



# Rights of Way Improvement Plan

2020 - 2030

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# Introduction and Executive Summary

The Public Rights of Way (PROW) network makes up 16% of the total highway network within Wokingham Borough Council, and is used by thousands of people, to get to school, to get to work, and to relax and enjoy the countryside. At its core it consists of the public footpaths, bridleways, restricted byways and byways, but it forms a crucial part of a wider network which includes public parks, suitable alternative natural greenspaces (SANGs), permitted routes, cycle routes and the wider highway network. The public rights of way network is free to all users regardless of age, race or gender and provides physical and mental health and wellbeing benefits to all.

Wokingham Borough Council has a duty under Section 60 of the Countryside and Rights of Way Act 2000 to prepare and update a Rights of Way Improvement Plan every 10 years. The review of the plan provides an opportunity to re-assess and re-align our strategy and priorities for the management and improvement of the network.

The 2010-2020 ROWIP delivered a number of improvements to the PROW network, during a challenging financial climate. The Rights of Way Improvement Plan for 2020-2030 builds on this work and takes it further, verifying and clarifying the needs of the public 10 years on and developing a revised suite of 84 actions to meet these needs, based on 6 broad headings:

<i>Improving information</i>	<i>Creating new links</i>	<i>Encouraging use of the network</i>	<i>Access for all</i>	<i>Look after the network</i>	<i>Planning for the future</i>
<ul style="list-style-type: none"><li>• Deliver and maintain an up to date legal record of PROW, expand and improve the information available to the public online and assist others to do the same and promote more routes</li></ul>	<ul style="list-style-type: none"><li>• Create more routes between towns and villages, fill gaps in the network for walking, cycling and horse riding &amp; create more circular routes</li></ul>	<ul style="list-style-type: none"><li>• Encourage use of the network for sustainable transport and fitness, increase confidence for people using PROWs and reduce conflict between users</li></ul>	<ul style="list-style-type: none"><li>• Develop more accessible paths and improve structures to cater for users with restricted mobility</li></ul>	<ul style="list-style-type: none"><li>• Improve the surfacing of paths and reduce river side damage, manage vegetation and enforcement issues, seek improvements such as street lighting in certain areas and work in partnership with other organisations.</li></ul>	<ul style="list-style-type: none"><li>• Make sure that the network is considered as part of the planning process, secure funds for improvement and enhancing the network and ensure future developments do not cause problems for the network.</li></ul>

The plan assesses the extent to which the public rights of way network meets the needs of the public now, and in the future in providing opportunities for exercise, leisure and open air recreation, delivers safe and active travel options and contributes to sustainable development and to a healthier, inclusive community

These actions are informed by research, spatial analysis of the network and - crucially - consultation with stakeholders to define where we should be heading. It identifies the gaps in the network for walkers, cyclists, horse riders and motor users providing a framework for assessing priorities and directing efforts to achieve the maximum benefit for the public.

It addresses the current deficiencies in the network and ways to encourage increased use of the network for sustainable travel, leisure and health. It links and feeds into existing Council strategies and policies, and identifies where there is synergy and common goals.

As well as being strategic in nature, specific details have been captured as part of the process of creating the plan. These have been recorded and mapped so that they can form part of the overall solutions to be implemented over the course of the plan and be shared across the Council to maximise opportunities for improvement.



# The Rights of Way Improvement Plan process

The process of reviewing and creating this revised plan is as follows:

## *Stage 1 – Review and undertake a new assessment of need*

A review of the existing assessment of need was conducted in March – May 2019, with a consultation with all WBC Councillors, Parish Councils, user groups, local residents, tourist organisations, neighbouring local authorities and other stakeholders in April 2019.

A review of all current strategic plans was also conducted to ensure that the revised plan feeds into the wider Council objectives.

## *Stage 2 – Review and update the statement of action*

The results of the review and assessment of need fed into the review and update of the existing statement of action, forming the Wokingham Borough Council Draft Revised Rights of Way Improvement Plan 2020/2030

## *Stage 3 – Publish a draft revised Rights of Way Improvement Plan*

Following approval of the draft plan it was published for a statutory 12-week consultation between 4<sup>th</sup> July and 26<sup>th</sup> September 2019. The results of the consultation were analysed and fed into the final Wokingham Borough Council Rights of Way Improvement Plan 2020/2030

## *Stage 4 – Adopt and publish a new Rights of Way Improvement Plan 2020-2030*

The final plan Wokingham Borough Council Rights of Way Improvement Plan 2020/2030 was adopted on 26th March 2020.

## Review of the ROWIP 2010

The Rights of Way Improvement Plan published in 2010 was based upon an assessment of the current and future needs of the public. This was gathered primarily by a public consultation, questionnaire, and parish council and user group focus groups. A summary of the assessment is below:

**Use of the network:** Public rights of way are used more frequently than other countryside attractions. The top 4 majority uses was identified as walking, then cycling, dog walking and running. The network is also used by horse riding, motorcycling, 4x4 driving and carriage driving.

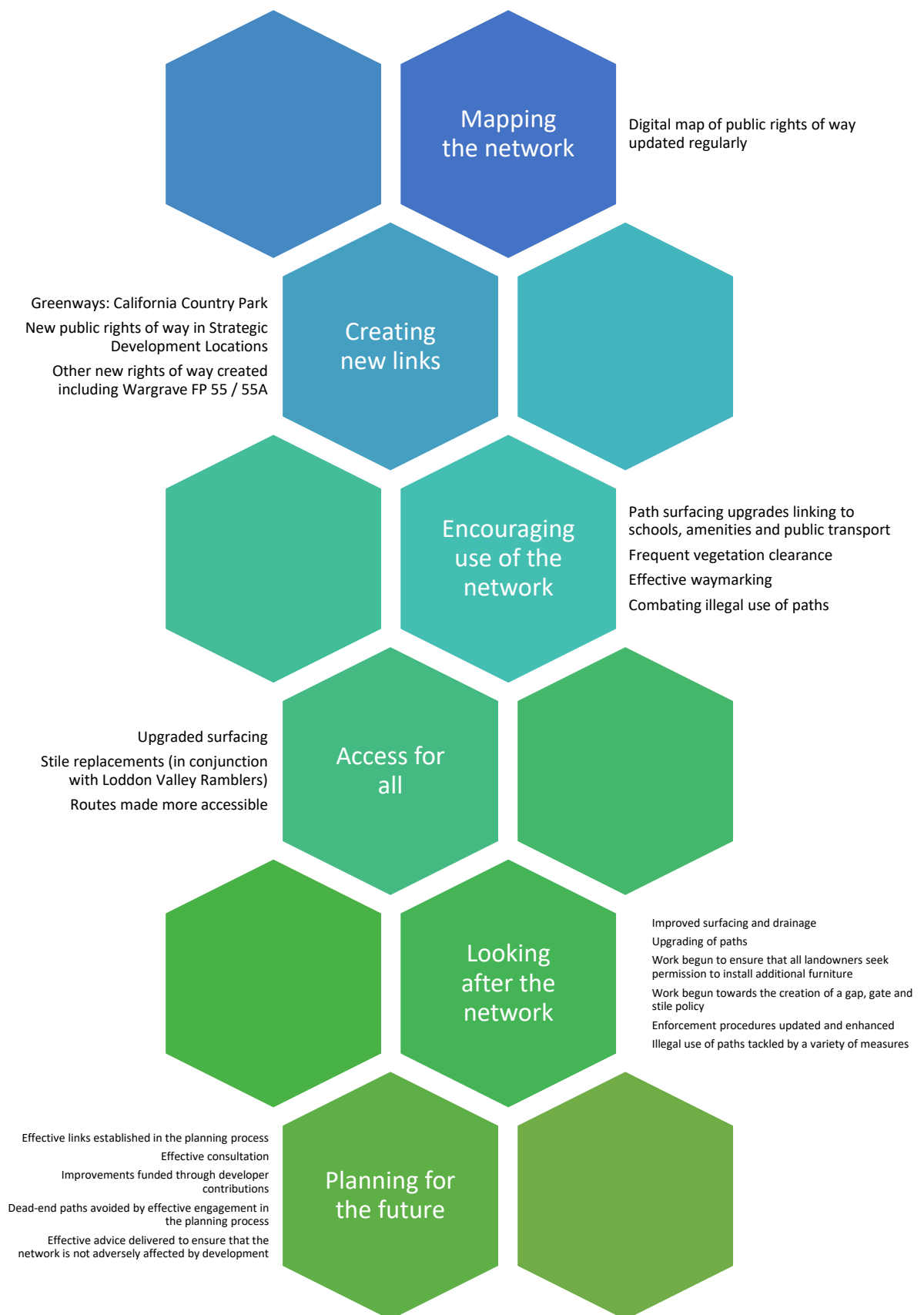
### **Key themes identified in 2010 plan:**

- Improved information
- Improved accessibility for wheelchairs and pushchairs (gap, gate stile policy)
- Seasonal restrictions on some byways
- Continuing maintenance of PROWs
- Linking up paths/creating circular routes for walkers, cyclists and horse riders
- Reducing personal safety concerns

### **Main improvements sought:**

- Guided walks
- Improved accessibility for wheelchairs, including specific information, toilets and parking
- Better signage, surfacing and information about existing routes
- Restriction of motor vehicles on vulnerable byways
- More off-road paths to link the network, particularly where network is fragmented
- More routes and links for pedestrians, horses and cyclists including circular routes
- More byway routes for motor vehicle users
- Better communication and engagement with landowners
- Improved information provision about routes with poor surface conditions
- Links to PROW network from public transport, links from urban areas to the countryside
- Specific route suggestions

## Achievements from the 2010 ROWIP



# Strategic policy context

The importance of the PROW network, the countryside, riverside and publicly accessible green space is recognised in many national and local strategies and is afforded strong protection in law. An estimated 4000 individual statutes, regulations and judgements have a direct relevance to its protection, use and development.

Due to the wide variety of uses of the PROW network by the public, the ROWIP directly contributes to the delivery of many Wokingham Borough Council policies and strategies. The diagram below shows the policies and strategies that share common objectives with the ROWIP. A more detailed analysis of the policy context is included in 'Appendix 1: WBC overarching policy and strategy context'.



### *Local Cycling and Walking Infrastructure Plan (LCWIP)*

In addition to the strategies outlined above the Council is also in the process of developing the Local Cycling and Walking Infrastructure Plan. This plan will identify cycling and walking improvements required for the Borough over a 10-year period to increase the number of trips made on foot or by cycle. There are a number of common goals between the ROWIP and the LCWIP and the actions detailed in this plan will link into the LCWIP.

### *Wokingham Greenways Strategy Plan*

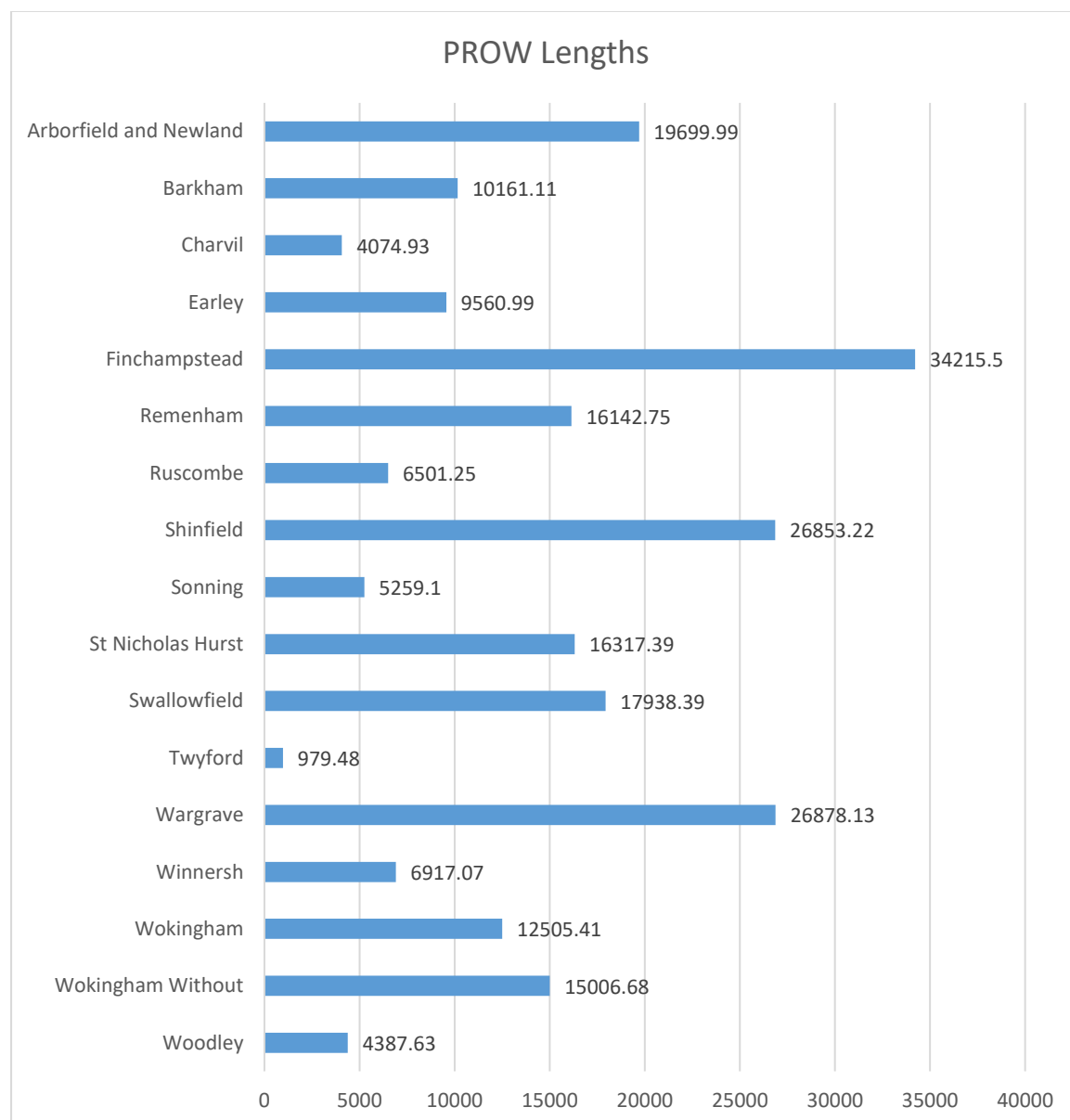
Wokingham Borough Council's aspiration is to have Greenways (which are continuous generally traffic-free multi user routes) linking the major Strategic Development Locations (SDL's) in the borough (Arborfield Garrison, Shinfield, North Wokingham and South Wokingham) to each other and also to the existing communities and places of interest/employment. Linked to the Core Strategy (CP10 policy CP10 items 20 and 21 and SDL policies CP18-21), Greenways has also been highlighted in ROWIP 2020-30, Local Transport Plan and LCWIP (in progress). (Appendix 5: Wokingham Greenways Strategy Plan)



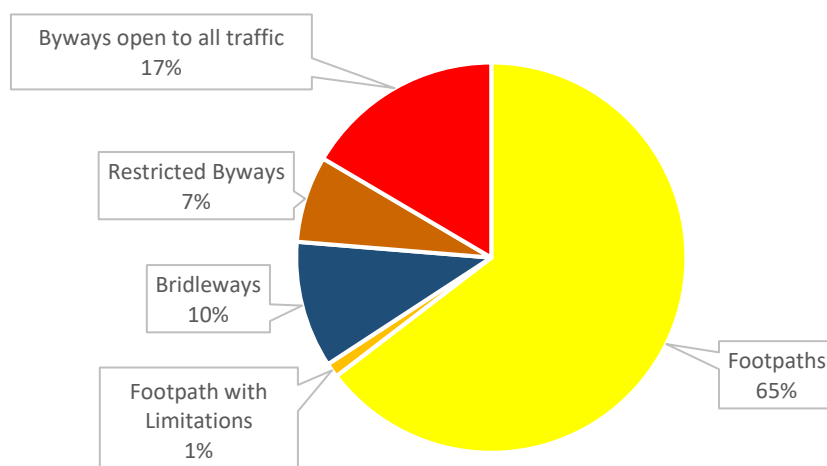
# Analysis of current provision, spatial data and future demand

## The existing public rights of way network

The Wokingham Borough Council Public Rights of Way network consists of some 233km of paths, which represents 15% of the total highway network within the Borough. The network is split between 17 parishes/administrative areas:



Percentage of rights of way by type



Full details for each parish can be seen in the table below:

Parish	Footpath (m)	Footpath with limitations (m)	Bridleway (m)	Restricted Byway (m)	Byway (m)	Total (m)
Arborfield and Newland	9073.85	0.00	657.60	0.00	9968.54	19699.99
Barkham	3324.15	0.00	4485.70	0.00	2351.26	10161.11
Charvil	4074.93	0.00	0.00	0.00	0.00	4074.93
Earley	9551.93	0.00	39.06	0.00	0.00	9590.99
Finchampstead	19642.81	0.00	5377.47	6222.26	2972.96	34215.50
Remenham	13349.73	2793.02	0.00	0.00	0.00	16142.75
Ruscombe	2826.57	0.00	3674.68	0.00	0.00	6501.25
Shinfield	18792.16	0.00	2647.27	543.29	4870.50	26853.22
Sonning	3965.22	0.00	0.00	0.00	1293.88	5259.10
St Nicholas Hurst	12309.42	0.00	1478.67	0.00	2529.30	16317.39
Swallowfield	9176.47	0.00	2271.35	0.00	6490.57	17938.39
Twyford	979.48	0.00	0.00	0.00	0.00	979.48
Wargrave	17364.75	0.00	1228.76	8284.62	0.00	26878.13
Winnersh	3468.10	0.00	1088.12	680.27	1680.58	6917.07
Wokingham	10090.32	0.00	0.00	1022.96	1392.13	12505.41
Wokingham Without	9981.78	0.00	0.00	0.00	5024.90	15006.68
Woodley	2829.77	0.00	1557.86	0.00	0.00	4387.63
<b>Totals</b>	<b>150801.44</b>	<b>2793.02</b>	<b>24506.54</b>	<b>16753.40</b>	<b>38574.62</b>	<b>233429.02</b>

The majority of the network (64.5%) consists of public footpaths, however there exists a significant percentage of byways (16.5%) compared to the other “higher rights” paths, which pose particular challenges and opportunities for the management and improvement of the network.

## Significant ongoing projects

Since the development of the 2010 Rights of Way Improvement Plan there have been a number of significant projects that have started and will continue through in the revised Rights of Way Improvement Plan 2020/2030.

## Greenways and Loddon Long Distance Path

The Greenways Project includes the strategic network of multi-user paths that connects the Strategic Development Locations to the existing settlements as well as linking sites of historic interest and recreational value and provide a continuous traffic free routes in the Borough. The Greenways Project may include existing Public Footpaths, Byways, restricted byways, Bridleways as well as identification of new greenways which when connected will deliver a comprehensive and connected series of traffic free routes for pedestrians, cyclists and potentially equestrian users away from the main roads.

The Greenways Project also includes River Loddon Long Distance Path (LDP) that links the Thames Valley Path in the north of the borough in Wargrave to the Blackwater Valley Path in the South of the borough in Swallowfield.

This internal network of Greenways to extend beyond the Public footpaths to public green space, and point of interest in Wokingham borough. WBC will continue discussions with private land owners with regards to the acceptability of providing a route through land not owned by WBC. Should these discussions prove successful, further route assessments can be completed and details of the preferred route can be finalised.

### **Strategic Context:**

Greenways are referred to in Appendix 7 of the Core Strategy and are captured in policy CP10 items 20 and 21 and SDL policies CP18-21, and the Council will include reference to Greenways in the Local Plan Update due for adoption in 2020. Greenways are also included in the Local Plan Update as well as within the Rights of Way Improvement Plan 2020/2030.

The Greenways Strategy and implementation plan is detailed out in 'Appendix 5: Greenways Project'

### **Scope of Greenways Project:**

- Stage 1 Greenways network is an SDL-focused network to satisfy the requirements of the current Core Strategy to deliver the traffic free commuting and leisure routes connecting the existing and new settlements and point of interest.
- The Project will link with and align to additional greenways and paths proposed to improve the connectivity within the Borough and to adjoining boroughs, For example: River Loddon Path project, 'Wokingham Wheel' project, An Urban Network, My Journey Project.

### **Greenways Project Objectives:**

The key objectives of the project are detailed in the table below.

<b>Objective Number</b>	<b>Project Objectives</b>
GW1	To deliver sustainable transport network in accordance with the Council's vision that aim to provide traffic free commuting and leisure routes connecting new Strategic Development locations with the existing settlements.
GW2	To deliver the Project to High Quality, Cost and Time.
GW3	To help achieve WBC policies such as Sustainable Community Strategy and Local Development framework, Core Strategy (CP10), Local Transport Plan, Active Travel Strategy

<b>The Greenways Network:</b>		
<b>Route Name</b>	<b>Description</b>	<b>Length (km)</b>
Route A	South of M4 SDL - Arborfield - Barkham	5.5
Route B	Arborfield SDL - Barkham - Wokingham	7.6
Route D	Arborfield SDL – Barkham – South Wokingham SDL - Wokingham	7.0
Route E	River Loddon – Arborfield	2.1
Route F	Arborfield – Arborfield SDL	4.0
Route I	Arborfield SDL - Finchamstead	1.9
Route J	Arborfield SDL – Blackwater Valley	2.9
Route K	Arborfield Cross	2.5

<b>River Loddon LDP</b>		
<b>Route Name</b>	<b>Description</b>	<b>Length (km)</b>
LDP Section A	Blackwater Valley Path, Swallowfield to A327 Reading Road	6.8
LDP Section B	A327 Reading Road to Showcase Cinema, Winnersh	8.42
LDP Section C	Showcase Cinema, Winnersh to Waggon & Horses Pub, Twyford	6.55
LDP Section D	Waggon & Horses Pub, Twyford to River Thames	8.84

## Byway resurfacing programme

As detailed above, the Wokingham Borough rights of way network has a significant number of byways compared to other similar authorities. A lot of these byways serve as the main entrances to residential properties. This can change the maintenance needs for these byways where the main use is by motor vehicles.

In light of this the Council has an ongoing project to upgrade the surface of these byways to cater for this use, providing a sealed surface. This project is separate to the normal 'day-to-day' maintenance of unsealed byways. It is based on a priority list developed taking into account a range of criteria including surface condition, level of use by vehicles vs other users, strategic location and historic level of complaints.



## Market research & stakeholder engagement

The consultation on the existing assessment of need showed that the existing assessment remains on the whole a valid assessment of the public need. The feedback identified the following themes, categorised into three broad headings:

### Improved Information

- Improved signage and information
- Development of guided routes

### Maintenance and management of existing routes

- Increased accessibility for more vulnerable users
- Improved maintenance
- Improved surfacing
- Improved enforcement procedures
- Managing vehicle use on byways
- Improved partnership working

### New and improved routes

- Filling gaps in the network
- Development of long distance routes
- Increased circular routes
- Increased off-road cycle routes / Greenways
- Improved integration with wider highway network
- Cross-boundary improvements

These themes above match closely with those identified in 2010, and accordingly many of the associated actions remain current and valid. These actions have been updated and retained for the revised 2020/2030 ROWIP action plan.

A complete analysis of the consultation responses for the Draft ROWIP is included in 'Appendix 2: Report on the Draft Rights of Way Improvement Plan Consultation'.

As part of the consultation a number of specific routes have been suggested, along with a revision of the routes previously identified in light of developments and changes in demand since the 2010 ROWIP. These have been incorporated in 'Appendix 4: Proposed New Routes and changes to existing routes'

## Fragmentation of the network

The feedback from the assessment of need consultation has highlighted that the fragmentation of the network remains one of the main barriers for use, and a key area to focus on for the improvement of the network over the life of the plan.

Spatial analysis of the network has identified various key areas to focus on where there are large gaps in the network for access for different user groups as follows and allows us to prioritise efforts to improve access in these areas where they will be the most beneficial to the public as a whole.

The maps of these areas are included in 'Appendix 3: Network Fragmentation analysis'. They identify focus areas on gaps in the network in general, and from the viewpoint of different user groups based on current and future needs.

## Impact of new technology on ROWIP

Since the publication of the last ROWIP in 2010 there have been considerable improvements in technology which has changed the way that members of the public prefer to access information. In particular the demand for more traditional publications such as paper leaflets and maps has declined in favour of on-demand information such as GPS enabled maps, however there is still some demand for paper format information.

This increase in the uptake of technology services has also opened up more many more opportunities to be able to provide information tailored to individual need, for example enabling a person to know what where they can walk based on their own ability or in their own vicinity, or knowing in advance what type of structures they may encounter, or even the type of footwear they may need. It also presents opportunities to provide improved facilities for other users who may have difficulty accessing the network, for example visually impaired users.

# Delivery Plan and Statement of Actions

This section details the actions that WBC aims to achieve as a result of the 2020/2030 ROWIP. The Statement of Action consists of a revision of the 2010 actions, with alterations and additions made in light of the 2019 assessment of need and the draft ROWIP consultation. For continuity the actions are labelled as Statements of Action (SOA) numbered from 1 through to 6 corresponding to the 2010 plan. Each item has been analysed as follows:

## *Action*

This details the specific action(s) proposed to address the identified objective

## *Monitoring – how will progress be monitored?*

The progress on the implementation of the plan will be reported on an annual basis via a Rights of Way Improvement Plan Progress Report. This will detail progress against all targets and will also include the new proposed path suggestions included in Appendix 4. Where appropriate additional monitoring plans are included for specific ROWIP actions, these are detailed in the table below.

## *Timescale*

The actions are classified as follows:

- Short term (1 to 3 years)
- Medium term (3 to 7 years)
- Long term (7 to 10 years)

## *Resources – what resources are needed in order to achieve the aim?*

The resources needed for each item are classified as follows:

- Deliverable within existing resources
- Low – up to £5,000
- Medium - £5,000 - £50,000
- High – over £50,000

Actions will only be undertaken when the opportunity, funds and resources become available.

## *Partnerships – what partnerships are required in order to achieve the aim?*

The Council aims to work in partnership as much as possible in order to achieve the aims of the plan. Where specific groups and teams are known these have been listed in the table for that particular objective.

## *Strategic Links*

This section details where actions link to the other policies identified in the strategic policy context analysis.

Core Strategy (CS)  
Managing Development Delivery Local Plan 2014-2026 (MDD)  
Local Plan Update (LPU)  
Local Transport Plan 2011-2026 (LTP)  
Active Travel Plan 2011-2026 (ATP)  
Joint Strategic Needs Assessment (JSNA) and the Joint Health and Wellbeing Strategy (JHWS)  
Sustainable Environment Strategy (SES)  
Local Cycling and Walking Infrastructure Plan (LCWIP)  
Greenways Strategy Plan (Greenways)

## Statement of Action 1: Improving information

One of the main barriers for people identified in the assessment of need was the provision of information, both as part of the formal legal record, and also by providing additional information to enable people to use the network. The actions take into account the changing demand for information in different formats to the traditional leaflet, seeking to provide information in the most appropriate form for the target audience.

WBC has a legal duty to maintain an up to date definitive map and statement (DMS) for the borough. WBC's DMS was last updated in 2000 and there have since been several modifications which need to be added to both documents. It is also important that applications for path creations, diversions or extinguishments (known as Definitive Map Modification Order (DMMO) and Public Path Order (PPO) applications) are prioritised and efficiently processed and subsequent changes then added to the DMS.

