

Rights of Way Improvement Plan

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Foreword

This is Reading's first Rights of Way Improvement Plan, which reflects changes to and the development of the approach to the Rights of Way Network.

The rights of way network in Reading is relatively small, compared to other areas. However, its importance should not be under estimated.

Through this plan, we aim to evaluate and develop current access to local Rights of Way for both visitors and residents, of all ages and levels of mobility. Ensuring that we have a high quality network that suits the needs of the people.

The Rights of Way Improvement Plan feeds directly into our Local Transport Plan (LTP) 2006-11 priorities, the most significant links are with improving accessibility, quality of life, safer roads, reducing congestion and improving air quality, all-important issues to Reading Borough Council.

Whilst developing this plan it has been imperative that the users of the network have had an opportunity to shape the outcomes and action plan. This will continue to be important as the plan develops as a working document.

Cllr Tom Crisp
Lead Member for Transport, Reading Borough Council.
June 2007

Summary



We aim to evaluate the current Rights of Way network in terms of its accessibility and functionality, to ensure that we have a high quality network that suits the needs of the people by improving links between communities, organisations and facilities.

Reading Borough Council, through the Rights of Way Improvement Plan (RoWIP) aims to evaluate and develop current access to local Rights of Way for both visitors and residents, of all ages and levels of mobility.

The Rights of Way Improvement Plan feeds directly into our Local Transport Plan (LTP) 2006-11 Priorities. The most significant links are with improving accessibility, quality of life, safer roads, reducing congestion and improving air quality.

The contribution of the Rights of Way Improvement Plan has been and will continue to be considered in addressing transport problems and opportunities across the full range of transport modes including wheelchair use, walking, cycling and horse riding.

Rights of Way

Importance of Rights of Way

The Rights of Way network was once an essential transport network used every day and for most journeys. As society advanced and more transportation modes and facilities were devised the network became deficient compared to the road network.

Conversely, the Rights of Way network is still an essential element for those using it for leisure, tourism, employment or to access facilities, and can offer the user an alternative route, a shortcut to a destination, and much more.

As Reading has developed, the network in most areas has become well-utilised, but for a variety of reasons, some individual paths are not well used. It is important that the network is assessed to ensure that it fits Reading's needs. Consultation with the user groups and potential users has enabled us to highlight key priorities.

"I use the Rights of Way network as the major part of my journey to and from work, to go shopping and to access health and social facilities, and to walk my dog - I didn't appreciate how much I use the routes in my daily activities! The network generally cuts time of my journey and I feel healthier for not having to walk beside the road. I'm also surprised how frequently I see the routes maintained."

Reading RoW User

What do we mean by Rights of Way?

Rights of Way are an entitlement for the community at large, allowing the public to pass over specific routes, whether public or privately owned. Rights of Way are classed as minor highways. There are a various categories of Rights of Way, which are detailed below. 'Unofficial' Rights of Way have also been included, as although these are not on the definitive map they still have a role to play in a inter-connected, multi-functional network:

Rights of Way Type	Explanation
Footpaths	A right of way by foot.
Bridleways	A right of way by foot, horseback and cycle.
Restricted Byways (formerly: Roads Used As Public Paths (RUPPs))	A right of way by foot, horseback and also for non-mechanically propelled vehicles such as bicycles and horse drawn carriages.
Byways Open To All Traffic (BOATs)	A right of way for all traffic, but are used by the public mainly for walking, riding horses or cycling.
'Unofficial' Rights of Way	Explanation
Cycle tracks and Cycleways	A right of way by cycle and usually foot
Footways on streets / roads	Footways are used by foot, pushchair and wheelchair.
Paths related to developments	Permitted paths are not highways but are routes that landowners allow the public to use.
Towpaths	A path along a canal or river traditionally used for towing boats.

Quiet Streets	Streets that are not heavy used by traffic and are pleasant for walking and cycling routes.
Wide Verges	Wide verge running alongside a road, not usually found in towns / cities.
Paths in woodland	Paths in woodland.
Paths in parks	In most parks in Reading can be used on foot or on cycle.
Open spaces	An open space within a town that has the potential to provide environmental, social and/or economic benefits to communities.

Reading's Rights of Way network consists of 44 footpaths, 3 bridleways and 1 Restricted Byway, more detail is given in the 'Route Specific Statement of Action'.

How do Rights of Way become established?

There are four ways to create a right of way, these are by:

- Compulsory order;
- Landowner dedication; or
- If the path has been used by the public for 20 years or more; or
- If the path has been used longer than can be remembered.

Legislative Background

As a highway authority we have a duty under the Wildlife and Countryside Act 1981 and the Highways Act 1980 to hold the Rights of Way definitive map and statement, and to keep routes adequately maintained, kept free from obstruction and signposted.

Anyone can apply to modify the definitive map or statement, and once an application has been submitted Reading Borough Council has a duty to consider whether to make an order, if this is accepted full consultation will take place and legal notice published on the route and in local papers. The Secretary of State may become involved where a claim takes over a year or where there are objections.

More recently, The Countryside and Rights of Way Act 2000 (Section 60) introduced a duty for all local highway authorities to prepare a Rights of Way Improvement Plan (ROWIP) to assist in delivering better networks (including Footpaths, Restricted Byways, Byways Open To All Traffic (BOATs) by analysing present and future needs of the public. This Act also places a timescale for recording certain rights of way created before 1 January 1949 and providing for the extinguishment of those pre-1949 rights not claimed by the deadline of 1st January 2026¹.

The Rights of Way Improvement Plan will be incorporated into the local transport planning process and fully integrated into Reading's LTP by 2010. This will ensure that we are making the most effective use of the Rights of Way network.

¹ www.defra.gov.uk/wildlife-countryside/issues/public/index.htm

Purpose of the Rights of Way Improvement Plan

This Rights of Way Improvement Plan will bring added value to the current network by:

- Assessing the extent to which local Rights of Way meet present and likely future needs of the public;
- Identifying the opportunities provided by the local Rights of Way (and in particular by footpaths, cycle tracks, bridleways and restricted byways) for exercise and other forms of open-air recreation and the enjoyment of the area; and
- Taking into account the accessibility of local Rights of Way to blind or partially sighted persons and others with mobility problems.²

Rights of Way contribute to many agendas, such as transport, health, sport and leisure, therefore partnership working is essential in delivering this plan.

Policy Context

As detailed further on in this chapter, the Rights of Way Improvement Plan sits directly within our LTP and Transport Strategy as a sub-strategy.

The LTP fits into national, regional, sub-regional and local policy, therefore the Rights of Way Improvement Plan as a sub-strategy of the LTP can fit in at all policy levels.

Rights of Way meeting the LTP's shared priorities / objectives

We have adopted the government's shared priorities in our Local Transport Plan (LTP) which are; improving accessibility, quality of life, safer roads, reducing congestion and improving air quality.

The ROW Improvement Plan feeds both into and from the shared priority areas, which encompass the components of the overall transport strategy.

Reducing Congestion

Policies designed to improve public transport, cycle and pedestrian facilities, Travel planning and land use planning all contribute to improving the links to and from the Rights of Way network, and could also see direct improvements made to the Rights of Way so that the network becomes more functional and strategic.

Safer Roads

Strategies for improving road safety and personal safety. Improve conditions for walking, cycling and horse-riding and hence contributes towards the Rights of Way network and its linkages.

Improving Air Quality

Improving the Rights of Way network encourages travel by non-car modes and hence contributes towards improved air quality and noise reduction.

Improving Accessibility

The Rights of Way network can improve accessibility, as the network can often be used as a shortcut or as an alternative route. However, this does not mean

² Source: Countryside Agency

the network is always accessible for people with mobility difficulties. Consideration of accessibility should improve the situation.

Quality of Life Issues

Policies defined to improve all the above issues (congestion, safer roads, air quality and accessibility) all contribute to the quality of life for the residents of Reading and visitors. Improving the Quality of Life is also a key feature of the Community Strategy, and many other agendas that Rights of Way will feed into.

We have identified the Rights of Way Improvement Plan as a component to our long-term transport strategy as outlined in the Local Transport Plan (Chapter 5).

Integrating Rights of Way into the transport planning process

Providing alternatives to travel by private car is a core theme in our Local Transport Plan and associated strategies. Rights of Way are a part of this process and will be incorporated into the transport planning process, with the aim to have the network fully integrated into the transport planning process by 2010.

Part of our transport strategy as outlined in our Local Transport Plan Accessibility Strategy sets out plans to encourage the use of local centres as an alternative to central Reading, where appropriate. This Improvement Plan could improve the journey to and from key services, by improving cycling and walking links and enhancing the rights of way network, making it become more attractive to use; therefore encouraging travel by sustainable modes.

As public highways, Rights of Way are embraced by the LTP process and recognised as a component in the development of an integrated transport network that provides choice and quality alternative links.

Adequacy of the network

Reading currently has 34km of network that the public have rights to use that are detailed on the definitive map.

The Rights of Way network in Reading is maintained on a regular basis, and to a high standard.



The maintenance regime is unique to each path; some paths can be maintained twice a year while others require more preservation. The regime is also affected by weather conditions and local events such as the Reading Festival.

