

**DRAFT**

***Royal Borough of Windsor and Maidenhead***

***Milestones  
Statement***

***and Public Rights of Way  
Improvement Plan review***

***2009-2010***

***April 2009***

## **FOREWORD**

I am pleased to introduce the eleventh annual Milestones Statement for the Royal Borough, marking 11 years since this Council, as Highway Authority, became responsible for the management and maintenance of the public rights of way network.

I hope that residents and visitors to the borough will continue to enjoy the public rights of way network as a means of accessing the borough's beautiful countryside, and as a healthy and stress-free way of getting about.

We will continue to work with all our partners, including the Local Access Forum, Parish and Town Councils, landowners, and path user groups (including the East Berks Ramblers Association, The Disabled Ramblers, the Cyclists Touring Club and Sustrans), to achieve these goals and I wish to thank all of them for their continued co-operation, support and enthusiasm.

Councillor Asghar Majeed

Chair of Rights of Way and Highway Licensing Panel  
Royal Borough of Windsor and Maidenhead

April 2009

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# 1 INTRODUCTION

## 1.1 General

The Royal Borough as the surveying and highway authority is responsible for the management and maintenance of the public rights of way network within the borough.

There are 303 km of public rights of way shown on the Royal Borough's Definitive Map, making up approximately one third of the entire highway network in the borough (see table 1).

The Council recognises the importance of public rights of way in enabling residents and visitors to enjoy the countryside, and get around the borough.

This Milestones Statement sets out the Council's priorities and targets for ensuring that the network is legally defined, properly maintained and well publicised. The Milestones Statement incorporates an annual update of the Public Rights of Way Improvement Plan 2005-2015.

## 1.2 The Milestones approach

It is widely recognised amongst local highway authorities that the 'milestones approach' is an effective means of prioritising public rights of way work and measuring performance against an agreed set of targets. The milestones approach involves:

- dividing the main aspects of public rights of way work (legal definition, maintenance and promotion) into component tasks.
- setting individual, realistic targets for the completion of each task, taking into account the available resources – these are the Milestones Targets (see page 6).
- monitoring progress towards achieving the Milestones Targets.

## 1.3 Partnership working

The Council works closely with rights of way user groups, landowners, parish and town councils (through the Parish Paths Initiative), and the borough's Local Access Forum.

## 1.4 Resources

Management of the public rights of way network is carried out by a team of 2 full time and 1 part time public rights of way officers (total 2.7 fte). Legal support is provided by the Council's Legal Services section and administrative support from the Highways and Engineering Unit. Additional support is also provided from within the Unit for administering the borough's Local Access Forum.

The actual capital budget for 08/09 was **£60,000**, of which **£55,000** was obtained from S.106 developer contributions. The actual revenue budget for 08/09 (including staffing, admin. and support services) was **£204,120** including **£45,000** for maintenance and promotional work.

The approved capital budget for 09/10 is **£ 60,000** of which **£15,000** will be sought from external sources, including developer contributions. Additionally, **£25,000** has been allocated to access improvements at Fleet pedestrian rail crossing. The approved revenue budget for maintenance and promotional work in 09/10 is **£ 44,000**.

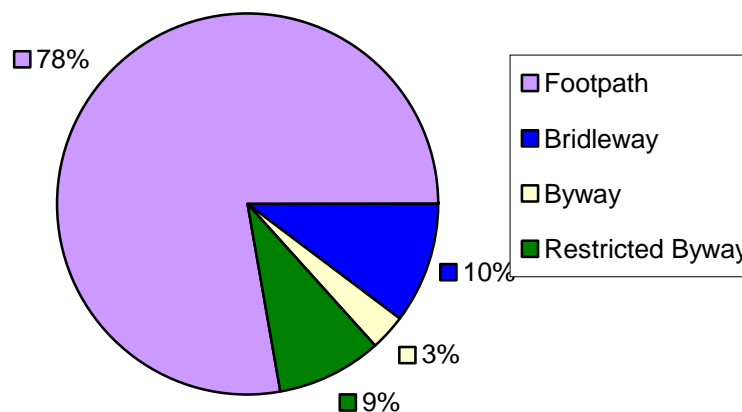
The following budget allocation is proposed:

|   | <u>Approx. £</u> |
|---|------------------|
| <b>Capital (£85,000)</b>  |                  |
| Bridge repairs/ replacement                                     | 20,000           |
| Surfacing improvements  | 15,000           |
| Opportunistic works (e.g. access improvements)                  | 15,000           |
| Reactive repairs/ works   | 10,000           |
| Fleet pedestrian rail crossing (Wraysbury FP 11/Datchet FP6)    | 25,000           |
| <b>Revenue (£44,000)</b>  |                  |
| Routine vegetation management (incl. programmed works contract) | 25,000           |
| Parish Paths projects   | 10,000           |
| Promotional information   | 3,000            |
| Contingency   | 6,000            |
| Total:  | 129,000          |