Objective		Action	Timescale	Resources	Partnerships	Strategic links
1.1 Deliver an up to date Definitive Map and Statement (DMS)	(a)	Consolidate and republish the DMS at least every 5 years	Short term	Existing		
	(b)	Update and maintain the web-based interactive map of public rights of way	Ongoing	Low		ATP / Obj 4
	(c)	Process DMMO and PPO applications efficiently. Monitor time taken to determine DMMOs and PPOs via annual report	Ongoing	Existing		
1.2 Enable the PROW network to be included modern navigation apps		Include public rights of way data is included in the National Street Gazetteer (NSG)	Short – Medium term	Existing	WBC Highways Geoplace	ATP / Obj 4
1.3 Improve public rights of way network information	(a)	Produce a mobile accessible web based map of the WBC public rights of way network including permitted paths and off-road urban paths	Short term	Existing		ATP / Obj 4
	(b)	Develop and promote circular routes utilising the existing network and new routes as required <i>[links with SOA 2.3]</i>	Ongoing	Low-Medium	WBC Communications Parish & Town Councils	JSNA JHWS / Aim 1

					MWBLAF LVR BHS	
	(c)	Provide information in formats that allow easy printing at home for people to take with them, and to provide printed maps and leaflets where appropriate.	Short term	Existing		
	(d)	Develop a path numbering system for permitted paths and ensure that they are included as part of the available path maps for users	Short term	Existing	Parish & Town Councils	
	(e)	Develop a communications programme to promote public rights of way, and to educate users on responsible use of the Countryside	Short-Long term	Low	WBC Communications WBC Schools Parish & Town Councils MWBLAF LVR BHS	
<b>1.4</b> Improve information available for users with restricted mobility, cyclists and motor vehicle users	(a)	Survey and record all existing path furniture / structures/surfaces on the network	Short – Medium term	Low	LVR Disabled Ramblers Disabled user groups	
	(b)	Produce mobile accessible interactive web based maps including information about furniture and surfaces.	Short— Medium term	Low		LTP / AT3 JHWS / Aim 1
<b>1.5</b> Encourage use of the network by the elderly by providing tailored information		Produce a tailored app to encourage elderly people to access the public rights of way and wider path network via Smart Cities challenge	Medium term	Medium	WBC Adult Services	JSNA JHWS / Aim 1 LTP / AT3



<b>1.6</b> Encourage use of the network by minority groups and groups unfamiliar with the network	(a)	Provide basic level information about the rights of way network, including information about what to expect, suitable clothing, maps etc.	Short – Medium term	Existing		JSNA JHWS / Aim 1 LTP / AT3
	(b)	Produce information in different languages	Short term	Low	WBC Communications	JSNA JHWS / Aim 1
<b>1.7</b> Improve signage along the network		Produce destination signage in strategic areas to facilitate use of the network for travelling to work / school / shops etc.	Short – medium term	Low - Medium	WBC Adult Services Parish & Town Councils	LPU / C3 ATP / Obj 1 & 4 JSNA JHWS / Aim 1 SES / Priority 2
<b>1.8</b> Assist other groups in promoting the network and developing PROW information		Seek to assist Parish Councils and other groups in developing public rights of way maps and other information	Short-Medium term	Low	Parish & Town Councils	

## Statement of Action 2: Creating new links

From the consultation it can be seen that there is a priority to create circular routes, long distance routes and utility routes linking strategic locations. The fragmentation analysis included in Appendix 3 highlights the particular areas to focus on for filling gaps in the network; WBC aims to identify these gaps and then conduct feasibility studies for creating new paths. Paths will be prioritised for creation by their contribution to fulfilling the objectives of the ROWIP and the wider strategic objectives. Creating new paths can be a long and expensive process; therefore opportunities to extend the network through the planning process will be investigated, as well as through liaison with landowners.

Objective	Action	Timescale	Resources	Partnerships	Strategic links
<b>2.1</b> To develop off road routes to link major development areas and to link towns and villages	(a) Develop and implement the Greenways network (Appendix 5)	Medium term	High		CS / A7.7 CS / A7.35 CS / A7.47 LPU LTP / AT1 ATP / Obj 1-4 JSNA / Priority 1 JHWS / Aim 1 SES Priority 2 Greenways LCWIP
	(b) Develop and implement the Loddon Valley Long Distance Walk (Appendix 5)	Long term	High		JSNA / Priority 1 JHWS / Aim 1 MDD / CC03 LPU / C8 Greenways LCWIP
	(c) Develop more multi-use paths to link towns and villages, utilising the existing network and new routes as required	Med-Long term	Medium-High		LPU LTP / AT1 ATP / Obj 1-4 JSNA / Priority 1 JHWS / Aim 1 SES Priority 2 LCWIP

<b>2.2</b> To develop a better joined-up PROW network	(a)	Conduct feasibility studies on proposed new paths, based on identified priorities (Appendix 4)	Short – Medium term	Existing	Parish & Town Councils LVR MWBLAF	
	(b)	Seek to create new routes to join up the gaps in the network for walkers, cyclists, horse riders, motor cycles and motor vehicles.	Med-Long term	Med-High		LPU LTP / AT1 & 2 ATP / Obj 2 LCWIP
	(c)	Seek to create new routes to join up the gaps in the network near to schools, amenities, green spaces and public transport	Short term	Med-High		LPU LTP / AT1 LTP / AT2 ATP / Obj 3 LCWIP
	(d)	Assess fragmentation of network between local authority areas and liaise with neighbouring authorities to create new paths to increase cross-border connectivity	Short-medium term	Med-High	MWBLAF	
	(e)	Identify and utilise opportunities to create new paths as part of new developments and also through liaising with landowners	Ongoing	Existing		Core Strategy MDD / CC03 LPU
	(f)	Develop new links between existing public rights of way by utilising the verges within the wider highway network where feasible.	Short-medium term	Low	WBC Highways Parish & Town Councils Disabled groups MWBLAF LVR BHS	
	(g)	Engage with local user groups and assess the fragmentation of network for motor cycle and motor vehicle use and identify potential improvements and priority areas	Short term	Existing	Parish & Town Councils Motor vehicle groups	

<b>2.3</b> To develop additional circular routes	(a)	Identify opportunities for the creation of circular routes for walkers, cyclists, horse riders, motor cycle and motor vehicle users	Short-term	Existing	Parish & Town Councils MWBLAF LVR BHS	
	(b)	Prioritise and develop new circular routes based on opportunities	Med-Long term	Medium		LTP / AT1 - 3 LCWIP

## Statement of Action 3: Encourage use of the public rights of way network

Objective		Action	Timescale	Resources	Partnerships	Strategic links
<b>3.1</b> Encourage use of sustainable transport to work / school	(a)	Develop improved information and publications aimed at encouraging transport to work/schools using the rights of way network	Short-medium term	Low	WBC MyJourney WBC Communications	ATP – Obj 4 JSNA JHWS / Aim 1
	(b)	Identify and utilise opportunities in the planning process to create new paths or upgrade surfacing of existing paths that are near to schools, amenities and public transport	Short-medium term	Existing		Core Strategy MDD CC03 LPU
	(c)	Carry out more frequent vegetation clearance on PROWs that are near to schools, train stations and bus stops. Monitor level of complaints via annual report.	Ongoing	Existing		ATP / Obj 2
	(d)	Produce destination signage in strategic areas to facilitate utilitarian use of the network (for example travelling to work / school / shops)	Short – medium term	Low - Medium	WBC Adult Services Parish & Town Councils	LPU / C3 ATP / Obj 4 JSNA JHWS / Aim 1 SES / Priority 2
<b>3.2</b> Increase confidence using the rights of way network	(a)	Improve way marking on popular routes	Short term	Low-Medium		LPU / C3
	(b)	Review existing signage and look to install more detailed signage information, for example destination signage where appropriate.	Short-medium term	Low-Medium		LPU / C3 JSNA JHWS / Aim 1 LCWIP
	(c)	Develop guided walks	Medium term	Low	Parish & Town Councils	JSNA JHWS / Aim 1



					WBC Countryside Service LVR MWBLAF	
	(d)	Identify key locations and where possible seek to improve road crossings where paths cross busy roads	Med-Long term	Medium-High	WBC Highways Parish & Town Councils Disabled groups LVR MWBLAF	LTP / AT1 ATP / Obj 2 & 4 SES / Priority 2 LCWIP
	(e)	Where possible seek to improve the interaction between the rights of way network and the wider highways network by making adjustments (for example improved road signage or implementing speed limitations)	Med-Long term	Low – Medium	WBC Highways	LTP / AT1 ATP / Obj 2 & 4 SES / Priority 2 LCWIP
<b>3.3</b> Reduce conflict between users	(a)	Ensure signage is clear and that new paths are wide enough to accommodate all users	Ongoing	Existing		LPU / C3 LTP / AT2 & 3
	(b)	Identify problem areas and work with police, local communities and parish councils to reduce illegal use of paths. Monitor level of complaints regarding conflict and illegal use via annual report	Ongoing	Low	Police, local communities, Parish & Town Councils	
	(c)	Seek to provide segregation of motorised and non-motorised traffic where possible and appropriate. Monitor level of complaints regarding shared use along byways via annual report	Ongoing	Low-Medium	Police, local communities, Parish & Town Councils	
<b>3.4</b> Encourage more people to use the PROW network to improve fitness	(a)	Increase promotion of Wokingham Borough Health Walks Scheme in health centres	Medium term	Existing	PCT, Wokingham Borough Health Walks Scheme, Sports Development Unit, Grant bodies	JSNA JHWS / Aim 1 LTP / AT2

	(b)	Create new Health Walks routes and information	Short-medium term	Low		JSNA JHWS / Aim 1 LTP / AT2
	(c)	Provide PROW information tailored for sports centres and for fitness	Short-medium term	Low		JSNA

## Statement of Action 4: Access for all

One of the key aims of the ROWIP is to identify ways to improve access on public rights of way for those with visual or mobility impairments. The Equalities Act 2010 requires “reasonable adjustments” to be made by public bodies to enable disabled people to make use of the PROW network. WBC will aim to improve the accessibility of green areas and public rights of way where possible.

Objective	Action	Timescale	Resources	Partnerships	Strategic links
<b>4.1</b> To develop a network of paths for utilitarian and leisure use suitable for people of restricted mobility, visually impaired and other vulnerable groups	(a) Engage with local user groups and assess the fragmentation of network for mobility restricted users, visually impaired users and other vulnerable groups and identify potential improvements and priority areas	Short term	Existing	Parish & Town Councils Disability groups LVR	
	(b) Develop and promote network of routes based on identified priorities and improvements, utilising existing network and new paths as required.	Med-Long term	Medium		CS / CP2 CS / CP3 CS / CP6 MDD / CC03 LPU / C8 LTP / AT3 JSNA / Priority 1 JHWS / Aim 1 SES / Priority 2
	(c) Ensure, as far as possible, that all new routes are constructed to be suitable for use by mobility restricted and visually impaired users	Ongoing	Existing		CS / CP2 MDD / CC03 LTP – AT3 JSNA JHWS / Aim 1 LCWIP
<b>4.2</b> Improve surfacing on high-use paths	(a) Identify and prioritise high use paths and possible funding sources	Short-Medium term	Existing		
	(b) Develop a programme to resurface high use paths	Short-Medium term	High	WBC Highways	LTP / AT2 & 3 ATP / Obj 2 SES / Priority 2 LCWIP

<b>4.3</b> Upgrade or improve bridges to cater for users with restricted mobility	(a)	Identify high-use bridges, works needed and possible funding sources.	Short-term	High		
	(b)	Develop a programme to replace bridges to enable greater accessibility	Short-medium term	High		JSNA LTP / AT3 ATP / Obj 4
	(c)	Seek to improve bridges to accommodate users with restricted mobility as part of the planning process	Ongoing	Existing	WBC Development Management	CS / CP2 MDD / CC03 JSNA SES / Priority 2
<b>4.4</b> Replace non-accessible structures on the network with more accessible options	(a)	Develop a Stiles and Gates policy for all new structures on public rights of way, in line with BS5709:2018	Short-term	Existing		
	(b)	Continue and develop existing programme in partnership with user groups and volunteer groups to replace stiles and inaccessible gates with more accessible structures, including providing grants and other financing where resources allow.	Short-medium term	Low	LVR BHS	JSNA LTP / AT2 ATP / Obj 2 & 4
	(c)	Develop new procedures to ensure landowners apply to WBC for permission to install additional furniture	Short-term	Existing		

## Statement of Action 5: Looking after the network

WBC has a duty to maintain the PROW network across the borough for the usual traffic, i.e. for pedestrians on a footpath; for pedestrians and horse riders on a bridleway. Maintenance issues that arise when managing rights of way include: surfacing, vegetation clearance and installing/repairing stiles, gates and bridges. Enforcement issues are mainly concerned with ploughed paths, obstructed paths and encroachment. Fly tipping and the Illegal use of footpaths and bridleways by motorcyclists (mostly children) are ever-present problems which require co-operation between the local authority, the police, parish/town councils and local people.

Objective	Action	Timescale	Resources	Partnerships	Strategic links
<b>5.1</b> Improve surfacing	(a) Identify rights of way with recurring surface and drainage problems; investigate cause of the problem and most effective solution, e.g. Traffic Regulation Order or drainage works. Monitor level of complaints regarding surfaces via annual report.	Ongoing	Low-Medium		
	(b) Seek to improve and upgrade path surfaces where appropriate in response to changes in demand	Med-Long term	High	Parish & Town Councils	ATP / Obj 2 & 4
	(c) Seek to improve and upgrade path surfaces where appropriate in urban areas	Short-Medium term	High		ATP / Obj 2 & 4 LCWIP
	(d) Seek to improve and upgrade surfaces of paths that provide links to schools, amenities and public transport	Ongoing	Medium-High		
	(e) Seek partnership working with volunteer groups to improve paths	Ongoing	Low	LVR, GLASS, TRF	
<b>5.2</b> Manage vegetation issues effectively	(a) Continue annual vegetation clearance programme. Monitor level of complaints regarding paths being overgrown via annual report	Ongoing	Existing		

	(b)	Review policy and procedures for reactive maintenance, in particular for fallen trees	Short term	Existing		
	(c)	Review service standards, policy and procedures for vegetation and debris clearance from path surfaces. Ensure that the height clearance reflects the status and use of a public right of way.	Short term	Existing		
	(d)	Work in partnership with user groups and volunteer groups to undertake vegetation clearance along rights of way	Ongoing	Low		
<b>5.3</b> Manage enforcement issues effectively		Review policy and procedures for enforcement action, in particular for: <ul style="list-style-type: none"> <li>• Ploughed/cropped paths (complete)</li> <li>• Obstructions</li> <li>• Encroachment</li> </ul>	Short term	Existing		
<b>5.4</b> Reduce illegal use of paths		Identify problem areas and work with police, local communities and parish councils to reduce illegal use of paths. Monitor level of complaints regarding illegal use via annual report	Ongoing	Existing		
<b>5.5</b> Seek to install street lighting or illumination on urban paths where appropriate		Investigate options for street lighting or illumination to be installed along high-use urban paths, and identify possible sources of funding	Med-Long term	High		LTP / AT1 ATP / Obj 2 & 4 SES / Priority 2 LCWIP
<b>5.6</b> Manage network of byways effectively	(a)	Upgrade and provide sealed surfaces along byways where predominate use is by motor vehicles	Short-medium term	Med-High		
	(b)	Work with vehicle user groups to improve the surfaces of rural byways	Short-Medium term	Low	GLASS	

	(c)	Work with vehicle user groups to improve signage along byways				
	(d)	Investigate feasibility of implementing seasonal restrictions on sensitive byways, either by 'voluntary restraint' scheme or by Traffic Regulation Orders.	Short term	Existing	Parish & Town Councils GLASS TRF LVR BHS	
	(e)	Seek to provide additional passing places along narrow byways to reduce conflict between users	Short-term	Low	Parish & Town Councils GLASS TRF LVR BHS	
<b>5.7</b> Build and develop partnership working with external organisations	(a)	Maintain membership of the National Trail Thames Path Partnership (TPP) and the Association of Directors of Environment, Economy, Planning and Transport (ADEPT)	Ongoing	Existing	ADEPT TPP	
	(b)	Foster closer links with user groups and work in partnership to improve the network for all users	Ongoing	Existing	LVR BHS GLASS TRF	
	(c)	Foster closer links with parish councils and neighbouring local authorities and work in partnership to improve the network for all users	Ongoing	Existing	Neighbouring Local Authorities	
<b>5.8</b> Protect riverside paths from loss due to bank erosion	(a)	Identify priority areas where river bank erosion has occurred or is a particular risk of occurring	Short – medium term	Existing	TPP LVR	
	(b)	Develop a programme to repair eroded riverbanks and protect against further erosion	Medium – Long term	High	TPP Environment Agency	LPU / NE10

## Statement of Action 6: Planning for the future

Wokingham Borough Council is a proactive local planning authority, seeking to shape future development through a carefully managed approach. Our approach is enabling the delivery of sustainable, infrastructure rich new communities which includes investment in new schools, strategic roads, neighbourhood centres, sports hubs and improved public transport. Through the planning process, WBC aims to maintain and improve the current PROW network and create new access where possible.

Objective		Action	Timescale	Resources	Partnerships	Strategic links
<b>6.1</b> Obtain funding from developers & grant bodies to improve countryside access	(a)	Ensure proposed routes and ROWIP objectives are incorporated in the Local Plan	Short term	Existing	WBC Development Management	LPU
	(b)	Secure a committed amount of funds per new household from developers towards countryside access improvements (Planning Advice Note 2).	Short term	Existing	WBC Development Management	Core Strategy MDD / CC03 LPU
	(c)	Secure access improvements through appropriate development proposals	Ongoing	Existing	WBC Development Management	LPU Core Strategy MDD / CC03
	(d)	Establish sound evidence and justification for access requirements for developers	Short term	Existing	WBC Development Management	LPU Core Strategy MDD / CC03
	(e)	Develop guidance notes for planners and developers	Short term	Existing	WBC Development Management	
<b>6.2</b> Ensure development does not result in dead-end or extinguished paths		Monitor DMMO and PPO applications to ensure no paths become dead-ends or are extinguished with no new route	Ongoing	Existing	WBC Development Management	Core Strategy MDD / CC03



<b>6.3</b> Ensure development does not adversely affect existing PROWs	(a)	Respond to all planning applications that materially affect rights of way and ensure case specific informatives and/or conditions are included as part of planning consents where appropriate	Ongoing	Existing	WBC Development Management	LPU Core Strategy MDD / CC03
	(b)	Monitor developments closely to ensure that paths do not suffer encroachment and developers pay for any damage done during a development	Ongoing	Existing	WBC Development Management	



## APPENDIX 1

Wokingham Borough Council overarching policy and strategy context

## Wokingham Borough Council

# Rights of Way Improvement Plan 2020

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## Introduction

Detailed below is a detailed analysis of the existing strategies and policies within Wokingham Borough Council that share common objectives with the Rights of Way Improvement Plan, and where the ROWIP can directly contribute to the delivery of each plan.

## National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. The following elements of the NPPF share common objectives with the ROWIP:

### Open space and recreation

98. Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

### Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) the potential impacts of development on transport networks can be addressed;
  - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
  - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
  - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;
104. Planning policies should:
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
  - d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
181. Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

## Core strategy (2010)

The core strategy sets out where development will occur within the borough up to 2026, taking into account the health, wellbeing and quality of life of residents. The following Core Strategy Policies share common objectives with the ROWIP:

### CP1 - Sustainable Development

Planning permission will be granted for development proposals that:

- 1) Maintain or enhance the high quality of the environment;
- 10) Provide attractive, functional, accessible, safe, secure and adaptable Schemes;
- 11) Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6

### CP2 – Inclusive Communities

To ensure that new development contributes to the provision of sustainable and inclusive communities (including the provision of community facilities) to meet long term needs, planning permission will be granted for proposals that address the requirements of:

- a) An ageing population, particularly in terms of housing, health and wellbeing;
- b) Children, young people and families, including the co-ordination of services to meet their needs;
- c) People with special needs, including those with a physical, sensory or learning disability or problems accessing services;

### CP3 – General Principles for development

Planning permission will be granted for development proposals that:

- b) Provide a functional, accessible, safe, secure and adaptable scheme;
- e) Use the full potential of the site and contribute to the support for suitable complementary facilities and uses;
- h) Contribute towards the provision of an appropriate sustainable network of community facilities;

### CP4 – Infrastructure Requirements

Planning permission will not be granted unless appropriate arrangements for the improvement or provision of infrastructure, services, community and other facilities required for the development taking account of the cumulative impact of schemes are agreed.

Arrangements for provision or improvement to the required standard will be secured by planning obligations or condition if appropriate.

### CP6 – Managing Travel Demand

Planning permission will be granted for development proposals that:

- a) Provide for sustainable forms of transport to allow choice;
- b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;
- c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;
- e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;
- f) Enhance road safety; and
- g) Do not cause highway problems or lead to traffic related environmental problems.

### CP10 – Improvements to the Strategic Transport Network

Improvements to the Strategic Transport Network will be provided to ameliorate major environmental or safety problems and to support new development in partnership with other authorities. The improvements to the strategic transport network relevant to the ROWIP are:

- 20) Improvements to increase the use of bicycles, including cycle paths
- 21) Enhancements to footpath and cycle networks to improve access to services and facilities

### CP14 – Growth and Renaissance of Wokingham Town Centre

Wokingham, as a major town centre in Berkshire is considered suitable for growth. Proposals should retain and enhance the historic market town character of Wokingham and maintain its position in the Berkshire retail hierarchy by:

- 4) Ensuring development cumulatively provides and maintains:
  - f) Improved pedestrian links between the station and the shopping streets;
  - g) Improved pedestrian and cycle links between the centre and other parts of the town;

#### CP18 – Arborfield Garrison Strategic Development Location

Within the area identified at Arborfield Garrison, a sustainable, well designed mixed use development will be delivered including:

- 8) Measures to improve accessibility by non-car transport modes along the A327, B3030, B3349 and B3430 corridors especially on the routes to Bracknell, Reading, Winnersh and Wokingham.

#### CP19 – South of the M4 Strategic Development Location

Within the areas identified South of the M4 motorway, a sustainable, well designed mixed use development will be delivered by 2026 including:

- 8) measures to improve accessibility by non-car transport modes along the A327 and A33 corridors and routes to the stations at Green Park and Winnersh Triangle

#### CP20 – North Wokingham Strategic Development Location

Within the area identified at North Wokingham, a sustainable, well designed mixed use development will be delivered by 2026 including:

- 8) Measures to improve accessibility by non-car transport modes along the A321 and A329 corridors; and
- 9) Measures to improve access by non car modes to Wokingham town centre (including the station interchange).

#### CP21 – South Wokingham Strategic Development Location

Within the area identified at South Wokingham, a sustainable, well designed mixed use development will be delivered by 2026 including:

- 8) Measures to improve accessibility by non-car transport modes along the A321 and A329 corridors; and
- 9) Measures to improve access by non car modes to Wokingham town centre (including the station interchange).

## Managing Development Delivery Local Plan (2014)

The Managing Development Delivery Local Plan (MDD) adds extra detail to the policies within the Core Strategy. Together, these two documents set out how the Borough will develop up until 2026. The following MDD Policies share common objectives with the ROWIP:

### Cross Cutting Policies

#### Policy CC03: Green Infrastructure, Trees and Landscaping

2. Development proposals should demonstrate how they have considered and achieved the following criteria within scheme proposals:
  - a) Provide new or protect and enhance the Borough's Green Infrastructure networks, including the need to mitigate potential impacts of new development
  - b) Promote accessibility, linkages and permeability between and within existing green corridors including public rights of way such as footpaths, cycleways and bridleways
  - c) Promote the integration of the scheme with any adjoining public open space or countryside
3. Development proposals which would result in the loss, fragmentation or isolation of areas of green infrastructure will not be acceptable
4. Development proposals within the River Valley areas shall improve or contribute toward:
  - a) The establishment of a Loddon/ Blackwater riverside footpath and bridleway, as defined on the Policies Map, to accommodate dual use

- b) The establishment of a riverside footpath and cycleway to accommodate dual use along the Emm Brook

#### Policy CC08: Safeguarding alignments of the Strategic Transport Network & Road Infrastructure

Routes required for the improvement of the Strategic Transport Network and for other transport related schemes indicated on the Policies Map or listed in Appendix 3 of the MDD will be protected and safeguarded.

## Draft Local Plan Update (LPU) 2020

Wokingham Borough Council has been preparing new planning policies to guide development in the borough to 2036. The LPU will replace the existing Core Strategy (2010) and Managing Development Delivery Local Plan (2014), and will put in place an updated spatial strategy and set of planning policies to manage development up to the year 2036. The following Draft LPU policies share common objectives with the ROWIP:

### Policy C1: Active and Sustainable Transport and Accessibility

1. The use of active and sustainable transport modes is promoted. Development proposals should contribute to the delivery of an integrated transport system that is safe and accessible to all by implementing the following measures:
  - b) Include measures to make walking and cycling the mode of choice for shorter journeys, both within and through the site, including links to facilities, services, bus stops and train stations;
  - d) Positively contribute towards the achievement of a legible and permeable environment for all ages and the improvement and delivery of walking and cycling routes that serve the site and wider area;
  - e) Optimise accessibility and connectivity both within development and in the surrounding area;

### Policy C3: Cycling and Walking

Development proposals must promote sustainable transport by prioritising walking and cycling.

#### Walking

Development proposals should:

- a) Prioritise and improve the pedestrian environment and contribute towards achieving a high-quality public realm, including the provision of facilities for pedestrians to rest and relax (including seating) and high-quality and safe road environments and crossings, where needed.
- b) Contribute towards improved legibility and wayfinding including signage to key infrastructure, transport nodes, green spaces.
- c) Be permeable, easy and safe to walk through, and enhance existing routes which are adequately lit, create step-free legible access and entrance points whilst providing direct links to other pedestrian movement corridors and desire lines.
- d) Make an appropriate contribution towards improved wayfinding, including signposted links to key infrastructure, public transport hubs, green spaces and Green Routes and Greenways networks, where appropriate.

#### Cycling

Development proposals should:

- f) Maintain and enhance cycle routes identified in the most up-to-date cycling strategy, adding to or extending these where appropriate including the provision of connecting routes, and/or cycling facilities.
- h) Make appropriate contributions towards improved wayfinding, including signposted links to key infrastructure, public transport hubs, green spaces and Green Routes and Greenways networks, where appropriate.

### Policy C8: Green and Blue Infrastructure and Public Rights of Way

1. The existing areas of green and blue infrastructure of Wokingham Borough will be protected and enhanced for the biodiversity, recreational, amenity, health and townscape and landscape value, and contribution towards mitigating and adapting to climate change. Development proposals should contribute to enhancing the network of habitats, open spaces and waterscapes.
2. The provision and enhancement of a network of publicly accessible green and blue infrastructure should be considered by developers from the outset and form an integral component of the planning and design of development proposals.



3. Development proposals should:
  - a) Avoid the loss, fragmentation, isolation or other adverse impacts on existing green and blue infrastructure (including green routes and long distance riverside paths as shown on the Policies Map), unless replacement provision can be provided which will improve the green and blue infrastructure network in terms of its quantity, quality and accessibility.
  - b) Provide opportunities for, or contribute towards, improvements and enhancements to the quality and quantity of the wider multi-functional green and blue infrastructure network and other open spaces (for example extending spaces and connections and/or better management), in particular by integrating existing green infrastructure assets into development through high-quality design.
  - c) Promote accessibility, linkages and permeability between and within existing green corridors (including river corridors), for people and wildlife by strengthening ecological networks and connecting settlements to the countryside via a network of Greenways, green routes, public open spaces, footpaths, riverside paths, bridleways and cycle routes. This includes connections to local services and facilities, public transport and green spaces.
  - d) Provide clear arrangements for the long-term maintenance and management and/or enhancement of the green and blue infrastructure assets.
4. Development proposals that include, or are adjacent to, an existing Public Right of Way should not have an adverse impact on the Public Rights of Way network and must avoid creating routes that result in dead ends or are extinguished without suitable alternative provision.
5. New Public Rights of Way will be supported where consistent with the prioritised routes identified in the council's Rights of Way Improvement Plan (ROWIP).
6. Development proposals should improve or contribute towards:
  - a) The establishment of a Loddon/ Blackwater riverside footpath and bridleway, as defined on the Policies Map, to accommodate dual use for all users
  - b) The establishment of a riverside footpath and cycleway to accommodate dual use for all users along the Emm Brook
7. Development proposals for new, extended or enhanced green routes will be supported. The location of green routes are set out on the Policies Map.

### Policy NE10: River Corridors

3. Where appropriate, development proposals adjacent to watercourses will be required to:
  - b. maintain, and where possible enhance, public access for riverside walking and river corridor cycling (including Greenways, and Green Routes), and tourism and leisure activities, such as fishing and boating

### River Thames

6. The ecological value of the River Thames will be maintained and in appropriate circumstances restored and enhanced together with natural elements of the riparian environment. Proposals should seek to promote the healthy growth in the use of the River Thames for communities, wildlife, leisure, business and tourism in ways that are compatible with its character, setting and ecology, and in line with the objectives of the River Thames Waterways Plan and the Environment Agency's Thames River Basin Management Plan.
7. Particular care will be taken to ensure developments within the setting of the River Thames complement the distinctive character of the water frontage and important views. Existing riverside access will be maintained and opportunities to improve or extend access to the River Thames and adjoining sites will be supported.

### Policy SS3: Grazeley garden town

#### E. Transportation

- E.1 A comprehensive package of measures will be introduced to facilitate and enable smarter transport choices to meet the needs of the new community and maximise opportunities for sustainable travel. Grazeley garden town will be a highly sustainable, self-contained, new settlement supported by a comprehensive and integrated transport system including: the provision of an appropriately lit network of footpaths, cycle ways and bridleways to enhance permeability within the site to connect to the borough's existing Greenways network and/or National Cycle Network routes and to access

- essential community services and facilities at the new garden community, as well as neighbouring settlements in the area
- E.2 Comprehensively planned, designed and legible foot and cycle ways shall be provided throughout the development, integrating with the Greenways network and connecting with the surrounding areas and countryside, including seamlessly linking key development areas including Green Park, Shinfield, Three Mile Cross, Spencer's Wood, Swallowfield, Grazeley Green, Mortimer and Reading Town Centre.

