worth a closer look by an expert:</p> <ul style="list-style-type: none"> • South of Hungerford, the Inkpen Road area would benefit from routes off using upgraded existing footpaths to link the Kennet and Avon Canal safely to the existing Berkshire Circular Route to the south. • Plantation routes off the B4000 in the Wickham Heath area could be upgraded to provide off road cycle/recreation routes, perhaps owners could be incentivised using benefits from the Agriculture Act? This principle could be extended to landowners of other plantations. • Upgrade existing footpaths in the Georges Wood/Long Copse/Kenton Wood area and link to the Kennet River at Crookham Manor with bridleways. • Upgrade existing footpaths to create a circular route south of Kings Bridge to provide a link from Midgeham Bridge, using the Brenda Parker Way along the southern section. • Upgrade footpaths to bridleways to link the Burnt Bush Lane track with the Berkshire Circular route across Crays Copse, Wynals Copse and Hawkridge Woods near Frilsham. • Create a circular off-road route south of the M4 in the Horseclose Copse area north of Hungerford Newtown area using the existing byway which crosses the motorway by the Holt. This route could re-cross the M4 by junction 14. • Create an ambitious circular route crossing the M4 twice by upgrading the existing tracks south of the motorway across Winterbourne area via Borough Hill, Wyfiled Copse, Lower Farm Winterbourne Farm and Bussocks Wood to join the Green Lane at Horsemoor, Chieveley. <p>Please do not hesitate to contact me if you would like more information, or if I am not clear, but I do hope that these ideas help. I have tried to answer the three issues that were highlighted in the brief by flagging the benefits of PROW and the need to cater for increased demand, suggesting a Policy measure to resolve conflicts on Common Land areas, and listing ideas for specific improvements and expansions to the existing PROWs.</p>	<p>Ideas noted.</p>
X018	<p>The duplicate para I mentioned is on page 67. Minority Ethnic Groups. Para 1 last 3 lines. I learned a lot!</p>	<p>Will be corrected.</p>
X019	<p>List of Parish Path Leaflets I have made</p>	<p>Noted.</p>

Number	Responses	WBC Response and Actions
	<p>I couldn't find a suitable place to add this list, so see below. I would be happy to send you hard copies if they would be of any use.</p> <ul style="list-style-type: none"> • Aldworth • Ashampstead • Beenham • Chieveley • Compton • Frilsham • Hampstead Norreys • Hermitage • Yattendon 	<p>We are already in liaison about these publications, which contain useful details on relative ease of use.</p>
X020	<p>WBC Draft ROWIP consultation 2023 Transport Policy Team comments</p> <p>P13 – The definition of BOATs doesn't seem to clearly clarify what these are. Whilst these are a public right of way for all road users, including motorised vehicles, they are mainly used for the purposes that footpaths and bridleways are used. In addition, the surface may not be suitable for use by many motorised vehicles.</p> <p>P16 - The current Local Transport Plan 2011-2026. A new LTP4 is currently being prepared, which will run to 2039 (in line with the expected Local Plan timeframe). It is expected that the new LTP4 will be formally adopted by the Council during 2024.</p> <p>P18 – The Council's Active Travel Strategy is due to be refreshed in 2024. Once this has been adopted, it will become a supporting document for the new Local Transport Plan. (Typo – should extent be extend?).</p> <p>P18 – Eling Way - There may be opportunities to extend the Eling Way both north of Hampstead Norreys and south of Hermitage (towards Newbury). A southern connection to Newbury in particular would help provide a safe active route to connect to many everyday services and facilities (including employment) in the Newbury/Thatcham area, as well as providing a longer recreational active travel route.</p> <p>P38 – "Other routes with public access and unmetalled, unclassified country roads</p>	<p>The definition is adequate and accurate.</p> <p>Forthcoming LTP will be mentioned.</p> <p>Forthcoming Active Travel Strategy will be mentioned. Typo will be corrected.</p> <p>Noted. The ambition for an extension to the Eling Way has been raised in other comments and will be added.</p> <p>Noted and welcomed.</p>