In Reading, many footpaths are well surfaced and are accessible to everyone. We have a rolling programme of improving the quality of the footpath network. Users can expect all footpaths to be signposted and clear of vegetation or obstruction. We also welcome feedback from disabled users or people who would like to use the footpath network but for some reason cannot, so that we can try and make the network more accessible.

Footpath (rights of way) inspections by bicycle

The Right of way network is routinely inspected by staff using a bicycle. This involves pedalling almost the entire length of the network to assess the surface condition, vegetation encroachment and signing provision. This is done twice per annum, and takes 3 days as opposed to 3 weeks for a vehicle and pedestrian inspection.

Duty to the rights of way network

Reading Borough Council and landowners have a duty to ensure that public rights of way are open and safe for use, free from obstruction and clearly marked. The council are responsible for checking that works requested of owners/occupiers of land eg. repair of stiles and clearance of crops have been carried out to a suitable standard.

The Council, as Highway Authority, has a duty to maintain adopted highways to safe and serviceable standards. Staff have to protect the rights of the public to use highways by ensuring they are free from nuisance, danger, obstructions, interference and encroachments.

Carriageways, footways, verges and footpaths serving new developments are usually adopted by the Council and maintained at public expense provided they have been constructed in accordance with the Authority's standards.

Dealing with statutory protection breaches

Officers from time to time are required to deal with businesses and individuals who for whatever reason breach the statutory protection relating to highways. The initial aim of officers is to assist businesses and others to comply with their legal obligations without unnecessary expense or hardship. However, ultimately, firm action will be taken against those who disregard the law.

Enforcement action areas include, Public Rights of Way, Highways and Highways Works associated with new developments.

Crime and disorder on the rights of way network

Some of the footpaths in Reading are a cause of concern for local residents, many due to the fact that some paths run alongside back gardens. Some of the footpaths are isolated and because people using the paths are relatively inconspicuous this can often lead to cases of burglary, vandalism and assault.

This issue is taken very seriously and we work with local residents to help facilitate discussion with Thames Valley Police on how the issue can be over come or reduced, as detailed in the action plan.

Identifying gaps and linking the network

Reading Borough Council has an open policy in allowing people to apply for a new right of way to be added to the definitive map or to apply for a path to be re-routed. There is a strict legal procedure to follow, and can take from 6 months to 2 years to gather evidence and make a decision.

As gaps are identified in the network, via public consultation / correspondence, developments and other means, Reading Borough Council will assess these gaps in relation to whether by tackling the gap and linking routes they enhance the network (especially in terms of whether the route will provide access to facilities) should the proposal meet this requirement the Council will consider how to take this forward under the current relevant legislation and guidance.

We also anticipate that the Discovering Lost Way project will feed into the process, see below.

Lost Ways and Discovering Lost Ways project

A lost way is a public right of way that for some reason was never recorded or incorrectly recorded and since become unused, or has not yet been incorporated on to the Rights of Way Definitive Map. Nationally there is a substantial amount of the Rights of Ways network that falls into this category.

Reading Borough Council will remain approachable to those wishing to register a claim, within the time frame allocated.

The Discovering Lost Ways (DLW) project arose from the Countryside and Rights of Way Act 2000. Provisions in the CROW Act set a deadline of 1 January 2026 after which it will not be possible to apply for footpaths and bridleways, or higher rights, to be included on the definitive map based on historical documentary evidence (historical is classed as pre-1949). The Countryside Agency - now Natural England coordinates the work necessary to research rights of way not currently shown on the definitive map and submit those with sufficient evidence to local authorities, before the cut-off date.

The introduction of the cut-off date is aimed at bringing certainty to users of the countryside, landowners and managers about what rights actually exist. DLW will not create any new rights - it is simply gathering historical evidence for what already exists but, for various reasons, is not shown on the definitive map.

The relevant surveying authority will decide on the merits of each formal application to change the definitive map, based on existing procedures.³

Barriers

There are many barriers to using the network, some of which are detailed below.

Barriers are not just physical barriers such as gates or overgrown shrubs. Barriers can also be psychological; influenced by other people's behaviour, past experiences and perceptions.

By identifying potential barriers, we hope that people will feel more confident and comfortable finding their way around Reading; accessing all it has to offer.

In some places, for example where cattle graze, the paths are across fields and are suitable for walkers only. They may have stock proof gates, which are accessible to wheelchair users, but the ground conditions may make it hard to get there.

In a few places there are barriers to keep motorcycles from using the paths. These barriers make life difficult for everyone, but are essential to reduce footpath misuse.

Street Furniture

During the consultation process it was stated that street furniture often acted as a barrier, for example, litter bins, signs and seats.

Thames Valley Police also recognise that street furniture can be a factor in crime or anti-social behaviour, which then impacts on the users perception of safety - hence creating a psychological barrier to using certain parts of the network.

List of Barriers that are considered within the Action Plan:

Stiles,
Narrow kissing gates,
Narrow gaps,
Narrow gates,
Narrow footbridges,
Bollards and posts,
Steps,
Kerbs,
Litter bins,
Signs,
Seating,
Vegetation,
Rubbish / Tipping,
Surface,
Incline,
Rail / road crossings.

³ http://www.countryside.gov.uk/LAR/Access/DLW/Lead_Phase.asp

Missing links and no-throughway

Missing links and no throughways can come into existence through poorly designed developments and deliberate or careless obstruction. In order for people to access the rights of way network it is important that any missing links and no-throughways are discouraged as they will potentially discourage people from using the network.

Disjointed network

It is important that the rights of way network is not disjointed, as this could discourage its use. It is important that the network and links are investigated to see how they can be extended or if necessary re-routed in order to bring the network together to provide useable, safe and convenient routes.

Although we currently have no suggested links to improve the network, this issue will be investigated further, as identified in the Action Plan.

Lack of Information

Throughout the consultation process lack of information has been cited as a contributor to the network not being used enough or used appropriately. Information should be provided at various outlets, such as the Civic Centre, libraries, mobile libraries, doctors, etc and in various formats such as on the internet, in leaflet form, etc.

Reading Borough Council will investigate the possibilities of designing and distributing a map to help people use the network more frequently, as identified in the Action Plan.

'Rights of Way' that are not on the definitive map

Authorities are required, under Section 36(6) of the Highways Act 1980, to keep a list of highways maintainable at public expense – often referred to as the 'list of streets'. Inclusion of a route on the list of streets is not conclusive evidence of what rights it carries. Most highways' authorities also maintain a map showing the extent of the routes the maintenance for which they are responsible. These lists and maps often include alleyways, walkways, passages and footways, especially in urban and suburban areas. The list of streets is open for public inspection.

There are, inevitably, other footways, passages and alleys, which are neither recorded on the definitive map, nor are maintained as part of the public highway network. Use of these may be restricted to certain people, for instance adjacent residents, and the alleyway is maintainable at their expense. Nevertheless, over periods of time, the public may have developed unrestricted use of such ways.

It might be possible that if public use of these particular ways can be adequately demonstrated, claims could be made for the paths to be added to the definitive map, in appropriate circumstances. Although this is not believed to be the primary purpose of the 'Lost Ways Project', it could certainly be a product of that exercise, particularly in urban and suburban areas. Practically, it would rely on interested members of the public, or organisations, to progress such a project.

Sustainability of Rights of Way

To ensure that the Rights of Way Network continues to be sustainable the following uses / assessments should be considered:

- Using the network to access public transport;
- Using the network to access communities, local facilities and employment;
- Using the network for leisure purposes;
- Ability to use the network for walking, cycling and riding;
- Encouraging exercise by having and promoting circular routes;
- How new developments can improve / expand the network;
- How barriers can be crossed easily (river and canal crossings);
- Tourism and use of network.
- The crossing of railway and roads.

This is investigated further in the 'Statement of Action' Section.

How improvements will be made

Reading Borough Council must use, where feasible, voluntary means to secure improvements to the rights of way network. Alternatively, work will be completed as part of larger projects delivered by the Council or where possible by developers.

Improvements such as the creation of routes or the addition of higher rights to existing routes, can be gained by exercising powers under section 25 of the Highways Act 1980. This will be approached in partnership, and agreements shall meet the criteria established in sections 118 and 119 of the Highways Act 1980.

Reading Borough Council will be prepared, where conflict arises to make use of its powers under section 26 of the 1980 Act to create public rights of way (section 26 can be used to create new routes or to add higher rights to existing highways).⁴

Future funding sources

Improving the Rights of Way Network will contribute to a number of different agendas, such as: environment, health, lifestyle and leisure, culture and diversity, journeys by foot, cycle and other modes, journey purpose, economic regeneration. Therefore, future-funding sources should be diverse, and must be dealt with by cross-partnerships.

Both capital and revenue funding will be required to put the improvements into practice and to ensure long-term maintenance.

At this stage, potential funding sources are:

Local Transport Plan

Funding from the Local Transport Plan will be made available, where rights of way improvements link into Transport Strategies objectives and projects.