### G. A landscape-led approach

- G.1 A comprehensive network of multi-functional green and blue infrastructure and walking and cycling routes will be provided within the garden community incorporating key elements of the existing green assets within the site, including Foudry Brook corridor.

### Policy SS4: Arborfield Garrison Strategic Development Location

- 8) Measures to further improve accessibility by non-car transport modes, including: improvements to the quality and frequency of public transport services along the network, such as A327, B3030, B3349 and B3430 corridor routes to Bracknell, Reading, Winnersh and Wokingham; prioritisation of cycle and pedestrian movements through the site, supported by an internal network of Greenways to connect to existing and new communities at Arborfield Garrison SDL, at Finchampstead North and Crowthorne and local employment opportunities; prioritisation of cycle and pedestrian movements through the SDL to maximise connectivity and accessibility to Bohunt School and the new district centre to be located at the SDL; and prioritisation of pedestrian movements to maximise connectivity to the Hazebrook Meadows Suitable Alternative Natural Green Space (SANG).

### Policy SS6: North Wokingham Strategic Development Location

- 9) Measures to improve access by non-car modes to Wokingham town centre (including the station interchange). Cycle and pedestrian movements should be prioritised through the site and supported by an internal network of Greenways to connect to Wokingham town centre, existing and new communities (e.g. SDLs) and local employment opportunities such as Toutley Industrial Estate.

### Policy SS7: South Wokingham Strategic Development Location

- 5) Measures to protect and enhance pedestrian (including using mobility aids) access to the countryside from Wokingham town centre in accordance with Policy C8 and taking into account the council's Greenways Strategy;

### Policy SS12: Improvements to Transport Routes

1. The council will work with appropriate partners, stakeholders, and bodies to deliver the following schemes where suitable and viable:
- b) Delivery of Greenways to link the Strategic Development Locations to the existing settlements and points of interest
  - j) Improvements to increase the use of bicycles, including cycle paths
  - k) Enhancements to footpath and cycle networks to improve access to services and facilities

### Policy SS13: Development in the Countryside

3. All development proposals within the countryside will be required to:
- d) Maximise any opportunities to make the location more sustainable; and
  - e) Have no unacceptable adverse impacts on highway safety; and
  - f) Maximise opportunities to improve public access to the countryside;



## Local Transport Plan 2011-2026

The Local Transport Plan provides details of how the Council intends to improve transport and accessibility over the next fifteen years. It aims to address the transport and wider local challenges related to transport facing Wokingham Borough now and in the future. The vision of the plan is to provide a cost-effective, inclusive transport network that enhances the economic, social and environmental prospects of the Borough whilst promoting the safety, health and wellbeing of those that use it.

The following LTP goals share common objectives with the ROWIP:

### Active Travel goals

#### Policy AT1: Increasing opportunities to walk and cycle

We will actively encourage integrating walking and cycling routes and facilities into key destinations including:

- Retail, Leisure and Social Facilities;
- Public Transport interchanges;
- Schools, Colleges and other educational facilities; and
- Employment Areas

2026 Target: At least one in five journeys to work is either on foot or by bicycle

#### Policy AT2: Recreation & Active travel

Improving access to public open space and country parks will help to encourage walking and cycling as a leisure activity.

#### Policy AT3: Active Travel for all

To provide walking and cycling opportunities that are inclusive of residents with mobility, visual and hearing impairments and other disabilities.

### Smarter Choices and Demand Management goals

#### Policy SC/DM1: Partnership Working

The Council will work with public, private and voluntary partners to deliver improvements to the Borough's transport network.

### Strategic Policy goals

#### Policy SP1: Support for Major Infrastructure

The Council will actively support development of suitable major transport projects that are necessary to support the future growth and success of the Borough.

## Active Travel Plan 2011-2026

The Active Travel Plan supports the Local Transport Plan and seeks to increase the levels of active travel across Wokingham Borough and positively influence residents' dependence on private cars. The following Active Travel Plan actions share common objectives with the ROWIP:

### Objective 1: We will work in partnership with businesses to encourage walking and cycling to centres of employment

- Establish an active travel network that supports the economy by reducing the effects of congestion
- Develop a comprehensive foot and cycle way network linking existing and new development business centres
- Use of section 106 agreements and/or Community Infrastructure Levy to support active travel to deliver a comprehensive network of linked walking and cycle ways

### Objective 2: We will actively encourage walking and cycling to schools, colleges and other educational facilities

- Develop an active travel network that is attractive enough to ensure the young people continue to walk and cycle.
- Making small targeted infrastructure improvements into existing urban and rural areas to facilitate walking and cycling
- Link new cycling infrastructure delivered with housing to schools and the wider cycle and footway networks

### Objective 3: Improve and encourage active travel access to town and local centres, public open spaces and public transport interchanges

- Delivery of new walking and cycling infrastructure linking SDL locations to employment, educational, health, residential and shopping locations

### Objective 4: Work with partners and key stakeholders to promote the benefits of active travel to reinforce public health messages

- Develop and implement infrastructure and programmes that support more local active travel, as set out under other objectives in this action plan
- Making more use of minor rural roads and the current rights of way network for cyclists and walkers

## Joint Strategic Needs Assessment (JSNA) and the Joint Health and Wellbeing Strategy 2018-2021

The JSNA is the means by which Wokingham Borough Council assess the current and future health, care and wellbeing needs of the population in the Borough. It highlights the needs of the Borough and assesses how best to meeting these needs with a range of partners. The JSNA identified 3 priorities for the Borough:

1. Creating physically active communities
2. Reducing social isolation and loneliness
3. Narrowing the health inequalities gap

The actions identified in the ROWIP can in particular contribute towards the first and to a lesser degree the second of these objectives.

The Joint Health and Wellbeing Strategy 2018-2021 further defined actions against the priorities identified above. The following strategy aim shares common objectives with the ROWIP:

**Aim 1: To get people of all ages and abilities more physically active by:**

- Getting more people out and using green and blue spaces
- Promoting more active travel
- Encouraging more children to get at least one hour of physical activity every day

## Sustainable Environment Strategy

The aim of the Sustainable Environment Strategy is to improve the quality of life, now and for future generations, by respecting our environment and protecting it from the impact of our activities and from growth. The strategy details the following aims:

- 1) ENGAGE - Raising awareness, fostering respect for our environment and changing behaviours
- 2) TAKE ACTION - Minimising waste, pollution and greenhouse gas emissions.
- 3) PREPARE - Planning for the likely impacts of climate change and managing limited resources efficiently.

The following Strategic Priorities share common objectives with the ROWIP:

### Strategic Priority 2 – TAKE ACTION - Minimising waste, pollution and greenhouse gas emissions.

Businesses will increasingly need to find innovative ways to work, such as encouraging home working while the Council will work to increase the facilities for sustainable travel, such as, enhancing pedestrian, cycle and bus routes, improving public transport and promoting low carbon vehicles.

In the next 10 years, we plan to:

- Enable more sustainable travel through enhancing pedestrian, cycle and bus routes, improving public transport and promoting low carbon vehicles

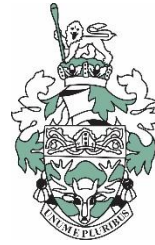
We will have succeeded, if by 2020:

- Car travel per head has reduced

## Climate Emergency Action Plan

The Rights of Way Improvement Plan will link into actions contained in the upcoming Climate Emergency Action Plan, in particular where proposals will work towards the aim of encouraging sustainable transport and reducing carbon emissions.





**WOKINGHAM**  
**BOROUGH COUNCIL**

## APPENDIX 2

Report on the Draft Rights of Way Improvement Plan Consultation

# Rights of Way Improvement Plan 2020

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## Introduction and Executive Summary

The Public Rights of Way (PROW) network makes up 16% of the total highway network within Wokingham Borough Council, and is used by thousands of people, to get to school, to get to work, and to relax and enjoy the countryside. At its core it consists of the public footpaths, bridleways, restricted byways and byways, but it forms a crucial part of a wider network which includes Greenways, public parks, SANGs, permitted routes, cycle routes and the wider highway network. The public rights of way network is free to all users regardless of age, race or gender and provides physical and mental health and wellbeing benefits to all.

Wokingham Borough Council has a duty under Section 60 of the Countryside and Rights of Way Act 2000 to prepare and update a Rights of Way Improvement Plan, and to review this plan every 10 years. In drawing up the plan, the Council is required to:

- assess the extent to which local rights of way meet the present and likely future needs of the public;
- the opportunities provided by local rights of way (and in particular by footpaths, cycle tracks, bridleways and restricted byways) for exercise and other forms of open-air recreation and the enjoyment of their area;
- the accessibility of local rights of way to blind or partially sighted persons and those with mobility problems

The Wokingham Borough Council Rights of Way Improvement Plan was published in 2010 and the Council commenced a review of the plan in March 2019.

A review of the existing assessment of need was conducted in March – May 2019, with a consultation with all WBC Councillors, Parish Councils, user groups, local residents, tourist organisations, neighbouring local authorities and other stakeholders in April 2019. A review of all current strategic plans was also conducted to ensure that the revised plan feeds into the wider Council objectives.

The results of the review and assessment of need fed into the review and update of the existing statement of action, forming the Wokingham Borough Council Draft Rights of Way Improvement Plan 2020/2030. The draft plan was approved by WBC Executive on 30<sup>th</sup> May 2019 to go forward for the statutory 12-week consultation. The public consultation ran from 4<sup>th</sup> July 2019 to 26<sup>th</sup> September 2019, and 90 responses were received to the consultation from WBC Councillors, Parish Councils, interested user groups, residents and the general public.

This report summarises the results of the consultation and the comments and representations received. It provides a response to the comments and details where changes have consequently been made to the final plan. A list of all changes made to the final plan is included in Appendix A to this report, and full details of the comments received are included in Appendix B (available on request).

The response to the consultation was mixed. There was general support for the plan however many of the respondents felt that the plan could do more and suggested changes accordingly. Where the plan has not addressed these issues changes have been made. In addition to the comments regarding the plan

itself there are a significant number of proposed new routes that have been suggested. These have been added to the map and list of proposed new routes in order that they can be considered for implementation during the life of the plan.

The comments fell into 10 categories, which have been examined in detail below:

1. Accessibility
2. Existing network changes
3. Greenways
4. Information / Promotion
5. Motor vehicle use
6. New links and proposed new paths
7. Operation and implementation of the Rights of Way Improvement Plan
8. Surfacing / Maintenance of the network
9. General comments
10. Other / Out of scope comments

The changes made to the plan in response to the comments and representations are summarised as follows:

Section	Description of changes made
General ROWIP sections	Updated to include National Planning Policy Framework and figures updated as to the existing byway network. Monitoring column in Statement of Action removed to avoid confusion and duplication; all actions will be monitored via a ROWIP annual report unless otherwise stated. Equality Impact Assessment undertaken and referenced within the plan.
Statement of Action 1: Improving information	New actions to develop a communications programme to promote rights of way and to develop path numbering for permitted paths. Expansion of actions to provide printed maps where appropriate and develop and provide information about surfaces to cyclists and motor vehicle users as well as for those with restricted mobility,
Statement of Action 2: Creating new links	Additional actions to create links in the network using highway verges where appropriate and to engage with local motor vehicle groups to identify potential improvements to the network to cater for their use. Expansion of actions to include the consideration of motor cycle and

	motor vehicle use. Change of actions to reference multi-use tracks instead of cycle tracks in response to need to consider potential equestrian and other use.
Statement of Action 3: Encourage use of the public rights of way network	New action to provide segregation of motor vehicle traffic and other users where appropriate. Updated resource sections of the table where there were blank spaces and updated partnership groups to include Mid and West Berks Local Access Forum and Loddon Valley Ramblers where appropriate.
Statement of Action 4: Access for all	Expanded action for provide firmer commitment for stile replacement projects with volunteer organisations. Updated resource sections of the table where there were blank spaces
Statement of Action 5: Looking after the network	New actions to work with vehicle user groups to improve byways, and to provide passing places on byways to reduce potential conflict between users. Expanded action to ensure height clearance is appropriate for the type of way being cleared, in particular to cater for horse riding.
Proposed New Paths (Appendix 4)	<p>57 proposed upgrades of existing routes added</p> <p>42 proposed new routes added</p> <p>9 proposed new greenway routes added</p> <p>1 proposed new promoted circular route added</p> <p>2 proposed downgrade of existing routes added</p> <p>1 proposed map adjustment to existing route</p> <p>4 proposed adoption of permitted paths added</p> <p>1 new assisted crossing point added</p> <p>Re-phrasing of existing proposal to downgrade byways in Swallowfield in favour of seeking seasonal rather than complete closure if necessary.</p>

## Consultation and publicity undertaken

A twelve week public consultation was undertaken from 4<sup>th</sup> July 2019 until 26<sup>th</sup> September 2019. Public notices were published in the Bracknell News and Reading Chronicle to advertise the consultation, this was supplemented by a press release announcing the consultation and announcements through the Council's Social Media presence.

All known consultees and stakeholders were invited directly to comment, including all Ward Members, Parish & Town Councils, Mid and West Berks Local Access Forum, known user groups and neighbouring local authorities.

Engagement with the wider public was encouraged through an online consultation, emails and social media and attendance at community forums and drop in sessions. The draft plan was also deposited in the Shute End offices and local libraries for inspection by the public.

### Community Forums, Drop-in-sessions and meetings

ROWIP Information Sessions	Date/Timings	Location	Area
Emmbrook Community Day	29 <sup>th</sup> August 2019 11am – 2pm	Woosehill Meadows	Woosehill
Drop-in Session 1	3 <sup>rd</sup> September 2019 11am – 2pm	Shute End Offices	Wokingham
Drop-in Session 2	17 <sup>th</sup> September 2019 11am – 2pm	Shute End Offices	Wokingham
Mid and West Berks Local Access Forum	25 <sup>th</sup> September 2019 12pm – 5pm	Dinton Pastures	Wokingham

In total 90 responses were received to the consultation, making a total of 270 representations with regard to different aspects of the Draft Rights of Way Improvement Plan 2020.

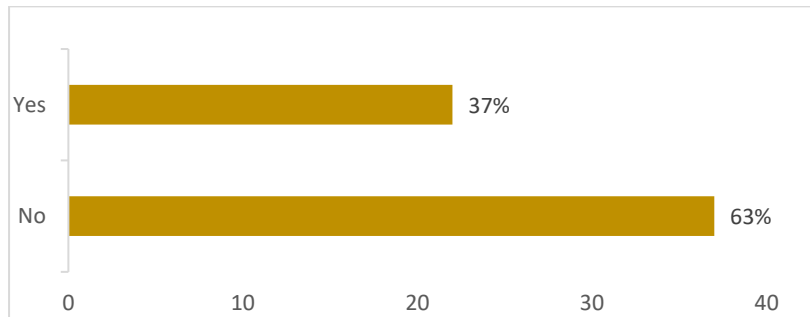
68% of the responses were via the online consultation, with the remaining 32% responding directly. The responses are summarised below. A more detailed summary and the full texts of the comments received are included in Appendix B to this report.

The comments have been categorised into various themes as detailed below. An analysis of the feedback received, and any subsequent changes to the final plan are detailed under each heading.

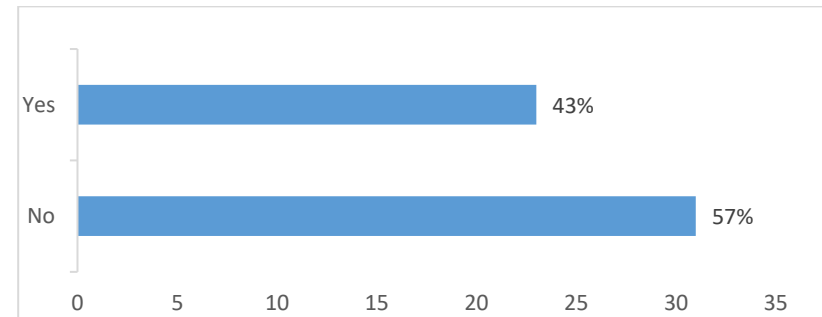
## Results from the online consultation

The online consultation asked 4 specific questions relating to the plan, giving space for respondents to provide more detailed comments after each question. A summary of the answers received is detailed below.

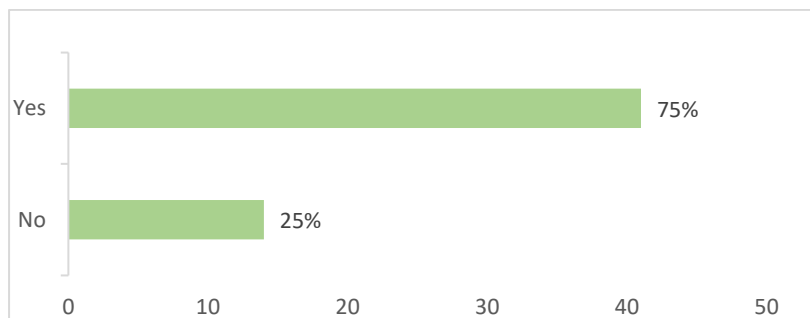
**Question 1: Does the plan adequately identify and address the future needs of the public with regard to walking, cycling, horse riding, carriage driving and motor vehicle use of the rights of way network?**



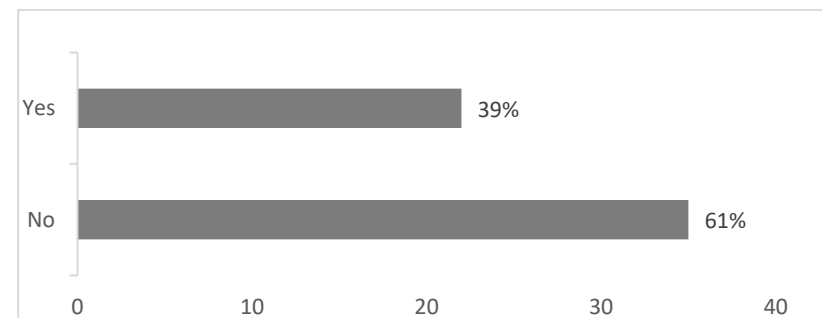
**Question 3: Does the fragmentation analysis (Appendix 3) adequately identify areas of potential improvement for walking, horse riding and cycling?**



**Question 2: Does the plan adequately identify and address improvements to be made to the network for those with mobility restrictions, visual impairments and other disabilities?**

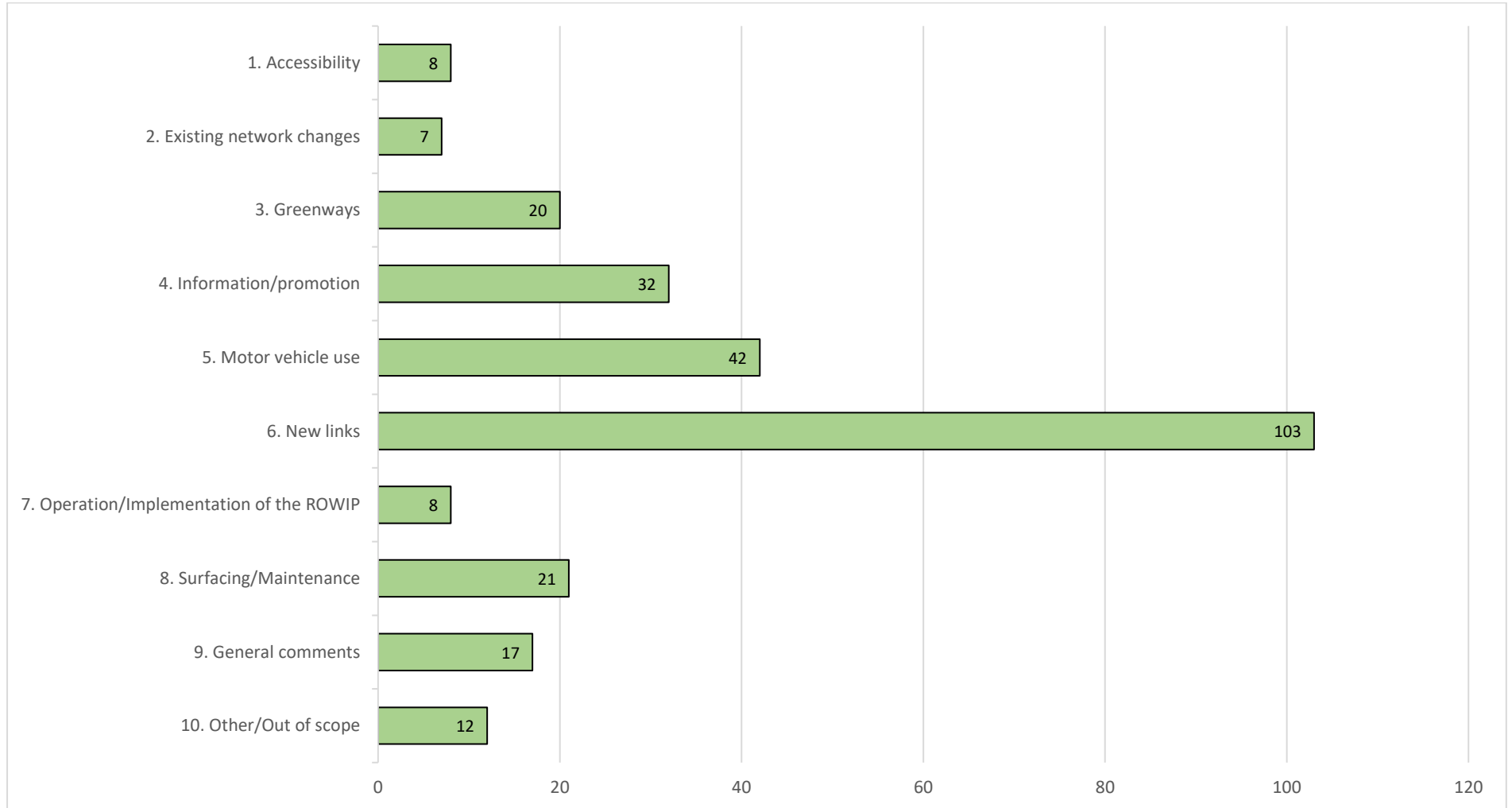


**Question 4: Do the proposed new routes (Appendix 4) adequately identify the routes needed to improve the network and meet the needs of the public?**



## Key Themes from the comments and representations received

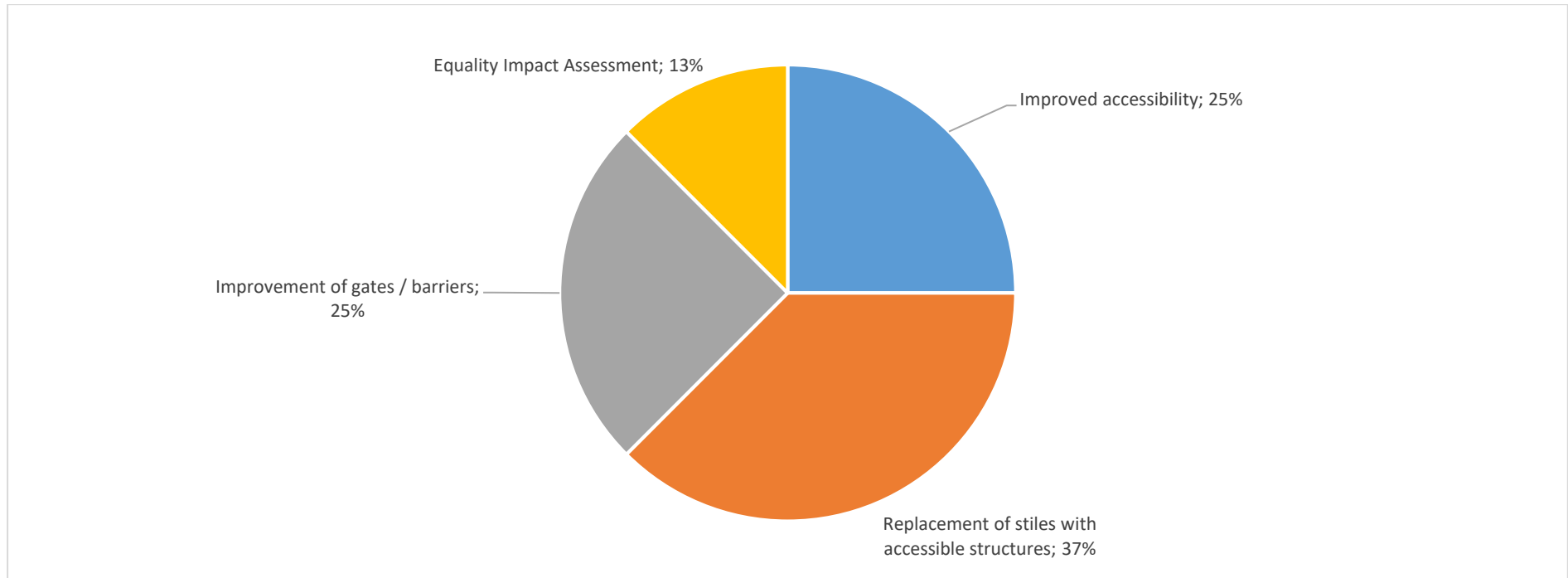
The comments and representations fell into 10 broad categories:





## Key Theme 1: Accessibility

Feedback received from the consultation had 8 separate representations made with regard to accessibility of the network. These comments fell into the following categories:



### Improved accessibility

The feedback received indicated a need to improve accessibility for wheelchair users and push chairs, and that the paths need to be accessible and wide and smooth enough for those with wheels.

### Improvement of gates / barriers

The feedback received was that a practical way to encourage use of public rights of way is to install gates which are friendly to all users, and that the Council considers replacement of the gates implemented on the California Country Park Greenway (Route 1)

## Equality Impact Assessment

One respondent has mentioned that an Equality Impact Assessment needs to be completed for the plan.

## Replacement of stiles with accessible structures

The feedback received has highlighted that the replacement of stiles should be a high priority. In particular representations were made supporting the installation of user friendly structures to replace stiles and where possible installation of wheelchair friendly access. Specific comments were made regarding the financing of the replacement of stiles should also offer a commitment to providing those resources whenever possible.

## Response to representations

The Statement of Action 4: Access for all contains an action to improve the surfacing on high-use paths (SOA 4.2), to engage with local user groups to identify improvements to priority areas (SOA 4.1a) to upgrade bridges (SOA 4.3) and replace non-accessible structures on the network with more accessible options (SOA 4.4).

The public rights of way network is a mix of both countryside paths and more urban routes. When undertaking any surface improvements the Council is careful to ensure that the impact of the works respect the character of the way and the adjacent land; it would not be practical or desirable to resurface all public rights of way. The approach has been taken to concentrate surfacing and access improvements on those paths which are in higher demand by those with wheelchairs and pushchairs.

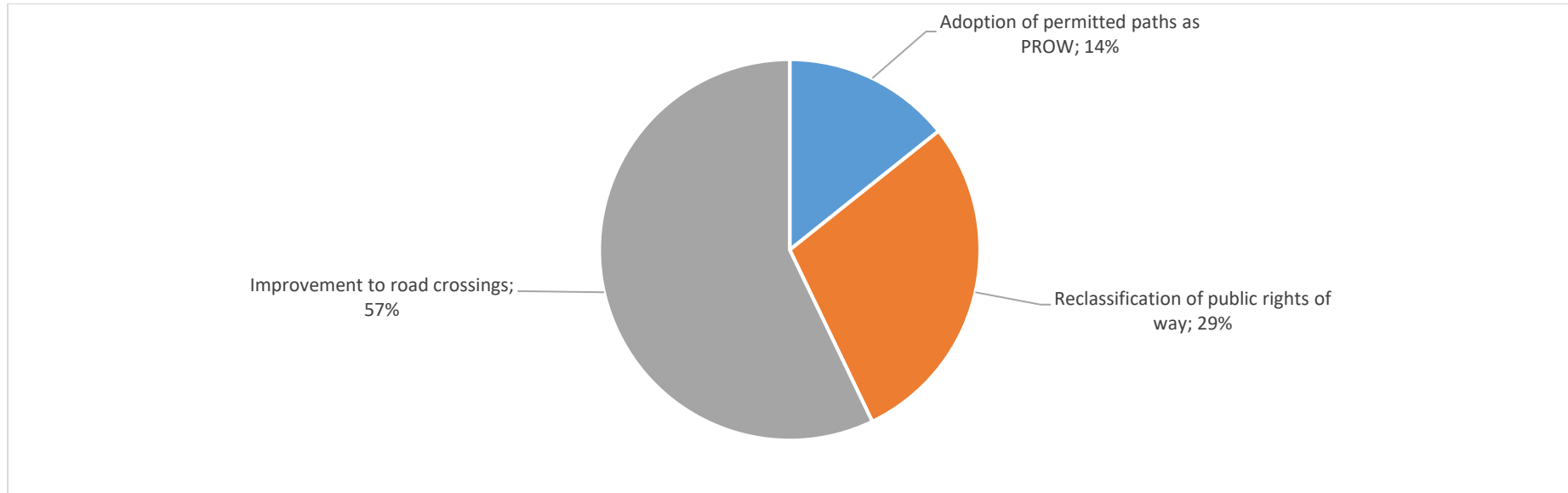
The ROWIP 2020 (SOA 4.4a) contains an action to “Develop a Stiles and Gates policy for all new structures on public rights of way, in line with BS5709:2018”. This will provide for all new structures to be accessible for the lawful use of the public rights of way. It is not appropriate to include specific gates into a strategic plan, however the reported issues with the gates at California Country Park have been noted and these will be inspected as to their accessibility.

