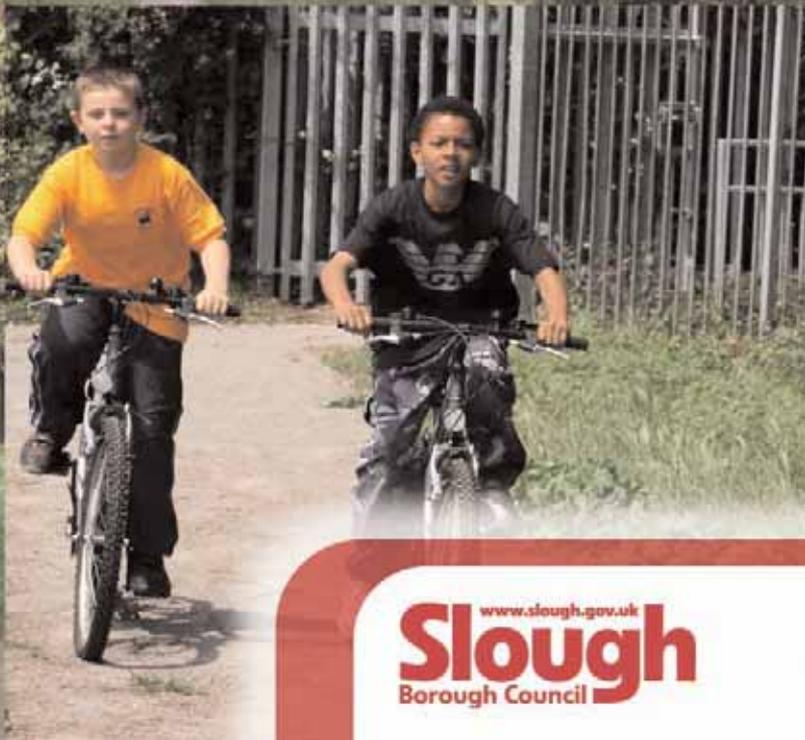
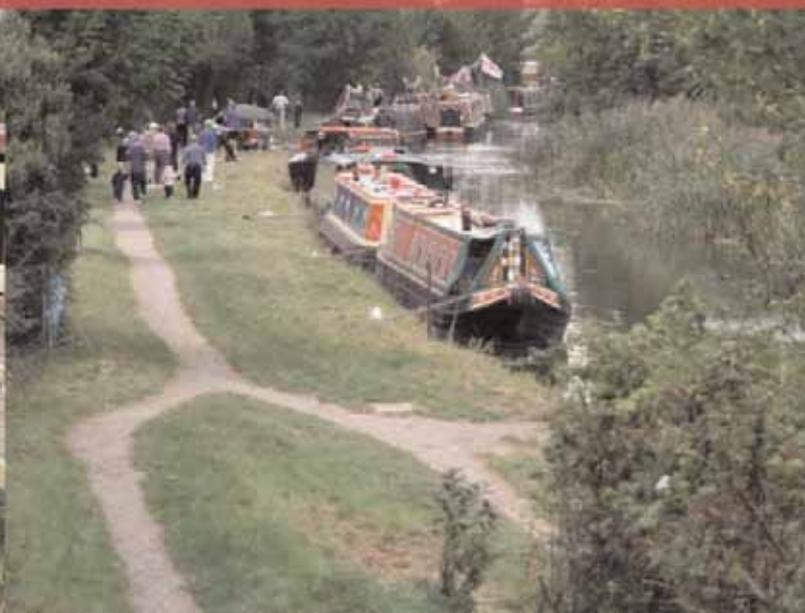


# Rights of way improvement plan 2007 - 2017

Final approved - November 2007



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## Consultation

### Have your say!

This draft Rights of Way Improvement Plan is a statutory document aiming to reflect the diversity of Slough while encouraging healthy travel around the borough. As a relatively compact urban borough, Slough is ideally suited to walking and cycling journeys.

Please take some time to consider this plan and let us know your views for improving our rights of way network.

Your views should be sent to the address opposite.

Copies of this document are available through the council's website: [www.slough.gov.uk](http://www.slough.gov.uk), at MyCouncil, or on request from:

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## 1 Introduction

### 1.1 Legal Background

1.1.1 The Countryside and Rights of Way Act 2000 requires Highway Authorities to produce a Rights of Way Improvement Plan (ROWIP).

1.1.2 The ROWIP is intended to be a mechanism for improving the local non-motorised network over a 10 year period according to the needs of all types of users. It will ultimately be integrated with the Local Transport Plan (LTP) by 2010.

1.1.3 Local rights of way include public footpaths, public bridleways and cycle tracks that are within the area of the authority.

1.1.4 The Rights of Way Improvement Plan must 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 for exercise and other forms of outdoor recreation and the enjoyment of the authority's area
- the accessibility of local rights of way to the blind or partially sighted people and people with mobility problems.

1.1.5 As a result of this assessment, the plan sets out a statement of action for the improvement of local paths which are integral to the local sustainable transport network.

1.1.6 The delivery of improvements to the local non-motorised transport network will be dependent on partnership working.

### 1.2 Preparation

1.2.1 The preparation of the plan has been informed by statutory guidance provided for the task by Natural England (previously the Countryside Agency), the Highway Authority's statutory duties and powers, national, regional and local plans.

1.2.2 The Slough Local Access Forum, a statutory advisory group set up under the Countryside and Rights of Way Act 2000, has also been consulted in the preparation of the ROWIP. Members of the LAF acted as distributors of the ROWIP survey targeting their specific user group.

1.2.3 The needs of users and potential users of the local rights of way network were consulted through local Use and Demand surveys conducted between March 2005 and October 2005. This involved mail shots to target organisations to gain users' perspectives, with citizens' panel and in street interviews to try to capture the needs of non-users.

### 1.3 Geographical Context

1.3.1 Slough is a small densely populated urban unitary authority situated in the north of Berkshire surrounded by less populated more rural areas.

- 1.3.2 The local rights of way network is therefore predominantly urban with a few routes extending out into nearby countryside located both within Slough itself and in the surrounding areas of Windsor and Maidenhead and South Buckinghamshire.
- 1.3.3 Outdoor recreational sites within the borough comprise mainly parks, council owned green spaces and canal towpaths, with limited urban fringe countryside.
- 1.3.4 The Public Rights of Way network combines with other non-motorised routes to form the traffic free part of the local transport network providing safer routes linking residential areas with local amenities and the local countryside.

### 1.4 Vision Statement

- 1.4.1 Our Vision sets out our ambitions and key aims for the improvement of the local rights of way network. Each of these key aims has been developed from the objectives in Slough's Core Strategy and LTP, and the assessment of local Use and Demand Surveys.
- 1.4.2 The Vision is:

**to maintain, develop and promote a borough wide network of rights of way that meets the needs of the public now and in the future for the purposes of open air recreation, exercise and access to local services.**

- 1.4.3 From this Vision four aims arise as follows:-

**AIM 1 Provide a network that is correctly recorded, free from obstruction and safe to use**

**AIM 2 Develop a network which meets the needs of local communities**

**AIM 3 Increase opportunities for sustainable travel for leisure and for access to work, school and local services**

**AIM 4 Maximise opportunities to make the network accessible for all, paying particular attention to those with mobility problems**



## 2. Policy Context

### 2.1 Introduction

2.1.1 National, regional and local policies and guidance all support the important role of the rights of way network, and other public paths, in providing the infrastructure for modes of transport which do not involve the use of cars.