**Table 1**  
**Lengths of Rights of Way by Parish, April 2009**

| Parish              | Length (km)    |               |              |                  | Total          | % of network |
|---------------------|----------------|---------------|--------------|------------------|----------------|--------------|
|                     | Footpath       | Bridleway     | Byway        | Restricted Byway |                |              |
| Bisham              | 12.734         | 2.490         | -            | 2.237            | <b>17.461</b>  | 5.763 %      |
| Bray                | 36.710         | 9.993         | 2.179        | 0.684            | <b>49.566</b>  | 16.359 %     |
| Cookham             | 33.023         | 1.979         | 0.463        | 0.402            | <b>35.867</b>  | 11.837 %     |
| Cox Green           | 8.358          | 1.401         | -            | -                | <b>9.759</b>   | 3.220 %      |
| Datchet             | 4.746          | -             | -            | -                | <b>4.746</b>   | 1.566 %      |
| Eton                | 17.995         | 3.567         | -            | -                | <b>21.562</b>  | 7.116 %      |
| Horton              | 1.203          | 0.944         | -            | -                | <b>2.147</b>   | 0.709 %      |
| Hurley              | 31.404         | 6.112         | -            | 6.914            | <b>44.430</b>  | 14.663 %     |
| Maidenhead          | 29.993         | 0.446         | -            | 2.563            | <b>33.002</b>  | 10.892 %     |
| Old Windsor         | 4.579          | -             | -            | -                | <b>4.579</b>   | 1.511 %      |
| Shottesbrooke       | 3.247          | -             | -            | 1.615            | <b>4.862</b>   | 1.605 %      |
| Sunningdale         | 3.546          | 1.672         | 0.339        | -                | <b>5.557</b>   | 1.834 %      |
| Sunninghill         | 10.774         | -             | 3.596        | 1.299            | <b>15.669</b>  | 5.171 %      |
| Waltham St Lawrence | 17.704         | -             | -            | 7.176            | <b>24.880</b>  | 8.211 %      |
| White Waltham       | 9.769          | 0.527         | 0.342        | 4.178            | <b>14.816</b>  | 4.890 %      |
| Windsor             | 3.282          | 2.013         | 1.646        | 0.259            | <b>7.200</b>   | 2.376 %      |
| Wraysbury           | 6.895          | -             | -            | -                | <b>6.895</b>   | 2.278 %      |
| <b>Total (km)</b>   | <b>235.962</b> | <b>31.144</b> | <b>8.565</b> | <b>27.327</b>    | <b>302.998</b> | <b>100 %</b> |

**Path status across the network**



## 2 OBJECTIVES

### 2.1 Priorities for 2009/10

(Note: proposed changes from 08/09 shown in bold)

The Royal Borough, in consultation with the interested parties listed in Appendix 1, considers that its priorities in public rights of way management for 2009/10 are as follows:

- Maintenance and enforcement: bringing public rights of way up to an acceptable standard for all users.
- Equality of service: ensuring that the needs of all users, regardless of race, disability, sexuality, age and religion, are taken into account.
- Ensure that the Thames Path is consistently safe and easy to use by all members of the public.
- **Seek to complete the missing links in the Millennium Walk.**
- Parish Paths Initiative (PPI) scheme: continuing to work with parish and town councils and volunteers.
- Partnership working: working with all interested parties in the management of public rights of way, (e.g. Local Access Forum, parish councils, civic societies, users and landowners)
- Claims: reduce the backlog of applications to add to or amend the Definitive Map.
- Changes to the network: seeking improvements in association with development and other proposals.
- Improvements to the network: seeking improvements for horse riders and people with restricted mobility.
- Consultation: ensuring effective early consultation with interested parties on proposed changes to the network, in accordance with government regulations, circulars and codes of practice.
- Liaise with landowners and occupiers on all public rights of way matters, including updating and advising landowners on changes in legislation.
- Maximise the use of recycled and reused materials in rights of way maintenance where practicable.

### 2.2 Milestones Targets for 2009/10

(Note: proposed changes from 08/09 shown in bold)

#### Well Maintained

**WM 1** To ensure that all public rights of way are easy to use by members of the public. (This is the former Best Value Performance Indicator for public rights of way). Target for 2009/10 is 95%.

**WM 2** To carry out major surface improvements/vegetation clearance on 10 public rights of way.

**WM 3** To repair or replace 5 bridges.

#### Legally Defined

**LD 1** To determine a minimum of 4 applications to add public rights of way to the definitive map.

**LD 2** To resolve a minimum of 10 significant errors in the definitive map. **Reduce target from 10 to 1.**

#### Well Publicised

**WP 1** To produce 1 leaflet publicising access opportunities for people with special needs.

**WP 2** To assist others to produce effective promotional material. Target for 2009/10: a minimum of 1 new publication.

#### Improving Access and Connectivity

**AC 1** **To achieve 1 new route from the Rights of Way Improvement Plan projects.**

**AC 2** To make physical improvements including replacement of 25 stiles with gates or gaps, to facilitate use by those with special needs, the elderly, people with pushchairs etc. **Increase target from 25 to 27**

#### Enforcement (proposed new target)

**EN 1** **To resolve 24 enforcement issues.**

### **2.3 Equal opportunities**

The Council continues to seek improvements to public rights of way to enable use by a wide range of people with sensory or physical disabilities or learning difficulties.

The Council supports the establishment of routes suitable for use by disabled people, in consultation with the Council's Access Officer, the Access Advisory Forum, the Windsor and Maidenhead User Network (WAMU) and the Disabled Ramblers.

The Public Rights of Way Improvement Plan includes a number of policies and proposals relating to access for people with special needs.

### **2.4 Parish Paths Initiative**

The Parish Paths Initiative (PPI) works with Parish and Town Council's to identify or carry out maintenance, improvement or promotional works on local path networks.

The British Horse Society, East Berks. Ramblers' Association and National Trust are also members of the Parish Paths Initiative. The scheme operates a rolling condition survey of all public rights of way in the borough, carried out in partnership with the East Berks Ramblers Association.

### **2.5 Local Access Forum**

The Borough's Local Access Forum was set up in 2003 to advise the Council and other bodies as to the improvement of public access to land in the Royal Borough for open-air recreation and promote and develop sustainable access for the growing benefit of the environment and all in our community.

During **2008/09** the Forum has discussed and given advice to the Council on a variety of topics, including the Rights of Way Improvement Plan, health walks & healthy lifestyles, rights of way at locks along the Thames, the Discovering Lost Ways project, Quiet Lanes, permitted paths, the Millennium Walk, mountain bike use in sensitive areas, landowners responsibilities for overhanging vegetation and the Council's rights of way targets for the coming year.

The Local Access Forum publishes an Annual Report detailing its activities in July each year. The Forum membership list, agendas, minutes, and Annual Reports are available on the Local Access Forum website:

### **2.6 Thames Path National Trail**

Natural England promotes the Thames Path as one of 15 National Trails in England and Wales.