The ROWIP 2020 (SOA 4.4(b)) contains an action to “Continue and develop existing programme in partnership with user groups and volunteer groups to replace stiles and inaccessible gates with more accessible structures”. In response to the comments above this action has been strengthened adding an in principle commitment to providing resources for this work.

An initial equality impact assessment has been carried out and has not identified any negative impacts to the proposals contained within the plan.

## Key Theme 2: Existing Network Changes

Feedback received from the consultation had 9 separate comments made with regard to existing network changes. These comments fell into the following categories:



### Improvement to road crossings

The feedback received indicated that greater attention is needed towards improving road crossings. Particular areas of concern highlighted were in the north Wokingham Without area where there are a lot of equestrian businesses and the South Wokingham Distributor Road is planned to be built, and at Church Lane and Mole Road, Arborfield. Other comments were that very rarely is a safe crossing provided and in particular that safe connecting links are required where paths cross busy traffic routes. It is suggested that greater use of the verges of adopted highways can help to address some of these issues.

### Reclassification of public rights of way

A number of comments were received suggesting a reclassification of existing public rights of way, where there is an inconsistent designation, or to downgrade rights along some byways.

### Adoption of permitted paths as public rights of way

Representations were received suggesting that the network of permitted paths developing across SANGs that link settlements within Shinfield are formally adopted as public footpaths.

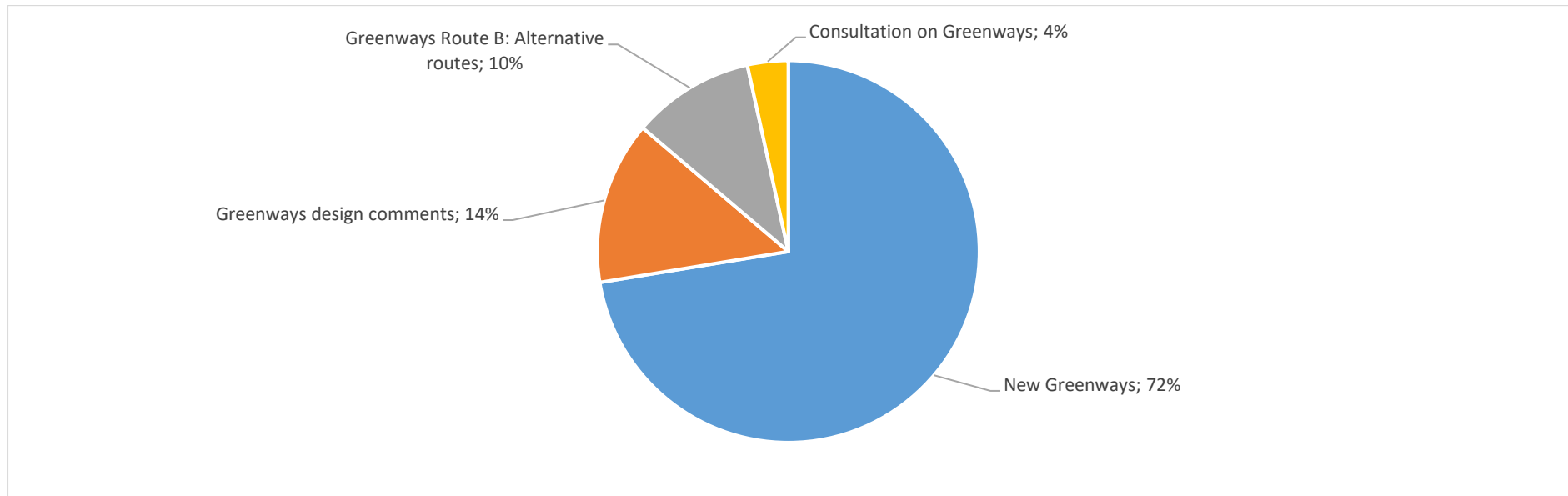
### Response to representations

The Statement of Action 3: Encourage use of the public rights of way network contains an action to identify key locations and where possible seek to improve road crossings where paths cross busy roads (SOA 3.2(d)). It is considered that this would be sufficient to address the concerns about road crossings. A new action has been added within the plan (SOA 2.2(f) to “Develop new links between existing public rights of way by utilising the verges within the wider highway network where feasible”.

The change of status of a public right of way, either to increase rights or to downgrade/extinguish rights is a legal process that will require agreement with the landowner and public consultation. Similarly, the change of status from a permitted path to a public right of way will in most cases require a formal dedication by the landowner. The suggestions received have been added to the list of proposed new routes in order for them to be considered and acted upon with regard to the strategic priorities identified.

## Key Theme 3: Greenways

Feedback received from the consultation had 29 separate comments made with regard to the Greenways project. These comments fell into the following categories:



### New Greenways

The feedback received from the consultation has suggested a number of new routes for Greenways in addition to those planned linking the Strategic Development Locations (SDLs), and new links into the existing Greenways. A number of representations were also received suggesting new Greenway links from rail stations. These routes are too numerous to list here, but have been added to the list of proposed new routes. A further representation has been received suggesting that the Greenways project be extended to include links between existing areas, as well as the SDLs. One representation has suggested that a new Greenway is created next to A329 from Reading to Bracknell, with dedicated cycleways (not painted lines) along all major roads.

### Greenways design comments

There was clear support for the Greenways concept, the Loddon and Blackwater paths, and the already implemented Wokingham Way. Other feedback received stated that a communication programme should be implemented to make residents and users of the Greenways and public

rights of way aware that the paths are a shared space. Other comments received recommended that the width of the Greenways should be 5 metres where possible.

A number of representations were received regarding the proposals to construct Greenway routes along byways, with strong opposition to the closure of the byways to motor cycles or motor vehicles; additionally some comments have suggested that segregation between vehicles and other users would be a preferred approach. Similarly a number of representations were received that all the Greenway routes should be accessible for horse riding. Some concerns were raised during the consultation that the surface of the Greenways would not be suitable for use by road bikes, and that the Greenways would be detrimental to existing parks.

#### Greenways Route B: Suggested alternative routes

The feedback generated a number of comments regarding the planned route of the Greenway between Arborfield Cross and Woosehill (Route B). In particular there was concern about the planned route of the Greenway through the Foxhill area and along Bearwood Road, with a variety of alternative routes suggested. A number of representations were received expressing concern about the number of trees to be felled should a route be constructed within the Foxhill area, suggesting that 200 trees would need to be removed.

Further representations were received regarding the route at the Morrisons supermarket and Brookside at Woose Hill, with suggestions that an alternative route alongside the A329 should be used instead.

#### Greenways Route I: Implementation comments

A number of representations were received regarding the Greenway at California Country Park (California Way), advising that the route is not yet complete.

#### Consultation on Greenways

The consultation responses included feedback regarding Route D crossing the railway line at Wokingham, advising that the bridge has poor accessibility.

Further representations were received commenting that the resolution of the maps used in the consultation made it difficult to follow the details of the proposed Greenways routes, and stating that consultation on the Greenways should also be undertaken separately.

#### Response to representations

The suggestions for new Greenways that have been submitted as part of the consultation will be added to the list of proposed new routes however the priority for the Greenways project will be to implement the strategic routes that have been approved as part of the Council's Core Strategy and identified in the plan. Placing the suggestions within the list of proposed new routes will allow the Council to take advantage of opportunities to implement the routes

outside of the core Greenways project, for example as part of a development or by using alternative funding sources. Some of the new Greenway routes suggested will already be provided by the existing strategic routes; in these cases the routes have not been added separately.

With regard to the comments regarding encouraging a shared use space, the Greenway signage include guidelines to all users advising that the Greenways are a shared space used by pedestrians, cyclists and horse riders.

With regard to widths, the Greenways design standard aim for a 3 metre path with a metre verge either side, which would create a 5 metre wide space for users. Where possible this will be implemented however in some situations land restrictions may mean that this will not be possible. The Council notes the suggestions for a 5 metre wide surfaced path but consider that this would be too wide and unnecessary; the Greenways routes are intended to be constructed as off-road routes and be sympathetic to the surrounding countryside. Where possible the routes are designed to be generally traffic-free multi user routes to create a safe environment for pedestrians, cyclists and horse riders. Surfacing to a 5 metre width would create a track close to a single carriageway road width and would create a more urban look and feel to the Greenway, to the detriment of the surrounding land and potentially encouraging use of the route by motor vehicles; defeating one of the main aims of the project.

With regard to motor vehicle use, the comments and strength of opinion regarding the closure of byway routes will be taken on board during the implementation of the Greenways. A new section will be added to Appendix 5: Greenways Implementation Plan to recognise that where the Greenways are constructed along existing byways provision should be made to enable the existing use to continue where possible by creating separate provision for the Greenways and separating the routes to ensure the Greenways section will be traffic free. Where there is not sufficient width for segregation the Council will need to look at alternative options where appropriate, for example by seeking to widen routes or by using the Council's powers to regulate and restrict traffic. Any such measures would not be undertaken without consultation with stakeholders.

The surfacing of the Greenways is designed to be a permeable hard surface. It is suitable for use on foot, on both road and off-road cycles and on horseback. The comments regarding allowing horse riding along the routes is noted and will be accommodated where possible, and where there is demand for horse riding use; the Greenways Implementation Plan states that "Where possible, additional and separate provisions will be made for equestrians alongside the hard surfaced routes, or equestrians will share the hard surfaced path with others"

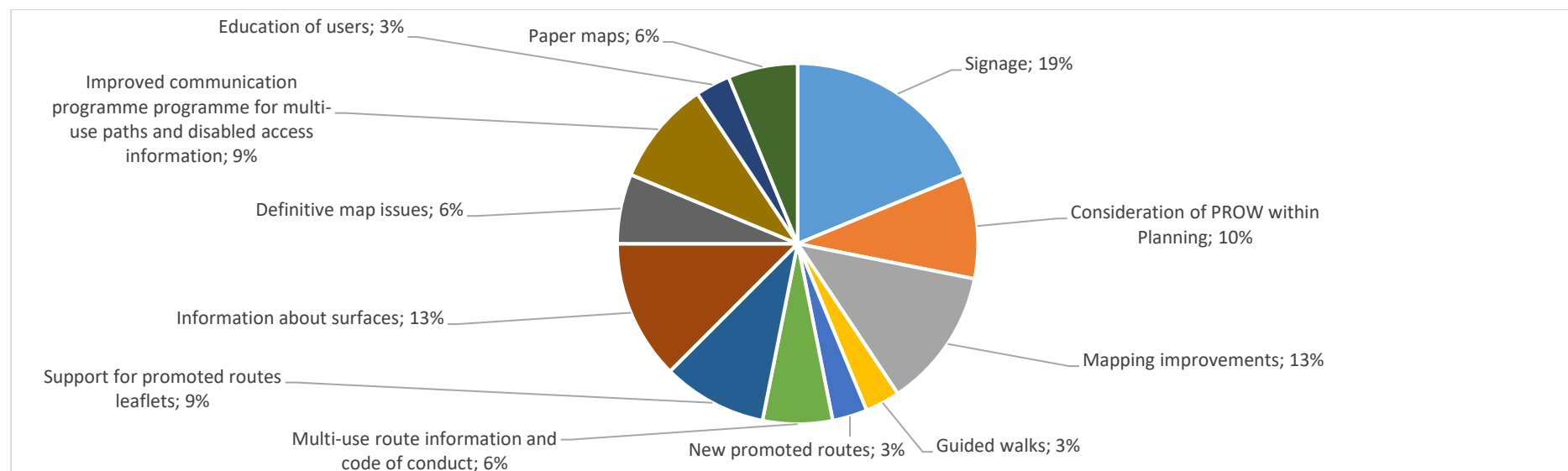
The Greenways routes that form part of the Rights of Way Improvement Plan 2020 are indicative routes, and are subject to discussions with landowners and other stakeholders prior to any implementation, following feasibility and detailed designs. The final route can change in response to these discussions, and specific public consultations for the individual Greenway routes will be undertaken as part of the route confirmation and design process. This will allow for more detailed plans to be examined and considered by the public.

The alternative routes suggested for Foxhill along Route B, and the railway bridge at Route D will be considered as part of the route confirmation and design for these sections. As stated above the aim of the Greenways project is to create an off-road route where possible; it is not considered appropriate to create a Greenway route alongside the A329, such a scheme would be more suited to be undertaken as an urban cycling improvement.



## Key Theme 4: Information / Promotion

Feedback received from the consultation had 32 separate comments made with regard to information and promotion. These comments fell into the following categories:



### Signage

Representations were received as part of the consultation stating that the existing signage along public rights of way need to be improved to help the public identify a public right of way and to improve the 'way marking' along a route, in order to prevent people becoming lost and to encourage greater use of the network. Feedback was received requesting destination signage on specific routes. Other comments regarding signage was that signs are needed to encourage pedestrians and cyclists to co-exist happily on bridleways and shared routes and to tell motorists to slow down for horses and cyclists. Suggestions have been received for the Council to work with vehicle user organisations to improve signage, and install "voluntary restraint signage" where appropriate to deter off-road vehicles using a route in wet weather. A comment regarding the need to sign on-road cycle paths to deter parking was also received.

### Consideration of public rights of way within Planning

A number of comments were received that Public Rights of Way should be considered as an integral part of the planning process at all stages, and should have the same level of consideration / importance in large planning applications as the broader highway network. Feedback received stated that opportunities for enhancement or extension of the public rights of way network should be recognised as early as possible, preferably before a planning application has been submitted. Other comments received stated that accessibility of gates should be considered as part of the planning process, that the health benefits of outdoor activity should be taken into account by the planning process, and that the neighbourhood plans being produced by parish councils should be incorporated into planning policy making.

### Mapping improvements

The comments received were in support of the actions identified in the plan to update the Definitive Map and Statement of Public Rights of Way, and a number of comments were received stressing the importance to keep these records up to date. Feedback was received stating that the maps are more readily available online.

### Guided walks

Feedback was received in the consultation in support of Guided walks. Particular comments were made regarding guided walks in Shinfield, and that the Loddon Valley Ramblers offer guided walks.

### New promoted routes

A representation was received suggesting that a new promoted route be developed within Wokingham Without, utilising existing public rights of way, with the addition of two new routes.

### Multi-use route information and code of conduct

Representations were received advising that greater information is needed for users of multi-use routes, including a code of conduct to manage potential conflicts between users on the network.

### Support for promoted routes leaflets

A representation was received encouraging the Council to support the creation of new promoted routes leaflets by third parties.

### Information about surfaces

Comments were received suggesting that more information is made available to the public regarding the surface of public rights of way, in particular for byways and also for cyclists using public rights of way and Greenways.

### Definitive map issues

Representations were received regarding issues with some paths and statuses shown on the Wokingham Borough Council Definitive Map and Statement of Public Rights of Way. Comments were also received recommending that formal and informal paths, in particular those through new Suitable Alternative Natural Greenspace areas (SANGs) should be numbered and mapped by the Council as permitted paths.

### Improved communication programme for multi-use paths and disabled access information

Comments were received recommending that a communications programme is established to promote public rights of way, in particular to highlight multi-use paths and information for those with mobility restrictions to encourage greater use of the network.

### Education of users

Representations were received from the consultation advising that education of users remains an important improvement, particularly to encourage responsible use of the countryside, including the Country Code.

### Paper maps

Feedback was received from the consultation advising that paper maps and leaflets remain to be important to users, and should not be abandoned in favour of electronic alternatives.

### Response to representations

The Statement of Act 3: Encourage use of the PROW network contains an action under 3.2 to improve way marking on popular routes (SOA 3.2(a)) and to review the existing signage and look to install more detailed signage information for example destination signage where appropriate (SOA 3.2(b)). In addition to these actions the Statement of Action 1: Improving information contains an action to produce destination signage in strategic areas to facilitate use of the network for travelling to work / school / shops etc. (SOA 1.7).

As nearly a third of the entire public right of way network is multi-use and capable of use by pedestrians and cyclists, it is not considered appropriate to install signage along every route with multiple use rights as this would create a cluttering of signs within the countryside, and it is noted that the vast majority of users co-exist with no issues. Where there are site specific issues for signage this can be investigated on a case-by-case basis and an action is included within the plan to reduce conflicts between users by ensuring that signage is clear and that new paths are wide enough to accommodate all users (SOA 3.3(a)).

The new Greenways routes will continue to have advisory signs advising of multiple use at key starting locations which is aimed at addressing potential conflicts between users.

The suggestion that the Council work with user groups towards improving signage specifically along byways and to be involved with the “voluntary restraint” scheme operated by the Green Lane Association (GLASS) has been included in the plan as a new action: SOA 5.6(c) - Work with vehicle user groups to improve signage along byways. The action to investigate feasibility of seasonal restrictions on sensitive byways will be updated to include measures to undertake this either as part of a voluntary restraint scheme or by a Traffic Regulation Order. The comments regarding on-road cycle paths are outside of the scope of the Rights of Way Improvement Plan.

The Council ensures that the public rights of way service is consulted on all pre-planning advice and planning applications where an application is near to or will affect a public right of way, or if an application relates to land where identified strategic routes from the Rights of Way Improvement Plan or identified Greenway routes. Statement of Action 6: Planning for the Future contains actions to seek funding from developers and grant bodies for the improvement of countryside access, and to ensure that developments do not sever public rights of way or adversely affect public rights of way. Statement of Action 4.1(c) states that the Council will ensure, as far as possible, that all new routes are constructed to be suitable for use by mobility restricted and visually impaired users which will include accessibility of gates.

With regard to the comments regarding the health benefits of outdoor activity, health is a material planning consideration which the Council already takes into account in the consideration of planning applications. Neighbourhood Plans are also a material planning consideration and are also taken into account in the determination of planning applications.

With regard to the feedback regarding the Definitive Map and Statement, Statement of Action 1.1(a) contains an action to consolidate and republish the map every 5 years, and keep the web-based interactive map up to date on an ongoing basis. The plan contains an action to develop guided walks (SOA 3.2(c)) and to develop and promote circular routes (SOA 1.3(b)). The specific route at Wokingham Without will be added to the list of proposed new routes as a suggested new circular walk, to enable this to be recorded and the extra links needed to be identified.

The plan contains an action to assist other groups in promoting the network and developing PROW information (SOA 1.8) which will include support for new promoted route leaflets.

In response to the comments regarding information about surfaces, the plan already contains an action to survey and record path furniture, structures and surfaces on the network, and produce online information for users about surfaces (SOA 1.4(a) and (b)).

With regard to the information regarding the status of paths on the Definitive Map and Statement, any change to paths shown on the map would need to be undertaken through negotiation with the landowner, or in response to strong evidence that they are shown incorrectly on the map. The suggestions or upgrades of routes (particularly with regard to byways) will be added to the list of proposed new routes.

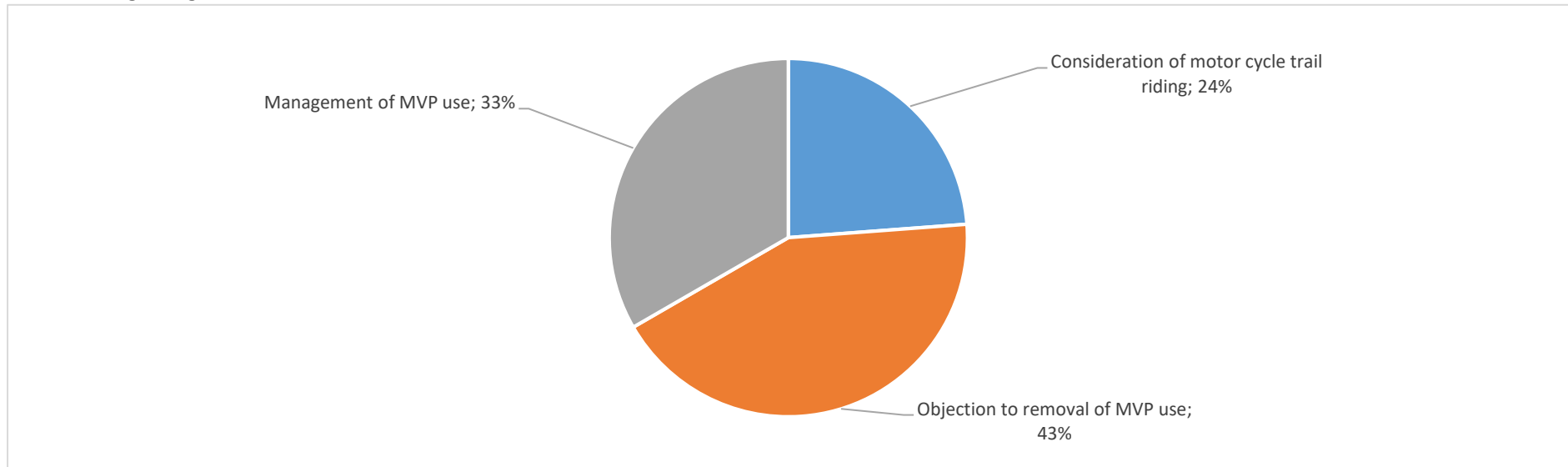
The path numbering of permitted paths in SANGs is currently being investigated as part of an ongoing project with Shinfield Parish Council and a new action has been included within the plan to develop a path numbering system for permitted paths and ensure that they are included as part of the available path maps for users (SOA 1.3(d)).

The comments regarding a communications programme to promote public rights of way, and to undertake education on responsible use of the countryside have been addressed in the plan by the addition of a new action to develop a communications programme to promote public rights of way, and to educate users on responsible use of the Countryside (SOA 1.3(e))

With regard to the representations regarding paper maps, it is considered that the demand for paper copies of maps over the next 10 years will continue to decline however it is recognised that some users still do wish to have hard copy maps and leaflets for example when using particular promoted routes. The plan contains an action to provide information in formats that allow easy printing at home for people to take with them (SOA 1.3(c)); this has been expanded to include an action to provide printed maps and leaflets where appropriate.

## Key Theme 5: Motor Vehicle Use

Feedback received from the consultation had 42 separate representations made with regard to motor vehicle use on the network. These comments fell into the following categories:



### Objection to removal of Mechanically Propelled Vehicle / Motor Vehicle (MVP) use

A large number of objections were received as part of the consultation to the proposal to remove Mechanically Propelled Vehicle (MPV) use along certain byways, either as part of ongoing management of byways that deteriorate due to such use (in particular in Swallowfield), or as part of converting a route to be suitable for use as a Greenway. Many of the objections have stated that improved maintenance and drainage could solve the problems and that the removal of rights of motor vehicle users is unnecessary.

### Management of Mechanically Propelled Vehicle / Motor Vehicle (MVP) use

The management of Mechanically Propelled Vehicles was a particular concern in the consultation. The majority of feedback was from members of the public who access the byways using motor cycles or motor vehicles. There were also comments received advocating a restriction to motor vehicle access, particularly where the use has caused historical damage to a byway or due to safety concerns about the mixed traffic. A representation was also received advocating a similar approach to byways undertaken in West Berkshire, where seasonal restrictions are imposed during winter months to protect byways, but they are reopened for full use during the summer months.

### Consideration of motor cycle trail riding

Representations were received during the consultation that the needs of motor cycle trail riding were not included within the plan, and advocated that as the needs of motor cycle trail riders were different to those using routes using four wheeled vehicles they should be considered as a separate user group in the plan.

### Response to representations

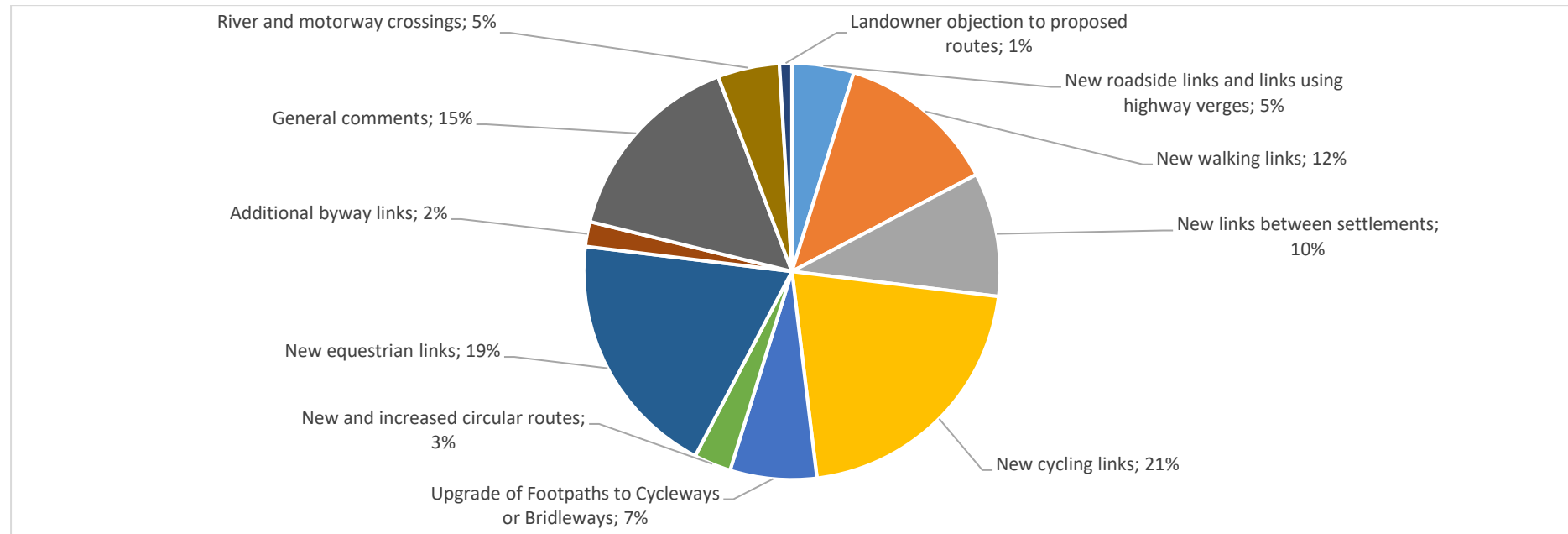
The strength of opinion expressed through the ROWIP consultation regarding the proposed restrictions to motor vehicle use of byways is acknowledged, as well as the helpful suggestions towards alternative options for managing the use to the benefit of all.

The plan contains actions to improve the management of byways and motor vehicle use upgrading surfaces where the predominate use is by motor vehicle (SOA 5.6(a)), work with user groups to improve the surfaces along byways (SOA 5.6(b)), and to investigate feasibility of using seasonal restrictions on sensitive byways (SOA 5.6(c)).

In light of the comments received the plan has been updated to ensure that motor cycle and motor vehicle users are expressly included as two separate classes of user, and measures have been put in place to cater for their needs. This includes actions to work with local user groups and assess the fragmentation of network for motor cycle and motor vehicle use and identify potential improvements and priority areas (SOA 2.2(g)), develop new routes and circular routes (SOA 2.2(b) and SOA 2.3), and improve information available regarding surfaces (SOA 1.4). Actions have also been added to work with vehicle groups to improve signage (SOA 5.6(c)) and to look at using voluntary restraint schemes as an alternative to Traffic Regulation Orders (SOA 5.6(d)). The existing proposals to downgrade the byways in Swallowfield (suggested as part of the Assessment of Need consultation) has been rephrased to improve surfacing and drainage along the routes, and seek seasonal restrictions along the routes where necessary.

## Key Theme 6: New links and proposed new paths

Feedback received from the consultation highlighted 103 separate comments made with regard to new suggested links. These comments fell into the following categories:



### Proposed new routes

The majority of the representations received under this theme suggest new specific routes, including new walking links, equestrian links, cycling links and motor cycle/motor vehicles links. These suggestions were to fill gaps in the network available for different users, or to provide off-road links between settlements places of interest.

### General comments

In addition to the specific routes suggested above there were a number of general comments received. These included support for more multi-use paths and off-road links for non-motorised vehicles, and increased provision for motor cycling use. Representations were also received highlighting the need for increased connectivity in general, the improvement of access to the public rights of way network from urban areas, and that the Council should ensure that any routes implemented are where people need to go. There were also specific concerns raised regarding the proposal included within the plan to close Mill Lane to motorised traffic.