2.1.2 The benefits of such travel by walkers, cyclists, horse riders and the mobility impaired, in terms of improving the quality of people's lives, improving health, providing economic benefit, and improving the quality of the environment are recognised and promoted.

2.1.3 Policies and guidance stress the need for the network to be improved in terms of its location, condition, signing and publicising of public paths, and the means by which this will be achieved in Slough are described in this **Rights of Way Improvement Plan (ROWIP)**.

2.1.4 Implementation of the improvements described in the Statement of Action (chapter 7) and subsequent work plans will support the achievement of the objectives in the various policy documents described below.

### 2.2 The importance of policy

2.2.1 The ROWIP will play an important role in supporting the achievement of key themes, aims and objectives of national, regional and local plans and strategies.

2.2.2 Identifying and reflecting the policies in other relevant documents will give the ROWIP the best chance of delivery, and give weight to funding bids to the borough council and bodies with complimentary objectives. It will also increase the potential for partnership working and the pooling of resources.

### 2.3 Local policies and guidance

2.3.1 The current valid local land use guidance is the Local Plan for Slough 2004. This will be replaced by a Local Development Framework (LDF) consisting of a portfolio of Local Development Documents (LDDs), some of which are currently being prepared and will contain policies relevant to this ROWIP. Other local strategic documents also contain relevant policies. These policies are described below.

2.3.2 **The Local Plan for Slough 2004:** key statements, guidance and policies are:

2.3.2.1 Countryside Recreation:

- 7.3 "opportunities for countryside recreation within Slough are limited due to the built up nature of the Borough; however, Slough is surrounded by rural areas and major countryside parks and the council aims to improve access to the countryside for local residents".

### 2.3.2.2 Colne Valley Park:

- 7.7 “there is a need to improve and extend opportunities for both local residents and visitors to enjoy the Park. The borough council will therefore support and encourage measures to facilitate access to the countryside for informal and passive recreation.

Countryside recreation would include water-based recreation. Such measures will include negotiating access agreements with landowners and improving and promoting safe routes for walkers, cyclists and horse riders, in particular promotion of the Linear Park.”

### 2.3.2.3 Linear Park:

- The council has identified the opportunity of creating a linear park based on the route of the Jubilee River and then extending eastwards to the area of the Colne Valley Park north of the Colnbrook By-Pass; here it will follow the upgraded public right of way alongside the Colne Brook and Old Slade Lake to the M4 where it will join the rights of way network in Buckinghamshire.
- The linear park will be a valuable recreational resource which will enable local residents to become regular users of the countryside without having to travel far from home. New pedestrian and cycle routes will be sought as part of any development alongside the route to link into the linear park

### 2.3.2.4 Slough Arm of the Grand Union Canal:

- 7.12 “The Slough Arm of the Grand Union Canal forms a valuable wildlife corridor and recreational resource.”
- The aim is to enhance the recreational value of the Slough Arm of the Grand Union Canal by encouraging improved access as well as landscape improvements to the canal corridor.

### 2.3.2.5 Green Belt Policy:

- 7.16 “It is recognised that Green Belts have a positive role to play in many areas.

This includes **providing opportunities for access to the open countryside for the urban population, and providing opportunities for outdoor sport and recreation near urban areas.”**

### 2.3.2.6 Transport:

- Objectives: “the council will seek a pattern of land use and transport provision within Slough which:
  - (a) reduces the demand for travel by car in order to reduce congestion and the adverse environmental, social and economic impact that this brings;
  - (b) makes provision for improved transport facilities in order to increase the number of people travelling by bus, rail, cycling and walking;
  - (c) improves the mobility of, and accessibility to facilities for, people with a disability”
- 8.77 “despite relatively high levels of car accessibility, walking remains the most popular form of travel in terms of number of journeys made”
- 8.85 “Circular 2/93 sets out the responsibility that local planning authorities have to ensure that new development does not adversely affect the rights of way network. **The maintenance of a rights of way network is particularly important in a built up area such as Slough where it can encourage local trips to be made on foot.** All existing rights of way will therefore be safeguarded and new ones sought where they are needed in new developments”
- Policy T7: “Planning permission will not be granted for developments which affect an existing right of way unless the proposal maintains the right of way to an appropriate standard or makes provision for its diversion along a route which is at least as attractive, safe and convenient for public use. An enhancement of the right of way network will be sought where this is needed as a result of new development”

- 8.86 “cycling should be considered as a regular mode of transport within urban areas such as Slough and used in preference to the private car”
- Policy T8: “Planning permission will not be granted for development which would prejudice the implementation of the proposed cycle network in Slough”
- 8.110 “the most likely option for creating a rail link to Heathrow would involve the use of the existing railway line at Poyle. As a result, it is important that this line is safeguarded from inappropriate development. **If it is demonstrated that parts of the line will not be required for rail purposes, the council would wish to safeguard it as a recreational route for cyclists, horse riders and walkers so as to provide access to the countryside north and south of Colnbrook and Poyle.**”

**2.3.3 The Core Strategy:** this is the key Local Development Document (LDD) which will guide the production of all the other LDDs in the Local Development Framework. The Core Strategy is currently in the course of preparation, and public consultation on a “Preferred Options” document took place in the summer of 2006. Statements and policies relevant to the production of the ROWIP are:

Contextual Characteristics:

“there are over 240 hectares of public open space in the Borough as well as a number of smaller areas of amenity space which together provide much needed and valued space for formal and informal recreation.

**Given the constrained nature of Slough, there is little scope for providing significant new areas of open space.”**

**2.3.3.1 Key Issues Facing Slough:**

- **Sustainable Development/ Environmental Quality:** “how can we have sustainable forms of development in Slough which will meet everyone’s needs but protects natural resources, enhances bio-diversity and the green environment, and reduces impacts upon climate change?”
- **Transport:** “how can we improve accessibility, tackle the problems of congestion, improve air quality, reduce the need to travel, encourage alternative modes to the private car and promote Slough as a regional transport hub?”

**2.3.3.2 Spatial objectives include:**

- “to maintain and enhance Slough’s open spaces and to protect the Green Belt from inappropriate development and seek, wherever practically possible, to increase the area and quality of the Green Belt land in the Borough”
- **“to enhance the transport system by making all travel by sustainable modes such as walking, cycling and public transport, more attractive.”**

**2.3.4 Local Transport Plan (LTP) 2006-2011**

**2.3.4.1 The transport objectives:**

- “to widen travel choices and make travel by sustainable modes more attractive
- to encourage more walking and cycling
- to make best use of existing assets
- to improve personal health by encouraging more walking and cycling.”

**Tackling Congestion** - The compact nature of Slough means there is considerable scope to increase the number of journeys made by sustainable means if existing infrastructure were more attractive. The LTP aims to develop a better sustainable transport network.

The Rights of Way Improvement Plan (ROWIP) - will integrate closely with our walking and cycling strategies and programmes. **The ROWIP is intended to make sure that the most effective use is made of the Rights of Way network, especially for pedestrians and cyclists.”**

**2.3.4.2 Safer roads:**

- LTP 6.4.32 “a key objective of our walking and cycling strategies are to provide a safe network of routes that provide access to key services across Slough. We recognise that we have a responsibility when encouraging more people to walk and cycle to provide routes, crossings and

infrastructure that enable it to take place safely”

- LTP 6.4.48 “our strategy and programme of measures to deliver a network of walking routes recognises the importance of personal safety. In particular, adequate street lighting and route visibility will be key issues in route design. Personal safety issues are also a fundamental concern for work on our rights of way improvement plan.”