The Trail passes through Hurley, Cookham, Maidenhead, Eton, Windsor and Old Windsor. In places the Trail crosses the Thames to follow the Buckinghamshire side of the river.

The Royal Borough recognises both the national and local importance of the Thames Path and is represented on the Trail's Management Group, which includes representatives from the relevant Highway Authorities, the Environment Agency, the National Trails Office and Natural England. The Thames Path Management Strategy 2006/11 is published and monitored by the Management Group.

The Council is also a member of the River Thames Alliance, which has published the Thames Waterway Plan 2006/11.

### **2.7 Equestrians**

The main areas for improving the safety of riders and promoting the use of bridleways, byways and restricted byways include:

- Investigating possible upgrading of existing footpaths to bridleways, by negotiating with landowners and user groups, to improve road safety for horses and riders while taking into account the needs of other users. All negotiations must have clear resolutions, and ensure that all users are satisfied with any changes to the status of the footpath(s) before modifications take place, including adequate width and, where appropriate, segregation of users.
- Continuing with an initiative to designate highway verges as horse margins by identifying suitable areas adjacent to the highway and progressing with the necessary procedures to achieve this, together with developing changes in the maintenance of highway verges to enable their safe use.
- Working with the British Driving Society to develop the use of appropriate public rights of way and improve horse and driver safety
- Development and promotion of circular riding routes.

### 3 WELL MAINTAINED

#### 3.1 *Maintenance and Enforcement*

Table 2 includes a summary of problems reported and resolved in the period **April 2008 to March 2009** and problems that remain outstanding.

The Council uses a GIS linked computer database to record problems encountered on rights of way, legal changes, path claims, etc.

The database is updated regularly by condition surveys. A survey of all rights of way carried out in the summer of 1999 is used as a benchmark against which the Council monitors and evaluates progress.

Condition surveys are carried out on a 3-year “rolling” programme, with approximately 1/3 of the network being surveyed each year. The majority of the surveys are carried out by the East Berks Ramblers Association on the Council's behalf.

During 2008/09 the Ramblers Association volunteers have also been checking whether problems that had previously been reported and entered onto the database have since been resolved and should therefore be removed from the list.

Priority criteria for dealing with maintenance and enforcement problems are listed in Appendix 3 of this Milestones Statement.

#### 3.2 *Noteworthy current issues*

The main current issues include:

- River bank erosion along parts of the Thames Path
- Condition of bridges on rights of way
- Condition of signposting and waymarking along rights of way
- Condition of stiles on right of way

#### 3.3 *Access for people with special needs*

When dealing with the provision of stiles and gates, an assessment is made to ensure that the appropriate type of barrier is used, and that where possible gaps are used rather than barriers.

The Council places high priority on the use of modern barrier systems to facilitate use by those with restricted mobility, the elderly, people with young children in pushchairs etc.

**Table 2**

(to be updated on 31<sup>st</sup> March 2009)

**Problems on Public Rights of Way in the Borough**

|  | Outstanding at<br>31 <sup>st</sup> March<br>2008 | Reported<br>1 <sup>st</sup> April 2008<br>to 31 <sup>st</sup> Jan<br>2009 | Resolved<br>1 <sup>st</sup> April 2008<br>to 31 <sup>st</sup> Jan<br>2009 | Outstanding<br>at<br>31 <sup>st</sup> January 2009 |                                      |  | Total<br>Outstanding |
|--|--|---|---|--|--------------------------------------|--|----------------------|
|  |  |   |   | Problems<br>Outstanding<br>5 years +               | Problems<br>Outstanding<br>2-5 years | Problems<br>Outstanding<br>up to 2 years |                      |
| <b>ENFORCEMENT</b>   |  |   |   |  |                                      |  |                      |
| Ploughing and lack of marking                                  | 2  | 3   | 4   | 0  | 0                                    | 1  | 1                    |
| Obstruction by crops   | 1  | 7   | 4   | 0  | 1                                    | 3  | 4                    |
| Fence encroachment   | 39   | 10  | 5   | 20   | 11                                   | 13                                       | 44                   |
| Fence obstruction  | 14   | 8   | 12  | 4  | 2                                    | 4  | 10                   |
| Building obstruction   | 4  | 0   | 1   | 2  | 1                                    | 0  | 3                    |
| Other obstructions   | 29   | 17  | 9   | 8  | 8                                    | 19                                       | 35                   |
| Stiles   | 62   | 31  | 30  | 12   | 5                                    | 44                                       | 61                   |
| Gates  | 9  | 4   | 1   | 0  | 5                                    | 7  | 12                   |
| Bulls/ other animal problems                                   | 2  | 1   | 1   | 0  | 0                                    | 2  | 2                    |
| Unauthorised use by horses                                     | 7  | 2   | 3   | 2  | 2                                    | 2  | 6                    |
| Unauthorised vehicular use                                     | 5  | 6   | 7   | 1  | 2                                    | 1  | 4                    |
| Electric fencing   | 3  | 2   | 2   | 0  | 1                                    | 2  | 3                    |
| Misleading notices   | 2  | 2   | 2   | 0  | 0                                    | 2  | 2                    |
| Intimidation   | 0  | 0   | 0   | 0  | 0                                    | 0  | 0                    |
| Overhanging vegetation   | 25   | 29  | 18  | 1  | 11                                   | 22                                       | 34                   |
| Other Enforcement Problems                                     | 34   | 23  | 12  | 11   | 6                                    | 27                                       | 44                   |
|  |  |   |   | 61   | 55                                   | 149                                      | -                    |
| <b>TOTAL ENFORCEMENT:</b>                                      | <b>238</b>                                       | <b>145</b>  | <b>111</b>  |  |                                      |  | <b>265</b>           |
| <b>MAINTENANCE</b>   |  |   |   |  |                                      |  |                      |
| Vegetation   | 48   | 63  | 56  | 13   | 8                                    | 21                                       | 42                   |
| Rutting  | 10   | 7   | 12  | 3  | 2                                    | 0  | 5                    |
| Drainage   | 34   | 7   | 12  | 8  | 12                                   | 7  | 27                   |
| Fallen trees   | 20   | 34  | 36  | 0  | 2                                    | 6  | 8                    |
| Erosion  | 50   | 15  | 13  | 14   | 14                                   | 18                                       | 46                   |
| Tree problems  | 16   | 30  | 26  | 0  | 2                                    | 13                                       | 15                   |
| Bridges  | 27   | 8   | 5   | 7  | 7                                    | 14                                       | 28                   |
| Safety barriers  | 11   | 5   | 2   | 2  | 5                                    | 7  | 14                   |
| Steps  | 3  | 1   | 1   | 0  | 1                                    | 2  | 3                    |
| Roadside signposting   | 37   | 33  | 24  | 2  | 9                                    | 32                                       | 43                   |
| Signposting at path junctions                                  | 45   | 74  | 41  | 6  | 12                                   | 50                                       | 68                   |
| Waymarking   | 55   | 49  | 30  | 15   | 17                                   | 14                                       | 46                   |
| Rubbish/ waste   | 6  | 13  | 7   | 1  | 2                                    | 4  | 7                    |
| Other Maintenance Problems                                     | 44   | 64  | 32  | 8  | 15                                   | 32                                       | 55                   |
|  |  |   |   | 79   | 108                                  | 220                                      | -                    |
| <b>TOTAL MAINTENANCE:</b>                                      | <b>406</b>                                       | <b>403</b>  | <b>297</b>  |  |                                      |  | <b>407</b>           |
| ISSUES RECORDED OUTSIDE REPORTING PERIOD:<br>(SEE NOTES BELOW) |  | 2   | 111   |  |                                      |  |                      |
| <b>TOTALS OF MAINTENANCE<br/>AND ENFORCEMENT</b>               | <b>644</b>                                       | <b>550</b>  | <b>519</b>  |  |                                      |  | <b>675</b>           |