## Response to representations

The proposed route suggestions have been added to the map and list of proposed new routes. With regard to the general comments the plan contains a number of actions to improve connectivity; including actions to develop more cycle paths to link towns and villages (SOA 2.1(c)), create new routes to join up the gaps in the network for walkers, cyclists, horse riders, motor cycles and motor vehicles (SOA 2.2(b)), create new routes to join up the gaps in the network near to schools, amenities, green spaces and public transport (SOA 2.2(c)), and develop new links between existing public rights of way by utilising the verges within the wider highway network (SOA 2.2(f)). The new actions added as a result of the motor vehicle access representations above reflect the need to assess and improve the provision for motor cycle and motor vehicle use. The plan also contains actions to develop additional circular routes (SOA 2.3).

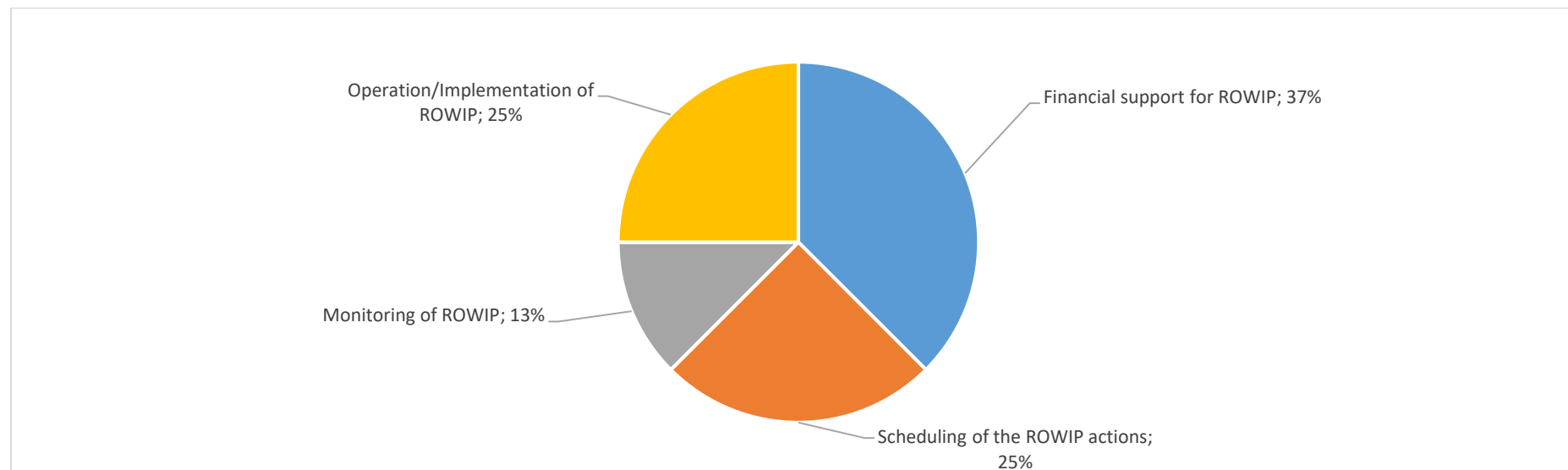
The proposed new routes provide extensive detail as to where people will wish to go, however as any particular proposal progresses there will be consultation with stakeholders as to the viability and design of any particular route.

The actions to create off-road cycle paths will be changed to state “multi-use” paths to reflect the need to consider more options including increased equestrian access.

The consultation also received a detailed objection from a landowner regarding proposed routes across their land, which had initially been included as part of the 2010 Rights of Way Improvement Plan. The objection to the proposed route is noted and no further action will be taken towards the implementation of these routes at the current time. As the suggested new paths have been highlighted both in the 2010 ROWIP and in the 2019 assessment of need as a strategic improvement to the network, it is considered appropriate to continue to show them within the map of proposed paths. Should the landowner’s position change over life of the plan this would allow the proposals to be considered in any potential future plans.

## Key Theme 7: Operation/Implementation of the Rights of Way Improvement Plan

Feedback received from the consultation highlighted 8 separate comments made with regard to operation and implementation of the plan. These comments fell into the following categories:



### Operation/Implementation and Monitoring of the ROWIP

Comments were received stating that the plan identifies but doesn't necessarily address issues, and that the plan does not state what will be done and how it will be monitored. Other representations have stated that there are a lot of gaps in monitoring.

### Financial support of the ROWIP

The consultation responses contained comments supporting the aims of the plan, but expressing concern that little detail is included about the resources to implement the actions. Other responses received suggested that specific budgeting and planning should be applied.

### Scheduling of the ROWIP actions

Comments received during the consultation expressed concern that the delivery plan for the ROWIP is unduly vague, subject to changing availability of funds and lacks commitment to action.

## Response to representations

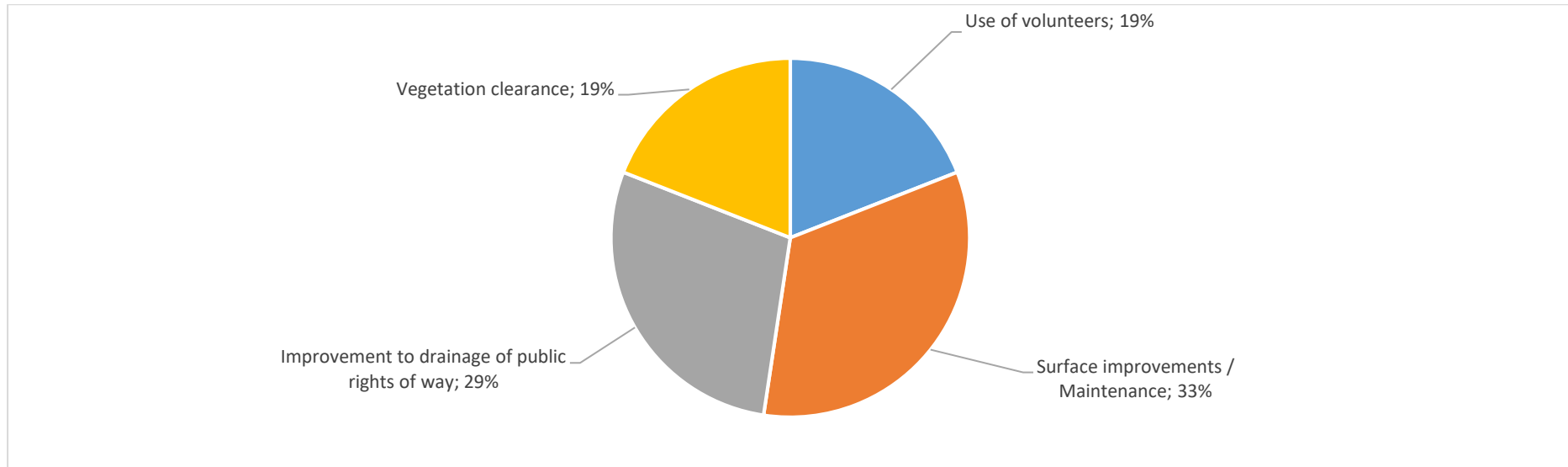
The plan states that the implementation of the plan will be reported on an annual basis via a Rights of Way Improvement Plan Progress Report, which will detail progress against all the targets and will also include the proposed new path suggestions. The statement of action tables included additional monitoring sections where there were specific additional measures included for a particular action, however it is noted that this approach has led to confusion, and gives the impression that the majority of the actions were not being monitored. In response to this the table has been simplified to remove this section. All actions will be monitored via the annual report process and where specific other monitoring activity will be conducted this has been clarified in the action description.

With regard to the issues in the plan it is considered that all the issues and needs that have been identified by the assessment of need and the subsequent public consultation have been addressed within the plan and the consultation report.

The Rights of Way Improvement Plan is intended to be a 10-year strategic plan, detailing what the needs are for the public over the next 10 years and detailing how these needs will be met. As a high-level strategic plan the actions included within it contain short, medium and long term goals, many of which require engagement with land owners and other stakeholders before details can be finalised. This level of detailed planning and implementation will be done following adoption of the plan and during the implementation of each of the actions but detailed budgeting and planning is not possible prior to this stage. The plan details the strategic aspirations for the network but as with all plans must be subject to the availability of funds and any financial constraints throughout its lifespan.

## Key Theme 8: Surfacing / Maintenance of the network

Feedback received from the consultation highlighted 17 comments made with regard to surfacing and maintenance of public rights of way. These comments fell into the following categories:



### Surface improvements / maintenance

Paths that deteriorate considerably during the wet seasons and winter months were highlighted as needing increased spending and surface improvements, with comments noting that the condition of the paths preclude users from using the network for cycling/ walking to work and/or school. Other comments received were that the paths need to be wide and smooth enough for use by wheelchair and pushchair users. Another comment received requested that reflective surfacing be used on paths going through natural areas.

### Drainage

Representations were received regarding drainage improvements needed along the network, particularly with regard to byways, and also noting water damage caused to paths due to inadequate drainage.

### Vegetation clearance

Comments were received requesting a firm strategy that bridleways and greenways need to be cut back to a height that enables clear access for horse riders, and noting that overgrown paths or those with significant debris mean that the effective capacity of the path is reduced. Suggestions include maintaining a 1 metre space between the highway and any hedge/vegetation where possible. The comments also suggested that the Statement of Action 5 should be reviewed as the present management of vegetation overgrowth is not considered adequate in view of frequent complaints by users.

### Use of volunteers

A number of groups who responded to the consultation have noted that they currently do, or are offering additional support to the Council to provide volunteer groups for undertake cutting back and surface improvement projects.

### Response to representations

Statement of Action 5.1 of the plan details a number of actions to improve the surfaces of the network, including identifying and addressing problems with surfacing and drainage, improving and upgrading surfaces in response to changes in demand or where paths provide links to schools, amenities and public transport. It also contains actions to work in partnership with volunteer groups to improve paths. With regard to use of the paths for wheelchairs and with pushchairs, the plan contains actions under 4.1 and 4.2 to develop a network of paths for people with disabilities or mobility restrictions, including identifying improvements to the existing network, ensuring all new paths are fully accessible and improving surfacing on high-use paths. It is considered that these actions are sufficient to address the representations regarding surface improvements, maintenance and drainage.

With regard to the comments regarding reflective surfacing, this relates to options to use surface materials that store sunlight and glow to provide a form of passive lighting along a path. The use of such surfacing will need to be chosen to be sympathetic the use of the path and its setting; where reflective surfacing could potentially be an option this will need to be investigated further as there may be unintended side effects to its use, both in terms of the public use and sense of security, maintenance and effectiveness and its potential ecological impact in sensitive areas.

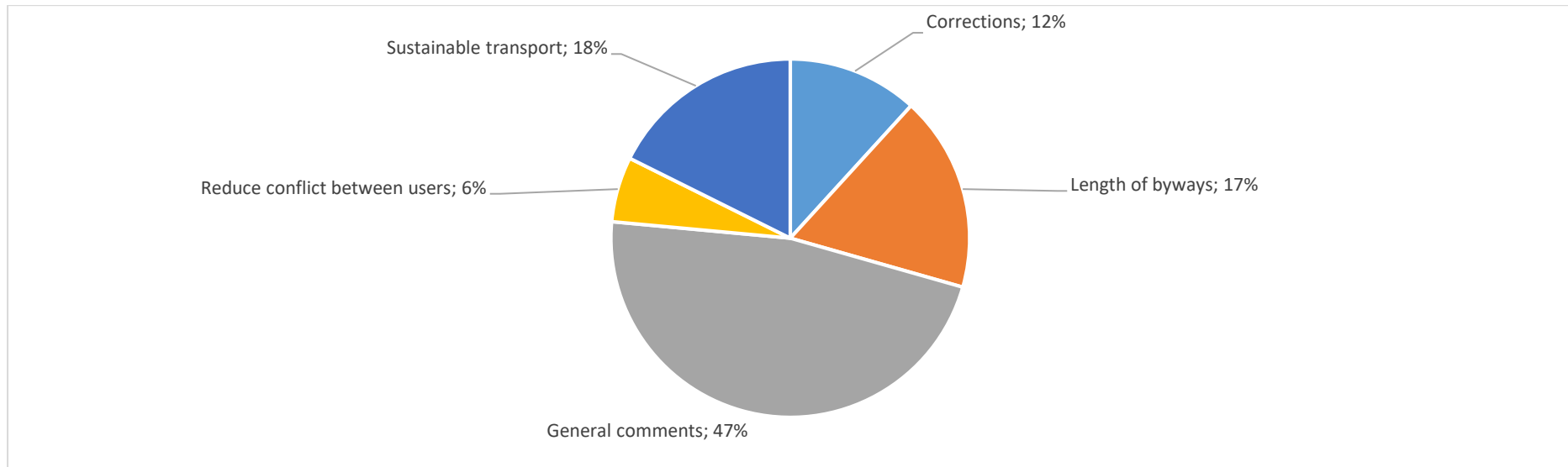
Statement of Action 5.2 contains actions to manage vegetation issues effectively and contains an action to review the service standards, policy and procedures for vegetation and debris clearance (SOA 5.2(c)). This action has been expanded in light of the comments above to ensure that the height clearance reflects the status and use of a public right of way.

In terms of widths, the clearance of a public right of way should be to the full width of a path where possible and appropriate. The Council would not be able to clear vegetation to an extent wider than the width of the highway; this would interfere with privately owned land and would be beyond the Council's powers to keep the highway clear and open.

The plan contains actions to foster closer links with user groups and work in partnership to improve the network (SOA 5.7(b)), work with volunteer groups to improve paths (SOA 5.1(e)), undertake vegetation clearance (SOA 5.2(d)), and to work with vehicle user groups to improve the surfacing and signage along byways (SOA 5.6(b) and (c)). Through these actions the Council will engage with and works in partnership with local users groups and volunteer groups to achieve improvements to the network.

## Key Theme 9: General Comments

Feedback received from the consultation highlighted 17 comments made with regard to surfacing and maintenance of public rights of way. These comments fell into the following categories:



### Reduce conflict between users

Comments received advised that there is a need to educate users of shared routes to avoid conflict between users, and that the key to maintaining good relationships between all users is that no users significantly impact any others. A particular suggestion for byways is to increase the number of passing places along narrow tracks. Other comments received noted that if it is necessary for the wider good to restrict the use of certain routes then the restriction should be nuanced to minimise the number of classes of user affected. Another comment stated that the plan does not allocate enough proportionality to the different needs of each group and that each one has different space/speed/time/access requirements.

### Sustainable transport

Comments were received stating that the rights of way network can assist with a key part of improving sustainable travel if it is joined up with other suitable networks, and that the plan is not as clear on encouraging use for sustainable transport, particularly to encourage commuting by cycle in the southern areas of the Borough. Other comments stated that that sustainable travel has not been considered at an early stage, with motor vehicles taking the priority in decision making.

### Length of byways

A number of comments were received stating that there has been a 40% reduction in the number of byways since the 2010 plan to 22.52km, down from 38.5km.

### Corrections

A number of comments were received with corrections made to the published draft plan with regard to the attribution of new path proposal suggestions and a number of grammatical errors.

### Other general comments

Other comments received highlighted concerns that the proposed new route maps were difficult to read, and that many of the actions within the plan seems to be duplicated. A more consumable summary of the plan is suggested for future public engagement. Other representations stated that the plan was too broad and lacked any commitment to action, that the future needs seem to be assumed with no justification, and that the plan does not identify the impact on other users and change should not be at the expense of the existing users.

### Response to representations

The suggestions regarding reducing conflicts along narrow byways is noted, and a new action has been included in the plan to provide additional passing places along narrow byways to reduce conflict between users (SOA 5.6(e)). As part of the statutory process for making Traffic Regulation Orders to restrict traffic along a lane all the different classes of use along a lane must be taken into account and the extent of the order must seek to minimise the extent of any disruption, affecting only the type of use that is causing an issue. As this is part of the statutory procedure it would not be necessary to include this as a separate action within the plan. The plan contains many separate actions to provide for walkers, cyclists, horse riders, motor cycle and motor vehicles but does not define what type of provision this may be as this would depend on a case by case basis based on the aims of a project and the type of works being undertaken. It is not considered necessary to define within the plan different space/speed/time/access requirements for each type of use as this will be considered during any detailed design stage of a project.

The plan contains a number of actions to encourage use of sustainable transport to work and school, including increased information and encouragement for the use of the network as a means of transport, creating new paths or upgrading paths near to schools, amenities and public transport, increased vegetation clearance and designation signage (SOA 3.1).

With regard to the comments regarding byways, unfortunately the information included in the consultation draft was incorrect. The true figure of the number of byways within the Borough is 39.6km. This error, and the corrections highlighted during the consultation has now been corrected.

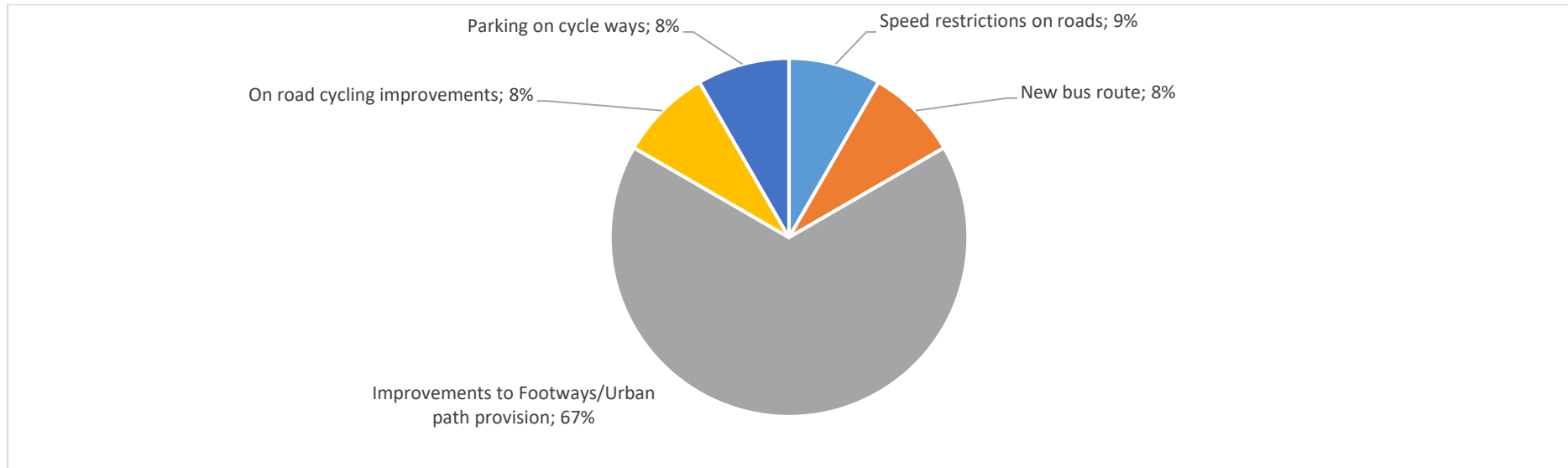
With regard to the actions within the plan, the plan does have a broad outlook; this is part of its remit to consider all the uses of the network and the needs of the public over the next 10 years. The actions listed within the plan are detailed and will be monitored throughout the life of the plan via an annual report. In terms of the future needs the plan is informed by the assessment of need consultation conducted in March 2019, along with feedback from the



public and stakeholders during the public consultation in July 2019. The comments regarding changes to the network are noted and the plan does seek to minimise any negative effect on particular users. It is not possible to categorically rule out any negative effects completely however in seeking improvements to the network the Council must balance the sometimes conflicting needs of the public.

## Key Theme 10: Other / Out of Scope

There were a 12 other comments and representations received during the consultation that are considered to be out of the scope of the rights of way improvement plan. These comments fell into the following categories:





**WOKINGHAM**  
**BOROUGH COUNCIL**

# Rights of Way Improvement Plan 2020

## APPENDIX 2

ANNEXE A – LIST OF CHANGES

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## Introduction

This appendix lists the detailed changes made to the Rights of Way Improvement Plan 2020-2030, in consequence of the feedback received from the public consultation conducted between 4<sup>th</sup> May and 26<sup>th</sup> September 2019.

## General changes

ID	Changes made	Reason
G1	Corrections to lengths of public rights of way and grammatical corrections	In response to corrections highlighted in the consultation.
G2	Inclusion of National Planning Policy Framework in "Strategic policy context" section	In response to comments highlighting that this policy had not been included.
G3	Removal of the 'Monitoring' column in the Statement of Actions and move any specific monitoring into the action description, where it is over and above the annual report monitoring.	In response to representations regarding the monitoring of the plan.

## Statement of Action 1: Improving information

ID	Changes made	Reason
SOA1-1	<i>SOA 1.3 (Improve rights of way network information)</i>  New action: Develop a path numbering system for permitted paths and ensure that they are included as part of the available path maps for users	In response to comments advocating for improved mapping and numbering of permitted paths
SOA1-2	<i>SOA 1.3 (Improve rights of way network information)</i>  New action: Develop a communications programme to promote public rights of way, and to educate users on responsible use of the Countryside	In response to comments advocating for a communications programme to promote public rights of way and also to educate users on responsible use of the countryside.
SOA1-3	<i>SOA 1.3(c) (provide information in printable formats)</i>  Action expanded to include the following: "and to provide printed maps and leaflets where appropriate."	In response to representations stating that paper maps are still important to users.
SOA1-4	<i>SOA 1.4 (Improve information available for users with restricted mobility)</i>  Action expanded to include cyclists and motor vehicle users	In response to comments received that surface information is useful to cyclists and motor vehicle users as well as

		those with restricted mobility.
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## Statement of Action 2: Creating new links

ID	Changes made	Reason
SOA2-1	SOA 2.1(c) ( <i>Develop more multi-use paths</i> ) Changed "cycle tracks" to "multi-use paths"	In responses to representations regarding the need for more multi-use paths
SOA2-2	SOA 2.2 ( <i>To develop a better joined-up PROW network</i> ) New action: Engage with local user groups and assess the fragmentation of network for motor cycle and motor vehicle use and identify potential improvements and priority areas	In response to comments received that motor vehicle users were not adequately considered as part of the plan
SOA2-3	SOA 2.2 ( <i>To develop a better joined-up PROW network</i> ) New action: Develop new links between existing public rights of way by utilising the verges within the wider highway network where feasible"	In response to comments that verges can be used to link paths
SOA2-4	SOA 2.2(b) ( <i>Create links to join gaps in the network</i> ) Added the statement "motor cycle and motor vehicle users" to the end, to ensure that motor vehicle users are considered to develop new routes	In response to comments received that motor vehicle users were not adequately considered as part of the plan
SOA2-5	SOA 2.3 ( <i>To develop additional circular routes</i> ) Added the statement "motor cycle and motor vehicle users" to the end, to ensure that motor vehicle users are considered to develop circular routes.	In response to comments received that motor vehicle users were not adequately considered as part of the plan

## Statement of Action 3: Encouraging use of the public rights of way network

ID	Changes made	Reason
SOA3-1	Resources column updated with Existing, Low and Low-Medium resourcing requirements	In response to comments made regarding the implementation of the plan
SOA3-2	3.3(c) ( <i>Guided walks</i> ) Add Loddon Valley Ramblers (LVR) and Mid & West Berks Local Access Forum (MWBLAF) to Partnership groups	In response to comments regarding guided walks

SOA3-3	SOA 3.3 ( <i>Reduce conflict between users</i> )  New action: "Seek to provide segregation of motorised and non-motorised traffic where possible and appropriate"	In response to comments received regarding issues with shared use of byways.
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#### Statement of Action 4: Access for All

ID	Changes made	Reason
SOA4-1	Resources column completed with Existing, Low and High resourcing requirements	To ensure that all actions consider the impact on resources in order to be implemented
SOA4-2	SOA 4.4b ( <i>stile replacements</i> )  Action expanded to include the following: "including providing grants and other financing where resources allow."	In response to comments that an in principle commitment should be made to provide resources for this work.

#### Statement of Action 5: Looking after the network

ID	Changes made	Reason
SOA5-1	SOA 5.2 (c) ( <i>Manage vegetation issues effectively</i> )  Action expanded to include the following: "Ensure that the height clearance reflects the status and use of a public right of way." at the end of the action	To reflect comments requesting that this is specifically taken into account with regard to maintenance and height clearance
SOA5-2	SOA 5.6 ( <i>Manage network of byways effectively</i> ) New action: Work with vehicle user groups to improve signage along byways	In response to comments and suggestions from vehicle user groups to work together to improve signage along byways
SOA5-3	SOA 5.6 ( <i>Manage network of byways effectively</i> ) New action: Seek to provide additional passing places along narrow byways to reduce conflict between users	In response to suggestions regarding ways to reduce conflicts between users on byways
SOA5-4	SOA 5.6(c) ( <i>Seasonal closures</i> )  Action expanded to include the following: "...either by 'voluntary restraint' scheme or by Traffic Regulation Orders."  Action renumbered to SOA 5.6(d)	In response to comments regarding voluntary restraint scheme to reduce vehicular use of byways in winter months?

## Appendix 5: Greenways Implementation Plan

ID	Changes made	Reason
GW1	Add new section under design standards: "Where the Greenways routes are constructed along existing byways, separate provision will be made in order for the byway to be shared with the existing vehicle use where possible, whilst still retaining the need for the Greenways to be traffic free. Where the available corridor width of insufficient for such segregation to occur other measures will be considered, for example by seeking to widen the byway or by using the Council's powers to regulate and restrict traffic along certain routes where appropriate. "	In response to concerns regarding the restriction of motor vehicles along the Greenway routes

## Proposed new routes and changes to existing routes

Note: The suggested new Greenways detailed below provide a description of a general route but do not contain sufficient detail to enable a concise map of the route to be produced. These have therefore been included in the list of proposed new routes but have not been individually mapped.

ID	Parish	Proposals added
PNR1		Section renamed to be "Proposed new routes and changes to existing routes"
PNR2	Arborfield Barkham Shinfield St. Nicholas Hurst Swallowfield	Expand the following existing proposals to seek Footpath or bridleway status along the route:  1, 2, 3, 6, 7-8, 11, 15-16, 19, 20, 23, 37, 38-40, 41, 42, 53-54, 55, 56, 57-58, 60-61
PNR3	Arborfield	Create new Mole Road field edge bridleway and Church Lane verge track to form safe Barkham-Coombes/Arborfield - Carters Hill circular routes.
PNR4	Arborfield	Upgrade Arborfield Footpaths 17 and 18 as Bridleway.
PNR5	Arborfield	Upgrade Arborfield Footpaths 20 and 22 as Bridleway.
PNR6	Arborfield	Upgrade Arborfield Footpath 1 as a Bridleway.
PNR7	Arborfield	New assisted crossing points on Mole Road between Byway 4 (Copse Barnhill Lane) and Byway 6 (Gravelhillpit Lane)
PNR8	Arborfield Swallowfield	Upgrade Nutters Lane as bridleway and link to Shinfield Byway 22



PNR9	Arborfield Barkham	New bridleway N-S route on W side of Bearwood Road from opposite Simons Lane to Coombes Lane.
PNR10	Arborfield Twyford Winnersh Wokingham	A north-south Greenways route linking Arborfield-Sindleshaw-Winnersh (station)-Dinton Pastures-Twyford (Station Cross-Rail).
PNR11	Barkham	New off-road Bridleway to link Church Lane to Commonfield Lane
PNR12	Barkham Finchampstead	New bridleway route from East end of Arborfield Footpath 15 across Arborfield Garrison to link up with Finchampstead Bridleway 14
PNR13	Barkham Finchampstead	New footpath or bridleway linking Finchampstead Footpath 28 with Barkham Byway 18 and new bridleway at Hogwood Farm
PNR14	Barkham	Upgrade Barkham Footpath 7 to a Bridleway
PNR15	Barkham	Create a new bridleway link from Footpath 7 to Bridleway 6
PNR16	Arbofield Barkham	Upgrade Footpath 4 / Footpath 12 to create a second circular bridleway route within the Coombes
PNR17	Earley Wokingham Winnersh	New Greenway alongside A329M
PNR18	Finchampstead	Upgrade Finchampstead Footpath 19 from RB 36 to B3348 at East end of the Ridges
PNR19	Finchampstead	New bridleway or Footpath alongside the N hedge of the B3348 from W end of the Ridges to the junction with Dell Road/Wick Hill
PNR20	Finchampstead	New Bridleway to link from Bridleway 4 to Byway 18 (Hogwood Lane)
PNR21	Finchampstead	Create Bridleway link from Finchampstead Village/Memorial Park to Nine Mile Ride.
PNR22	Ruscombe	New route from Milley Bridge/Stanlake Bridge/New Road/Castle End Road <i>Note: This route is unclear and has not been mapped pending clarification</i>
PNR23	Finchampstead	New bridleway E-W route from B3348 to A327 on N side of Eversley.
PNR24	Finchampstead	New bridleway E-W route on existing track from A327 N of The Leas to existing Footpath to Farley Hill.