### 2.3.4.3 Healthy communities:

- LTP 6.7.3 “clearly a number of the core components within our LTP strategy and programme will deliver health benefits by encouraging more walking and cycling.”

### 2.3.4.4 Maximising use of our transport assets:

- LTP 6.9.35 “we are also responsible for many other transport assets including ... signs, pedestrian and cycling facilities. These too need to be properly maintained so as to offer a high quality travel environment; and properly managed to make sure that they are in the right location, are of the right scale, have the proper information and so on.”

### 2.3.5 Walking Strategy for Slough updated 2005:

- 2.3.5.1 This is a core strategy within the LTP 2006-2011. The vision of the strategy is of **“a comprehensive network of high quality walking routes, which are easily accessed by pedestrians of all ages and abilities, safe, comfortable and direct.”** A strategic walking network for Slough is being developed to cater for commuters, shoppers, journeys to school and those walking for pleasure.
- 2.3.5.2 The pedestrian network will be signed to identify the most convenient routes to local attractions and facilities, and to indicate recreational walks to the countryside. The council will investigate the creation of walking routes to tourist attractions and country parks near to Slough.
- 2.3.5.3 The objectives of the Walking Strategy and of the ROWIP are clearly complimentary. Many

of the improvements to existing routes and the creation of new routes as described in the Walking Strategy involve the use of public rights of way, and due regard has been had to these in the compilation of the action plan in the ROWIP.

### 2.3.6 Cycling Strategy

2.3.6.1 This is an appendix to the LTP for Slough.

2.3.6.2 The objectives of the strategy reflect the objectives of the Local Transport Plan; they are to:

- *“reduce dependence upon the private car in Slough through encouraging and promoting cycling as a realistic transport alternative for short journeys under 5 miles in length*
- *improve, enhance and create a safe, convenient, efficient and attractive infrastructure for cycling to improve accessibility by introducing priority measures for cyclists and ensuring cyclist facilities are integrated with rail and bus interchanges*
- *integrate policies to improve provision for cyclists and to increase levels of cycling in Slough with other strategies, so as to, for example, improve public health, reduce pollution, and increase access to the countryside.”*

2.3.6.3 Again this strategy and the ROWIP share similar objectives, and implementation of the ROWIP will assist with the achievement of the Cycling Strategy objectives.

### 2.3.7 Slough Draft Air Quality Action Plan (AQAP) 2005:

2.3.7.1 The main source of local air pollution in Slough is road traffic. It is recognised that the AQAP must focus on reducing traffic levels, managing traffic speeds and reducing congestion. These are all outcomes Slough’s LTP is seeking to achieve, so the AQAP has been integrated into the LTP.

2.3.7.2 The proposed actions include implementing the Walking and Cycling Strategy measures to promote more walking and cycling in Slough, including the implementation of Safer Routes to School, particularly the improvement of

cycling and walking links across junction 5 of the M4.WA CYTP.

### 2.3.8 Corporate Plan 2005-2008, 2nd edition, July 2006

2.3.8.1 The Corporate Plan reflects the council's vision and priorities for the local community. It provides a direction for corporate planning towards achieving real and tangible improvements in the quality of life for all residents by identifying specific targets and deliverable outcomes, which cover both the short, medium and long-term.

2.3.8.2 The Plan establishes a vision, priorities and aims. Implementation of this ROWIP will support the achievement of many of the aims based on this vision. These include:

**"Priority 1: Creating safe, environmentally friendly and sustainable neighbourhoods by:**

- delivering cleaner and safer neighbourhoods
- adopting a green and sustainable approach to managing and developing the environment
- protecting and enhancing public health and well-being
- improving transport."

### 2.3.9 Slough Community Strategy 2003

2.3.9.1 This strategy sets out a long-term vision for Slough.

2.3.9.2 **Focusing on people:** healthy and cared for people: *"We will work to improve people's physical, emotional and mental well-being."* The challenges include *"promoting health and encouraging healthy lifestyles"*; targets include *"healthy walk schemes."*

2.3.9.3 **Focusing on place:** good quality, sustainable urban living through regeneration. The challenges include "modern effective transport systems, secure investment in public and green transport, and making the most of Slough's green spaces"; targets include "develop safe routes to school and cycle networks."

### 2.3.10 Slough Open Spaces Strategy

2.3.10.1 This will be an assessment of open space, sport and recreation facilities carried out in order to identify local needs and opportunities for improvement, development or replacement of current facilities.

2.3.10.2 Part of this study involved seeking the views of local people on their open spaces, to find out how people used the open spaces in Slough, what they thought of them and how they would like them to be improved. The consultation took place in November 2004 - March 2005.

2.3.10.3 It was found that most people accessed the open space facilities that were closest to their home and reached them on foot, highlighting the importance of easy-to-access open spaces. Parks and gardens were seen as the most important open space provision within Slough, followed by natural green space and children's play areas.

2.3.10.4 The most common reasons for not visiting parks were 'lack of time', followed by 'not feeling safe' or 'vandalism'.

2.3.10.5 This information is being used in developing the Slough Open Spaces Strategy, which will outline the management of all Slough's open spaces. It will have relevance to the ROWIP since public paths are used to reach open spaces, and many of the spaces themselves are crossed by paths available for use by the public for recreation and utilitarian journeys.

## 2.4 Regional policies and guidance

2.4.1 The current valid document with regard to regional development and use of land is the Berkshire Structure Plan 2001-2016. This will be replaced in 2007-8 by the emerging Regional Spatial Strategy (RSS) entitled the South East Plan. These documents apply the national policies and guidance to a regional setting. The policies within the plans most relevant to this ROWIP are described below.

### 2.4.2 Berkshire Structure Plan 2001-2016: key policies are:

#### 2.4.2.1 Policy T1: Transport Strategy

"Within Berkshire, there will be a strategy to concentrate on the improvement of transport nodes and the multi-modal spokes that link

them, in order to assist the concentration of development in the Major Towns, to assist the objective of urban regeneration and to ensure that the best use is made of modes of travel other than the car.

2.4.2.2 The councils will use their planning powers to:

- reduce the need to travel, especially by car
- promote alternative modes of travel to the car
- increase the safety of travel
- provide improved access to jobs, leisure opportunities and services for all members of the community
- secure the reliable movement of goods, in a manner compatible with the principles of sustainable development”.

2.4.2.3 Policy T4: Travel Impacts

“All development will take appropriate measures to offset any adverse effects it has for the transport network. Development which generates a significant number of trips should include the promotion of sustainable alternative modes travel to the private car, and should take other steps, if required, to minimise the pressure on the transport network”.

2.4.3 **Draft South East Plan 2006:** key relevant guidance is:

2.4.3.1 In section D4, Communications and Transport, Policy T1 Manage and Invest, it is stated that:

“Relevant regional strategies, Local Development Documents and Local Transport Plans will ensure that their management policies and proposals: (ii) **achieve a rebalancing of the transport system in favour of non-car modes as a means of access to services and facilities**”.

2.4.3.2 In section D7, Countryside and Landscape Management, under the heading

“*Countryside Access and Rights of Way Management*”, the points are made that:

- “The region has a well-used public rights of way network, which provides a major opportunity to improve the well-being of individuals through exercise and access to countryside.
- This should be maintained and enhanced, recognising the need of visitors and local communities, to enable people to visit and enjoy the region’s countryside and ensure that it can be enjoyed by all, as well as providing opportunities to reduce car use for shorter journeys within or between settlements.
- **Rights of Way Improvement Plans should be used to establish the needs of an area to access both rural and urban areas”**
- Policy C4: “**Local authorities, through ROWIPs and other measures, should encourage access to the countryside,** taking full advantage of the Countryside and Rights of Way Act 2000, particularly by:
  - (i) maintaining, enhancing and promoting the Public Rights of Way system, and permissive and longer distance routes, to facilitate access within, to and from the countryside for visitors and all members of the local community;
  - (ii) identifying opportunities and planning for routes within and between settlements, seeking to reduce car use for shorter journeys;
  - (iii) where possible, making new routes multi-functional to allow pedestrians, horses and cyclists to use them”.