|  |            |
|--|------------|
| Routine Maintenance: work items completed 01/04/2008 – 31/03/2009:<br>(Works that would previously have been listed in the main table as having been reported and resolved over the report period) | <b>446</b> |
|--|------------|

Note: Variations in the figures between reported periods can be explained due to issues being added and/or resolved retrospectively. For case management purposes it is desirable that the date when an issue is added and/or resolved is as accurate as possible, but as a result of this Issues are sometimes added and/or resolved in the database retrospectively. These issues are now shown as 'recorded outside reporting period'. It should also be noted that the number of problems reported is partly a reflection of increased awareness of rights of way: improved reporting arrangements in recent years and increased surveying activity therefore has an impact on the figures.

\* most problems of waste/ rubbish are dealt with by the waste management section and are not recorded here

## 4 LEGALLY DEFINED

### 4.1 General

The Definitive Map and Statement of Public Rights of Way are legal documents that provide conclusive evidence of the existence and status of public rights of way. It is therefore important that these documents are kept up to date and accurate.

Copies of the Map and Statement are available for inspection in Maidenhead and Windsor central libraries, and Borough Council offices. Copies are also held by user groups and Parish Councils. Extracts from the Map and Statement can also be supplied on request. The Map can also be viewed on the borough website.

### 4.2 Revised Consolidated Definitive Map and Statement

The first Definitive Map and Statement for the Royal Borough of Windsor and Maidenhead was published in April 2000, with a relevant date of 1 January 2000.

The Map and Statement was consolidated and updated in 2008, to include all legal changes made since 2000.

### 4.3 Modification Orders

Definitive Map Modification Orders are made to update the definitive map, to show the effect of legal changes to public rights of way. Copies of the Orders are sent to all those who hold copies of the Definitive Map and Statement, so that up to date information is available

### 4.4 Computer based Definitive Map and rights of way database.

The Definitive Map is shown on the Council's GIS system. The Council maintains a comprehensive public rights of way database (Countryside Access Management System CAMS), which links the digital rights of way map to the Council's rights of way records, such as complaints and maintenance records, the definitive statement, legal orders, planning application records, and photographs.

This enables the rights of way officers to record, analyse and prioritise problems, and respond to public requests for information quickly and effectively.

### 4.5 Applications to modify the Definitive Map (Claims)

There are 10 outstanding claims listed in Appendix 5 of this Milestones Statement. A statement of priorities for dealing with claims is shown in Appendix 2.

### 4.6 "Excluded" areas – areas in which no rights of way were shown on the original (1952) Definitive Map

Claims for public rights of way in these areas are included in the number of outstanding claims referred to in 4.5 above.

### 4.7 Reclassification of Roads Used as Public Paths (RUPPs)

The redesignation of Roads Used as Public Paths (RUPP's) to Restricted Byways, under the Countryside and Rights of Way Act 2000, came into effect on 2<sup>nd</sup> May 2006. All former RUPP's in the borough have therefore being re-signposted with Restricted Byway finger signs where they meet metalled roads.

### 4.8 Changes to the network

Applications for changes to the network are occasionally received from landowners or developers, and can also be initiated by the Council where they are considered to be in the interests of the public.

Planning applications are checked by Planning Development Control officers who consult the Public Rights of Way team on applications that may affect public rights of way. Where appropriate, conditions and informatives are then included in planning consents. Policies in the RBWM Local Plan support the retention, enhancement and maintenance of public rights of way and recreational routes.