⁴ Rights of Way Improvement Plans - Statutory Guidance to Local Highway Authorities in England, Nov 2002, DEFRA (Sections 2.4.8 and 2.4.9)

Section 106 Agreements

In accordance with Government Policy and the requirements of Planning Policy Guidance 13 (PPG13), development should be located where access to it can be obtained by alternatives to the private motor vehicle, such as walking, cycling and the use of Public Transport.

One of the ways that this target can be met is to have a network of safe, direct and secure paths. Developers will be expected to ensure that they enhance and improve public rights of way in the vicinity of or near to their proposals so that the future occupiers have safe walking and cycling opportunities to their sites, which will encourage modal shift to be achieved.

Parks and Leisure Section

The Park and Leisure Section will be responsible for route maintenance and repair.

Reading Borough Council Legal Section

The Legal Section is the official holder of the Definitive Map for the council and investigates any claims received, alongside the Parks and Leisure Section and Transport Strategy.

Funding sources linked by compatible agendas and partnerships

The funding sources below are all very important, and could assist in being additional funding opportunities. These sources will be investigated further, and where appropriate added to this improvement plan as projects are agreed.

- Sport Development - Reading Borough Council.
- Cross Boundary Highway Authorities project - Wokingham, West Berkshire and South Oxfordshire Authorities.
- Health Agenda.
- Lottery Funding.

Voluntary work

Working with Youth Offenders

Reading Borough Council uses a significant number of offenders to carry out a number of projects within its Parks Department. Some offenders released on temporary licence from the prison attend sites on bicycles, provided by the prison.

In addition, during the footpath inspections offenders join the member of staff and take with them hand tools to carry out pruning, litter picking and ad hoc minor works whilst carrying out the inspections.

This scheme has been and will continue to be highly effective in maintaining much of the rights of way network on a tight budget, and has been highlighted as an example of best practice working during a CTC Benchmarking visit to Reading.

Statement of Action

How Rights of Way will meet future need

To ensure that the Rights of Way Network meets future needs, this plan should be reviewed periodically, ensuring that the definitive map and statement is continuously updated and that the network is maintained.

In addition, new developments (commercial, industrial or housing) should be considered in terms of whether the developer could provide improved or additional facilities. In particular, improved links to communities and local centres and facilities should always be considered in terms of whether new journeys patterns might be established, and how more sustainable forms of travel can be encouraged by incorporating specific design features, and by ensuring that any network changes are inclusive of the differing mobility requirements. Although these additional links would not be included on the definitive map (therefore are not official rights of way), they could still improve the network by creating and enhancing links.

We want to create: 'a culture, and improved local environment, so that cycling and walking are seen as attractive alternatives to car travel.'

(Full Guidance on LTPs, 2ND Edition (Dec 2004) page 13)

Objectives

The objective of the Rights of Way Improvement Plan is to bring added value to the current network by:

- Assessing the extent to which local Rights of Way meet present and likely future needs of the public;
- Identifying the opportunities provided by the local Rights of Way (and in particular by footpaths and bridleways) for exercise and other forms of open-air recreation and the enjoyment of the area; and
- Taking into account the accessibility of local Rights of Way to blind or partially sighted persons and others with mobility problems.⁵
- Improving linkages to provide circular routes and alternative routes for access, e.g. routes to school/work etc.

Rights of Way contribute to many agendas, such as transport, health, sport and leisure, therefore partnership working is essential in delivering this plan.

Meeting Statutory Guidance

We, as the local highway authority for Reading will meet the statutory Guidance as detailed in the Countryside Rights Of Way Act 2000, the Wildlife and Countryside Act 1981 and the Highway.

⁵ Source: Countryside Agency

Proposed actions and timescales

Main action is to ensure that the Rights of Way Improvement Plan does not conflict with our duties under the Highways Act 1980 and the Wildlife and Countryside Act.

Actions and timescales are detailed in the following table below:

General Statement of Actions and Timescales Table:

Action:	Which RoW users benefit from this action:	Conclusion:	Key partners & stakeholders:	Cost:	Timescale (Years) (3 ticks = continuous)		
					1-2	3-4	5+
Implement RoWIP plan	Pedestrians Cyclists Equestrians Disabled Landowners Visitors Non-Users	Make sure rights of way issues are incorporated into projects and other strategies	Reading Borough Council	Staff costs - Absorbed through staff budget.	✓	✓	✓
To encourage partnership working	Pedestrians Cyclists Equestrians Disabled Landowners Visitors Non-Users	Partnership working is essential to this plan; this plan relies on partnerships for reporting issues on the network, suggesting improvements and to help enhance the network through voluntary means.	Reading Borough Council, Local Area Access Forum, Transport Users Forum, Cycle Liaison Group (Reading Cycle Campaign and Cyclists' Touring Club); Reading Tourist Board; Accessibility Forum; Oxfordshire County Council;	Staff costs - Absorbed through staff budget.	✓	✓	✓

			<p>Wokingham Borough Council; West Berkshire District Council. Tourism South-East; Cultural Consortium South East; Regional Development Agency; Natural England; The Department for Transport; Cyclists' Touring Club; Living Streets; Cycling England; Ramblers Association; British Waterways.</p>				
Continue to work with Youth Offenders.	Pedestrians Cyclists Equestrians Disabled Landowners Visitors Non-Users	<p>The Parks Department uses a significant number of offenders to carry out a number of projects. Some offenders released on temporary licence from the prison attend sites on bicycles, provided by the prison.</p> <p>In addition, during the footpath inspections offenders join the member of staff and take with them hand tools to carry out pruning litter picking and ad hoc minor works whilst carrying out the inspections.</p>	Reading Borough Council	<p>Staff costs - Absorbed through staff budget.</p> <p>This scheme has been and will continue to be highly effective in maintaining much of the rights of way network on a tight budget; as it saves money through voluntary labour.</p>	✓	✓	✓
To investigate linkages with the health agenda	Pedestrians Cyclists	Create synergies in current work programmes.	Reading Borough Council, Primary Health Care Trust.	Staff costs, potential		✓	

and to enhance partnership working within this area.	Equestrians Disabled			partnership project costs.			
Identify routes that are not on the definitive RoW map, and incorporate them if agreed	Pedestrians Cyclists Equestrians Disabled Landowners Visitors Non-Users	To ensure that the definitive map is comprehensive and meets current and future needs. Overall this would be expensive and incur year-on-year maintenance costs, for which a budget would have to be identified.	Reading Borough Council and others	Staff costs (transport / legal / parks) - Absorbed through staff budget. Advertising costs - £1000 per amendment. Amendments / updating of Definitive map - £500 Legal problems - cost unknown could be costly. Future maintenance costs - dependent on path.			✓
Consider adding destination names to signposts, or to erect map boards showing longer routes	Pedestrians Cyclists Equestrians Disabled Landowners Visitors Non-Users	Quick win action. Funding would have to be identified. This could create additional costs to the maintenance budget which is already tight. Would encourage non-users	Reading Borough Council	£200 per sign / board.	✓	✓	

		who might be unaware exactly where paths lead. Might stop people from straying off the path.					
Assess the whole network used by the public (not just rights of way) for their usability by people of limited mobility. Draw up an action plan to eliminate / reduce barriers on these paths.	Pedestrians Cyclists Equestrians Disabled Landowners Visitors Non-Users	Useful action to identify more areas for improvement. Uncertain of budget for survey and for any works identified.	Reading Borough Council and stakeholder groups.	Cost not defined.	✓	✓	✓
Canvass user groups for their suggested priorities for new routes and links in the network.	Pedestrians Cyclists Equestrians Disabled Landowners Visitors Non-Users	This should be a continuous process, mainly through the Local Area Access Forum.	Reading Borough Council and stakeholder groups.	Staff costs - Absorbed through staff budget.	✓	✓	✓
Create a map of a potential comprehensive network of routes covering the whole Borough, which would provide all residents with viable alternative routes for access to all facilities, work places, open spaces, waterside and woodland, aiming to minimise contact and conflict with motor traffic. Once that has been done, then the gaps can be identified and prioritised and that should form the core	Pedestrians Cyclists Equestrians Disabled Landowners Visitors Non-Users	Useful process, especially for publicity - as this was a major issue brought up during consultation.	Reading Borough Council to compile the map and stakeholder groups to help feed into the process.	£5000	✓	✓	

ROWIP for pedestrians for Reading.						
<p>Put all paths dedicated as part of developments onto the Definitive Map. Three examples long left off are:</p> <ul style="list-style-type: none"> o The path from FP 6 at Island Road by the Kennet south bank to FP 2 by Forbury. o The path along the north bank of the Thames from Millers Court to the Borough Boundary at Deans Farm, Caversham. o The path from Laud Close across the Holybrook, behind Thames Water (Rose Kiln Court) to Rose Kiln Lane. 	<p>Pedestrians Cyclists Equestrians Disabled Landowners Visitors Non-Users</p>	<p>To ensure that the definitive map is comprehensive and meets current and future needs. Overall this would be expensive and incur year-on-year maintenance costs, for which a budget would have to be identified.</p>	<p>Reading Borough Council.</p>	<p>Staff costs (transport / legal / parks) - Absorbed through staff budget.</p> <p>Advertising costs - £1000 per amendment.</p> <p>Amendments / updating of Definitive map - £500</p> <p>Legal problems - cost unknown could be costly.</p> <p>Future maintenance costs - dependent on path.</p>		<p>✓</p>
<p>Work with Oxfordshire to improve access to the north bank of the River Thames east and west of the Borough for Reading residents.</p>	<p>Pedestrians Cyclists Equestrians Disabled Visitors Non-Users</p>	<p>Would improve the route alongside the Thames. Currently users have to use a busy, narrow road to access the northern Thames bank through Oxfordshire.</p> <p>Would create additional maintenance costs for Oxfordshire / landowners.</p>	<p>Reading Borough Council and Oxfordshire District Council.</p>	<p>Cost unknown.</p>		<p>✓</p>