## 2. 5 National policies and guidance

2.5.1 Many national guidance documents and strategies stress the importance of rights of way and other linear routes available for public use, and the need for their protection and enhancement. Use of these routes improves the quality of people’s lives, promotes health, provides economic benefits and increases the opportunities for sustainable transport. The policies outlined below are of particular relevance.

- 2.5.2 Planning Policy Statement (PPS) 1, Delivering sustainable development:** the importance of off-road routes as part of sustainable development is stressed in one of the "general approaches" to development:
- "(v) Provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, **by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car**, while recognising that this may be more difficult in rural areas."
- 2.5.3 PPS 6, Town Centres:** paragraph 2.49 states that good access to town centres using sustainable means of transport is essential:
- "The Government is seeking to reduce the need to travel, to encourage the use of public transport, walking and cycling and reduce reliance on the private car, to facilitate multipurpose journeys and to ensure that everyone has access to a range of facilities."
- 2.5.4 PPS 7, Sustainable Development in Rural Areas:** this states one of the Government's objectives for rural areas as
- "To promote more sustainable patterns of development - providing appropriate leisure opportunities to enable urban and rural dwellers to enjoy the wider countryside" (Objective (ii)).
- Policy 26 stresses the importance of countryside around urban areas, such as Slough, and the need to seek improvements to public access to and in this countryside.**
- 2.5.5 Planning Policy Guidance (PPG) 2, Green Belts:** this includes the statement that
- "the use of land in Green Belts has a positive role to play in fulfilling the following objectives:
- to provide opportunities for access to the open countryside for the urban population
  - to provide opportunities for outdoor sport and outdoor recreation near urban areas."
- 2.5.6 PPG 3, Housing:** one of the Government's objectives is to "seek to reduce car dependence by facilitating more walking and cycling."
- 2.5.7 PPG 13, Transport:** seeks to promote walking and cycling as sustainable methods of transport.
- 2.5.8 PPG 17, Planning for Open Space, Sport and Recreation:** the importance of open spaces, sport and recreation in delivering the Government's objectives, including the promotion of health and well-being, is stressed.
- The role of recreational rights of way is recognised in paragraph 32:
- "Rights of way are an important recreational facility, which local authorities should protect and enhance. Local authorities should seek opportunities to provide better facilities for walkers, cyclists and horse riders, for example by adding links to existing rights of way networks."
- 2.5.9 DoE Circular 2/1993, Public Rights of Way, Annex D, public rights of way and development:** paragraph 2 states that
- "... the effect of development on a public right of way is a material consideration in the determination of applications for planning permission... local planning authorities ... ensure that the effect on the right of way is taken into account whenever such applications are considered."
- 2.5.10 Rights of Way Improvement Plans, Statutory Guidance to Local Highway Authorities in England, Defra, 2002: paragraph 1:**
- "Local rights of way are both a significant part of our heritage and a major recreational resource. They enable people to get away from roads used mainly by motor vehicles and enjoy the beauty and tranquillity of large parts of the countryside to which they would not otherwise have access.
- They are becoming more important as increases in the volume and speed of traffic are turning many once-quiet country roads into unpleasant and sometimes dangerous

places for walkers, cyclists and equestrians”;

“In many areas, local rights of way help to boost tourism and contribute to rural economies”; “They are important in the daily lives of many people who use them for fresh air and exercise on bicycle, foot or horse, to walk the dog, to improve their fitness”;

“... the creation of new routes in carefully chosen locations would make a significant difference to people who use, or who would like to use, footpaths, bridleways and byways. In areas where rights of way are fragmented, new, short links between existing routes would provide a substantially wider local network than exists at present.”

**2.5.11 Natural England, Strategic Direction, 2006-2009:** one of Natural England’s strategic outcomes is “more people enjoying ... the natural environment, more often”

**2.5.12 Encouraging walking, advice to local authorities, DETR 2000:** it is stated that

“Improving conditions for walking can bring a range of benefits to our everyday lives, to our health, safety, access to services and even our sense of community” (1.1) and “Recreational walking benefits individuals, and helps build up a culture in which people walk from choice” (2.30).

**2.5.13 National Cycling Strategy, DoT 1996:** this stresses the need to create conditions in which cycling is made more attractive than using private motor vehicles. Paragraph 3.7.1 states:

“Leisure cycling has great potential for growth, it can be a stimulus to tourism, it is a high-quality way to enjoy the countryside and a good way to introduce people to cycling for their everyday transport needs.

To encourage more leisure cycling there need to be small-scale improvements, especially near to where people live, followed by better signposting, marketing and information.”

**2.5.14 Delivery of the National Cycling Strategy, A Review, DoT 2004:** in Chapter 3 under the heading Recreational Cycling, it is stated that it

“is a form of exercise ... that can play a part in improving health ... there is a real need for recreational, off-road cycling opportunities for the full range of cyclists.”

**2.5.15 Strategy for the Horse Industry in England and Wales, Defra, 2005:** the Government and the British Horse Industry Confederation agree that access to off-road riding should be improved, and one of the strategic objectives to achieve this should be

“ensuring a joined up and well-maintained network of equestrian public rights of way” (paragraph 5.3).

**2.5.16 Saving Lives - Our Healthier Nation, DoH 1999:** paragraph 3.5 states:

“... physical activity is one of the key determinants of good health. A physically active lifestyle, including walking, cycling or participating in sport, reduces the risk of coronary heart disease and stroke and promotes good mental health.”

**2.5.17 “By all Reasonable Means”, Countryside Agency 215, 2005:** the value of public open spaces and routes to people of all abilities is stressed:

**“Public open spaces are central features of local community life across the UK, making a significant contribution to people’s well being and quality of life.**

**These spaces are where public life takes place, and where people can connect with the natural world. Some public spaces or routes are valued mainly for recreation or educational use, while many are an important part of daily life, such as a route to the local shop.**

Many people, including disabled people, are often excluded from enjoying the use and benefits of such spaces because of a lack of planning or awareness of their needs.”

**2.5.18 Crime and Disorder Act 1988:** this puts a responsibility on local authorities to mainstream community safety. Integration with local service providers such as Public Rights of Way is fundamental to progress in reducing crime on paths.



### 3 Current access provision

#### 3.1 Background

- 3.1.1 Slough Borough Council became a unitary authority in March 1998 as a result of local government reorganisation. The council became the Highway Authority and the surveying authority for the borough, taking over the public rights of way functions previously carried out by Berkshire County Council. These included responsibility for the maintenance and protection of all public highways, including public rights of way and the legal recording of public rights of way.
- 3.1.2 Before becoming a unitary authority, the borough council had carried out maintenance and protection of rights of way under an agency agreement with the county council, but the role of keeping the legal record of rights of way was a new one for the borough council.
- 3.1.3 The definitive public rights of way network in the borough is made up of footpaths and bridleways, recorded on the definitive map and statement. There are no recorded restricted byways and byways open to all traffic, the other two types of public rights of way, within Slough.