PNR25	Finchampstead	New bridleway link and bridge over river from Footpath 52 across River Blackwater to Eversley Cross <i>Note: This route is unclear and has not been mapped pending clarification</i>
PNR26	Finchampstead	Create a pedestrian link along or adjacent to B3348 from Footpath 8 and 29 to A327.
PNR27	Finchampstead	New cycle route from Finchampstead to Wokingham Town Centre, which could use Nash Grove Lane and Evendons Lane
PNR28	Hurst Twyford Woodley	New Greenway between Hurst/Twyford/Woodley from Hogmoor Lane, Whistley Mill, and Ashenbury Park.
PNR29	Remenham Wargrave	New bridleway S-N route from minor road near Hennerton House to join path network near Henley Bridge.
PNR30	Remenham	Upgrade the Thames Path for use by cyclists
PNR31	Ruscombe	Upgrade Waltham St Lawrence Footpath 9/Ruscombe Footpath 4 for horse riding use.
PNR32	Ruscombe	New circular bridleway route linking Milley Bridge/Stanlake Bridge/New Road/Castle End Road <i>Note: This route is unclear and has not been mapped pending clarification</i>
PNR33	Ruscombe	Upgrade Ruscombe Footpath 5 to bridleway
PNR34	Shinfield	Seek dedication of permitted paths within Shinfield SANGs as public rights of way <i>Note: The exact paths desired are unclear and have not been mapped pending clarification</i>
PNR35	Shinfield	New Greenway from Green Park station to Shinfield village.
PNR36	Shinfield	Upgrade Shinfield Bridleway 41 I to Byway Open to All Traffic
PNR37	Shinfield	Downgrade Shinfield Byway 25 III to a Footpath or bridleway
PNR38	Shinfield	Remove links along Shinfield Byway 32 I/II as this is not separated by a highway.
PNR39	Shinfield	New bridleway from Southern end of Footpath 39, running parallel to Cutbush Lane and ending up on Shinfield Road <i>Note: This route is unclear and has not been mapped pending clarification</i>

PNR40	Shinfield	Upgrade Shinfield Footpaths 31A, 32A, 36 and 38 to a bridleway
PNR41	Shinfield	New bridleway from Byway 22 to the proposed River Loddon path
PNR42	Shinfield	Upgrade Footpath's 13,16 and 21 to Bridleway
PNR43	Shinfield	New bridleway link between bridleways 24 and 31B over the A33
PNR44	Shinfield	<p>Upgrade the following Footpaths to bridleways or cycleways</p> <ul style="list-style-type: none"> <li>• Shinfield Footpath 11 from School Green to Church Lane</li> <li>• Shinfield Footpath 12 north of School Green across to Hollow Lane</li> <li>• Shinfield Footpath 13:from Hyde End Lane, Ryeish Green across High Copse SANG, through a new housing development and via Footpath 11 to School Green</li> <li>• Shinfield Footpath 20 from Basingstoke Road to Clares Green Road</li> <li>• Shinfield Footpath 16 from Deardon Way to Ryeish Green</li> </ul>
PNR45	Shinfield	<p>New bridleway or cycleway link at Hyde End Road at the High Copse SANG.</p> <p><i>Note: The exact paths desired are unclear and have not been mapped pending clarification</i></p>
PNR46	Shinfield	Seek dedication of short W-E track running from Weather Centre bus stop on Shinfield Road to Ryhill Way to a public Footpath
PNR47	Shinfield	Upgrade Footpath 1 to cycleway or bridleway
PNR48	St Nicholas Hurst	Upgrade Footpath 34 to a cycleway or bridleway
PNR49	St Nicholas Hurst	Upgrade Footpath 12 to a cycleway or bridleway
PNR50	St. Nicholas Hurst	New bridleway from junction of Church Hill and Sawpit Lane to top of Church Hill.
PNR51	St. Nicholas Hurst	Extending permissive path/creating new bridleway from Sawpit Road to connect to Footpath 34.
PNR52	St. Nicholas Hurst	Permissive upgrade of Footpath next to River Loddon to allow horses
PNR53	St. Nicholas Hurst	New bridleway link across from Poplar Lane to join up with Footpath 12
PNR54	St. Nicholas Hurst	Upgrade Footpaths 8,9,13,14,16,17,18,19,21 & 22 to bridleway.
PNR55	Swallowfield	Rephrase the suggestion for the downgrade of byways at Swallowfield to improve surfacing and

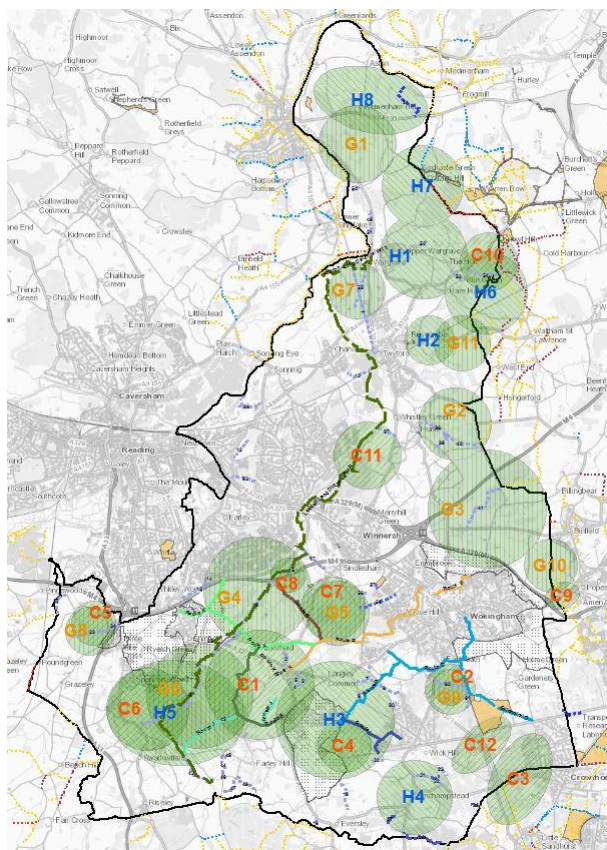
		drainage along the routes, and seek seasonal restrictions along the routes where necessary.
PNR56	Swallowfield	New bridleway SE-NW route from Swallowfield Church along N bank of River Blackwater (Broadwater) across River Loddon to join proposed Loddon Valley path
PNR57	Swallowfield	New bridleway SE-NW route from last riverside path on Blackwater Valley Path along N bank of River Blackwater (Broadwater) to road. <i>Note: This route is unclear and has not been mapped pending clarification</i>
PNR58	Swallowfield	New bridleway N-S route on W bank of River Loddon from existing riverside path near Kings Bridge under A33 via existing subway to district boundary S of The Priory.
PNR59	Swallowfield	Upgrade Footpath 18,19,13,15,16,17 to bridleway. Add new Bridleway to link between 17 and Byway 23, between Byway 31 and Bridleway 37 (W side of A33)
PNR60	Swallowfield	New bridleway between Swallowfield Village and Farley Hill School <i>Note: This route is unclear and has not been mapped pending clarification</i>
PNR61	Swallowfield	New Bridleway link from Riseley village to meet Footpath 17 and link from Footpath 16 to Swallowfield village.
PNR62	Swallowfield	The Blackwater path to continue past Wheeler's Farm and then through Farley Farms land to reach Church Road near the bridge over the Blackwater (called the 'The Broadwater' in that stretch) near to the Church and linking to Footpath 13 <i>Note: This route is unclear and has not been mapped pending clarification</i>
PNR63	Swallowfield	New path along the River Loddon at Bridge Farm <i>Note: This route is unclear and has not been mapped pending clarification</i>
PNR64	Twyford Wargrave	New bridleway N-S route along E bank of River Loddon from River Loddon to A3032.
PNR65	Wargrave	New Greenway from Wargrave to Henley
PNR66	Wargrave	New bridleway to link Bridleway 2 with Byway 19
PNR67	Wargrave	New bridleway NE-SW route from Wargrave Station access road along bank and around STW to E bank of River Loddon.
PNR68	Wargrave	New bridleway along Loddon Drive

PNR69	Wargrave	<p><i>Route 53-54</i></p> <p>Adjust wording to “NW-SE route from A4 to minor road at Scarletts Home Farm, and W-E route from Kiln Green at A4 to junction of paths N of Weycock Hill.”</p>
PNR70	Wargrave	<p><i>Routes 49 and 51</i></p> <p>Separate the routes as follows:</p> <p>Route 49: S-N route along E bank of Hennerton Backwater from existing footbridge to A321 opposite existing path near Hennerton Farm. Justification: Waterside route. Links isolated path to Wargrave village avoiding very busy road. Creates circular walks from village.</p> <p>Route 51: Improvement of the pedestrian route alongside the A321 from the north end of Wargrave village to Willow Lane (Footpath10).  Justification: The existing provision is an unpleasant narrow pavement alongside the 40 mph road. Widening the pavement would be possible, but a better solution would be to provide a new Footpath in adjacent land, either a permissive path or a path on gifted land, perhaps similar to that provided by Park Place alongside Kentons Lane.</p>
PNR71	Wargrave	<p>New pedestrian and cycle link from Wargrave over the River Thames</p> <p><i>Note: This route is unclear and has not been mapped pending clarification</i></p>
PNR72	Winnersh	New Greenway from Winnersh to Twyford, also Winnersh to Wokingham
PNR73	Winnersh	New Greenway from Winnersh to Wokingham
PNR74	Winnersh	<p>Improved walking and cycle link needed from Winnersh Triangle to Arbor Lane.</p> <p><i>Note: This route is unclear and has not been mapped pending clarification</i></p>
PNR75	Winnersh	Improved walking and cycling link needed from Winnersh Triangle / Showcase cinema to Dinton Pastures.
PNR76	Winnersh	Upgrade Winnersh Footpath 6 (Bearwood Path) from Hatch Farm Way off road shared cycle/footway that links to Jersey Drive to allow cycling with a surfaced route.
PNR77	Winnersh Wokingham	<p>Traffic free route needed to get from Winnersh to Wokingham</p> <p><i>Note: This route is unclear and has not been mapped pending clarification</i></p>
PNR78	Wokingham	New bridleway linking Footpath 16 to Footpath 14 and then running parallel to A329 to eventually end at Dinton Pastures.

PNR79	Wokingham	New bridleways within Foxhill and Highlands Avenue. <i>Note: This route is unclear and has not been mapped pending clarification</i>
PNR80	Wokingham	New Greenway at St Pauls Churchyard
PNR81	Wokingham	New Footpath between Oaklands Park (bottom of Fishponds Lane) and Blagrove Drive
PNR82	Wokingham	Upgrade Wokingham Footpath 15 to a bridleway or cycleway
PNR83	Wokingham Without	Downgrade Wokingham Without Byway 28 III where it runs through the housing area to a Bridleway
PNR84	Wokingham Without	New Greenway to Wokingham town centre via Gorrick Woods
PNR85	Wokingham Without	New Greenway to new Gray's Farm sports facility from "greater Crowthorne" via Wokingham Without Footpath 12
PNR86	Wokingham Without	<p>New circular walk within Wokingham Without starting and finishing at junction of Byway 28 with Nine Mile Ride/New Wokingham Road:</p> <p>(a) Byway 28 north-west to junction with Footpath 17 (Can be shortened by using Footpath16).</p> <p>(b) Footway along Nine Mile Ride and lay-by past Kingsbridge Cottages.</p> <p>(c) Cross Nine Mile Ride and take existing track (to be designated) east beside Nine Mile Ride to junction with Footpath18.</p> <p>(d) Continue east on track through Heathlake Country Park (to be designated) beside Nine Mile Ride to start point at New Wokingham Road</p> <p>Possible local name for this is 'Gorrick Circular Walk'</p>
PNR87	Wokingham Without	New circular bridleway route using Byway 30 and linking up with Redlake Lane, using neighbouring fields.
PNR88	Wokingham Without	Classify Ludgrove Road as a Restricted Byway or Bridleway.
PNR89	Wokingham Without	Upgrade Footpaths 10, 11,12,14 and 16 to Bridleways
PNR90	Wokingham Without	New 'Pipeline' Bridleway, upgrading Footpath 18 and 34 to Bridleway
PNR91	Wokingham Without	New path to link from Byway 28 on the track some 300m NW of the crossing of Heathlands Road to come south to and around the St Sebastian's Playing Field and then exiting south along St Sebastian's Close to cross Nine Mile Ride and

		pick up the existing track which parallels Nine Mile Ride east to Wokingham Without Footpath 18
PNR92	Wokingham Without	New Footpath linking Wokingham Without Byway 28 some 300m NW of where it crosses Nine Mile Ride and going north along existing paths within the farm through the farm to end up opposite the Crooked Billet pub on Honey Hill. <i>Note: This route is unclear and has not been mapped pending clarification</i>
PNR93	Wokingham Without	New path from Wokingham Without Byway 28 about 200m NW of junction with Nine Mile Ride going NNE and then NNW/N to end on Honey Hill approximately opposite the 'Crooked Billet' Public House. <i>Note: This route is unclear and has not been mapped pending clarification</i>
PNR94	Wokingham Without	New and improved path network to access new SDL from Greater Crowthorne - some existing Footpaths off Redlake Lane [WOKW Footpath 7 I] / Honey Hill [WOKW Footpath 11 I] / Easthampstead Road [WOKW Footpath 5 I] might be re-purposed, but crossing of Easthampstead Road / Heathlands Rd will need to be carefully considered <i>Note: This route is unclear and has not been mapped pending clarification</i>
PNR95	Wokingham Without	Upgrade Footpath 33 from Hatch Ride to Nine Mile Ride (past Oakham Park) to bridleway
PNR96	Woodley	New Footpath link from Dinton Pastures and Sandford Lane to Mohawk Way





## APPENDIX 3

Network Fragmentation Analysis



**WOKINGHAM**  
**BOROUGH COUNCIL**

# Rights of Way Improvement Plan 2020

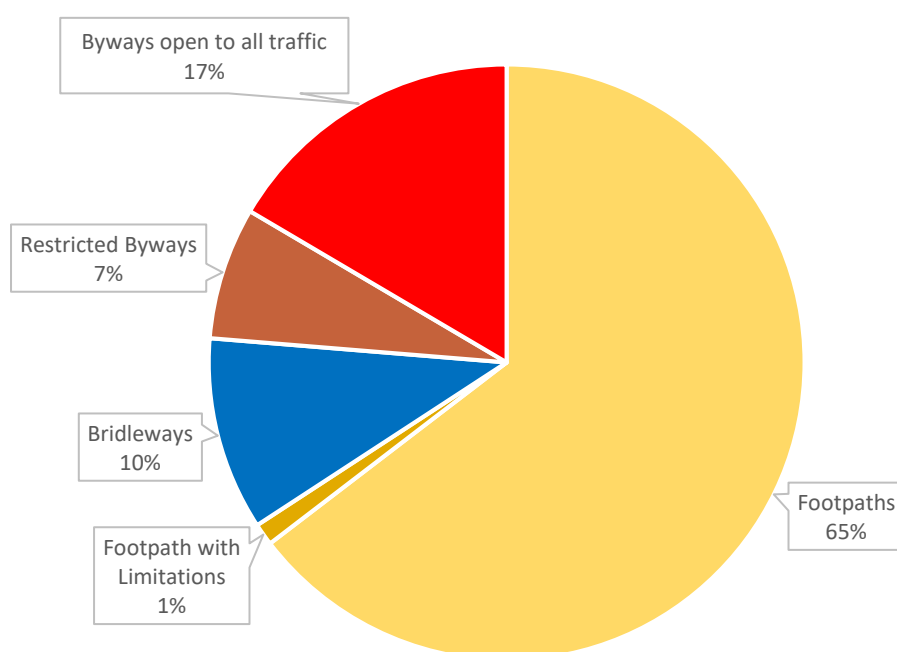


## Introduction

The fragmentation analysis seeks to identify the broad areas of the public rights of way network that have significant gaps for walkers, for cyclists and for horse riders, taking into account the wider highway network available to each different user group.

The areas were identified firstly by using a process of identifying areas of land which currently do not show a link in either the public rights of way or wider highway network. This was done by mapping all the adopted highways and public rights of way and selecting all the areas of land in between that were outside of 100 metres of any highway. This is a rough measure which allows us to determine the largest areas of concern in the borough by the absence of any link. From here the gaps in the network for each user group can be determined by removing and adding categories of highway accordingly.

The public rights of way network is made up as follows:



The majority of the network consists of footpaths, and walkers are able to use 100% of the network. Horse riders and cyclists are restricted to 34% of the network, however cyclists are also able to use the network of cycle tracks which are not available for use by horse riders. Motor vehicle users are restricted to 17% of the network outside of the wider highway road network. Carriage drivers are the smallest minority of users and are restricted to 24% of the PROW network, and whilst they are able to use the wider highway network they are more vulnerable doing so.

The rights of way network is mainly used for walking, dog walking, cycling, horse riding and off-road driving.

## Explanation of the fragmentation maps

The fragmentation analysis focuses on the main types of use: Walking, Cycling and Horse Riding, but does not include a fragmentation analysis for motor vehicle users; actions are included within the plan to work with motor vehicle user groups to identify potential improvements, which have not been identified here.

### Fragmentation analysis: General gaps / Walking

This map identified the general areas of land within the borough where there are no links at all for walking. It has identified 11 areas which represent some of the largest land parcels where increased links would help to close some of the missing links in the network

### Fragmentation analysis: Cycling

This map identifies the areas of land within the Borough where there are gaps in the overall cycling network. It maps 12 areas where there are no cycling links available in either the public rights of way, the cycle route network or the wider adopted highway network. Increased cycle links in these areas will help to widen the opportunities to cycle across the borough and contribute to encouraging more cycling, feeding particularly into the strategic sustainable transport and health objectives.

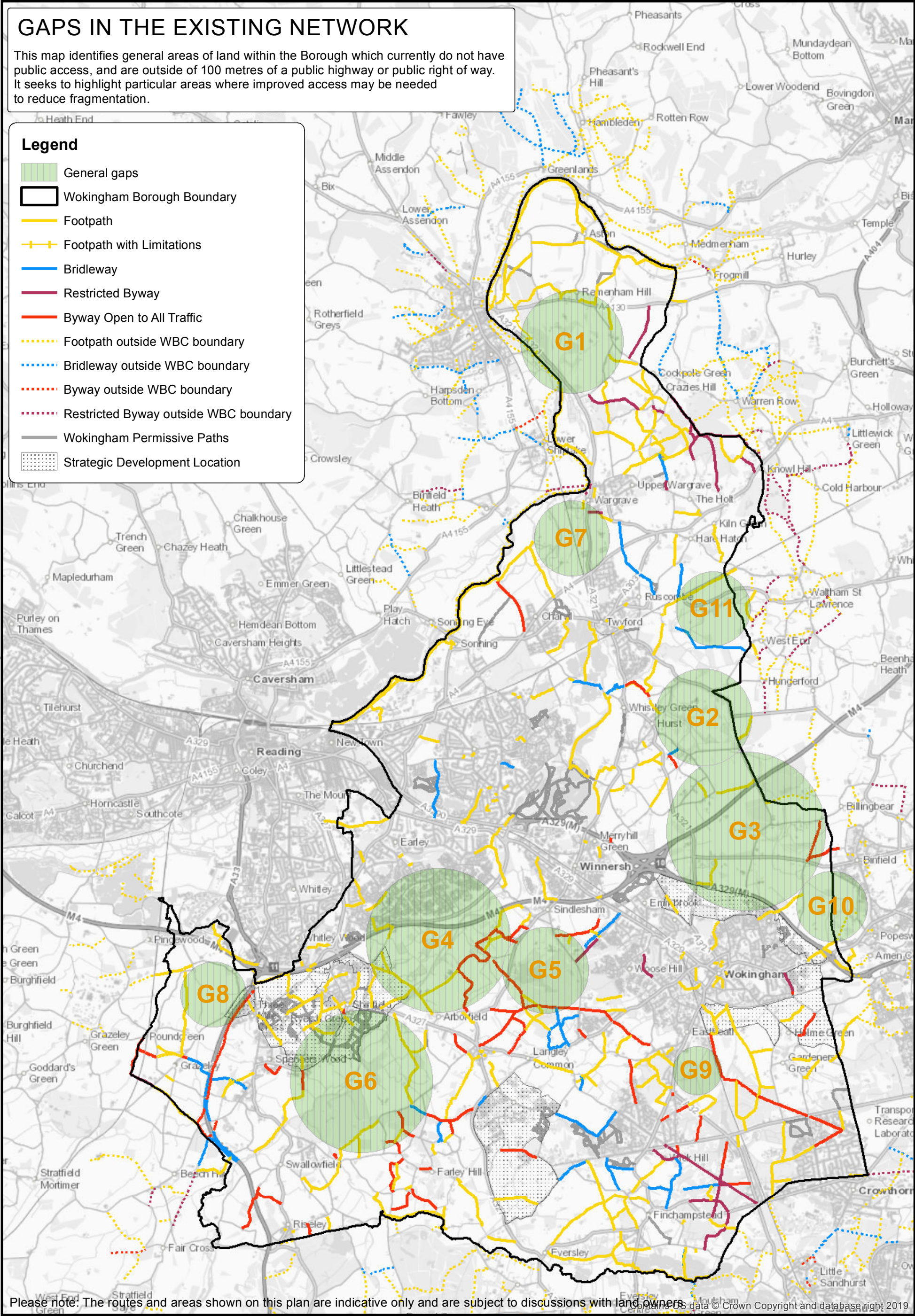
### Fragmentation analysis: Horse Riding

This map identified the areas of land within the Borough where there are gaps in horse riding, taking into account the urban and rural locations and likely demand for horse riding in these areas. It maps 8 separate areas where focus on improving horse riding access would be beneficial to the public and meet likely demand.

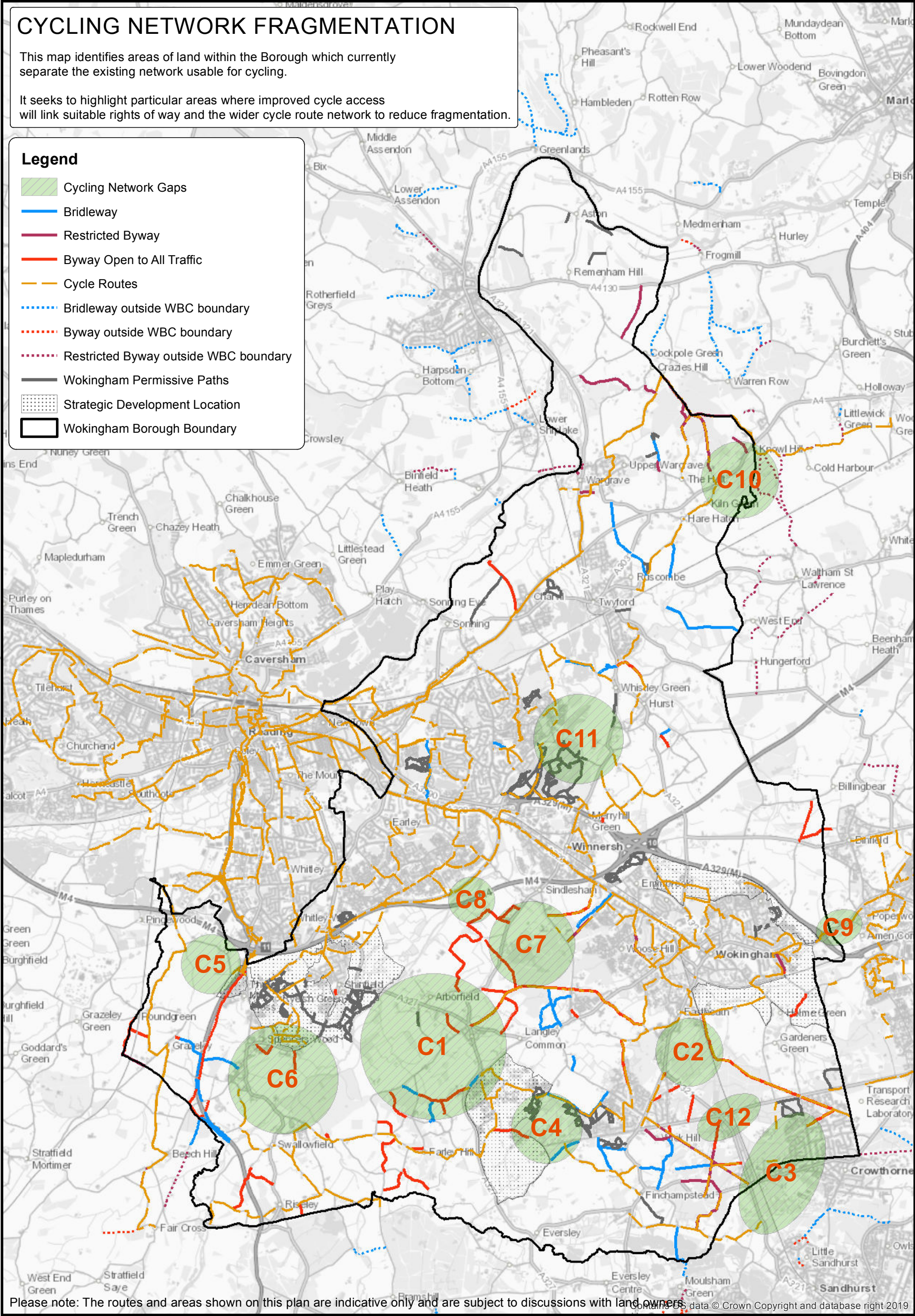
### Fragmentation analysis: Overall

This map combines the findings of the previous three, and is particularly useful to highlight overlaps between the identified areas. Where two or more areas overlap it indicates that improved access in these areas will benefit more than one class of use and therefore should be higher priority for action. On top of this map are overlaid the proposed greenway routes, proposed new routes and proposed changes to existing routes identified during the consultation process. It shows where some of these specific routes will help to address the fragmentation problems in the key areas. This map has been used to prioritise the proposed new routes list included in 'Appendix 4: proposed new routes and changes to existing routes'.