		Would be difficult to implement, landowners in this area already suffer from thefts, opening a route could increase this as an issue.					
Complete a path alongside the whole length of the Holybrook within the Borough, and work with West Berkshire to complete it along its whole length.	Pedestrians Cyclists Equestrians Disabled Visitors Non-Users	Would improve the network, although could be difficult to implement, due to requiring landowners consent. Would create additional maintenance costs.	Reading Borough Council.				✓
Create a path from Rose Kiln Lane, along the south bank of the Kennet and along the east bank of the Foudry Brook within the Kennet Island development (away from the A33 traffic).	Pedestrians Cyclists Equestrians Disabled Visitors Non-Users	Would improve the network, although could be difficult to implement, due to requiring landowners consent. Would create additional maintenance costs.	Reading Borough Council.				✓
Increase rights of way use amongst non-users.	Non-Users	Increase publicity of paths, especially if the paths can be used to access local events, such as the Water Festival. Publish information on website. Publish map (as stated above). More on site information	Reading Borough Council and stakeholder groups.	Publicity - free, if using local events. Staff costs - Absorbed through staff budget. £5000 for map. £200 per board / sign for site info.	✓		

		maps (as stated above).					
Review potential crossings and assess their feasibility and ways to fund and implement them.	Pedestrians Cyclists Equestrians Disabled Landowners Visitors	Works could be completed as part of transport projects already in existence, such as the IDR, Cow Lane Bridge, and the M4 J11 works.	Reading Borough Council.	Funding for improvements can be sought from funding already in existence.		✓	✓
Motorcycle barriers often stay up long after the nuisance has gone. Their relevance should be regularly reviewed and the Council should remove irrelevant ones. They are often ugly and barriers to pushchairs and the less mobile.	Cyclists Equestrians Disabled	Review of barriers could be carried out, although concerns exist that if they are removed the problem will return, not necessarily the best way of spending an already limited budget.	Reading Borough Council.	£100 per barrier		✓	✓
Assess plan every 5 years	Pedestrians Cyclists Equestrians Disabled Landowners Visitors Non-Users	To ensure that the plans aims and objectives are being met	Reading Borough Council.	Staff costs - TBC			✓

Route Specific Statement of Actions and Timescales Table:

Reference column in table below relates to the path number given on the Definitive Map

Ref ⁶ :	Name and type of path:	Location:	Width:	Limitation & Conditions:	Current status:	Benefit to users:	Areas for improvement realistic and desired:	Cost:	Timescale (Years) (3 ticks = continuous)		
									1-2	3-4	5+
1	Thames Towpath	From: Reading Bridge East Past Caversham Lock and over Kings Meadow, following Thames Towpath To: Borough Boundary at Kennet Mouth.	2-3m	2 bollards at either end of Caversham lock area.	Path surface as detailed below: Tarmac Vegetation well maintained. Heavily used path. Path sign posted.	Pedestrians Cyclists Disabled Visitors Non-Users	Improvement / Action 1: Information board, showing where route leads to, including accessibility information.	£200 per board.	✓		
1B	Thames Towpath	From: Rowbuck Ferry Cottage SE, E, NE and ESE along Thames Towpath and Thameside Promenade To:	1-3m	Overhead vehicular barrier (Point H), Bollards (Point I)	Path surface mixed some with stone other parts are grassy/muddy Path sign posted.	Pedestrians Cyclists Disabled Visitors Non-Users	Improvement / Action 1: Information board, showing where route leads to, including accessibility information.	£200 per board.	✓		

⁶ Reference number refers to path number given on Definitive Map.

		East Side Caversham Road.									
1	Caversham Bridge to Reading Bridge Footpath	From: East Side Caversham Bridge. To: East side of Reading Bridge.	2-3m	Point D - 2 bollards Point E - 4 bollards Point F - 1 bollard Point G - 2 bollards Point I - 4 bollards Point N - On NE side of path: low brick wall & flower bed. On SW side: low brick wall and railings.	Path surface made of coxwell gravel Path prone to puddles forming after rain. Vegetation well maintained. Path suitable to all users, no access issues. Heavily used path.	Pedestrians Cyclists Disabled Visitors Non-Users	Improvement / Action 1: New path surface that enables rain water to drain. Improvement / Action 2: To gain permission for cyclists to use this path.	£ Cost to be established. £ Cost unknown	✓	✓	✓
2	Kennet & Avon Canal Towpath	From: Burghfield parish boundary E and N along canal towpath, crossing River Kennet at Southcote Lock and canal at Fobney Waterworks. To: Temple Place to S of ring road.	2-3m	Anti Motorbike barriers at Fobney lock and at Milk Maids Bridge by Southcote Lock.	Path surface made of stone. Path sign posted.	Pedestrians Cyclists Disabled Landowners Visitors Non-Users	Improvement / Action 1: Information board, showing where route leads to, including accessibility information.	£200 per board.			✓
3	Lambs Lane Footpath	From: Wensley Road opp property No 73 E via Coley Avenue. To: Wensley Road	2-3m	Anti Motorbike railing chicanes at both ends.	Path surface made of coxwell gravel Path sign posted.	Pedestrians Disabled Landowners Visitors Non-Users	Improvement / Action 1: This footpath suffers from anti-social behaviour and break-ins that started from improvements to surface	£15	✓	✓	

		adjacent to property No 226.					and clearance to widen the path. The footpath runs between fencing at the backs of resident's gardens. Agreed with some of the residents to plant a Hawthorne hedge with 1 metre high plants, half a metre apart at the rear of the Froxfield Avenue properties.				
							Improvement / Action 2: Ensure that Anti Motorbike raiiling chicanes are still required.	£ Staff costs			
4	Footpath	From: FP5 NE along N side of railway past Junction Cottage. To: Wensley Road between properties Nos 254 and 256.	2-3m	Anti Motorbike raiiling chicanes at the Wensley Road entrance, earth bank by the dog leg in path to stop vehicle access.	Path surface made of tarmac/stone. Path sign posted.	Pedestrians Disabled Landowner s Visitors Non-Users	Improvement / Action 1: Ensure that Anti Motorbike raiiling chicanes are still required.	£ Staff costs		✓	
5	Footpath	From: Circuit Lane SE and SW over Kennet Bridge at Southcote Mill. To: Kennet and Avon Canal towpath.	1-4m	Vehicle barrier at circuit lane end, steps over Kennet Bridge.	Path surface made of stone, is badly eroded/ potholed Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: Full resurface. Choice of surface is tarmac appropriate. It is on the flood plain permission from Environment Agency would be required. Improvement / Action 2: Ensure vehicle barriers do not hinder	£30,000-£40,000 approx £ Staff costs	✓	✓	✓

							accessibility of path. Improvement / Action 3: Investigate ways of improving the accessibility of steps over Kennet Bridge.	£ Staff costs			
6	Footpath	From: FP36 Reading S of Monks Bridge over the Holy Brook, S of "The Brookmill", SW, SE,SSE & SSW. To: FP2 Reading, E of Fobney Lock and Pumping Station.	1-3m	Gate and small Gap at Point C. Motor cycle barrier at jnct with towpath Gate and small gap at Point E; Bridge at Point F, Gate at north end of bridge (Point F); Footbridge at Point H	Path is over natural grazing fields. Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: Investigate accessibility of path, due to narrow points and barriers. Improvement / Action 2: To put the path from FP 6 at Island Road by the Kennet south bank to FP 2 by Fobney onto the Definitive Map, path exists due to development.	£ Cost to be established.		✓	✓
6A	Footpath	From: Wensley Road S and SW. To: The Holy Brook S and Coley Park Farm.	3m		Path surface made of tarmac. Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: No actions identified.				
7	Footpath	From: The footway adjacent A33 Relief Road NE of Fobney Water Treatment Works, W, SSW, WSW, adjacent to Water Treatments works fenceline, W.	2m	Kissing gates at each end	Path surface made of stone/natural, is liable to flooding. Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: This path is always flooded by overflowing water from a blocked ditch, this should be unblocked and maintained. Improvement / Action 2:	This is the responsibility of Thames Water		✓	✓

		To: Just west of FP6 north of Fobney Mead Laboratory.					Investigate the need for kissing gates as these do not promote accessibility.				
8	Footpath	From: FP12 Burghfield NE alongside River Kennet. To: Point SW of River Kennet footbridge.	2-3m	Is often muddy, kissing gate at entrance to woods	Path surface is natural. Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: Investigate whether the path surface needs to be improved, as it is often muddy. Stone surface recommended Improvement / Action 2: Investigate the need for kissing gates as these do not promote accessibility.	£ Cost to be establish ed.		✓	✓
9	Footpath	From: Shinfield Road E along The Chancellor's Way. To: FP6 Earley N of Blandford Lodge.	2m	Path is a Pavement	Path surface made of tarmac Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: No actions identified.				
10	Footpath	From: FP2 Reading,S of Fobney Pumping Station, SSE, crossing Island Road,SSW, crossing Longwater Ave, through Green Park Business Development, SE. To: FP11 on former	2-4m	Barrier at Point B Footbridges at Points C,G and I	Path surface made of varying gravel. Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: No actions identified.				