#### 3.2 The local rights of way network

- 3.2.1 The majority of linear access within the borough is along public highways, which include the adopted highway network, cycle tracks and public rights of way.
- 3.2.2 The term local rights of way, as defined in the Countryside and Rights of Way Act 2000, means that in addition to the public rights of way network, the Improvement Plan should include the network of cycle tracks in the borough that do not run in or by the side of a road.
- 3.2.3 The public rights of way network within the borough currently extends to some 28km as shown in the Table 3.1A.
- 3.2.4 These figures exclude the new public rights of way which have been created by the diversion of rights of way obstructed by construction of the Jubilee River flood alleviation scheme, or which are to be newly created in association with the scheme. These new paths are not yet recorded on the definitive map and statement, but are generally already in use by the public.
- 3.2.5 The new cycle tracks along the Jubilee River are 4.2 km in length. These will not be shown on the definitive map and statement as this is not legally possible, but they will be used by the public in the same manner as definitive rights of way. Table 3.1B below shows the recorded network plus these new paths. The addition of the Jubilee River paths represents a substantial increase to the overall length of the local rights of way network.
- 3.2.6 There are no recorded public rights of way in the borough available to carriage drivers and motorised vehicle users.

**Table 3.1B: Breakdown of local rights of way in Slough including the new Jubilee River footpaths, bridleways and cycle tracks.**

Status	For use by	Length (km)	Number of paths	Approx % of network
Footpaths	Walkers (with dogs, push chairs and wheelchairs)	22.5	111	64%
Bridleways	Walkers, horseriders, cyclists	8.3	12	24%
Cycle tracks	Walkers and cyclists	4.2	6	12%
<b>Total length of network</b>		<b>35.1</b>	<b>129</b>	<b>100%</b>

**Table 3.1A: Breakdown of recorded Public Rights of Way (footpaths and bridleways) in Slough.**

Status	For use by	Length (km)	Number of paths	Approx % of network
Footpaths	Walkers (with dogs, push chairs and wheelchairs)	22.2	106	79%
Bridleways	Walkers, horseriders, cyclists	6	9	21%
<b>Total length of network</b>		<b>28.3</b>	<b>115</b>	<b>100%</b>

### 3.3 Distribution of Public Rights of Way within the borough

3.3.1 The distribution of public rights of way within the borough is shown in Appendix 2. The predominantly urban nature of the local landscape dictates the shape of the network and its usage.

3.3.2 There are a few locations where a number of public paths interconnect with parks and the wider access network to form circular or linear access. Examples of these would be; The Cinder Track and FP23a and b, Green Drive, FP2,3 and 4 in Cippenham and the Chalvey FPs 32 and 33.

3.3.3 For the most part public rights of way across the borough are fragmented. In some instances they provide short cuts in the built environment to the wider transport network and local amenities.

3.3.4 Other public rights of way provide clear routes to areas of countryside within or just outside the borough. They often connect with

access networks in neighbouring authorities' areas. Examples of these would be FP47a, BR49 and FP9, and BR6 and BR2a Colnbrook with Poyle.

3.3.5 It is difficult to identify gaps in the Slough network without considering the surrounding authorities' networks, the local topography and the wider access network i.e. parks, open spaces, permissive paths, housing paths.

3.3.6 Areas that appear to be lacking off-road walking and cycling provision are Britwell, NW Cippenham/Burnham, Wexham. A closer investigation is warranted to ascertain the full extent of the wider access network in areas where provision is thought to be exceedingly poor.

3.3.7 Public paths in Colnbrook suffer from being severed by the busy A4 By-Pass road. Other incidences of severance of individual paths have occurred elsewhere in the borough due to infrastructure development in the past

leaving some routes difficult for users, eg; FP31. This issue has been identified as a major barrier to walking journeys in the Slough Walking Strategy.

### 3.4 The state of the local rights of way network

3.4.1 A well maintained and well promoted public rights of way network is of great value for transport and recreation for people who live within the borough and those who visit the area. A poorly maintained network creates problems not only for users, but also for landowners who may suffer trespass and damage to their property as a result.

3.4.2 In 1987 the Countryside Commission (now part of Natural England) devised a strategy for creating a useful and useable public rights of way network. This was known as the "Milestones Approach". The underlying aims were that the network should be:

- Legally defined
- Properly maintained: ensuring that public paths are open and available so that all users are able to:
  - find the start of any public right of way
  - follow the line of any public right of way, if necessary with the help of waymarkers, guide books or maps
  - use any path safely and conveniently in accordance with its legal status
- Well publicised

The degree to which the current network of public rights of way within the borough complies with these principles will be examined in the following sections.

### 3.5 Legally defined

3.5.1 All public rights of way (except for cycleways) are required by law to be recorded accurately on the definitive map and statement. The Wildlife and Countryside Act 1981 places the Highway Authority under a duty to keep the definitive map and statement under continuous review.

3.5.2 Definitive map review involves:

- Modification of the map and statement when necessary to show confirmed changes to the network.

- Adding any new rights which have not previously been recorded but which are found to exist, and deleting those which are found not to exist.

These changes are carried out by making and confirming **definitive map modification orders (DMMOs)**.

3.5.3 Changes to paths brought about by legal orders such as diversion, extinguishment and creation, known as legal events, must be shown on the map and statement; this is carried out by making **legal event modification orders (LEMOs)**. When the relevant section of the Countryside and Rights of Way Act 2000 comes into force, orders which bring about such legal events will also modify the definitive map and statement, and so LEMOs for these orders will then no longer be required.

3.5.4 It is also a legal requirement under Section 36 (6) of the Highways Act 1980 for the borough council, to make, and keep up to date, a list of the highways within its area which are maintainable at public expense; this is called the List of Streets. It contains all the public rights of way recorded on the definitive map and statement.

3.5.5 The first definitive map and statement for Slough were created by Buckinghamshire County Council when the borough was within the administrative area of that council. This was carried out under the provisions of the National Parks and Access to the Countryside Act 1949.

3.5.6 The date at which the particulars given on the map and in the statement were considered to be correct (called the relevant date) was 26 November 1953. The map and statement were subsequently revised under the same legislation in 1960 and 1966. Slough passed into Berkshire in 1974, and a draft revision of the map and statement for the whole of Berkshire was prepared in 1976, under the provisions of the Countryside Act 1968.

3.5.7 This revision was, however, not confirmed before the law was changed again by the introduction of the Wildlife and Countryside Act 1981. Under this Act, the map and statement for Berkshire, including Slough,

were republished to incorporate the effect of all confirmed modification orders, DMMOs and LEMOs, in 1991 and 1994. Following the abolition of the County Council in 1998, the first definitive map and statement for Slough Borough were produced by the borough council in 2000, with a relevant date of 1 January 2000, again incorporating the effect of all confirmed modification orders.

- 3.5.8 Since 1 January 2000, two modification orders have been confirmed, one a DMMO to add a newly recognised path known as FP 82 Slough and one a LEMO to show the diversion of part of FP 14 Slough.
- 3.5.9 The current legal record of public rights of way within the borough is therefore the map and statement dated 1 January 2000, together with these two modification orders.