Number	Responses	WBC Response and Actions
	<p>could also help to connect the public rights of way network". The new Local Transport Plan currently being prepared takes these issues into account, recognising that "vehicle speeds can be intimidating to some users; there may be opportunities across a large rural road network to reduce speeds and / or traffic volumes to provide attractive routes for walking, cycling and horse riding".</p> <p>P51 – Active Travel: "New multiuser routes in new developments will be pursued". Active Travel provision is routinely sought through the development management process both within the development and connecting to areas outside the development area. This could include linkages to the PROW network, where appropriate, to help provide opportunities for sustainable leisure active travel.</p> <p>The provision of new active travel infrastructure being compliant with the Council's emerging Residential Design Guidance and LTN 1/20 (Cycle Infrastructure Design).</p> <p>P51 – Economy and Visitor Economy: "There are also opportunities to enhance the visitor offer in West Berkshire through working with tourism and heritage partners"; This could be extended to link with bus and rail operators to encourage sustainable tourism / visitors to West Berkshire. For instance, walking/active travel could be encouraged from West Berkshire stations as many lie within close distance of the PROW network, K&A towpath or the Thames Path (Pangbourne).</p> <p>P52 – Action 45: This should read as Local Transport Plan. Also need to refer to the Active Travel Strategy.</p>	<p>This potential is mentioned in the Delivery Plan.</p> <p>Noted and welcomed.</p> <p>Noted and will be added. A comment has been added to the Delivery Plan</p> <p>Will amend.</p>
X021	<p>Ahead of today's meeting and in response to your e mail of 02.09.2023 and having read through the drafts I would like the newly implemented presumption guidance mentioned/stated in the ROWIP. Also some wording added / changed as follows:</p> <p>As no landowner seemed to be invited to contribute in this section, I as a landowner would like to represent and propose (identified comments and changes):</p> <p>In 'Evidence report 2', page 69 ; 'A better network" where comments from groups include The Mid Berks Ramblers and Pang Valley Rambler group go on to state the need for, "plans put in place to implement permanent diversions away from properties" where rights of way pass through or near to domestic properties. This / the wording should include "farm yards, working farm yards and commercial or business premises". Furthermore, the presumption guidance should be mentioned here (as well as other places in the ROWIP ?).</p>	<p>This is not the official response of the MWBLAF.</p> <p>Landowners had the opportunity to comment.</p> <p>It is not appropriate to add this onto a comment made by another organisation as this is a record of their comments. No change.</p>

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	<p>The stakeholder working group that helped form the Presumption Guidance included The Ramblers as well as OSS, BHS etc so I would expect no objection to my request? Thankfully, inspectors appointed by the Secretary of State will take guidance onto account and apply it to their decision making. This guidance is great news for all users and landowners as it will help to speed up the process so we can get on with using and improving the network to make safe for all!!</p> <p>Can the group discuss? Can you send to the rest of the group if you feel it is ok?</p>	<p>See also comments 184, X009 and X014 (latter is the official MWBLAF response).</p>
X022	<p>COMMENTS FOR LAF on the W BERKSHIRE ROWIP FOR THE CONSULTATION</p> <p>1. Policy on Access Land and Common Land (comment on para 7 of the section headed Publicly Accessible Greenspaces on ROWIP p 15, i.e. in Section 2.2)</p> <p>We request that WBC adds a sentence here to this effect: 'We will endeavour to ensure that greater transparency and clarity is given to Access land and Common Land and means of access to these types of land, on the West Berkshire Online Map and elsewhere'.</p> <p>2. Policy on Diversions of footpaths (comment on para 3 of Making Changes to the Network on ROWIP p 40 in Section 4.5)</p> <p>In view of the new DEFRA Guidance on RoW diversions dated August 2023, we request new wording here: 'the Council will ensure, in the event of a diversion/extinguishment of an RoW, that there is no reduction in the standard of accessibility and infrastructure currently available, ie no replacement by a less well-suited route, such as a public road'. This should replace the current wording in the ROWIP, which reads: 'the highest standard of accessibility and of infrastructure appropriate to the location'.</p> <p>3. On specific Actions (these are perhaps rather too much the overwhelming focus of this Consultation):</p> <p>i) Action No 1 on p 37 of ROWIP needs to be much more specific and should involve LAF and include more regular updating and monitoring of priorities for maintenance and unresolved issues.</p> <p>ii) Action No 27 on p 42 of the ROWIP</p>	<p>This is not the official response of the MWBLAF.</p> <p>As per previous comments, CROW Act land will be added to the online map using Natural England data. This will include all accessible common land.</p> <p>The suggested change is too specific and limits case-by-case judgement. The tests for PROW modifications are included in legislation elsewhere. No change.</p> <p>Dealt with via an amended action.</p>