## 5 WELL PUBLICISED

### 5.1 Leaflets produced by the Council

- Public Rights of Way information booklet (2006 edition)
- The Green Way
- Ascot and Sunninghill Circular Walk
- Knowl Hill Bridleway Circuit
- Cookham Bridleway Circuit
- Cycling in Windsor and Maidenhead – this leaflet gives information about the local cycle network in the town centres, and the sections of the National Cycle Network routes which are in the borough.
- Cookham Easy Going Route

*(the above leaflets are available from the Borough Council free of charge)*

### 5.2 Other books and publications

Sunningdale, Bray and Datchet Parish Councils have produced their own walks leaflets, with help from the Parish Paths Initiative:

- “Walk, discover, enjoy - your Sunningdale” (Sunningdale Parish Council)
- “Parish Millennium Rights of Way Map” (Bray Parish Council)
- Holyport health walk (Bray Parish Council)
- “Foot and Cycle Paths in and around Datchet” (Datchet Parish Council)

*(the above leaflets are available from the Parish Councils free of charge)*

The Environment Agency has published a leaflet showing the paths along the Jubilee River *(available from the EA 08708 506506)*

The Ramblers’ Association, the British Horse Society, Sustrans and commercial publishers have produced a number of leaflets, booklets and books promoting routes along public rights of way locally. These are widely available in libraries and bookshops.

### 5.3 Guided walks and rides

Guided walks and rides encourage the public to enjoy the countryside. The Ramblers’ Association organises a programme of walks for its members and the general public, and the British Horse Society organises various rides and events using the boroughs public rights of way and minor roads network.

### 5.4 Borough Website

The Borough’s Public Rights of Way web pages can be accessed directly at [http://www.rbwm.gov.uk/web/prow\\_index.htm](http://www.rbwm.gov.uk/web/prow_index.htm)

The web pages contain detailed information on public rights of way, including definitions of the various types of public rights of way, landowner responsibilities, legal changes to the network, contact details, and electronic maps of all rights of way in the borough.

The web pages also include a register of applications for Definitive Map Modification Orders (DMMO’s), together with application forms and guidance notes for DMMO’s or diversion or stopping up orders, and forms for reporting problems on rights of way. In addition to this a register of Highways Act declarations made by landowners is available.

The web pages also contain information about the Public Rights of Way Improvement Plan, the Parish Paths Initiative scheme and the Milestones Statement. Public Rights of Way leaflets and publications are also available to download.

The web pages include a section on the Local Access Forum, containing annual reports, agendas, minutes and background materials from previous meetings, and details of the membership and Terms of Reference of the Forum.

The web pages are regularly updated and all new leaflets or publications will be produced in a format that enables publication on the website. The Cookham ‘easy-going’ leaflet will be expanded in a new section to include additional materials, photographs and information on the website.

## 6. MONITORING AND REVIEW

### 6.1 *Monitoring*

The public rights of way database is used to provide a regular assessment of progress towards individual targets.

Prior to 1<sup>st</sup> April 2008, the Council had been required to publish a Best Value Performance Indicator (BVPI) for public rights of way: **“The percentage of the total length of footpaths and other rights of way which were easy to use by members of the public”**.

Although no longer a nationally required Best Value Performance Indicator, the indicator forms part of the borough’s Local Transport Plan set of indicators, and also provides a useful benchmark for assessing the condition of the network. In common with most other Highway Authorities, the Council therefore still collects the data and compiles the indicator using the established BVPI methodology.

The indicator result for the borough in 2008/09 was **87.37 %**. This indicator is calculated using an methodology devised by the County Surveyors Society, and is based on surveys of a random sample of the rights of way network, carried out in May and November each year.

The surveys for 2008/09 were carried out using a random sample of 20% of the network, which is approximately 60 km of path.

### 6.2 *Review*

The Council is committed to working with all interested parties in carrying out public rights of way work in the borough.

This Milestones Statement and Public Rights of Way Improvement Plan will continue be reviewed and published annually and the Milestones targets will be discussed with the Local Access Forum and other interested parties so that co-ordinated priorities can be adopted.

The Public Rights of Way Team also produce a 6-monthly Path Progress Report, which provides updates on specific path improvements. These reports are submitted to the Rights of Way and Highway Licensing Panel in March and September each year, circulated to the Local Access Forum and published on the borough website.

## **APPENDIX 1**

### **Consultation on the Milestones Statement 2009/10**

The following organisations were consulted on the 2009/10 Milestones Statement

- Royal Borough of Windsor and Maidenhead Rights of Way and Highway Licensing Panel
- All Parish and Town Councils in the borough
- British Horse Society
- British Driving Society
- Cyclists' Touring Club
- Sustrans
- Open Spaces Society
- Thames Path National Trails Office
- National Farmers' Union
- Country Landowners and Business Association
  
- The Royal Borough of Windsor and Maidenhead Local Access Forum, whose members represent a variety of interest groups including land management interests, health issues, walking, cycling, horse riding and disabled access issues:
  - East Berkshire Ramblers' Association
  - Disabled Ramblers
  - Council for the Protection of Rural England
  - Crown Estate
  - National Trust
  - Woodland Trust

## **APPENDIX 2**

### **Statement of priorities for dealing with applications to amend the Definitive Map**

The Council aims to process uncontested applications for Public Path Orders and Definitive Map Modification Orders (claims) within 1 year of receipt.

Applications for Orders to amend the Definitive Map and Statement (claims) will be prioritised on the basis of the following factors:

Highest Priority: Closure very likely (e.g. area subject to planning application).

Path currently blocked by planting, fencing etc. which could be removed.

Path currently blocked by permanent structure e.g. building.

Possible threat to path, and/or partial blocking likely.

Lowest Priority: No recognised threat, and route useable by the public.

## **APPENDIX 3**

### **Statement of priorities for dealing with maintenance and enforcement problems**

Maintenance and enforcement problems will be prioritised on the basis of the following factors:

Safety of users

Level of usage

Extent of obstruction of definitive line (i.e. completely obstructed or partially obstructed)

Benefit to public once resolved

Cost/time effectiveness in resolving problem

Number/level of complaints

Potential for deterioration of the problem

Age of the problem

Note: for efficient working practice, lower priority problems will be dealt with alongside higher priority problems where appropriate, for example if they are in the same locality or involve the same landowner. Lower priority problems will also be tackled as required in order to meet specific targets.