### Outstanding Definitive Map Work

- 3.5.10 There are four outstanding LEMOs which need to be made (FP9, FP32 Slough and BR2a, BR6 CwP). A further LEMO will be made in due course to show on the map and statement the legal extinguishment and creation of rights of way in association with the construction of the Jubilee River.
- 3.5.11 In addition, the council is currently considering making diversion or extinguishment orders which would affect six paths, and if these are confirmed, then further LEMOs will be required. A further diversion order for two paths in Colnbrook with Poyle, which will require a LEMO, was made recently.
- 3.5.12 After an extensive investigation a decision has been taken to make a DMMO to add a short section of bridleway to the definitive map. This extends an existing bridleway in Cippenham.
- 3.5.13 As a result of a development in Cippenham there is a project underway to create a circular bridleway link with the Jubilee River and the residential area to the north. This will involve making creation orders and agreements to upgrade and create new paths that can be used by horse riders, cyclists and walkers.
- 3.5.14 There is a somewhat larger known backlog of potential DMMO cases, which the council is under a duty to investigate and resolve.

These are allegations which have been made that public rights of way currently exist but are not recorded on the definitive map and statement; they are also called “claimed paths”.

- 3.5.15 The majority of these claims date back to 1976, when representations were made to the draft revised definitive map and statement published by the former Berkshire County Council (see paragraph 3.5.6 above). However, there is one claim made much more recently for a footpath between Beechwood Gardens and Windsor Road. A DMMO is likely to be made as a result of this claim.
- 3.5.16 Two of the 1976 claims are for paths in Britwell, and nine are in central Slough. Most of the paths run over land owned by the council and all are in current use. Their public status is therefore not under threat, and the council has given a low priority to the resolution of these cases.
- 3.5.17 It is usual for surveying authorities to be aware that there are a number of anomalies in their definitive maps and statements, such as paths being recorded on routes which are actually physically impossible to use, or a bridleway terminating on a footpath so it cannot be legally reached by horse riders. In the case of the Slough definitive map and statement, however, no such anomalies have so far been discovered.
- 3.5.18 The Countryside and Rights of Way Act 2000 has introduced a “cut-off” date of 2026 for claiming public rights based on historical evidence. Such public rights that are not recorded before this date will cease to exist although some exceptions are detailed in the legislation.
- 3.5.19 Natural England (formerly known as The Countryside Agency) has established a project to identify the existence of these “lost ways”, which is due to be completed within the next 10 years. The implications of this for the Slough definitive map and statement are not certain, but they are not likely to be so severe for the borough as for large rural areas and those urban areas which, for historical reasons, currently do not have a definitive map and statement.

### 3.6 Properly Maintained

#### Condition of the network

- 3.6.1 The council as Highway Authority has a duty to assert and protect the rights of the public to use and enjoy all public highways, including footpaths and bridleways (The Highways Act 1980 s.130).
- 3.6.2 The physical condition of the public rights of way network is assessed and recorded annually under the Best Value Performance Indicator No. 178 "Ease of Use". Since 2003 the entire Slough network has been surveyed, half in spring and half in autumn.
- 3.6.3
- | BVPI Results | % pass |
|--------------|--------|
| 2003         | 61.9%  |
| 2004         | 76.6%  |
| 2005         | 82.9%  |
| 2006         | 90.8%  |
- 3.6.4 A photographic survey has been undertaken to identify vegetation clearance needs for individual paths. This has allowed a schedule to be prepared for regular vegetation cutting works starting in 2006, a more proactive approach than was previously taken.
- 3.6.5 The work is carried out by the highways contractor and requires constant monitoring to measure effectiveness. In this, its second year of operation, the schedule needs to be closely followed to establish any alterations required in frequency of cutting on individual paths.
- 3.6.6 The number of complaints due to overgrowing vegetation has reduced over the last year.
- 3.6.7 The rights of way function in the borough operates within the Highways Department and the procedures for dealing with complaints corresponds with highways service standards.
- 3.6.8 There are currently no policies in Slough specifically relating to the management of the Public Rights of Way network. The size of the network means complaints are comparatively minimal. However, improving the way the network is managed requires consideration of good practice nationally with the testing and adoption of any useful policies locally.

### 3.7 Well Publicised

- 3.7.1 There are currently several promoted routes that cross into the borough, though opportunities do exist for more attractive, marketable walking and cycling routes in particular those linking in to the Jubilee River, Grand Union Canal and similar close areas of countryside.
- 3.7.2 Routes currently promoted by The Colne Valley Park include;
- The Colne Valley Trail, a shared use walking, cycling and horse riding route that currently runs into the borough over the M4 at Colnbrook with an additional arm running into the borough at Langley
  - Ramble & Ride No.2, West Drayton to Slough is a walk across farmland, parkland and alongside a canal linking West Drayton and Slough stations.
  - Discover the Slough Arm, the canal towpath to West Drayton, a hidden wildlife corridor to be discovered.
- 3.7.3 Future actions by the Colne Valley Park will feature the creation and promotion of at least 4 circular horse trails and a series of at least 7 short walks from transport hubs eg; Langley Station or Colnbrook Village. It is expected that these would be promoted via leaflets, websites, local libraries and through healthy walking schemes.
- 3.7.4 There is also potential for routes to be promoted where they synchronise with Healthy Walking routes or are routes of local relevance, for instance those leading to school, work or shops. Most of these walking and cycling routes are detailed in the relevant strategies.
- 3.7.5 Healthy Walking routes are currently promoted via a leaflet listing the walks. The information given about the route is limited, though it is recognised these walks are intended to be guided so a great deal of information is not required.
- 3.7.6 Effective publicity needs to be a co-ordinated effort especially given the limited geographical area of the borough. This will lead to more efficient use of resources and standard branding and information distribution across the borough.

3.7.7 Any promotional work to be undertaken through the ROWIP should be carried out in partnership with the appropriate council departments, external organisations or adjoining authorities.

3.7.8 Possible partners are as follows:

- The council's Parks and Leisure Dept.
- The council's Transport Dept.
- The Environment Agency
- British Waterways
- The Friends of the Grand Union Canal
- Buckinghamshire County Council
- Royal Borough of Windsor and Maidenhead
- South Bucks District Council
- The Groundwork Trust
- Sustrans
- Colne Valley Park

### 3.8 Wider Network of Access

#### Cycling Network

3.8.1 Only 24% of the public rights of way network is available for horse riders and cyclists to use legally. The length of existing off road cycle tracks is not recorded, though these routes are incorporated within the wider cycling network described in the Cycling Strategy For Slough 2001-2011.

3.8.2 While, the majority of cycling routes in the borough are provided alongside carriageways which are usually the most direct routes in urban areas, the cycling strategy does acknowledge the importance of seeking off road routes to improve safety and attractiveness for users. The public rights of way network provides opportunities for off road cycling.

3.8.3 Cycle tracks and bridleways along the Jubilee River have significantly increased the potential for leisure cycling in the borough. These cycle ways form part of the Slough Linear Park which is an ongoing project to provide a traffic free cycle route, linking with the National Cycle Network, hugging the southern boundary of the borough.

3.8.4 The ROWIP aims to identify, record and survey access opportunities that might be coordinated with the path network and link into new and existing projects, such as; the Linear Park or Slough 'Necklace'.

3.8.5 The Slough 'Necklace' is an ambitious project to create a traffic free walking and cycling route around the borough linking up with many of the parks and open spaces in the borough.

#### National Cycle Network

3.8.6 The National Cycle Network route no. 61 passes through the borough near its southern boundary linking into several local routes and then using bridleways and footpaths in Colnbrook to push north crossing the M4 and on into Buckinghamshire.

3.8.7 Where the cycle network passes through the borough, council policy is to find links into it that can achieve funding from Sustrans. (UK Sustainable Transport Charity)

#### Permissive Paths

3.8.8 A permissive path is a route used with the landowner's agreement. It does not carry a statutory right of use. There are no formal permissive paths in the borough.