Number	Responses	WBC Response and Actions
	<p>In view of the possibility that the deadline for recovering lost paths, etc may be extended only to 2026, not 2030, the priorities here should be reassessed, as follows: 'Ensure that there are adequate resources to deal with increased demands for RoW modifications of all sorts in view of the potential 2026 deadline - and consolidate the Definite Map and Statement by 2030'.</p> <p>This should replace the current wording: 'Consolidate the definitive map and statement by 2030 and ensure adequate resources to deal with the increased demands of new legislation.</p>	<p>Dealt with via an amended action.</p> <p>Dealt with via an amended action.</p>
X023	<p>West Berkshire Council draft Right of Way Improvement Plan Comments by Simon Pike</p> <p>1 Introduction</p> <p>This submission addresses a recent change in legislation that affects the responsibilities of West Berkshire Council in relation to the North Wessex Downs National Landscape. This legislation is recent, and could not have been addressed in the draft ROWIP. It appears to represent a significant change in the Council's responsibilities in relation to rights of way within the AONB, and therefore should be addressed in the final ROWIP.</p> <p>I am a member of the Council of Partners of the North Wessex Downs AONB and the Chair of the Mid and West Berkshire Local Access Forum, but this comment is submitted in a personal capacity.</p> <p>2 Changes to the Countryside and Rights of Way Act 2000</p> <p>The Levelling-up and Regeneration Act 2023 was passed on 26th October 2023. Section 245 of this act makes an addition to the Countryside and Rights of Way Act 2000 (CROW).</p> <p>The relevant part is copied below:</p> <p><i>(5) The Countryside and Rights of Way Act 2000 is amended in accordance with subsections (6) to (10).</i></p> <p><i>(6) In section 85 (general duty of public bodies etc) —</i></p> <p><i>(a) before subsection (1), insert—</i></p> <p><i>“(A1) In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved</i></p>	

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	<p><i>Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty. ..."</i> <i>The definition of 'relevant authority' is very broad, and West Berkshire Council is a 'relevant authority'.</i></p> <p>Section 255 of the Act specifies that this provision will come into force two months after the act was passed – i.e. on 26th December.</p> <p>This provision effectively strengthens the responsibilities of the Council in relation to the natural beauty of the AONB from 'shall have regard to' the purpose of conserving and enhancing the natural beauty of the area to 'must seek to further' it.</p> <p>This provision will also have an impact on other functions of the Council, including planning.</p> <p>3 Proposal</p> <p>The ROWIP should include a description of how this strengthened duty in the amended CROW affects its responsibilities in relation to rights of way and related access. Some consequential changes may be needed to other parts of the ROWIP. Simon Pike, 22 November 2023</p> <p>Footnote: 'Areas of Outstanding Natural Beauty in England and Wales' will become known as 'National Landscapes', with that change taking place on 22nd November. This includes the North Wessex Downs AONB which will now be known as North Wessex Downs National Landscape. The legal title remains 'Area of Outstanding Natural Beauty', as this is used in legislation.</p>	<p>Change of name and strengthened duty will be included.</p>
X024	<p>Please find enclosed responses to the draft West Berkshire ROWIP on behalf of Wasing Parish and Estate:-</p> <ul style="list-style-type: none"> There is reference in the previous ROWIP (2010 to 2020) of funding for permissive access and open access via direct Stewardship payments – to our knowledge, this source of funding has fallen away. Since the pandemic there has been increasing trespass across the Parish and Estate – with people leaving the public rights of way and sometimes being well away from the path. There has also been a rise in stock worrying, abuse of locals, estate staff, and contractors. Fencing would be appropriate in certain locations. 	<p>This is outside of the control of WBC</p> <p>Noted and acknowledged in the ROWIP. There are actions to address anti-social issues and increase awareness of the Countryside Code.</p>