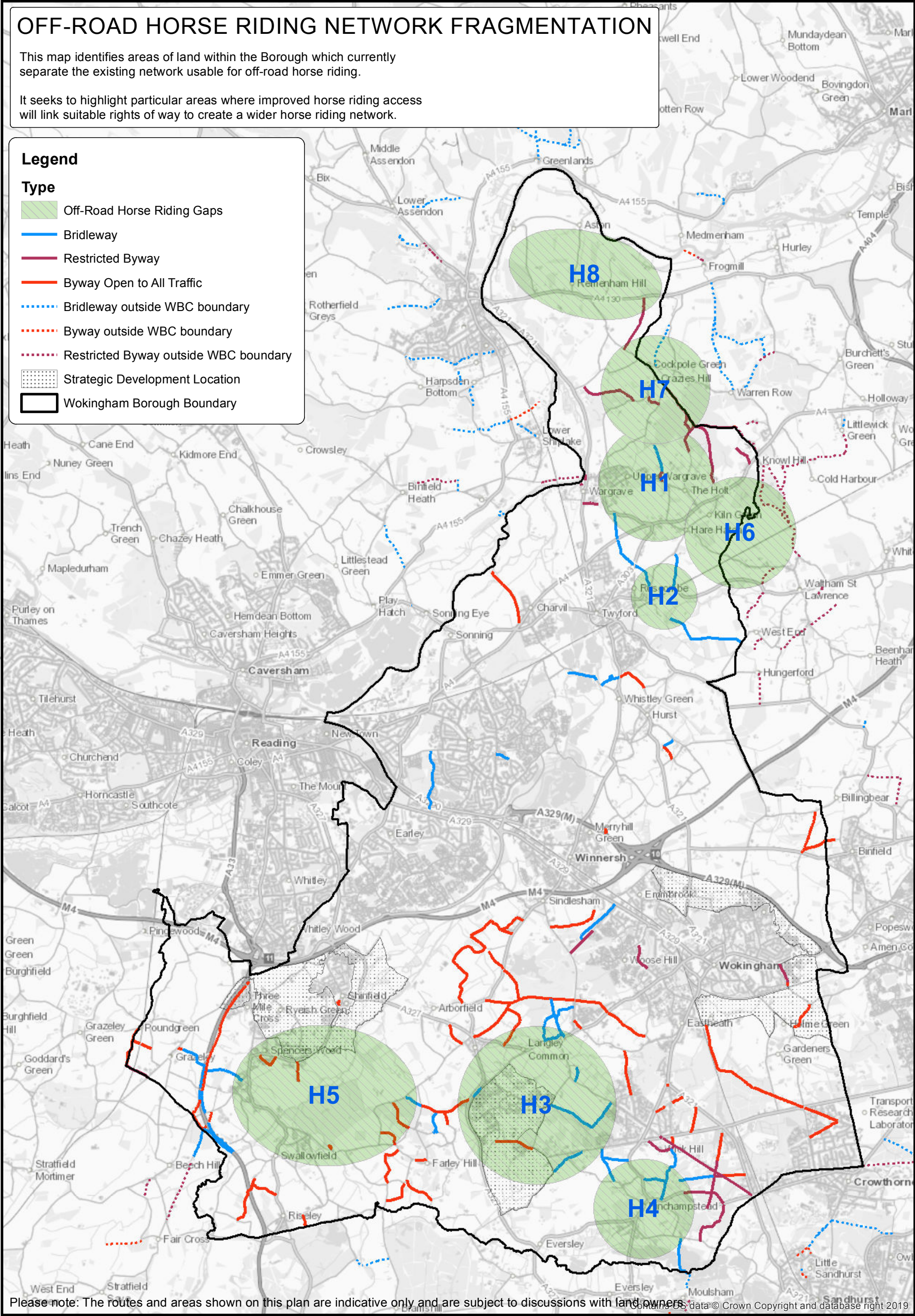




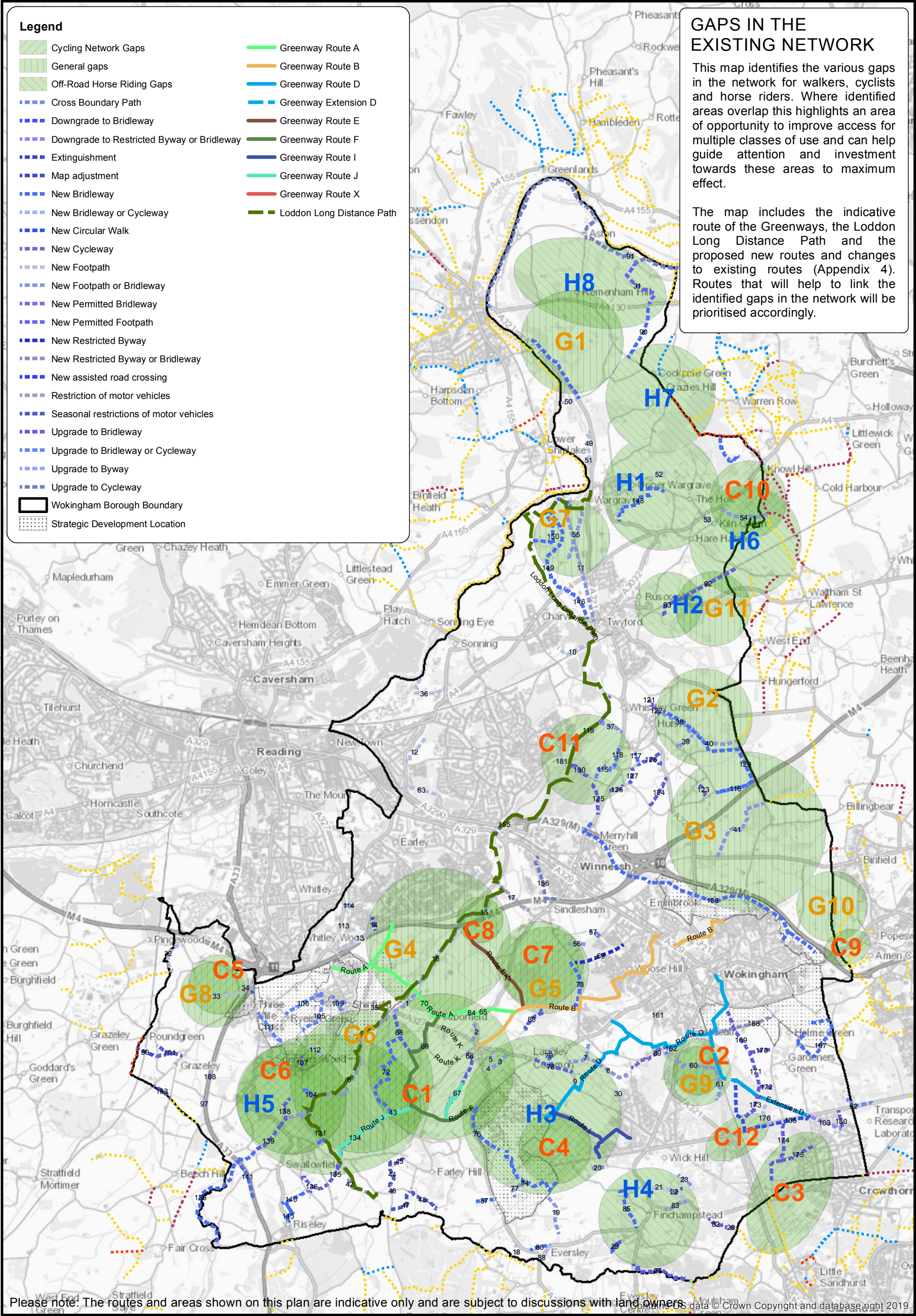
















**WOKINGHAM**  
**BOROUGH COUNCIL**

# Rights of Way Improvement Plan 2020

## APPENDIX 4

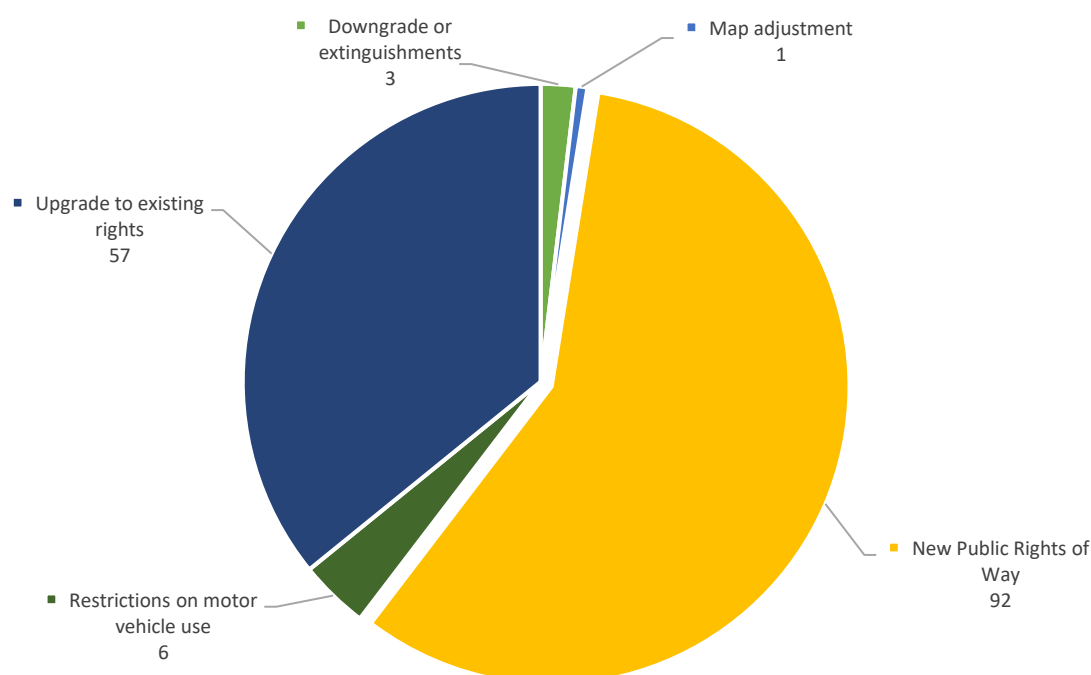
Proposed new routes and changes to existing  
routes

## Introduction

The ROWIP consultation process gathered a number of suggestions for proposed new routes and changes to existing routes that are needed to address specific gaps in the network in certain areas. These routes have been mapped and analysed, and a priority list of paths to investigate has been developed to accompany the ROWIP 2020 / 2030.

**The path lines indicated on the plans are indicative only, serving to identify a particular need as opposed to defining a specific route on the ground. All new path proposals are dependent on negotiations and discussion with the particular landowners in each case.**

The suggestions consist of the following



## Explanation of the proposed new route maps

The paths are displayed in two forms

### ROWIP 2020 Proposed New Routes: General map

This map details all of the proposed new routes that have been gathered as part of the ROWIP consultation process. It details each route by type of request, including the identification number for each route. It also details the rights of way information in the background in order to show how each proposed route would integrate with the existing network.

### ROWIP 2020 Proposed New Routes: Priority routes



This map highlights the proposed new routes that intersect the areas identified as having gaps in the network as having a strategic priority, offering opportunities to fill these gaps.

## Proposed new routes

The table below gives more details of each route. The routes have been prioritised based on the identified gaps in the WBC network as detailed above however other priorities (for example routes to school, greenways or specific opportunities linked to developments) will also affect priorities for action. Higher priority schemes are marked as Priority 1.

Parish	Priority	Proposal type	Route description	ROWIP 2020 ID
Arborfield & Newland Barkham	1	Upgrade to Bridleway	Upgrade Footpath 4 / Footpath 12 to create a second circular bridleway route within the Coombes	80
Arborfield & Newland	1	New Bridleway	Mole Road field edge bridleway and Church Lane verge track to form safe Barkham-Coombes/Arborfield - Carters Hill circular routes.	64
Arborfield & Newland	1	New Bridleway	Mole Road field edge bridleway and Church Lane verge track to form safe Barkham-Coombes/Arborfield - Carters Hill circular routes.	65
Arborfield & Newland	1	Upgrade to Bridleway	Upgrade Arborfield Footpaths 17 and 18 as Bridleway.	66
Arborfield & Newland	1	Upgrade to Bridleway	Upgrade Arborfield Footpaths 17 and 18 as Bridleway.	67
Arborfield & Newland	1	Upgrade to Bridleway	Upgrade Arborfield Footpaths 20 and 22 as Bridleway.	68
Arborfield & Newland	1	Upgrade to Bridleway	Upgrade Arborfield Footpaths 20 and 22 as Bridleway.	69
Arborfield & Newland	1	Upgrade to Bridleway	Upgrade Arborfield Footpath 1 as a Bridleway.	70
Arborfield & Newland	1	New assisted road crossing	New assisted crossing point on Mole Road between Byway 4 (Copse Barnhill Lane) and Byway 6 (Gravelhillpit Lane)	71
Arborfield & Newland Swallowfield	1	New Bridleway	Upgrade Nutters Lane as bridleway and link to Shinfield Byway 22	72
Arborfield Barkham	1	New Bridleway	New bridleway N-S route on W side of Bearwood Road from opposite Simons Lane to Coombes Lane.	73
Arborfield & Newland Twyford Winnersh Wokingham	2	New Greenway [Not mapped]	A north-south Greenways route linking Arborfield-Sindleshaw-Winnersh (station)-Dinton Pastures-Twyford (Station Cross-Rail).	74
Arborfield & Newland	1	New Footpath or Bridleway	NE-SW route on SE side of Arborfield Cross from B3349-A327.	3-5
Arborfield & Newland	1	New Footpath or Bridleway	NE-SW route on S bank of R. Loddon from Hall Farm to A327 at Arborfield Bridge	1
Arborfield & Newland	1	New Footpath or Bridleway	Route from existing path SE of Arborfield Church parallel to road to a point close to Arborfield Cross.	2
Arborfield & Newland	1	New Footpath or Bridleway	NE-SW route on N bank of River Loddon from A327 at Arborfield Bridge to path at Sheepbridge Court Farm.	6
Barkham	1	New Footpath or Bridleway	Routes using Nashgrove Ride and connecting tracks in countryside around Barkham Church.	7-8
Barkham	1	New Footpath	Route(s) on E and/or W verge of Barkham Street from Church Lane to Commonfield Road.	9
Barkham	1	New Bridleway	New off-road Bridleway to link Church Lane to Commonfield Lane	75

Barkham	1	New Bridleway	New bridleway route from East end of Arborfield Footpath 15 across Arborfield Garrison to link up with Finchampstead Bridleway 14	76
Barkham Finchampstead	1	New Footpath or Bridleway	New footpath or bridleway linking Finchampstead Footpath 28 with Barkham Byway 18 and new bridleway at Hogwood Farm	77
Barkham	1	Upgrade to Bridleway	Upgrade Barkham Footpath 7 to a Bridleway	78
Barkham	1	New Bridleway	Create a new bridleway link from Footpath 7 to Bridleway 6	79
Charvil	2	New Footpath	An off-road route to the station from Charvil	10
Charvil Wargrave	1	New Footpath or Bridleway	Use the disused second track alongside the Henley-Twyford railway line as a right of way – that would prove VERY popular, and would probably reduce the number of car journeys as well. It could also be used by wheel-chair users etc.	11
Earley	1	Extinguishment	Extinguishment of the N-S part of FP11, and re-routing of path to run E-W, parallel to Lower Earley Way from Beeston Way roundabout to Shinfield Road, with spur to Wilsford Close	14
Earley	2	New Footpath	From Church Road, Earley through open-space alongside playing fields, east then northeast to join Woodley FP1.	12
Earley	2	New Footpath	From the southwest corner of FP 11, running south westerly parallel to the Lower Earley Way, continuing over the A327 and meeting Shinfield FP 10.	13
Earley Wokingham Winnersh	2	New Greenway [Not mapped]	New Greenway alongside A329M	81
Earley Arborfield & Newland	1	New Footpath or Bridleway	NE-SW route on N bank of River Loddon from Sindlesham Mill to existing path crossing river at Hall Farm.	15-16
Earley Winnersh	2	Restriction of motor vehicles	Closure of Mill Lane, Sindlesham, to through traffic	17
Finchampstead	1	New Footpath	SE-NW route along existing track and Wick Hill Lane from The Ridges to B3016 W of Church Farm.	21-22
Finchampstead	1	Upgrade to Bridleway	Link up Finch BR34 & BR26.	24-25
Finchampstead	1	New Footpath or Bridleway	E-W route between paths S of Greenacre Farm.	20
Finchampstead	1	Upgrade to Bridleway	FP 33 to be upgraded to Bridleway to connect The Village to new Bridleway network on Cemex sites.	27
Finchampstead	1	Upgrade to Bridleway	Upgrade FP54 alongside Blackwater River (from FP17A to Mill Lane – Sandhurst) to Bridleway to link to new network on Cemex sites.	29
Finchampstead	1	New Footpath	Create footpath access from Gilbert Close to Rooks Nest Country Park.	30
Finchampstead	1	New Footpath or Bridleway	New bridleway or Footpath alongside the N hedge of the B3348 from W end of the Ridges to the junction with Dell Road/Wick Hill	83
Finchampstead	1	New Bridleway	New Bridleway to link from Bridleway 4 to Byway 18 (Hogwood Lane)	84
Finchampstead	1	New Bridleway	Create Bridleway link from Finchampstead Village/Memorial Park to Nine Mile Ride.	85
Finchampstead	2	New Footpath	N-S route from A327 at Eversley on existing track across River Blackwater to existing path in Hants (part in Hants).	18
Finchampstead	2	New Footpath	N-S route from road (Park Lane) past Wheatlands Manor to existing path N of Eversley (FP 28).	19
Finchampstead	2	New Footpath or Bridleway	SE-NW route between end of diverted Devils Highway path N of Armholes to existing bridleway N of Ridge Farm.	23

Finchampstead	2	Upgrade to Bridleway	Reclassify to bridleway the existing FP20 from Ambarrow Lane via the east of Beech Hill to junction with RB36/FP19.	26
Finchampstead	2	Upgrade to Bridleway	Upgrade Finchampstead Footpath 19 from RB 36 to B3348 at East end of the Ridges	82
Finchampstead	2	New Bridleway	New bridleway E-W route from B3348 to A327 on N side of Eversley.	86
Finchampstead	2	New Bridleway	New bridleway E-W route on existing track from A327 N of The Leas to existing Footpath to Farley Hill.	87
Finchampstead	2	New Footpath	Create a pedestrian link along or adjacent to B3348 from Footpath 8 and 29 to A327.	88
Finchampstead	2	New Cycleway	New cycle route from Finchampstead to Wokingham Town Centre, which could use Nash Grove Lane and Evendons Lane	89
Finchampstead Ruscombe	2	New footpath or Bridleway	New route from Milley Bridge/Stanlake Bridge/New Road/Castle End Road <i>Note: This route is unclear and has not been mapped pending clarification</i>	94
Remenham	1	New Permitted Path	Provision of a permissive path from the north side of the A4130, directly opposite the north end of RB38, along the existing private track towards Culham Court Lodge (in Remenham CP).	31
Remenham Wargrave	1	New Bridleway	New bridleway S-N route from minor road near Hennerton House to join path network near Henley Bridge.	90
Remenham	1	Upgrade to Cycleway	Upgrade the Thames Path for use by cyclists	91
Remenham	2	New Bridleway	New bridleway link and bridge over river from Footpath 52 across River Blackwater to Eversley Cross <i>Note: This route is unclear and has not been mapped pending clarification</i>	182
Ruscombe	1	Upgrade to Bridleway	Upgrade Waltham St Lawrence Footpath 9/Ruscombe Footpath 4 for horse riding use.	92
Ruscombe	1	Upgrade to Bridleway	Upgrade Ruscombe Footpath 5 to bridleway	93
Shinfield	1	Upgrade to Bridleway	Upgrade Footpath's 13,16 and 21 to Bridleway	105-107
Shinfield	1	New Footpath	E-W route from MereOak Lane along existing track past Great Lea Farm then to join existing N-S path.	33-34
Shinfield	1	New Bridleway	New bridleway from Byway 22 to the proposed River Loddon path	104
Shinfield	1	New Bridleway or Cycleway	New bridleway or cycleway link at Hyde End Road at the High Copse SANG.	112
Shinfield	2	Upgrade to Bridleway	Upgrade Shinfield Footpaths 31A, 32A and 38 to a bridleway	101-103
Shinfield	2	Upgrade to Bridleway or Cycleway	Upgrade the following Footpaths to bridleways or cycleways  Shinfield Footpath 11 from School Green to Church Lane  Shinfield Footpath 12 north of School Green across to Hollow Lane  Shinfield Footpath 20 from Basingstoke Road to Clares Green Road	109-111
Shinfield	2	New Footpath	N-S route on E bank of Foudry Brook from road S of M4 to existing path.	32
Shinfield	2	New Footpath	Link between Shinfield FPs 5 and 6, running parallel to A327, with good standard hard surface	35

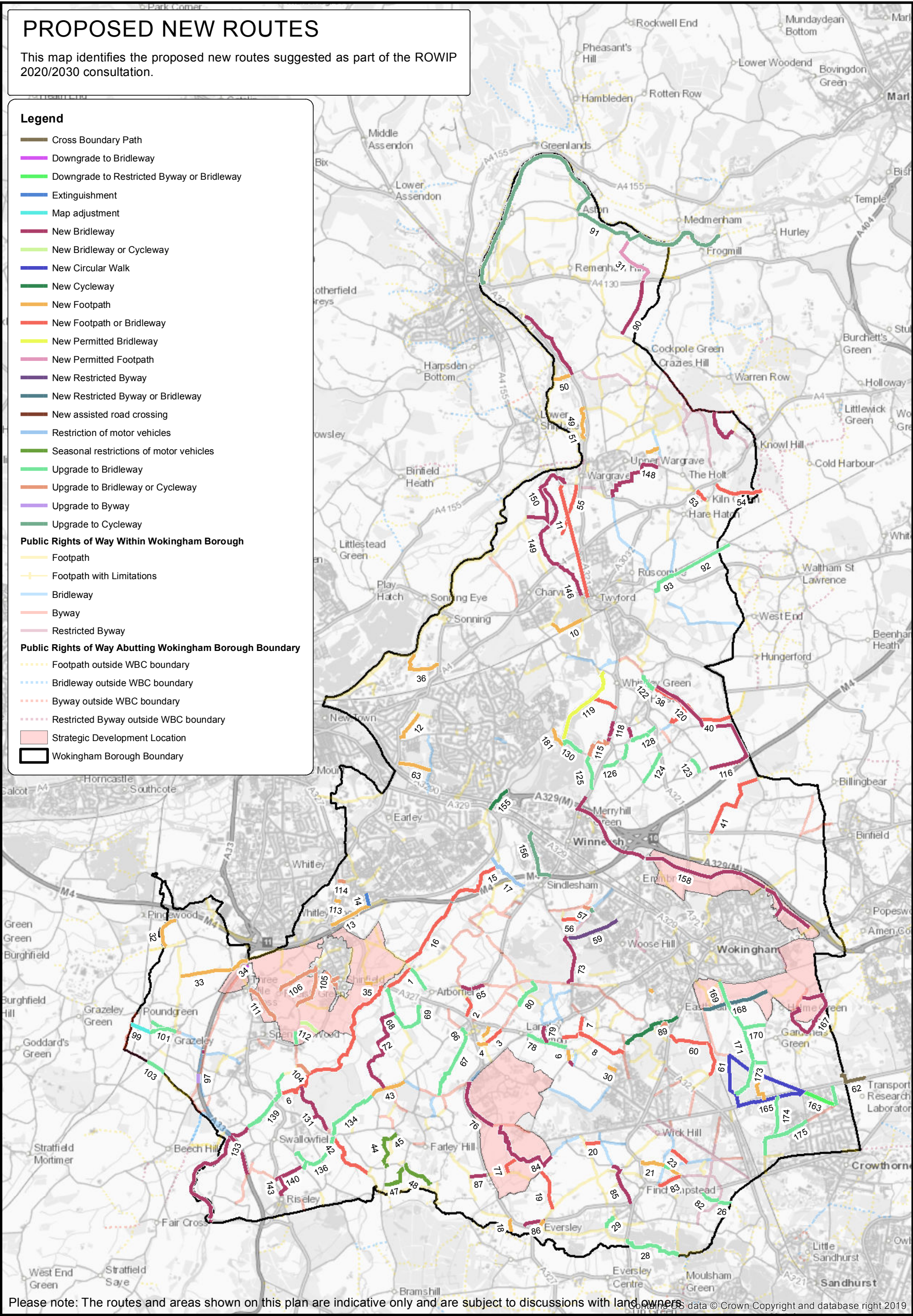
Shinfield	2	Adoption of permitted paths	Seek dedication of permitted paths within Shinfield SANGs as public rights of way <i>Note: The exact paths desired are unclear and have not been mapped pending clarification</i>	95
Shinfield	2	New Greenway	New Greenway from Green Park station to Shinfield village.	96
Shinfield	2	Upgrade to Byway	Upgrade Shinfield Bridleway 41 to Byway Open to All Traffic	97
Shinfield	2	Downgrade to Bridleway	Downgrade Shinfield Byway 25 III to a Footpath or bridleway	98
Shinfield	2	Map adjustment	Combine Shinfield Byway 32 links as this is not separated by a highway.	99
Shinfield	2	New Bridleway	New bridleway from Southern end of Footpath 39, running parallel to Cutbush Lane and ending up on Shinfield Road <i>Note: This route is unclear and has not been mapped pending clarification</i>	100
Shinfield	2	New Bridleway	New bridleway link between bridleways 24 and 31B over the A33	108
Shinfield	2	New Footpath	Seek dedication of short W-E track running from Weather Centre bus stop on Shinfield Road to Ryhill Way to a public Footpath	113
Shinfield	2	Upgrade to Bridleway or Cycleway	Upgrade Footpath 1 to cycleway or bridleway	114
Sonning	2	New Footpath	SE-NW route from Sonning Lane to Thames Path by Thames Valley Park.	36
St Nicholas Hurst	1	Upgrade to Bridleway	Upgrade Footpaths 8,9, 13,14,16,17,18,19,21 & 22 to Bridleway	121-130
St Nicholas Hurst	1	New Footpath or Bridleway	NW-SE route between roads along SW side of Haines Hill and branch SW to minor road NW of Grange Farm.	38-40
St Nicholas Hurst	1	New Footpath or Bridleway	E-W route from Lodge Road to River Loddon.	37
St Nicholas Hurst	1	New Footpath or Bridleway	SW-NE route from B3034 E of Bill Hill to road W of Beech Wood.	41
St Nicholas Hurst	1	Upgrade to Bridleway or Cycleway	Upgrade Footpath 34 to a cycleway or bridleway	115
St Nicholas Hurst	1	Upgrade to Bridleway or Cycleway	Upgrade Footpath 12 to a cycleway or bridleway	116
St Nicholas Hurst	1	New Bridleway	Extending permissive path/creating new bridleway from Sawpit Road to connect to Footpath 34.	118
St Nicholas Hurst	1	New Permitted Bridleway	Permissive upgrade of Footpath next to River Loddon to allow horses	119
St Nicholas Hurst	1	New Bridleway	New bridleway link across from Poplar Lane to join up with Footpath 12	120
St Nicholas Hurst	2	New Bridleway	New bridleway from junction of Church Hill and Sawpit Lane to top of Church Hill.	117
Swallowfield	1	Upgrade to Bridleway	Upgrade Footpaths 13,15,16,17, 18 & 19 to bridleway.	134-139
Swallowfield	1	New Footpath or Bridleway	Between end of FP from Riseley Part Lane to church and from church to Nutbean Lane.	42
Swallowfield	1	New Footpath	E-W path parallel to road on S side through Great Copse and New Plantation.	43
Swallowfield	1	New Bridleway	New bridleway SE-NW route from Swallowfield Church along N bank of River Blackwater (Broadwater) across River Loddon to join proposed Loddon Valley path	131
Swallowfield	2	Restriction of motor vehicles	Improve surfaces of Byways 8, 32 and 33 and implement seasonal restrictions to use by vehicles	44-48

Swallowfield	2	New Bridleway	New bridleway SE-NW route from last riverside path on Blackwater Valley Path along N bank of River Blackwater (Broadwater) to road. <i>Note: This route is unclear and has not been mapped pending clarification</i>	132
Swallowfield	2	New Bridleway	New bridleway N-S route on W bank of River Loddon from existing riverside path near Kings Bridge under A33 via existing subway to district boundary S of The Priory.	133
Swallowfield	2	New Bridleway	Add new Bridleway to link between Footpath 17 and Byway 23	140
Swallowfield	2	New Bridleway	Add new Bridleway to link between Byway 31 and Bridleway 37 (W side of A33)	141
Swallowfield	2	New Bridleway	New bridleway between Swallowfield Village and Farley Hill School <i>Note: This route is unclear and has not been mapped pending clarification</i>	142
Swallowfield	2	New Bridleway	New Bridleway link from Riseley village to meet Footpath 17 and link from Footpath 16 to Swallowfield village.	143
Swallowfield	2	New Bridleway	The Blackwater path to continue past Wheeler's Farm and then through Farley Farms land to reach Church Road near the bridge over the Blackwater (called the 'The Broadwater' in that stretch) near to the Church and linking to Footpath 13 <i>Note: This route is unclear and has not been mapped pending clarification</i>	144
Swallowfield	2	New Bridleway	New path along the River Loddon at Bridge Farm <i>Note: This route is unclear and has not been mapped pending clarification</i>	145
Twyford Wargrave	2	New Bridleway	New bridleway N-S route along E bank of River Loddon from River Loddon to A3032.	146
Wargrave	1	New Footpath or Bridleway	NW-SE route from A4 to minor road at Scarletts Home Farm, and W-E route from Kiln Green at A4 to junction of paths N of Weycock Hill.	53-54
Wargrave	1	New Footpath	W-E route along existing "Countryside Access" path from Upper Wargrave to existing bridleway. Make permanent.	52
Wargrave	1	New Footpath or Bridleway	NE-SW route from Wargrave Station access road along "Roman Way/Walk" path and around Sewage Treatment Works to Pigott School	55
Wargrave	1	New Bridleway	New bridleway to link Bridleway 2 with Byway 19	148
Wargrave	1	New Bridleway	New bridleway along Loddon Drive	150
Wargrave	2	New Footpath	Route from A321 by minor road junction across Hennerton backwater to Thames Path.	50
Wargrave	2	New Footpath	S-N route along E bank of Hennerton Backwater from existing footbridge to A321 opposite existing path near Hennerton Farm.	49 & 51
Wargrave	2	New Greenway [Not mapped]	New Greenway from Wargrave to Henley	147
Wargrave	2	New Bridleway	New bridleway NE-SW route from Wargrave Station access road along bank and around STW to E bank of River Loddon.	149
Wargrave	2	New Cycleway	New pedestrian and cycle link from Wargrave over the River Thames <i>Note: This route is unclear and has not been mapped pending clarification</i>	151
Winnersh	1	New Footpath or Bridleway	E-W link from FP5 to Bridleway 14 (from NE corner of St Catherine's Churchyard to Bridleway under power lines)	56