#### Canal Towpaths

3.8.9 The Arm of the Grand Union Canal provides a valuable and attractive access route between rural areas to the east and the centre of Slough. There is potential for it to be further integrated with the local access network as detailed in the Local Plan. The towpath also offers opportunities to link into existing off-road routes to a local country park to the north and provides an attractive off-road route linking Slough residents into the network of footpaths and bridleways in the Colne Valley Park.

#### Adopted Footpaths

3.8.10 Adopted footpaths in the borough are recorded on a series of maps with all other highways maintainable at the public expense. Some are also recorded on the definitive map as public rights of way. The adopted footpaths comprise a vital component of the local access network.

#### Cross Border Network

3.8.11 The borough is surrounded by attractive areas of countryside. To fully exploit this resource for the benefit of the local population, links into the rights of way networks of adjoining authorities need to be identified.

3.8.12 There is potential to increase sustainable access for leisure and functional purposes between authority areas by improving partnership working. To the east the Colne Valley Park provides an established structure for implementing cross boundary rights of way projects. Slough shares its boundary with the following authorities:

- Royal Borough of Windsor and Maidenhead - borders most of the southern edge of Slough
- Buckinghamshire County Council - shares the majority of Slough's boundary stretching from Dorney Common in the south along the whole of the northern edge of Slough to junction 15 of the M25 in the east.
- London Borough of Hillingdon - has a boundary adjoining Slough in the east between J15 and J14 of the M25.
- Surrey County Council - has a boundary adjoining Slough south of the Poyle Trading Estate.

### 3.9 Public Open Space and Access

3.9.1 Public Open Spaces within and close to the borough can be categorised as follows:

- Urban parks
- Council owned woodland
- Urban fringe countryside
- Local Nature Reserves
- Country Parks

#### Parks and woodland

3.9.2 There are over 600 acres of parkland in the borough ranging from ancient woodland to smaller play areas to large playing fields. Historic parks with ancient trees and village greens with pond life are available to local residents and visitors alike.

3.9.3 These sites are invaluable as leisure destinations throughout the borough, but just as importantly provide through routes that link into the linear rights of way network. These routes are not currently mapped in any form.

#### Countryside

3.9.4 The Jubilee River incorporates an area of countryside along its course within the borough that provides public access. As mentioned in 3.2.4 the paths that run

alongside the river are being dedicated as public rights of way and cycle ways. The public also has access to the water and wetland areas that are managed by the Environment Agency. The Jubilee River provides the only truly countryside destination available to users within the borough.

3.9.5 There is a circular route of paths north of the Colnbrook By-Pass road that is also situated within countryside and partially adjacent to a stream. However, this route suffers from problems associated with severance from the southern access routes and frequent instances of vandalism to path furniture and signage.

3.9.6 This Colnbrook route links into the Colne Valley Way and Park, a regionally significant countryside resource. Objectives of the Colne Valley Park Action Plan 2006-09 include developing partnerships with Local Authorities Rights of Way Improvement Plans.

#### Local Nature Reserves

3.9.7 Local Nature reserves are The Millie in Britwell and Crown Meadow in Colnbrook, with the Arthur Jacob LNR located just adjacent to the borough at Poyle. All provide informal public access to a variety of wildlife habitats. There is potential to expand the level of access to and the usage of these sites.

#### Country Parks

3.9.8 There are four country parks in close proximity to the borough. These are Black Park and Langley Park to the northeast and Harmondsworth Moor and Thorney Country Parks to the east. It is possible to access the aforementioned parks from residential areas of the borough completely using off road access routes. However further work is needed to develop and promote these more widely while improving the accessibility of all these parks to Slough residents without the use of a car.

3.9.9 Black Park is well managed and provides a high standard of facilities for visitors including a new adventure playground. While Langley Park has recently suffered from decline, a project aimed at restoring it and reversing its decline has been supported by the council.



## 4 Needs of Different Users

### 4.1 Walking

4.1.1 Walking for leisure is the most popular physical activity in the UK. It is also recognised as the most sustainable means of transport.

4.1.2 The Rights of Way Use and Demand Survey found that over 70% of respondents in the borough started their recreational journeys by walking from home. They used local routes to get to open spaces within the local area.

4.1.3 The open spaces most frequently visited by Slough residents for walking were parks, followed by whatever type of open spaces were most local to them. These could include council managed woodland, natural green spaces, children's play areas, gardens and local nature reserves.

4.1.4 Walking journeys on off-road routes from Slough to areas of countryside outside the borough were infrequently undertaken, although there are several regionally recognised tourist and countryside destinations within walking distance.

4.1.5 In 35% of cases walking journeys were functional. Local off-road paths were used to reach shops and other local amenities. A similar proportion of local users walked to remain fit and healthy.

4.1.6 For a notable portion of local walkers the safety and attractiveness of the walking environment were paramount.

### Walking Strategy

4.1.7 The Walking Strategy for Slough updated in 2005, represents an important change in direction in transport planning in the borough. The emphasis is put on provision for sustainable transport i.e. walkers and cyclists ideally using off-road routes. No mention of bridleway provision and its availability for cyclists is made in the Walking or Cycling Strategy for Slough.

4.1.8 As mentioned in ROWIP Section 2 Policy Context, the Walking Strategy objectives include increasing walking access to the countryside. Appendix 6 shows the linkages between the current public rights of way network and the Walking Strategy routes.

4.1.9 The Walking Strategy prioritises routes where the numbers of walkers expected is highest giving the widest spread of benefits. The result is that routes to leisure sites can often receive a low priority.

4.1.10 The strategy now places the needs of pedestrians and people with disabilities above other road users. The hierarchy of road users is as follows:

- *Pedestrians*
- *People with disabilities*
- *Cyclists*
- *Public transport users*
- *Commercial and business users*
- *Car borne shoppers*
- *Car borne commuters and visitors*

4.1.11 The ROWIP will work in sympathy with the Walking Strategy in aiming to provide a framework to develop a network of pedestrian routes in the borough that contribute to improvements in the following:

- accessibility
- comfort
- safety
- convenience
- attractiveness

The relative importance of these criteria will depend on the mix of users of the route. Where commuters primarily use the route, the 'convenience' criterion will be of a high priority. Routes that are primarily used or intended to encourage children to walk to school will require greater attention given to the attractiveness and comfort criteria. The accessibility and safety criteria are vital for all groups of pedestrian users.

## 4.2 Cycling

4.2.1 Adult cycling in the borough has risen by 3% between 1995 and 2004 (Slough Cycling Strategy). The importance of continuing this trend and widening it to encompass children's cycling is recognised within the Slough ROWIP and Cycling Strategy.

4.2.2 Increasing cycling will help:

- improve general health and fitness
- improve air quality through reducing congestion

4.2.3 Cyclists in the borough are one of the 'at risk' road user groups, exposed to significant danger \* (City of York Draft Exemplar ROWIP) with a high percentage of local cycling routes being on carriageways. There is a need to extend the network of off-road routes that link to public transport and other desirable destinations.

4.2.4 The scant provision of bridleways in the borough prevents cyclists (riding for leisure) from carrying out any meaningful journeys without having to ride on busy roads or public footpaths, where they can be brought into conflict with walkers.

4.2.5 The greatest potential for providing leisure cycling routes lies in improving cross

boundary links to countryside in adjoining areas and circular routes within the borough.

4.2.6 The majority of cyclists using local routes felt that paths were not well maintained. Overhanging vegetation, litter and badly maintained surfaces were the main hazards cited.