11	Footpath	Smallmead Road. From: Northern end of FP27 Shinfield,SW to Foudry Brook,NE to junction of Brook Drive, W along Smallmead Rd,across Longwater Ave, W. To: Junction with Kybes Lane.	2-4	Gate and bridge at Point M Barrier with gap at Point T	Path surface made of gravel/natural. Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: Consultation has revealed that some users believe that this path had a badly designed diversion when the M4 was built, and for many years its linking paths were closed (although these are open now). When the works on improving J11 start this must not be repeated.	£ Cost to be establish ed.	✓	✓	✓
11 A	Footpath	From: FP27 Shinfield ESE along N side M4. To: A33 at M4 interchange.	1-2m	Mostly 1m. There is part of an old motorway sign post still in the ground near the M4 Junction	Path surface is natural. Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: No actions identified.				
11B	Footpath	From: The northern end of Footpath 11 Reading on the eastern side of the Foudry Brook, NE and E, bounding the landscaped embankment. To: The footway adjacent to Northern Way.	2m	Pleasant grassy path by the Foudry Brook	Path surface is grassy. Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: No actions identified.				
12	Footpath	From: Mill Green E. To:	4m	Potholed	Path surface made of stone	Pedestrians Cyclists Disabled	Improvement / Action 1: Fill in potholes.	£3,000		✓	✓

		S end Piggot's Road.			Path sign posted.	Landowners Visitors Non-Users					
13	Footpath	From: FP19 Shinfield on E side of A33 ENE along Long Lane. To: FP18 Shinfield on S side M4.	2m	Gate at the bottom of slope into field	Path surface made of tarmac/natural. Path sign posted.	Pedestrians Cyclists Disabled Landowners Visitors Non-Users	Improvement / Action 1: No actions identified.				
15	Footpath	From: Burghfield parish boundary N of Anslows Cottages N. To: FP2 AT River Kennet footbridge.	2m	Can get quite boggy after heavy rain	Path surface is natural & grassy. Path sign posted.	Pedestrians Cyclists Disabled Landowners Visitors Non-Users	Improvement / Action 1: Improve surface quality as the current surface can get muddy / boggy after heavy rain.	£6,000 approx		✓	✓
16	Bridleway	From: Gravel Hill at Shipnells Cottages S along Hemdean Bottom. To: Hemdean Road by property by 103.	2-3m	Is a bridleway not footpath Two concrete posts on the rise by the Gravel Hill entrance	Path consists of tarmac surface off Hemdean Rd leading to Hemdean (Bugs) Bottom, crossing over Hunters Chase and Tredegar Road (Road closed off with bollards). At Hemdean (Bugs) Bottom the path surface changes to coxwell gravel Path accessible to all users,	Pedestrians Cyclists Equestrians Disabled Landowners Visitors Non-Users	Improvement / Action 1: To link path at Hemdean (Bugs) Bottom with off-path tracks used around Hemdean (Bugs) Bottom so that the tracks are useable for those with mobility difficulties. Improvement / Action 2: Improve onward links into S. Oxfordshire, or publicity.	£9,000 approx		✓	✓

					although slightly steep. Vegetation well maintained. Path sign posted.						
17	Footpath	From: Bend in Richfield Avenue, N along Cow Lane. To: Thames Towpath at Thameside Promenade.	4m	Vehicle barriers at both ends	Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: Install tarmac/stone surface.	£12,000 stone £58000 Tarmac £25,000 road planings.		✓	✓
19 A	Footpath	From: Upper Woodcote road opp Crispin Close W along Blagrove Farm Lane. To: County boundary at Blagrove Farm.	4m	Is a driveway for the houses off the path.	Path surface made of loose stone. Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: No actions identified.				
19B	Footpath	From: Woodcote Road at junction with Woodcote Way NW. To: Upper Woodcote Road at junction with Crispin Close.	1- 1.5m	Recently cleared 25/03/07	Path does not appear to be highly used. Path surface is currently natural bark. Fly tipping sign exists at this location. Path sign	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: Work with Thames Valley Police to promote security. Recent clearance appears to increase crime. Improvement / Action 2: Investigate whether the path has a useful purpose. Improvement / Action 3:	£ Cost to be established.	✓	✓	✓

					posted.		Path reportedly too narrow for comfortable use, investigate width alongside improvement / action 2.				
20	Bridleway	From: County Boundary S of Gravel Hill ESE. To: The Warren.	3-4m	Bridleway not footpath Gate at the end of the roadway going into the path	Path surface is currently unimproved (soil and stones). Vegetation is well maintained. Fly tipping signs exist at this location. Path sign posted.	Pedestrians Cyclists Equestrians Disabled Landowners Visitors Non-Users	Improvement / Action 1: Accessibility could be improved. Improvement / Action 2: Path could be enhanced.	£2,000- £5,000		✓	✓
21	Footpath	From: Forbury Road at Blakes Bridge, W along N sides River Kennet and Holybrook. To: Abbey Street.	3m	Good condition	Tarmac path surface. Vegetation well maintained. Path well used. Path sign posted.	Pedestrians Cyclists Disabled Landowners Visitors Non-Users	Improvement / Action 1: No actions identified.	Scheme has been proposed and funded			
21 A	Footpath	From: The slope on the eastern boundary of Forbury Road, NE, E & ESE along the north side and abutting the River	3m	A lowered width of approx 4m accessed at each end by steps (Points X,Y) Railings and retaining wall	Tarmac path surface. Vegetation well maintained. Path well used.	Pedestrians Cyclists Disabled Landowners Visitors Non-Users	Improvement / Action 1: Investigate and where possible improve path accessibility.	£ Cost to be established.		✓	✓

		Kennet. To: The footway alongside Gas Works Road.		between Points X and Y 2 bollards between Points I and J	Path sign posted.						
22	Footpath	From: Peppard Road, Emmer Green, opp Kidmore End Road junction, E along Milestone Way and N. To: County Boundary SW of Foxhill Lane.	2-3m	Good condition	Surface made of tarmac Vegetation well maintained. Issues with graffiti. Path sign posted.	Pedestrians Cyclists Disabled Landowner s Visitors Non-Users	Improvement / Action 1: Implement graffiti programme.	Already in budget	✓	✓	
23	Southcote Farm Lane Footpath	From: N end Cowper Way, SE along Southcote Farm Lane. To: FP4 on N side of railway.	3-4m	A few potholes, muddy at the bottom after rain.	Path surface made of stone. Path sign posted.	Pedestrians Disabled Landowner s Visitors Non-Users	Improvement / Action 1: Fill in potholes. Improvement / Action 2: Improve surface at the bottom of the track as the surface becomes muddy after rain.	£23,000		✓	✓
24	Footpath	From: Promenade Road SE and E along River Thames in Christchurch Playing Fields and NE. To: Mill Road opposite Mill Green.	3-4m	Good condition	Path surface: tarmac. Path lighted. Vegetation well maintained. Path well used. Cycle symbols looking worn away.	Pedestrians Cyclists Disabled Visitors Non-Users	Improvement / Action 1: Renew on path cycle signage and re-surface.	£135,000		✓	✓

					Path sign posted.						
25	Footpath	From: Thames Towpath NE via Caversham Lock and View Island. To: Junction with Mill Road and Mill Green.	2-3m	Good condition	Path surface: tarmac. Path lighted. Vegetation well maintained. Path well used. Cycle symbols looking worn away. Path sign posted.	Pedestrians Cyclists Disabled Visitors Non-Users	Improvement / Action 1: Improve surface / drainage in areas prone to flooding. Improvement / Action 2: Renew on path cycle signage.	Provisional £15,000		✓	✓
26	Footpath	From: Bath Road, almost opposite Circuit Lane, NNE across Prospect Park. To: Tilehurst Road near junction with Liebenrood Road.	3m	Good condition	Path surface made of tarmac Path sign posted.	Pedestrians Cyclists Disabled Landowners Visitors Non-Users	Improvement / Action 1: No actions identified.				
27	Footpath	From: St Saviour's Road N across Coley Recreation Ground. To: Holybrook Road, opp Shaw Road.	2m	Good condition, chicane gate at St Saviours Road	Path surface made of tarmac. Path sign posted.	Pedestrians Cyclists Disabled Landowners Visitors Non-Users	Improvement / Action 1: No actions identified.				
28	Footpath	From: Bend in Commercial	3m	Gates at each end with 1m	Path surface made of tarmac.	Pedestrians Cyclists.	Improvement / Action 1: Integrate path into	£ Cost to be	✓	✓	✓