Number	Responses	WBC Response and Actions
	<ul style="list-style-type: none"> • We would like to see funding/resources for improved/new waymarking signage in the ROWIP. • We also suffer from trespass by ponies and quad bikes – who gain access via the PROW network and cause damage to both the surface of the footpaths themselves and to other ground nearby. We would like to seek funding towards installation of fencing/gates in certain areas to reduce this. Footpath ALD 9/1 is particularly affected. • We have an agreement for a cycle path alongside the Basingstoke Road between Malthouse Cottages and Frouds Lane – unfortunately there have been maintenance issues, with fencing and items that should be repaired by West Berks falling into disrepair. We have been asked to consider an extension of this route, alongside Frouds Lane, but until/unless repairs to the existing route are made, we are unwilling to enter into a further agreement of this sort. 	<p>Waymarking is included in the ROWIP. Funding will be allocated based on need.</p> <p>We will be in contact separately about these two specific matters as part of the ROWIP work to increase engagement with parish councils.</p>
X025	<p>I have been in contact with Simon Pike who shared with me the draft West Berkshire ROWIP. I also saw your webpage https://www.westberks.gov.uk/countrysideroutes including great self-guided walks.</p> <p>My name is Delphine, I am community developer UK at Visorando, a free, participative library of walks, outdoor GPS app, and community: https://www.visorando.co.uk We have been mentioned in the report you wrote. My background is strategist in tourism development. I supported the Chilterns Tourism Network in some of their projects. I would like to know :</p> <ol style="list-style-type: none"> 1. If you would like to organise a chat to discuss some parts of your draft ? 2. If you would agree to contribute by allowing me to copy and share them with our community ? I know your time is precious, I can enter some of them in your name. <p>Copyright is important to us. As you stay the author of your walks, your logo and website would appear on each walk, it would raise your visibility. Visorando is growing fast - we celebrated our 4 million-th regular user in 2023!</p> <p>At Visorando the walks published have been curated. With a team of volunteers, we read and moderate each walk making sure they follow editorial quality guidelines. The idea is that anyone can follow the description without having a look at the map and the author stays in control of their walks.</p>	<p>Noted.</p> <p>Contact will be made with a third party provider, e.g. Visorando, to increase the scope for effective promotion. This is reflected in the Delivery Plan.</p>

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	<p>We now have over 28,000 walks available on our platform - more than 3,000 of which are in English in the UK. This wouldn't be possible without our incredible network of contributors sharing their best walks, from individuals to organisations such as Chiltern Society, Tring, Town Council, The Wildlife Trust, Lincolnshire Wolds AONB, and many more.</p> <p>Why also share with our community ?</p> <ul style="list-style-type: none"> • 73% of the people you surveyed had not used any of the circular walk leaflets. You would offer more people the chance to find and follow your routes by offering free and easy tools to use, • Access comprehensive data and statistics about the attendance of each of your walks. Walker's feedback are also ideal to maintain your routes. <p>Our team of volunteers and I are here to keep an eye on them and warn you when someone gives feedback that can help you.</p> <p>Please see the attached document for further information about Visorando, and how working with us would be beneficial.</p> <p>If you are also interested in knowing more about what we could do to help each other, please drop me a quick email and we can find a time that works for you.</p> <p><i>Also included in this submissions were two items of promotional material.</i></p>	
X026	<p>Principle Performance, Research and Consultation Officer</p> <p><u>Draft Rights of Way Improvement Plan 2023-2033</u></p> <p>Cold Ash Parish Council has reviewed the RIGHTS OF WAY IMPROVEMENT PLAN 2023-2033 that has been produced by West Berkshire Council and has the following comment:</p> <ol style="list-style-type: none"> 1. Overall - a very good and comprehensive plan that sets a solid direction for the work to be carried out. The proposed collaboration with other interested parties is very positive and likely to be central to achieving the aims of the plan. More information will be needed on how this will work in practice. Are there plans to work with the other parties in shaping this? 	<p>No changes, the consultee has made comments on the previous 2010 – 2020 ROWIP.</p> <p>Most of these observations are answered by the Delivery Plan to accompany the ROWIP.</p>