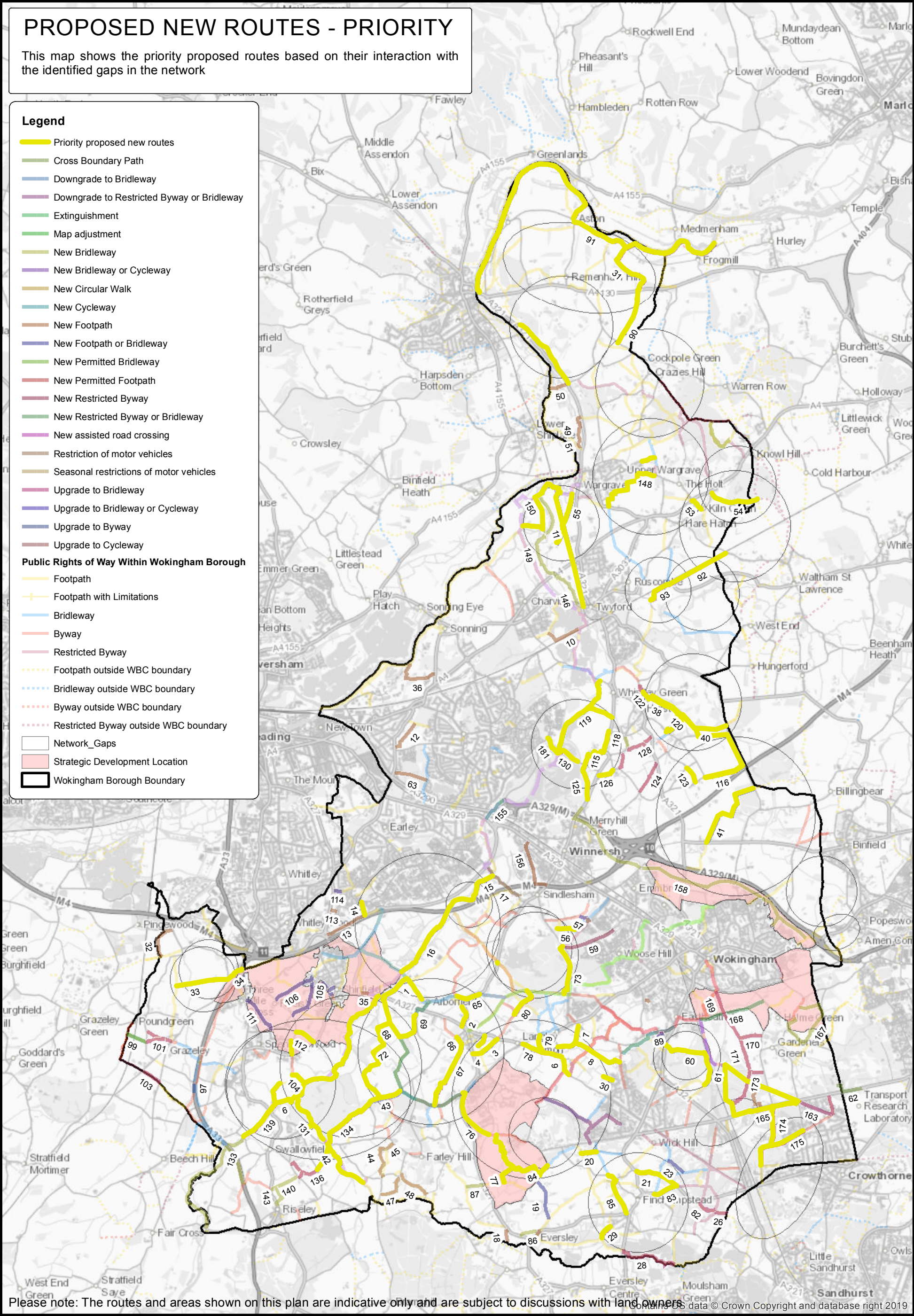
Winnersh	2	Upgrade to Bridleway or Cycleway	Upgrade/resurfacing of FP 4 which joins Winnersh Byway 3 (Sadler's End) to Simon's Lane	57-58
Winnersh	2	New Restricted Byway	Chestnut Avenue: creation of a restricted byway from the position where the 'adopted road' ends westwards to the end of Chestnut Avenue at its junction with Bearwood Road, grid reference SU 78263-68747	59
Winnersh	2	New Greenway [Not mapped]	New Greenway from Winnersh to Twyford, also Winnersh to Wokingham	152
Winnersh	2	New Greenway [Not mapped]	New Greenway from Winnersh to Wokingham	153
Winnersh	2	New Cycleway	Improved walking and cycle link needed from Winnersh Triangle to Arbor Lane. <i>Note: This route is unclear and has not been mapped pending clarification</i>	154
Winnersh	2	New Cycleway	Improved walking and cycling link needed from Winnersh Triangle / Showcase cinema to Dinton Pastures.	155
Winnersh	2	Upgrade to Cycleway	Upgrade Winnersh Footpath 6 (Bearwood Path) from Hatch Farm Way off road shared cycle/footway that links to Jersey Drive to allow cycling with a surfaced route.	156
Winnersh Wokingham	2	New Footpath or Cycleway	Traffic free route needed to get from Winnersh to Wokingham <i>Note: This route is unclear and has not been mapped pending clarification</i>	157
Wokingham	2	New Bridleway	New bridleway linking Footpath 16 to Footpath 14 and then running parallel to A329 to eventually end at Dinton Pastures.	158
Wokingham	2	New Bridleway	New bridleways within Foxhill and Highlands Avenue. <i>Note: This route is unclear and has not been mapped pending clarification</i>	159
Wokingham	2	New Greenway [Not mapped]	New Greenway at St Pauls Churchyard	160
Wokingham	2	New Footpath	New Footpath between Oaklands Park (bottom of Fishponds Lane) and Blagrove Drive	161
Wokingham	2	Upgrade to Bridleway or Cycleway	Upgrade Wokingham Footpath 15 to a bridleway or cycleway	162
Wokingham Without	1	Upgrade to Bridleway	New 'Pipeline' Bridleway, upgrading Footpath 18 and 34 to Bridleway	174-175
Wokingham Without	1	New Greenway [Not mapped]	New Greenway to new Gray's Farm sports facility from "greater Crowthorne" via Wokingham Without Footpath 12	165
Wokingham Without	2	Upgrade to Bridleway	Upgrade Footpaths 10, 11,12,14 and 16 to Bridleways	169-173
Wokingham Without	2	Downgrade to Bridleway	Downgrade Wokingham Without Byway 28 III where it runs through the housing area to a Bridleway	163
Wokingham Without	2	New Greenway [Not mapped]	New Greenway to Wokingham town centre via Gorrick Woods	164
Wokingham Without	2	New Circular Walk	New circular walk within Wokingham Without starting and finishing at junction of Byway 28 with Nine Mile Ride/New Wokingham Road	166
Wokingham Without	2	New Bridleway	New circular bridleway route using Byway 30 and linking up with Redlake Lane, using neighbouring fields.	167
Wokingham Without	2	New Restricted Byway or Bridleway	Classify Ludgrove Road as a Restricted Byway or Bridleway.	168
Wokingham Without	2	New Footpath	New path to link from Byway 28 on the track some 300m NW of the crossing of Heathlands Road to come south to and around the St Sebastian's Playing	176

			Field and then exiting south along St Sebastian's Close to cross Nine Mile Ride and pick up the existing track which parallels Nine Mile Ride east to Wokingham Without Footpath 18	
Wokingham Without	2	New Footpath	New Footpath linking Wokingham Without Byway 28 some 300m NW of where it crosses Nine Mile Ride and going north along existing paths within the farm through the farm to end up opposite the Crooked Billet pub on Honey Hill. <i>Note: This route is unclear and has not been mapped pending clarification</i>	177
Wokingham Without	2	New Footpath	New path from Wokingham Without Byway 28 about 200m NW of junction with Nine Mile Ride going NNE and then NNW/N to end on Honey Hill approximately opposite the 'Crooked Billet' Public House. <i>Note: This route is unclear and has not been mapped pending clarification</i>	178
Wokingham Without	2	New Footpath	New and improved path network to access new SDL from Greater Crowthorne - some existing Footpaths off Redlake Lane [WOKW Footpath 7 I] / Honey Hill [WOKW Footpath 11 I] / Easthampstead Road [WOKW Footpath 5 I] might be re-purposed, but crossing of Easthampstead Road / Heathlands Rd will need to be carefully considered <i>Note: This route is unclear and has not been mapped pending clarification</i>	179
Wokingham Without	2	Upgrade to Bridleway	Upgrade Footpath 33 from Hatch Ride to Nine Mile Ride (past Oakham Park) to bridleway	180
Wokingham Without Bracknell Forest	2	New Footpath	Access to Pinewood Centre from the Bracknell side - especially Buckler's Park (TRL site)	62
Wokingham Finchampstead	1	New Footpath or Bridleway	Route from A321 across Woodcray Manor Farm golf course, mainly using existing drive, to W side of railway, then S to join existing path N of Silverstock Bog.	60-61
Woodley	1	New Footpath	New Footpath link from Dinton Pastures and Sandford Lane to Mohawk Way	181
Woodley	2	New Footpath	From Church Road, Earley eastwards within strip of open space then through High Wood to Kingfisher Drive, Woodley.	63













**WOKINGHAM**  
**BOROUGH COUNCIL**

# Rights of Way Improvement Plan 2020

## APPENDIX 5

Greenways Strategy and Implementation  
Plan

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## Introduction

Greenways are continuous generally traffic-free multi user routes that are aimed at linking the major developments coming to the borough and Wokingham to each other and also to the existing communities and places of interest/employment. Greenways will provide non-car commuting journeys to work and school as well as new leisure opportunities to get out into the countryside. It is envisaged that, where possible, they will have a hard, permeable surface which is accessible in all weathers and for persons with mobility impairments and to those in wheelchairs. It will also ensure a good surface for cycling and for other leisure and fitness pursuits.

This Wokingham Greenways Strategy Plan has been written for the Wokingham Borough Council's Greenways Project and River Loddon Long Distance Path Project. It refers to the Strategic Policy Context, defines the scope of the Project, sets out the aims and objectives; sets out the key tasks, resources, responsibilities and outputs required to facilitate the completion of the project.

This document covers the entire project which includes Wokingham Greenways as well as River Loddon Long Distance Path. The River Loddon LDP will link between many of the Greenway Routes, particularly the greenways connecting to the Arborfield and the South of the M4 SDL, therefore providing a network of traffic free paths. Combining both the projects will ensure that it follows the similar design standards and provision.

## About the Project:

The Greenways Project includes the strategic network of multi-user paths that connects the Strategic Development Locations to the existing settlements as well as linking sites of historic interest and recreational value and provide a continuous traffic free routes in the Borough. The Greenways Project may include existing Public Footpaths, Byways, restricted byways, Bridleways as well as identification of new greenways which when connected will deliver a comprehensive and connected series of traffic free routes for pedestrians, cyclists and potentially equestrian users away from the main roads.

The Greenways Project also includes River Loddon Long Distance Path (LDP) that links the Thames Valley Path in the north of the borough in Wargrave to the Blackwater Valley Path in the South of the borough in Swallowfield. This internal network of Greenways will extend beyond the Public footpaths to public green space, and point of interest in Wokingham borough.

WBC will continue discussions with private land owners with regards to the acceptability of providing a route through land not owned by WBC. Should these discussions prove successful, further route assessments can be completed and details of the preferred route can be finalised.

## Strategic Context:

Greenways have always been a part of a wide range of government and local policies which are relevant to the development of a strategic network of multi user routes. The Government's Cycling and Walking Investment Strategy 2017 is also aimed to make cycling and walking the natural choices for shorter journeys, or as part of longer journey.

As per the Sustrans, almost one third of the 10,000 miles of the National Cycle Network is traffic-free, and much of this runs along Greenways which they define as traffic-free routes which are attractive, generally well separated from traffic and continuous over obstacles and through road junctions. Although Greenways are often rural, many of the most popular and important ones thread their way through the urban fabric.

Wokingham Greenways will contribute in achieving National Government target to deliver Better safety, Better mobility and better streets by 2040.

## Wokingham Core Strategy

The Wokingham Borough Council's aspiration is to have Greenways (which are continuous generally traffic-free multi user routes) linking the major Strategic development Locations (SDL's) in the borough (Arborfield Garrison, Shinfield, North Wokingham and South Wokingham) to each other and also to the existing communities and places of interest/employment.

Linked to the Core Strategy (CP10 policy CP10 items 20 and 21 and SDL policies CP18-21), Greenways has also been highlighted in ROWIP 2020-30, Local Transport Plan and LCWIP (in progress). (Appendix 5: Wokingham Greenways Strategy Plan)

The Council has also suggested that a strategy for Greenways implementation is developed. This would feed into the Local Transport Plan which would be cross referenced in the Local Plan, both currently being reviewed to 2036 documents, along with reference in the ROWIP this is considered adequate in terms of policy to implement the network including CPO should it be required.

## Wokingham Priorities:

Wokingham Greenways Project aim to fulfil the following Wokingham priorities:

- Invest in regenerating towns and villages, support social and economic prosperity, whilst encouraging business growth
- Ensure strong sustainable communities that are vibrant and supported by well-designed development
- Tackle traffic congestion in specific areas of the borough.

## What we want to achieve:

### Project Objectives

The key objectives of the Greenways project are detailed in the table below:

Objective Number	Project Objectives
GW1	To deliver sustainable transport network in accordance with the Council's vision that aim to provide traffic free commuting and leisure routes connecting new Strategic Development locations with the existing settlements.
GW2	To deliver the Project to High Quality, Cost and Time.
GW3	To help achieve WBC policies such as Sustainable Community Strategy and Local Development framework, Core Strategy (CP10), Local Transport Plan, Active Travel Strategy

### Project Scope and Definition:

The Wokingham Greenways project will:

- Stage 1 greenways network is an SDL-focused network to satisfy the requirements of the current Core Strategy to deliver the traffic free commuting and leisure routes connecting the existing and new settlements and point of interest.
- The Project will link with and align to additional greenways and paths proposed to improve the connectivity within the Borough and to adjoining boroughs, For example: River Loddon Long Distance Path project, 'Wokingham Wheel' project, An Urban Network, My Journey Project.

### The Greenway Design Standard

The Wokingham Greenways Project will confirm to the British Standards and Industry Quality standards for the Highway Design and Specifications. It will also refer to Sustrans handbook for cycle friendly design (April 2014). The Greenways network will generally comprise a 3.0m wide path. The greenways will have a hard, permeable surface so that they are accessible in all weathers for commuting journeys to work and journeys to school, and to provide new leisure opportunities to get out into the countryside. Figure 2 provides an illustration of what the typical cross sections could look like.

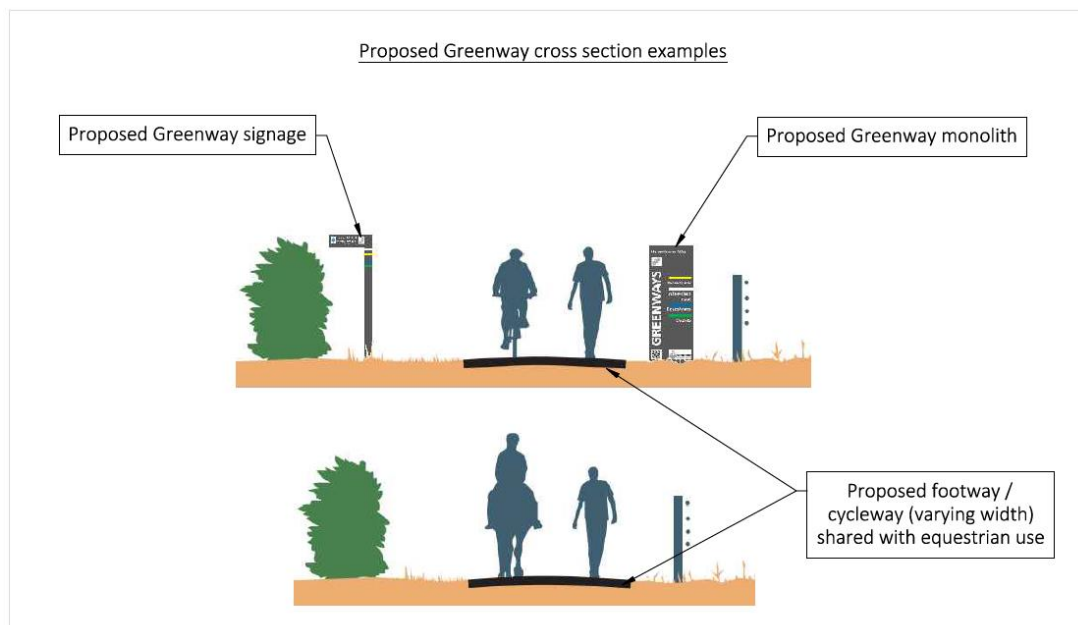
Permitted users would include: pedestrians; pedal cyclists; dog walkers; wheelchairs and mobility scooters. Where possible, additional and separate provisions will be

made for equestrians alongside the hard surfaced routes, or equestrians will share the hard surfaced path with others. It will be created by the widening of existing public footpaths and improved byways and bridleways to form continuous routes of good and consistent standard across the south of the borough. Where the available corridor width is insufficient the council would seek wherever possible to permit equestrians to share the path with other users.

Where the Greenways routes are constructed along existing byways, separate provision will be made in order for the byway to be shared with the existing vehicle use where possible, whilst still retaining the need for the Greenways to be traffic free. Where the available corridor width is insufficient for such segregation to occur other measures will be considered, for example by seeking to widen the byway or by using the Council's powers to regulate and restrict traffic along certain routes where appropriate.

It is envisaged that the route network will be signed and branded with a distinctive identity.

Figure 2 – Proposed Typical Cross Sections



## Legal framework

There is much primary legislation with regard to infrastructure for cyclists and pedestrians to which the greenways will need to comply. This includes:

- **Highways Act 1980** which grants powers regarding the construction of highways, including cycle track construction, traffic calming lighting and the erection of barriers.
- **Road Traffic Regulation Act 1984** which grants various powers to regulate the use of highways including Traffic Regulation Orders (which will be necessary on some of Wokingham's byways).



- **Traffic Management Act 2004** which imposes a Network Management Duty on Highway Authorities to secure the expeditious movement of traffic including cyclists and pedestrians.
- **Cycle Tracks Act 1984** which grants powers to convert public footpaths to cycle tracks.
- **Town and Country Planning Act 1990** details the requirements for the construction of new cycle infrastructure.
- **Countryside and Rights of Way Act 2000** gives powers to create new access and powers to create Local Access Forums.

## Where we are currently:

In 2013, the Greenways network was identified and a feasibility report and route maps were prepared by the Council.

In 2014/15 these routes were investigated and preliminary route maps, cost estimates were prepared to prepare a business case.

In 2017 the business case was submitted to the Executive and Leadership Team for approval and a budget of £1.0m per annum from 2017/18 was identified by the Council with the Total Project cost in excess of £7.6 million for Greenways Network identified in the business case.

In 2017/18, Route I (Arborfield SDL-Finchampstead) was confirmed, designed and tendered out for construction.

Earlier in 2019, the public were consulted on Greenways Project Phase 2 Route B. On the basis of the consultation feedback, we are currently working on confirming the route plans and aiming to start construction later this year.



*Pictures: California Way*





*Phase 2 Consultations –March-April 2019*

## How we will achieve:

The Project will be managed and delivered by Wokingham Borough Council Locality and Customer Services. The Project delivery team has been outlined in the Project Implementation Plan that includes the Project Board, Project Manager and Project delivery team constituting of members from various teams. The Project Manager in consultation with the Project Board and the delivery team will prepare and maintain the Project Plan to phase overall programming, consultation, communications and project implementation and oversee the detailed design.

Core Project delivery team includes the Capital Project Manager, Highway Design Managers, and Strategic Engagement Officer. Throughout the project the project delivery team will need specialist advice and input from across other teams including Highway Managers, Landscape Architect, Tree Officer, Ecology Officer, Property Services, Green Infrastructure, Planning, Finance, Legal and IT.

The Project delivery team will meet regularly to monitor the progress and review Design, cost and time objectives. This will include the monthly Project Coordination meeting and weekly project design meetings.

The issue register will be maintained to capture and highlight all relevant project issues. The Communication Plan will detail out all internal and external communications. The Project risk register will be used to help aid the management of project risk which will be reviewed on a monthly basis.

For Project Design and delivery, the Greenways network has been phased into Eight (8) sections or routes detailed out in the table 1 below:

The Greenways Network:

<b>Greenways Project</b>		
<b>Route Name</b>	Description	Length (km)
<b>Route A</b>	South of M4 SDL - Arborfield - Barkham	5.5
<b>Route B</b>	Arborfield SDL - Barkham - Wokingham	7.6
<b>Route D</b>	Arborfield SDL – Barkham – South Wokingham SDL - Wokingham	7.0
<b>Route E</b>	River Loddon – Arborfield	2.1
<b>Route F</b>	Arborfield – Arborfield SDL	4.0
<b>Route I</b>	Arborfield SDL - Finchampstead	1.9
<b>Route J</b>	Arborfield SDL – Blackwater Valley	2.9
<b>Route K</b>	Arborfield Cross	2.5

River Loddon LDP		
Route Name	Description	Length (km)
LDP Section A	Blackwater Valley Path, Swallowfield to A327 Reading Road	6.8
LDP Section B	A327 Reading Road to Showcase Cinema, Winnersh	8.42
LDP Section C	Showcase Cinema, Winnersh to Waggon & Horses Pub, Twyford	6.55
LDP Section D	Waggon & Horses Pub, Twyford to River Thames	8.84

## Plan Monitoring and Review

### Project Control and Governance:

The Project will be managed by Communities, Heritage, Green & Blue Infrastructure team with support from Highways & Transportation. Relevant expertise including Procurement / Legal/ Property Services support will be brought in as and when required.

The Project plan is owned by the Project manager and the core delivery team  
The progress will be monitored by the monthly project coordination meetings.

The project will also be monitored by the Project board with PID and the progress reports.

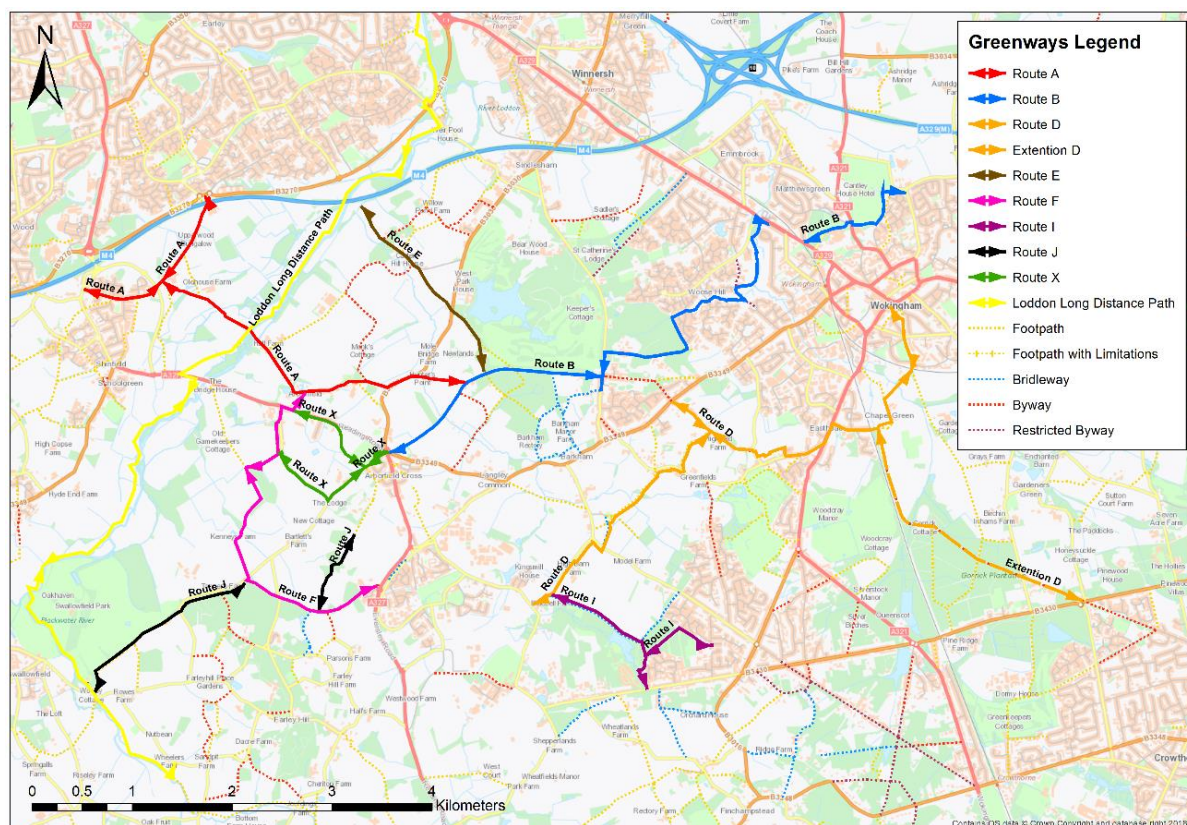
The project has an approved and allocated budget code within Communities and Localities Directorate and managed by the Communities, Heritage, Green & Blue Infrastructure team.

## Reporting

The Project will be reported to the Project Board who will be accountable for the overall project. The Project manager will coordinate with the Project Team to prepare regular progress reports and will report to the Project Sponsor who will report to and escalate any Risk/ issues if required to seek approval from the Project Board / Executive.

## Appendices

### Maps

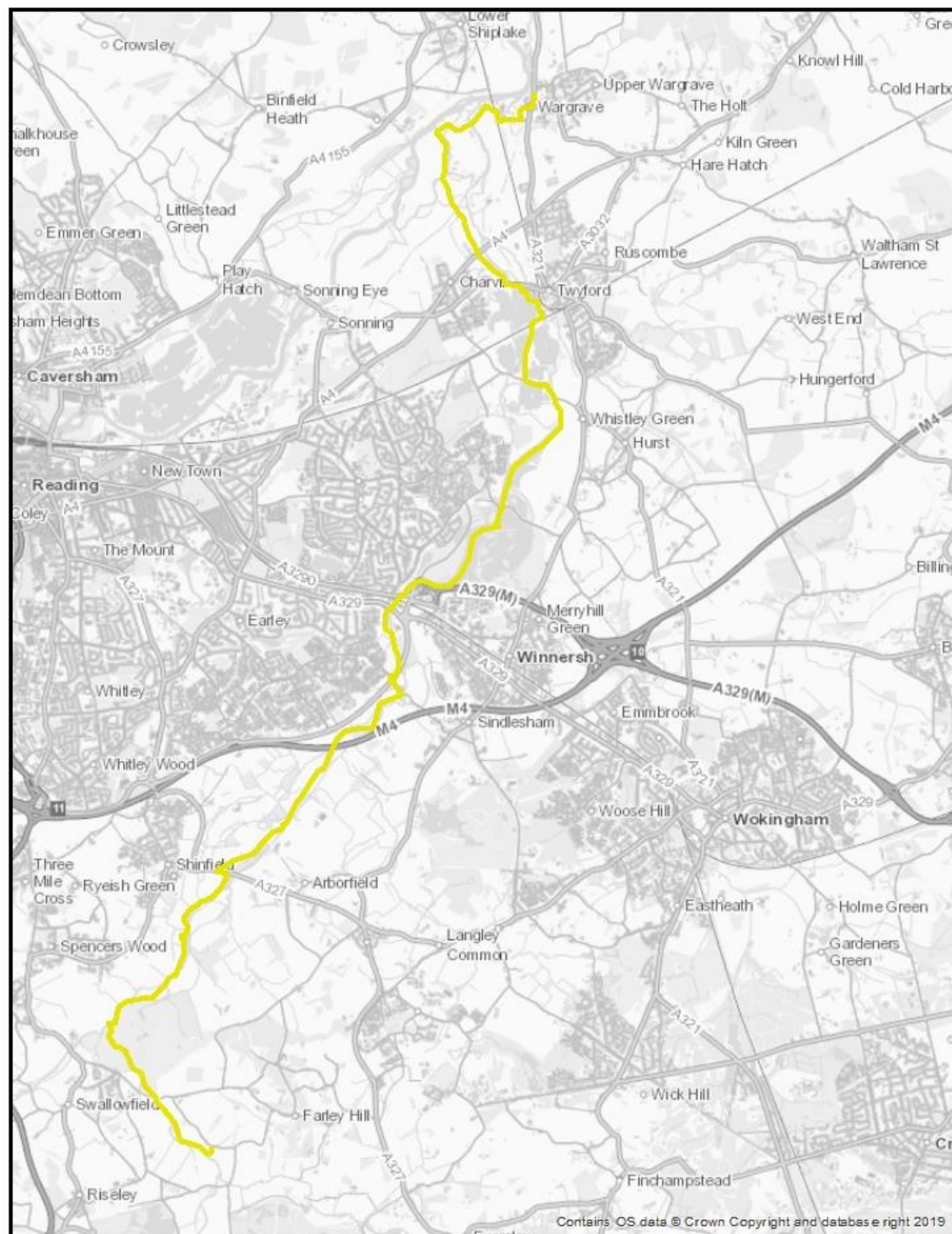


Map 1: Proposed Greenways routes



# LODDON LONG DISTANCE PATH

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Scale 1:70,000

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Map 2: River Loddon Long Distance Path Greenway routes