		Road, N behind Gillette factory. To: W end Manor Farm Road.		gaps	Path sign posted.		development	established.			
29	Footpath	From: Oxford Road (A329) at the Roebuck Hotel, NE, NW and NE. To: Footpath 1 (Thames Towpath) at the foot of the footbridge steps.	2m	Good condition	Path surface made of steps (anti slip surface/stone). Path sign posted.	Pedestrians Cyclists.	Improvement / Action 1: No actions identified.				
30	Crane Wharf Footpath	From: Kings Road at Crown Bridge, S and W along Crane and Highbridge Wharf. To: Duke Street at High Bridge.	1-4m	Good condition	Path surface made of tarmac/paved. Path sign posted.	Pedestrians Cyclists,	Improvement / Action 1: No actions identified.				
31	Footpath	From: Burghfield Road E along N side Holybrook and N. To: Brunel Road	1-4m	Original stone surface has been overgrown by grass etc in places closer to Brunel Road	Path surface made of stone/grassy. Path sign posted.	Pedestrians Cyclists,	Improvement / Action 1: Improve surface, by getting rid of grass which has been going over stone surface close to Brunel Rd.	£ Cost to be identified.		✓	✓
32	Footpath	From: FP19a Shinfield SE and N. To: A33/M4 interchange.	2m	Good condition	Path surface made of tarmac. Path sign posted.	Pedestrians Cyclists.	Improvement / Action 1: No actions identified.				
33	Footpath	From: Peppard Road,	2-4m	A pedestrian gate at point G	Path surface is unimproved	Pedestrians	Improvement / Action 1: Investigate usage from	£5,000-£10,000		✓	✓

		<p>south of Balmore Drive WSW, NNW along the track to the rear of properties in Balmore Drive and across the recreation area. To: Rotherfield Way between properties 2 and 4.</p>			<p>(soil/turf) from Peppard Rd / Balmore Drive.</p> <p>Path goes from Rotherfield Way on stone then across grass then back onto stone/gravel. Path across recreation ground well used.</p> <p>Vegetation maintained.</p> <p>Fly tipping sign exists by Peppard Rd.</p> <p>Path sign posted.</p>		<p>Peppard Rd / Balmore Drive.</p> <p>Improvement / Action 2: Improve path surface from Peppard Rd / Balmore Drive to the bottom path leading to Rotherfield Way.</p> <p>Resistance from users is likely</p>				
36	Footpath	<p>From: The Holybrook at rear of property No 101 St Saviour's Road SW, W, S and E alongside Holybrook and N side of railway. To: Railway underpass</p>	2m	<p>Gates at points H and C and stiles at points D and G</p>	<p>Path surface is naturally grassy.</p> <p>Path sign posted.</p>	<p>Pedestrians Cyclists.</p>	<p>Improvement / Action 1: Following the heavy rain of the winter there is an area of the Holybrook bank that has been breached with a strong flow of water into the water meadows south of Coley. The flow of water is such that it constitutes a blockage of the footpath and is about two metres across. This</p>	£ Cost to be established.	✓		

							should be repaired so that the footpath can remain open all year.						
							Improvement / Action 2: There is a tree by the brook, that looks as though it could fall down, and bring the bank down with it. Suggest investigate tree stability.				✓		✓
37	Footpath	From: Recreation Road between Blagrave Nursery School and property No 12. To: Gratwicke Road adjacent to property No 1.	3m	Good condition	Path surface made of tarmac/gravel. Path sign posted.	Pedestrians Cyclists.	Improvement / Action 1: No actions identified.						
38	Footpath	From: Caversham Park Road opp its junction with Northbrook Road , ENE. To: FP22.		Good condition	Surface is natural. Vegetation well maintained. Path sign posted.	Pedestrians Cyclists,	Improvement / Action 1: No actions identified.						
39	Chalkhouse Green Lane Footpath	From: Peppard Road N of Rosehill House NW. To: Oxfordshire County Boundary	3m	Good condition	Path surface made of road planings. Path sign posted.	Pedestrians Cyclists.	Improvement / Action 1: No actions identified.						
40	Footpath	From: FP31 Reading at the southern end of the	2-3m	Handrail between Points C-D	Path surface made of gravel/stone and	Pedestrians Cyclists.	Improvement / Action 1: No actions identified.						

		driveway leading to Brunel Rd, E, SE, ENE, E, S and E. To: FP5 Reading at a point between the Railway and the Holy Brook grid.469437 171586.			natural. Path sign posted.						
41	Horseclose Path Footpath	From: Henley Road by property number 110 NNW. To: Chiltern Road between property number 111 and number 1 Cawsam Gardens.	2-3m	Two vehicular bollards at point B	Path surface is mostly tarmac. Vegetation maintained. Anti-social issues on path reported; fires started, litter, burglary, shouting, dog mess, peeping toms, etc. Dog litter bin and litter bin provided. Path sign posted.	Pedestrians Cyclists.	Improvement / Action 1: Investigate anti-social issues with Thames Valley Police. Improvement / Action 2: Investigate ways of solving anti-social issues. Improvement / Action 3: Implement solutions to anti-social behaviour. Improvement / Action 4: Investigate path usage, does it serve a purpose. Improvement / Action 5: Re-surface 5.	£60,000		✓	✓
42	Footpath	From: The track adjacent to Felton Way between properties 66 & 68 Chapel Hill. To:	1-2m	Good condition	Path surface made of concrete. Path sign posted.	Pedestrians Cyclists.	Improvement / Action 1: No actions identified.				

		Lower Elmstone Drive.									
43	Footpath	From: The NW boundary of property no.3 Hewett Close,SE,SW following bend of Hewett Ave. To: The boundary of property no.29 Hewett Ave,extending in width eastwards to Mapledurham Playing Fields boundary.	3m	Trees centrally located within the area BCDE	Path surface is naturally grassy. Path sign posted.	Pedestrians Cyclists.	Improvement / Action 1: No actions identified.				
44	Footpath	From: The bend in the south-eastern arm of Wensley Rd, SE and E across the old Allotment Gardens. To: Footpath 6A at The Brookmill.	3m	A gate shown at Point B on map attached to order	Path surface is naturally grassy. Path sign posted.	Pedestrians Cyclists.	Improvement / Action 1: No actions identified.				
45	Bridleway	From: The junction of Blagrove Lane with Upper Warren Avenue, SW, and W. To: Bridleway 20 Reading east of the County Boundary.	1-2m		Path surface is currently unimproved (soil and stones). Path sign posted.	Pedestrians Equestrians Cyclists.	Improvement / Action 1: Accessibility could be improved. Improvement / Action 2: Path could be enhanced.	Further investigation required.		✓	✓
46	Footpath	From: A bend in the track	2m		Path surface is soil and stones.	Pedestrians Cyclists.	Improvement / Action 1: Accessibility could be	Further investiga		✓	✓

		<p>approx.23 metres SW of the junction of Blagrave Lane with Upper Warren Ave., SW, WSW and SW.</p> <p>To: Bridleway 20 Reading opposite the track leading to Chazey Court Farm.</p>			<p>Path not suitable for those with mobility difficulties, very steep.</p> <p>Fly tipping sign exists at this location.</p> <p>Path sign posted.</p>		<p>improved.</p> <p>Improvement / Action 2: Path could be enhanced.</p>	<p>tion required.</p>			
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Appendix A

Users and their needs

Consultation

We have actively engaged with the community throughout the development of this plan. The feedback received has helped us refine this plan and ensure that it meets the needs of the local community and visitors.

This process has included a number of different public consultation meetings; with the Local Access Forum, Transport Users Forum, and local user groups, as detailed below.

Key organisations that have been consulted

Local Groups

- Local Area Access Forum and sub-groups;
- Cycle Liaison Group (Reading Cycle Campaign and Cyclists' Touring Club);
- Reading Tourist Board;
- Accessibility Forum;
- Oxfordshire County Council;
- Wokingham Borough Council;
- West Berkshire District Council.

Regional Groups

- Tourism South-East;
- Cultural Consortium South East;
- Regional Development Agency.

National Groups

- Natural England;
- The Department for Transport;
- Cyclists' Touring Club;
- Living Streets;
- Cycling England;
- Ramblers Association;
- British Waterways.

Specific Local Consultation

Local Access Forum

The Local Access Forum's membership consists of landowners and managers, local interest groups, network users and officers from Reading, Wokingham, and West Berkshire unitary authorities. This group has a key advisory role to play for Natural England and Local Authorities and have been involved in the development of Reading's Rights of Way Improvement Plan.

Local Access Forum mission statement:

'The function of the Forum is to provide independent, incisive, informed and influential advice on outdoor recreation issues to Reading Borough Council, West Berkshire Council and Wokingham District Council and to other bodies such as the Forestry Commission, Natural England and English Heritage.'

Three working groups have been established through the Forum to explore the following specific areas of work, sharing ideas and experience:

- Improving Rights of Way and access services provided by the three Councils;
- Educating users and landowners on public Rights of Way and access land issues;
- Access to the countryside for less mobile people.