## APPENDIX 4

### Service standards

The Royal Borough of Windsor and Maidenhead has the following key aims in relation to public rights of way:

- To ensure that the borough's public rights of way network is properly maintained and well publicised
- To ensure that public rights of way are safeguarded and enhanced
- To help landowners and users to understand their responsibilities and rights
- To consult and work with interested parties to achieve the provision of a well-maintained and signed network of public rights of way

We will liaise with and involve:

- Local Access Forum
- Parish and Town Councils
- Natural England
- Ramblers' Association
- British Horse Society
- British Driving Society
- Cyclists' Touring Club
- Sustrans
- Vehicle User Groups
- National Farmers' Union
- Country Land & Business Association
- Thames Path Management Group
- Any other interested parties

Comply with **British Standards** on all new structures and furniture, and where possible, upon replacement of existing structures or furniture. BS 5709-2006 gaps, gates and stiles; order of preference; a) gap, b) gate, c) kissing gate, d) stile.

Barbed wire, razor wire, farm type electrical fences and suchlike should not normally be used in the vicinity of structures covered by this standard, but where these wires are necessary then assessment should be made of the effect they have on the safety and convenience of people in the vicinity.

A condensed version of BS 5709-2006 produced by the Pitcroft Trust is available on request from the public rights of way team.

Carry out:

- A condition survey of each path every three years, based on a rolling programme of six-monthly surveys (in partnership with East Berks Ramblers Association).
- An inspection of rights of way in a dangerous condition within one working day of notification, make safe within one working day of inspection, and inform correspondents of the results within three working days.

Use our powers:

- To enforce and remove any obstructions to the public rights of way network within three months of inspection, and enforce compliance with the Rights of Way Act 1990 (ploughing etc) within 6 weeks of inspection, and give consideration to all available statutory powers including prosecutions where appropriate.
- To process uncontested applications for Public Path Orders and Definitive Map Modification Orders (claims) within 1 year of receipt.
- To inform the correspondents of the reasons for any delay beyond the periods stated above.

Publish:

- The definitive map and statement every five years
- Information leaflets and updates regularly

## APPENDIX 5

### List of claimed paths (as at April 2009)

| Parish        | Claim no | Claim date | Path description                         |                                    | Comment  |
|---------------|----------|------------|--|------------------------------------|--|
|               |          |            | From                                     | To                                 |  |
| Eton          | FP 505   | 1977       | W end of Common Lane                     | Bell Lane at entrance to Bell Farm | Claimed for DRM                                      |
| Shottesbrooke | FP 501   | 2007       | Shottesbrooke FP 12                      | Waltham St Lawrence FP38           | Claimed footpath                                     |
| White Waltham | FP 501   | 2008       | White Waltham RB 4                       | White Waltham FP 9                 | Claimed Footpath                                     |
| Eton          | FP 502   | 1977       | N of Somerville Rd between Nos 23 and 25 | FP 8                               | Claimed for DRM                                      |
| Maidenhead    | FP 506   | 1977       | Ray St                                   | S end FP 4                         | Claimed for DRM                                      |
| Maidenhead    | FP 508   | 1977       | Moorfield Terrace SW                     | FP 4                               | Claimed for DRM                                      |
| Maidenhead    | FP 524   | 1977       | Fane Way, through Desborough Park        | Rixman Close and FP56              | Claimed for DRM                                      |
| Eton          | FP 506   | 1977       | Bend in FP46                             | Common Lane                        | Claimed for DRM                                      |
| Maidenhead    | FP 523   | 1977       | Castle Hill                              | The Crescent                       | Claimed for DRM                                      |
| Wraysbury     | FP 500   | 1977       | Staines Road                             | River Thames                       | Claimed for DRM, currently 'permitted' by Ankerwycke |

DRM = Draft Revised Definitive Map of Berkshire

Shaded sections indicate claims currently being investigated

## APPENDIX 6

### Achievements: Milestone targets 2008/09

(to be updated on 31<sup>st</sup> March 2009)

| Milestone Target  | Achievement (as at 31 Feb 2009)  |
|---|--|
| <b>WELL MAINTAINED</b>  |  |
| <b>WM1</b> To ensure that all public rights of way are easy to use by members of the public (former BVPI 178). Target for 2008/09: <b>95%</b>   | <b>87.37%</b>  |
| <b>WM2</b> To carry out major surface improvements or vegetation clearance on <b>10</b> public rights of way.   | Eton FP1, Cook FP 60, Cook FP3, Cook RB 20, Cook FP 55, OldW FP7, SunH FP10, Bish BR11, Maid RB 72. <b>Total: 9</b>  |
| <b>WM3</b> To repair or replace <b>5</b> bridges.   | Bray FP1: footbridge replaced<br>Bray FP8: footbridge replaced<br>Hurley FP 63: anti-slip treatment<br>Walt. St Law. FP 38: two footbridges improved. <b>Total: 5</b>  |
| <b>LEGALLY DEFINED</b>  |  |
| <b>LD1</b> To determine a minimum of <b>4</b> applications to add public rights of way to the definitive map (claims).  | <b>1:</b> Hurley FP 502  |
| <b>LD2</b> To resolve a minimum of <b>10</b> significant errors in the definitive map.  | <b>0</b>   |
| <b>WELL PUBLICISED</b>  |  |
| <b>WP1</b> To produce <b>1</b> leaflet publicising access opportunities for people with special needs.  | <b>1:</b> Cookham Easy Going Route leaflet published   |
| <b>WP2</b> To assist others to produce effective promotional material. Target for 2008/09: a minimum of <b>1</b> new publication.   | <b>1:</b> National Trust Commons leaflet published   |
| <b>IMPROVING ACCESS AND CONNECTIVITY</b>  |  |
| <b>AC1</b> To achieve <b>1</b> new accessible route   | <b>0</b>   |
| <b>AC2</b> To make physical improvements, including replacement of <b>25</b> stiles with gates, to facilitate use by those with special needs, the elderly, people with pushchairs etc. | <b>27</b> stiles/barriers removed:<br><u>Walt St L FP 38:</u> <b>6</b> stiles replaced with 2 “Aston” pedestrian gates and 4 “Oxford” kissing gates for large mobility vehicles.<br><u>Bish FP 18:</u> <b>2</b> stiles replaced with “Oxford” kissing gates for medium mobility vehicles.<br><u>Bish FP 19:</u> <b>3</b> stiles replaced with 1 “Aston” pedestrian gate and 2 “Oxford” kissing gates for medium mobility vehicles.<br><u>Bray FP’s 1.6.7.8 (Cresswells Farm):</u> <b>15</b> stiles/barriers replaced with 12 “Aston” pedestrian gates and 3 “Oxford” kissing gates for medium mobility vehicles.<br><u>Bray FP 40:</u> <b>1</b> stile replaced with “Aston” pedestrian gate.<br><u>Bisham FP 24:</u> handrail installed. |