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	<p>2. Scope of Plan - There are 63 Rights of Way Improvement Plan areas of focus. Whilst these have been given priorities and sizing's, there is no indication as to the outcomes that are expected to be delivered in the first, or subsequent, years. Therefore, there is no baseline against which to assess the success, or otherwise, of the delivery plan. Are these available elsewhere?</p> <p>3. Assessing performance vs plan - an annual progress report is planned to be delivered (ROWIP63) but without agreed success criteria (see point 2) this could turn into a retrospective of what has been done, rather than an assessment vs commitment. The plan states that 'project-based... good practice, and lessons learnt...' will be adopted. The establishment of agreed success criteria and performance indicators fall within this definition, as without them any review will be subjective and unable to support an objective assessment or provide a basis for lessons learnt. Are these available elsewhere?</p> <p>4. Working with Parishes - there are 15 ROWIPs on which WBC intends to work with parishes. This includes 'encouraging parish councils to use their full range of powers...' and establishing 'parish council public rights of way officers...' (ROWIP47). Delivery of training is planned for these (ROWIP48) but it's unclear how this engagement will work beyond this. Are you able to provide any more information at this stage?</p> <p>5. Working with volunteers - there are 10 ROWIPs on which WBC intends to work with volunteers. Delivery of training is planned for these (ROWIP48) but it's unclear how this engagement will work beyond this. Are you able to provide any more information at this stage?</p> <p>6. Risk - the assessment of risk is based on 'likelihood of failure'. There's no sense of impact of failure (good practice normally assesses overall risk by the combination of likelihood and impact). Without the establishment of success criteria and supporting performance indicators, it's unclear how failure, or success, will be assessed.</p> <p>7. Dependency Management - the dependencies between the ROWIP will influence the sequencing and drive what is achievable in any given period. A dependency map (PERT or similar) would be helpful.</p> <p>8. Schedule of activity - no schedule of activities has been provided. Deriving this from the dependencies (point 7) and available resources, would support, and be a check-and-balance on, the success criteria and performance indicators.</p> <p>9. Grant funding - the grant scheme (ROWIP56) would be a positive step to support collaboration. Has consideration been given to doing this on a match-funding basis with parish councils? This would increase the funding available and show</p>	<p>Risk - The Delivery Plan progress will be colour coded and progress reported at least annually.</p> <p>Dependency management – The Delivery Plan timelines will go some way towards addressing the sequencing.</p> <p>Grant funding – a Small Grant Scheme for parish councils has been considered before and will be revisited, perhaps taking the form of matched funding. This is noted in the Delivery Plan.</p>

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	<p>commitment from all parties in the collaboration.</p> <p>10. Best Value Performance Indicator 178 - it's positive that WBC has decided to continue to BVPI178 as part of its annual assessment, even though it ceased to be a national requirement in 2008. We assume this will in part cover some of the performance metrics; those on the actual status of the PROW network.</p> <p>11. A minor point: The version of the plan I received states it covers the period 2010-2020, rather than 2023-2033.</p> <p>Vice-chair, Cold Ash Parish Council, on behalf of Cold Ash Parish Council</p>	<p>The comments and actions do not relate to the 2023 – 2033 ROWIP – the consultee has commented on the previous 2010 – 2020 ROWIP.</p>