In partnership, Reading, Wokingham and West Berkshire have held sub-group meetings, with Walkers, Cyclists, Equestrians, Landowners, Motorised Vehicle Users and Accessibility Groups.

Each group was asked about the use of the network, conflicts, promoting the network, user needs and management of the network, these comments have been considered and where appropriate incorporated into the plan.

The results of this consultation can be found throughout this plan.

Local Access Forum Sub-Group consultation

Key Rights of Way Stakeholders	Specific Stakeholder
Pedestrian Access	Ramblers Association
	Individuals
Cycle Access	Cyclists' Touring Club (CTC)
	Reading Off-Roaders
	Reading Cycle Campaign
	Individuals
Equestrian Access	Horse Riders
	Carriage Drivers
Access for those with Physical Difficulties	Reading Access Group
	Individuals
Motorised Users	4x4 Users
	Motorcycle Users
Land Owners	Reading University
	Individuals
	Local Authorities
Non-users	Transport Users Forum
Reading Borough Council	Parks and Leisure
	Sport Development
	Transport Strategy
	Corporate Strategy

Transport Users Forum

Our Transport Users Forum (TUF) provides regular opportunities to engage with a broad spectrum of local interest groups on transport policies and schemes, acting as a constant and valuable channel of communication. The TUF have been involved throughout the production of our LTP, and have been consulted on this plan.

Broad consultation: Reading Residents' Survey 2005

Every year the Residents Survey helps to inform the Council on how it is performing and is used by the local authority to outline possible areas for improvement. The 2005 survey results show two out of every three residents are satisfied with the Council's performance.

In addition to questions about the Council's services and the local area, the Council took this opportunity to ask residents about their lifestyles.

Specifically, respondents were asked how often they take part in physical exercise for 30 minutes or more. This might include activities such as gardening, walking, running, swimming or cycling.

Almost half of respondents (42%) stated that they exercise 'Almost Everyday', a quarter (25%) 'At Least Thrice A Week' and over a tenth (17%) 'About Once A Week'. This means that the vast majority of respondents (84%) undertake significant exercise at least once a week. Very few exercised less often than this (3% in total).

Respondents with a disability or infirmity reported taking such exercise less frequently than others. Respondents from any other black background are most likely to exercise almost everyday, whilst white Irish and any other Asian background are least likely.

The results of the Residents Survey are important to this plan in enabling us to target improvements and specific areas and groups, as identified later on in the Action Plan.

Understanding local needs, circumstances and opportunities

To ensure that local needs, circumstances and opportunities are fully understood, we have and will continue to participate in local forums.

The results from our consultation events have assisted in identifying local need. Most users of the rights of way network in Reading do so for leisure purposes, although walkers and cyclists were more likely to use the network to access employment opportunities.

Reading currently has a limited rights of way network, but local opportunities to improve or expand the network do exist. These opportunities exist through new developments (in particular Section 106 Agreements) and through the National Cycle Network, of which Reading has Routes 4, 5 and 23 (Route details provided later on).



Opportunities also exist to promote the current network further, linking to in the Health Agenda and our Sport Development Team, with the aim to expand the use of the rights of way network for new and current users.

We also consider it essential that all children get some outdoor recreation experience so that they can make their own decisions as

adults. This can be incorporated into their everyday routine, through schemes such as the School Travel Plan process that encourages more sustainable forms of travel such as walking and cycling; and can incorporate parts of the RoW network.

How the Rights of Way Network in Reading meets present need

During the consultation process it has been identified that the rights of way network is used for all purposes, whether to travel to work, to access shops, healthcare and for recreation. Most user groups agreed that they would use the network more if it were to be expanded.

For non-users the need is not necessarily that the network should be expanded, but that people should be made more aware that it exists, by better signage and publicity.

The following two sections detail the needs of users and non-users of the network, and what our consultation has identified as being important aspects of the network.

Consultation; the most important aspects for Rights of Way

The following table demonstrates what is important to user groups of the rights of way network.

Rights of Way Users:	Most important aspects for Rights of Way:	How can this plan help meet these aspects:
Pedestrians	Signage	RBC already has a comprehensive signage program, issues with signage from paths outside RBC boundaries. RBC to work with neighbouring authorities and to maintain its signage standards to a high level.
	Open routes	Keep routes open through vegetation maintenance and to ensure that developments or fly tipping don't compromise the network.
	Easy to use	Consider improving surface quality and publicity.
Cyclists	<i>Ease of access</i>	Consider improving surface quality and publicity.
	Sign posting	RBC already has a comprehensive signage program. Issues with signage from paths outside RBC boundaries. RBC to work with neighbouring authorities and to maintain its signage standards to a high level.
	More routes	Consider more routes being made available through new developments although future maintenance costs need to be considered carefully.

Equestrians	Safety	Delivery of education programmes / literature.
	Access - On and to route (incl. Parking)	Consider more detailed signing and publicity.
	Surface - especially bad in winter	Consider the need to upgrade surface quality or temporarily close routes to allow the surface to stabilize.
	Junctions and signage also pose difficulties for riders	Consider more detailed signing and publicity.
Mobility Groups	Safety	Delivery of education programmes / literature. Work with Thames Valley Police to try and enhance the safety network.
	Surface quality	Consider upgrading the surface quality.
	Information	Consider better publicity.
Land Owners	Ease of access	Consider improving surface quality and publicity.
	Byelaws can help	Consider using Byelaws.
	It would be encouraging if dead paths could be re-routed or taken off, in a less time consuming and costly manner. Especially, where the path goes through a yard or near buildings	Consider path usage, and where appropriate make changes.
	Rationalisation	Consider path usage, and where appropriate make changes.

Access to waterways

Reading has three rivers within its greater urban area, which are the Thames, the Kennet and the Loddon (although the River Loddon is not within Reading Borough Council's administrative boundary). We also have the Kennet and Avon Canal. Therefore, it's hardly surprising that the waterways and riverside activities are an important element of the Rights of Way Network; providing both significant links to the countryside and to neighbouring communities.

There are two smaller waterways, which are tributaries of the River Kennet. These are the Holybrook and the Foudry Brook. Both have some access via rights of way. The Holybrook in particular offers a route through the unspoilt Southcote Meadows within a very short distance of the urban area.

The whole length of the Thames towpath within Reading Borough forms a section of the Thames Path National Trail. The rights of way beside the River Thames between Reading Bridge and Caversham Bridge and extending both to the east and west are very popular with walkers and cyclists, both for commuting and for leisure use. However, there is no access to the north bank of the river where it passes into Oxfordshire both to the east and the west.

The River Kennet towpath is also used by cyclists and walkers for commuting and leisure purposes. However, the right of way stops at the fringe of the town centre, although other paths continue through to join the Thames towpath at Kennet Mouth. Most of the Kennet in the town centre is accessible via a network of paths, both rights of way and others, and these are nearly all popular routes.

South west of the town centre, the other bank of the Kennet, although mostly not a right of way, is only accessible on a permissive path through Waterloo Meadows, which forms a link in the National Cycle Network. The Holybrook is partly accessible by rights of way, but there is no complete waterside path to the Borough boundary.

The Foudry Brook also has some rights of way but for much of its length the only access, and its only connection to the Kennet towpath, is via a shared footway/cycle track beside the busy A33 dual carriageway. On the Green Park development two rights of way have been rerouted alongside the flood channel and across the lakes, which feed off the Foudry Brook. The development also has a network of waterside permissive paths.

The Emergency Services also have access to the rivers and canal at all times, which must be considered a high priority during maintenance.

Access to Parks and Leisure Facilities

The rights of way network has an important function to play in providing access to parks and leisure facilities.

Reading Borough Council is responsible for managing and maintaining Reading's parks and open spaces estate comprising of over 100 parks and playgrounds including about 5 miles of riverside and a growing number of children's playgrounds, teenager and ball games' areas and skate parks

We also look after a wide variety of land used for sports & other facilities including numerous football pitches, cricket pitches, bowls greens, and tennis courts. These facilities are managed with close liaison with various league clubs and the Sports Development Team.

'91% of people believe that parks and open space improve their quality of life'

CABE Space 2004

Reading has 20 woodlands, many are ancient and four of these are Local Nature Reserves. The Volunteer and 'Friends of' groups are especially active within these areas. Most of the parks have areas managed for nature conservation.

Suggested improvements to enhance access to parks and leisure facilities have been included in Reading's Open Spaces Strategy and also within the Action Plan of this document.

Where needs are concentrated

Because the Reading Area is relatively small current consultation has suggested that needs are not concentrated within one area. Needs are unique to each user group, however there are a few cross-boundary issues, except for a lack of information and abuse of the network which were highlighted as common issues.

Appendix B

Using the Rights of Way Network

Facilities / features that are valued

Each user group has their own individual reasons for valuing certain facilities and features of the right of way network. These reasons will be used to develop the network further to encourage its usage and to maintain its importance.