## APPENDIX 7

### **Public Rights of Way Improvement Plan: site specific proposals**

In the course of conducting research in preparing the Public Rights of Way Improvement Plan, many site-specific suggestions for network improvements were made. The suggestions have been categorised as follows:

#### Category One

It is considered that the proposal may be achievable within the period of the Plan (i.e. 2005-2015), provided that current staffing and budgetary levels are maintained. Third party consent may also be required.

#### Category Two

Initial feasibility study recommended, and/or the proposal may only be achievable with additional internal or external funding. It may also require third party consent.

Note: This is not intended to be a complete list of schemes for the Public Rights of Way Improvement Plan, and other schemes may be identified during the period of the plan that were not listed in the document approved in 2005.

The proposals **shown in bold** are currently being investigated by the public rights of way team.

Updates are *shown in italics*.

#### Category One

| Ref | Proposal (not in priority order)  | Parish                             |
|-----|---|------------------------------------|
| 1.1 | Develop a route for cycling and horse riding under the A404 from Dungrove Hill Lane to Hurley via Hurley Lane utilising existing tunnel and track (Bisham Footpath 20) at the golf course. Seek upgrade of route through tunnel and Bisham Footpath 20 to Hurley Lane to definitive bridleway. ( <i>March 2009 update: the tunnel under the A404, and Bisham FP 20, have been upgraded to permitted bridleway</i> ) | Bisham                             |
| 1.2 | Secure public rights on the crossing over the Thames at Bray utilising the Summerleaze owned bridge   | Bray                               |
| 1.3 | <b>Create a circular route around Eton and the Boveney area for mobility restricted users</b> ( <i>March 2009 update: currently being investigated in conjunction with 2012 Olympics 'legacy' benefits</i> )  | Eton                               |
| 1.4 | <del>Extend Sunningdale Footpath 13 through to Sunninghill</del> ( <i>March 2009 update: Initial feasibility studies have indicated that the potential benefits of this project would not justify the cost</i> )  | Sunningdale, Sunninghill and Ascot |

#### Category Two

| Ref | Proposal (not in priority order)  | Parish |
|-----|---|--------|
| 2.1 | Create a pedestrian link between Bisham Bridleway 22 and the A404 tunnel at Dungrove Hill Lane ( <i>March 2009 update: the landowner has declined a proposal to create this new pedestrian link: however, if circumstances change this project could be re-opened</i> ) | Bisham |

|      |   |                            |
|------|---|----------------------------|
| 2.2  | Fill in missing links on the “Millennium Walk” from Hurley to Maidenhead Riverside / Cliveden Reach connecting to the Thames Path by securing a path from:<br>(a) Nightingale Lane to the Green Way<br><b>(b) Prospect Hill to the entrance of Temple Golf Club</b><br><b>(c) Lower Cookham Road at Widbrook Common to the Thames Path</b>  | <b>Hurley<br/>Cookham</b>  |
| 2.3  | Divert Bisham Footpath 19 (Michael’s Path) to run along the disused Henley Road   | Bisham                     |
| 2.4  | <del>Create a new bridleway connecting the end of Hurley Lane with the eastern end of Bradenham Lane using existing highway land alongside the A404 northbound carriageway.</del><br><i>(March 2007 update: Initial feasibility studies and consultations have indicated that the potential benefits of this project would not justify the cost)</i>                              | Bisham                     |
| 2.5  | An extension of the Green Way from Hibbert Road in Braywick to the River Thames at Summerleaze Bridge to provide a traffic free route for walkers, cyclists and disabled users  | Bray                       |
| 2.6  | New route along the Cut from Bray Wick upstream to Westleymill on the Bracknell Forest boundary   |                            |
| 2.7  | A circular route around Bray village, and also around the old Biffa pits  |                            |
| 2.8  | Possible improvements / extension to the Green Way and upgrading of some sections to permit use by cyclists   | Various                    |
| 2.9  | Improve and ensure long term accessibility (including possible bank repair / diversion) of:<br><b>(a) Thames Path from Boulter’s Lock to Cookham</b> <i>(March 2009 update: river bank repairs, erosion control and path reinstatement to be carried out March 2009)</i><br><b>(b) Datchet Footpath 8</b><br><i>(March 2009 update: handrails installed by landowner in 2008)</i> | <b>Cookham<br/>Datchet</b> |
| 2.10 | <b>Make the Thames Path and associated paths accessible to mobility restricted users from Temple to Frog Mill via Hurley</b>  | <b>Bisham<br/>Hurley</b>   |
| 2.11 | Route from Mill Lane to Odney Road, Cookham – perhaps across Odney Common <i>(March 2009 update: the landowner has declined a proposal to create this new pedestrian link: however, if circumstances change this project could be re-opened)</i>  | Cookham                    |
| 2.12 | <b>Access improvements at Cookham Lock to provide high degree of accessibility to the site.</b>   | <b>Cookham</b>             |
| 2.13 | Creation of a path parallel to the Lower Cookham Road at Widbrook common  |                            |
| 2.14 | Upgrade Kennel Lane (Cookham Footpath 22) to a bridleway<br><i>(March 2009 update: one of the affected landowners has declined a proposal to upgrade this footpath to bridleway: however, if circumstances change this project could be re-opened)</i>  |                            |