Rights of Way Users:	Valued Facilities / Features
Pedestrians	Clearly signed and easily walkable rights of way
	Seeing changing seasons, wildlife, fresh air, peace, exercise
	Social element of walking in group
Cyclists (Off-road)	To get away from cars
	To escape into the open countryside - Freedom
	Exercise and social exercise
	To have fun - as a group or individually
Equestrians	Freedom from traffic
	Safety
	Enjoyment of countryside - peace and quiet
	Exercising of horses in a pleasant environment
	Scenery/wildlife
	Challenge posed by riding in countryside - sense of achievement to get back safely
Mobility Groups	Freedom of choice (would ideally walk 20 miles a day, even if can actually only walk 10 yards)
	It is a main hobby and form of enjoyment
	It is of benefit to health
	Access to fishing
Land Owners	Users often report issues / problems - such as if there was a fire



Opportunities to use Rights of Way for exercise / recreation

The Rights of Way network provides good facilities for both exercise and recreation, whether the user wishes to travel by foot, cycle, etc.

The health sector, alongside Reading Borough Council is increasingly trying to promote exercise, to reduce both child and adult obesity rates, encouraging people into every day sports, like walking / cycling to and from work and for short journeys. It is on these

journeys that the Rights of Way network can be beneficial, whether people are using the network to access a facility or just for exercise.

As people become more health conscious the networks use should increase, it is therefore vital that the routes are well maintained, promoted and assessed to see whether the current network meets current and future demands and its possible change of use.

Access for all community members

Better Promotion

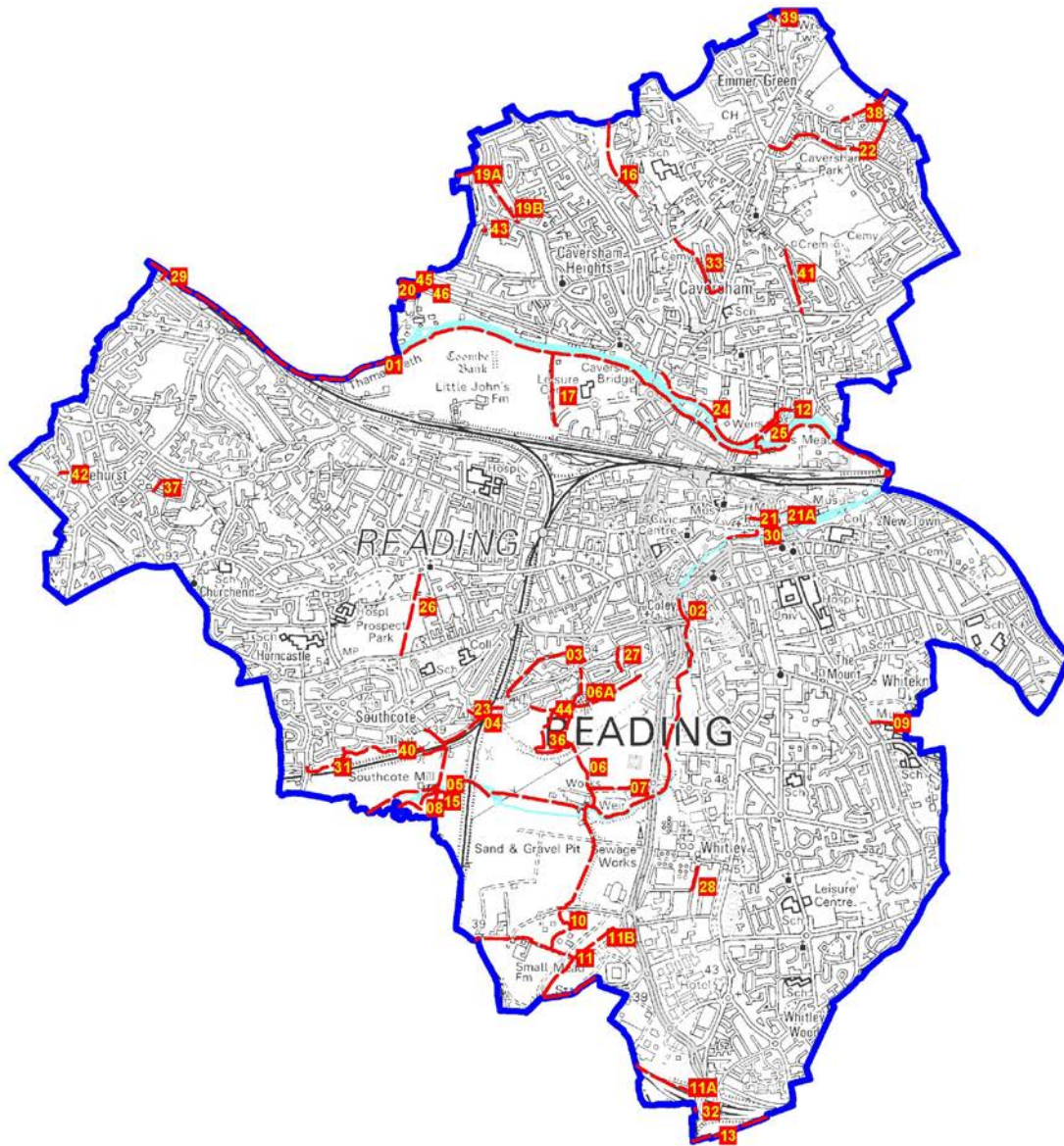
Promotion is an essential element of getting an increased use of the Rights of Way network. During the consultation process, user groups were asked how we should promote the network. These responses have been extremely useful, and are incorporated into the action plan, the most important action being to produce a useable RoW map.

Rights of Way Users:	How should we promote the network?
Pedestrians	Books enabling people to use paths with confidence.
	Meetings between Local Authorities and Walkers
	Up to date walking leaflets
	Promote published routes
	Promote new Explorer maps with access land shown
	Promote Public Rights of Way in schools. Show children how to read the free 1:25,000 maps that have been issued
	Send parish maps to all households via Royal Mail
	Links between Rights of Way were not always obvious unless person had a map. Promote circular routes based on hotspots such as Country Parks and the Thames Path
Cyclists (Off-roaders)	This group would not like to see the network promoted, as they believe this will cause more congestion on the routes, and impact on the quality and speed of the ride.
Equestrians	Clearer identification of routes available - creation of small, local, circular routes
	Make routes safer - some lone riders parked-up in certain remote areas, feel unsafe
	Education -general information, on websites, for example, about safe places to park up and ride
	Approach Parish Council with a view of producing leaflets showing bridleways in their area, including suitable rest places.
	More input from horse riders themselves via organisations such as British Horse Society. It was felt that horse riders must take some responsibility themselves
	Less discrimination against horse riders/carriage riders when it comes to information - disproportionate at moment - other users seeming to get input from Councils - Unfair
	More help needed from Highways - bad signage (in particular, wooden signs). Picture signage more favourable.


	Cut down on time it takes for these changes/additions to develop
Mobility Groups	Leaflets and media are considered the most effective. When ROW leaflets are produced, there should be an included element for disabled and less mobile users.
	All local newspapers should be encouraged to have articles
	Leaflets need to be circulated to doctors' surgeries
Land Owners	Education - educate people at an early age to understand right from wrong
	More information is needed - people don't understand the concept of right to roam
	Promotion of the network - use parish magazines, notice boards
	Codes of conduct - should be big, bold and pictorial (as not everyone can read), well distributed. Trail Riders have a code of conduct, which is good
	Good signing
	The estates could send a representative out to schools to educate the young
	Authority could produce literature for the landowners to hand out

A promotional strategy will be devised as part of our action plan, using local authorities resources, such as the internet, libraries and council publications to encourage new and existing users to use the network more frequently.

Current position



**Public Rights of Way
Location Plan**
Date: 16/03/2006 Scale at A4: Diagrammatic



Reading
BOROUGH COUNCIL

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Reference numbers indicate rights of way route number.

Appendix C

Estimated costs

Reading acknowledges government guidance that Local Authorities are encouraged to use voluntary means to secure improvements to the Rights of Way Network.

Detailed below are the costs anticipated:

Anticipated work:	Estimated Cost:	Funding from:
Staffing costs:		
Time.	Internal cost.	Funding from staff salaries budget.
Professional membership fees (Institute of Public Rights of Way Management).	£20 Admin £50 annual subscription.	Funding from Transport RoW budget.
Training.	Training sessions start at £50 up to £1000 per session.	Funding from staff training budget.
Maintenance costs - Statutory cost:		
Staff time.	Internal cost.	Funding from staff salaries budget.
Equipment (such as, safety gear / cutting equipment).	Overall maintenance budget of £3000 per annum, costs and work vary.	Parks and Leisure RoW budget.
Materials.	See above.	See above.
Publicity costs:		
Public notices - temporary / prominent closures / diversions.	£1000 per temporary / permanent closures / diversions.	This is a statutory cost, costs can be recovered from those proposing the closure/diversion or from the project (that is causing the closure/diversion) budget.
Maps.	£5000	Funding to be identified.
Leaflets.	£5000	Funding to be identified.
Website.	Internal cost - staff time	Funding from staff salaries budget.

Information on how these costs are to be met can be found in the chapter titled 'Adequacy of the Network' under the sub-section Future funding sources.

Further specific costs are identified in the 'Statement of Actions and Timescale' Table.