|      |  |  |
|------|--|--|
| 2.15 | <p>Create the following paths from the 1999 Royal Borough of Windsor and Maidenhead Local Plan:</p> <p><b>(a) a path from Lower Cookham Road at Widbrook Common to the Thames Path</b></p> <p>(b) a route from the Causeway at Braywick Park to Old Mill Lane via Bray Bridge</p> <p>(c) a crossing of dry flood ditch, Town Moor, Maidenhead as part of Green Way</p> <p><b>(d) make the Green Way accessible to mobility restricted users</b></p>  | <p><b>Cookham</b></p> <p>Bray</p> <p>Maidenhead</p> <p><b>Maidenhead</b></p> |
| 2.16 | <p>Create the following paths from the 1981 Horton, Datchet and Wraysbury Local Plan:</p> <p>(a) footpath from Datchet Footpath 7 southwest around the Queen Mother Reservoir, over the Horton Road (B376) to the railway line</p> <p>(b) footpath from Datchet Footpath 5 running southeast on the northern side of the railway line to Datchet Footpath 6</p> <p>(c) footpath along northern side of the Thames from Albert Bridge linking with Datchet Footpath 6</p> <p>(d) footpath from Welley Road, Wraysbury along southern side of the railway line to Wraysbury Footpath 6</p> <p>(e) footpath along Park Avenue, Wraysbury to Old Ferry Drive</p> <p>(f) footpath from northern end of Douglas Lane (at termination of Wraysbury Footpath 6) to The Green</p> <p>(g) footpath running from High Street car park in Wraysbury, around southern part of lakes parallel to Staines Road to Staines Road near termination of Wraysbury Footpath 4</p> | <p>Datchet,<br/>Horton,<br/>Wraysbury</p>                                    |
|      | <p>(h) footpath running from Horton Footpath 3 around northern part of lakes to Stanwell Road</p> <p>(i) footpath from Stanwell Road, northeast along Mill Lane, running east along the Colne Brook to the Horton Parish Boundary</p> <p>(j) footpath from Station Road, Wraysbury, to Stanwell Road running along the western bank of the Colne Brook.</p> <p>(k) footpath from Hythe End Lane to southern end of Ferry Lane (Wraysbury Footpath 3)</p> <p>(l) bridleway from Embankment to Magna Carta Lane in Wraysbury</p> <p><b>(m) footpath from Horton Bridleway 4 to Horton Road</b></p> <p>(n) bridleway from Horton Road, alongside the Queen Mother Reservoir to Majors Farm Road (B370)</p>  | <p>Datchet,<br/>Horton,<br/>Wraysbury</p> <p><b>Horton</b></p>               |
| 2.17 | <b>Access around the Queen Mother reservoir, Datchet</b>   | <b>Datchet</b>   |
| 2.18 | Disabled friendly routes should be investigated at Eton, Sunninghill and Ascot, Sunningdale, Knowl Hill, White Waltham and Hurley Lock   | Eton, etc  |
| 2.19 | Upgrade Jubilee River paths to allow horse riding  |  |
| 2.20 | A crossing over the Thames across Hurley Lock and weirs  | Hurley   |
| 2.21 | <b>Secure a continuation of the Thames Path in Maidenhead beside the river bank from the landing steps opposite Thames Hotel to Bridge Gardens</b>   | <b>Maidenhead</b>  |

|      |   |                            |
|------|---|----------------------------|
| 2.22 | A footbridge from Boulter's Island to east bank of the Thames, which would link the Thames Path and Jubilee River, and the walks in Taplow  |                            |
| 2.23 | Create a link between Braywick Park and Bray Road and Maidenhead Footpath 1   |                            |
| 2.24 | <b>(a) Upgrade Kinghorn Lane (Maidenhead Footpath 30) to a cycle route</b><br><b>(b) <i>March 2009 addition: Reinstate the definitive width of Kinghorn Lane (Maidenhead FP 30) to provide segregated route for cyclists</i></b>  | <b>Maidenhead</b>          |
| 2.25 | Create a path from Ascot station westwards parallel to the railway line to Kings Ride. ( <i>March 2007 update: Network Rail is unwilling to consider this proposed footpath creation</i> )  | Sunninghill and Ascot      |
| 2.26 | <b>Work with Wokingham DC to upgrade Waltham St. Lawrence Footpath 9 / Ruscombe Footpath 4 for horse riding use</b>   | <b>Waltham St Lawrence</b> |
| 2.27 | Create of a path from Great Wood, White Waltham, south of the B3024 road to the track at Pond Wood Farm   | White Waltham              |
| 2.28 | Establish a new path from Windmills (White Waltham Footpath 20) to Howe Lane near Howlane Bridge  |                            |
| 2.29 | Create a route for carriage drivers from Beenhams Road in White Waltham to Mare Lane in Binfield.   |                            |
| 2.30 | Create of a path between Sutherland Grange public open space, via the rear of the Centrica complex, and the access road to the Racecourse Marina  | Windsor                    |
| 2.31 | <b>New route along the Colne Brook</b>  | <b>Wraysbury</b>           |
| 2.32 | [Added 10/1/2007] Divert Hurley Footpath 47 and Hurley Footpath 49 to improve A4 Road Crossings.<br><i>(March 2009 update: The suggested diversions have not been progressed as the proposed diverted routes of the footpaths are across common land with existing public access rights).</i> | Hurley                     |

**Further information on public rights of way in the Royal Borough, including maps of all the paths and ways, and an electronic version of this document, can be found on the Borough website:**

**[http://www.rbwm.gov.uk/web/prow\\_index.htm](http://www.rbwm.gov.uk/web/prow_index.htm)**

**Royal Borough of Windsor and Maidenhead  
Environmental Services Directorate  
Highways and Engineering Unit,  
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**If you require information in an alternative format please contact the Public Rights of Way Team on 01628-683800**