## 4.3 Horse Riding

4.3.1 Horse riding in the borough is a marginal countryside activity. As an urban area, with few bridleways, Slough cannot currently be regarded as a practical location for horse riding.

4.3.2 National demand for greater provision of bridleway network is acknowledged. Locally there is some demand for bridleways originating from the south of the borough, where livery services are situated just across the borough boundary.

4.3.3 Local research showed that horse riders wanted more useable routes close to where they stabled their mounts. This would mean circular routes that were better maintained. The City of York Bridleway Survey found that horse riders needs generally include:

- level, natural surfaces, free from hidden dangers such as broken glass
- routes free from obstructions such as overgrowing vegetation, overhanging or low hanging branches, and difficult gates
- clear signposting and way marking
- better information about routes available

It is considered these findings correspond with the local needs of both horse riders and cyclists.

New bridleway provision should be encouraged where appropriate if new cycling provision funding is available, as this can be used by cyclists/walkers as well as horse riders and so will satisfy all users.

## 4.4 Carriage Driving and Recreational Motoring

4.4.1 There are no suitable routes within the borough to support these kinds of activities.

- 4.4.2 The Rights of Way User Survey did not identify any carriage drivers or recreational motor vehicle users.
- 4.4.3 Illegal use of motor vehicles on public rights of way however, is a common occurrence across the borough, especially by motorbikes and mini motorbikes.
- 4.4.4 Such illegal use takes place on paths, in open spaces and in parks and is a form of anti-social behaviour that is detrimental to other users and residents alike. Controlling this illegal access is considered very hard to achieve. Partners and ways of working could be identified to help solve these problems.
- 4.5 Accessibility in Slough**
- 4.5.1 There are a variety of groups of people who have difficulty in accessing or are unable to access local paths and green spaces. There are also a variety of reasons for this: physical, sensory or learning disabilities, as well as age. It is a statutory requirement for the ROWIP that accessibility issues are considered and improvements identified in the light of the needs of people with such disabilities.
- 4.5.2 There is a definite need for accessible walking routes to areas of countryside or green open spaces in or close to the borough, though barriers to this access are common. The rights of way user survey and information from disabled organisations locally has shown that the main issues facing mobility impaired users are:
- route conditions such as - physical barriers; gates, staggered guard rails, steps, steep gradients and path surfaces that are too smooth/uneven/narrow or obstructed by vegetation
  - lack of easy to find information concerning accessibility to the network and which destinations can be reached by using it and a lack of information about the links to public transport.
  - poor facilities such as a lack of: lighting, clear directional signage or route markings, resting places, toilets.
- 4.5.2 People with mobility problems are often low in confidence and so are more vulnerable to intimidating behaviour than other users of rights of way. As the fear of crime and anti-social behaviour is high for local path users, serious consideration needs to be given to creating a safer network.
- 4.5.3 As well as these problems there was felt to be a persistent lack of awareness of the problems encountered by people with mobility problems. Continued dialogue with local disabled people needs to be established to address this.
- 4.5.4 The ROWIP embraces the principles set out in the City of York exemplar project that investigated accessibility and the needs of people with disabilities. In particular the Example Accessibility Policy (Appendix 4) will be considered as a starting point for a local policy in conjunction with the work currently being done on the Slough Accessibility Strategy.
- 4.5.5 The Slough Accessibility Strategy is concentrating on the accessibility of local amenities via the local public transport service.
- 4.5.6 Identifying routes for disabled users requires considering a range of disabilities and varying degrees of mobility. It is necessary to consider users with small children and pushchairs and users with visual or hearing problems when assessing improvements to routes within the borough and cross boundary.
- 4.5.7 The Disability Discrimination Acts 1995 and 2000 class Public Rights of Way as a service. As such, service providers must take reasonable steps to improve accessibility on paths by using the principles of least restrictive access (Appendix 5)
- 4.5.8 Priorities for making decisions on accessibility improvements need to be set to reflect the needs of local people; improving accessibility on paths that are unlikely to be used would be pointless. To help this process, accessibility audits can be organised in partnership with disabled users to ascertain what areas they want access to and then measure the level of access available to these sites/routes.

## 4.6 Non-Users

4.6.1 Statutory guidance states that Highway Authorities must take into account the possible future use of rights of way in their local context. This means considering why current non-users don't use the network and ways to encourage increased use.

4.6.2 While there are varied reasons for non-use of rights of way, these are not always caused by deficiencies in the actual network. A large percentage of people simply are not interested or "have no time" to use paths recreationally (36% of local non-users said they were too busy).

4.6.3 Local research has identified several other reasons why people choose not to use local paths.

- poorly maintained paths - 20%
- lack of safety - 47%
- conflict with irresponsible users - 20%
- lack of cleanliness - 13%

4.6.3 It is recognised through research undertaken by Natural England (formerly the Countryside Agency) that the following groups are under-represented as visitors to the countryside:

- people with disabilities
- people from ethnic minorities
- people from deprived areas
- young people
- women
- elderly people

4.6.5 The ethnic make up within the borough is incredibly diverse, containing one of the widest assortments of ethnic groups found outside London. Bearing in mind the aforementioned research and the high local ethnic minority populace it can be concluded that there are sizeable groups of local people not participating in activities requiring access to areas of countryside.

4.6.6 Often ethnic groups are regular users of parks for organised outdoor sport. However, these groups can still be deterred from walking or cycling in the countryside due to fear for personal safety, lack of information and understanding of what to expect.

4.6.7 The ROWIP will aim to work in harmony with the recommendations introduced in the Draft Diversity Action Plan produced by Natural England where they are relevant to the local topography.



## 5 Use and Demand

### 5.1 Introduction

5.1.1 The current use made of the off-road access network, and the reasons why it is not used more, have been explored in the previous section of this document. This section seeks to describe some of the demands which will be placed upon the network over the forthcoming years, to inform the assessment of the actions which will be necessary to improve the network for the benefit of the residents of Slough and the visitors to the borough.

5.1.2 The Use and Demand Survey found that 58% of those surveyed made regular use of the local rights of way network. There are many reasons why demand for a safe, convenient and well located network will, and should, increase.

### 5.2 Population Pressure

5.2.1 The population of Slough is estimated to be 117,600 (source; Mid 2004 Pop. Estimates, Office of National Statistics).

5.2.2 Large influxes of immigrants over recent years attracted by the favourable local job scene mean the population is on the increase.

5.2.3 This densely populated urban borough can produce pressure on the available access network, in particular for utilitarian purposes such as walking to work, school or the shops.

5.2.4 There is little demand from visitors for recreational use of the network, within the borough, due to the surrounding countryside

more fit for this purpose. Recreational use of the network by local people is mainly to reach parks within the borough and the urban fringe green sites available or simply for a breath of fresh air in the built environment.

### 5.3 Socio-Economic Profile

5.3.1 According to the Indices of Deprivation 2004, Slough has the highest level of local deprivation within Berkshire.

5.3.2 The Indices of Deprivation 2004 shows that the boroughs of Slough and Reading have higher levels of people who are experiencing income and employment deprivation compared with the more rural Berkshire authority areas.

5.3.3 Individuals who are socially deprived are generally less likely to seek out and use walking and cycling routes in the countryside. Levels of deprivation can negatively affect demand for recreational access. However, the value of the network should not be underestimated in providing opportunities for the socially excluded to gain positive experiences of their natural environment whilst improving their health and general well being.

5.3.4 As the efforts of the council and central government result in improvements to the level of deprivation in the borough, the demand for use of the local rights of way network for recreation will increase. This will in turn reduce deprivation, by increasing health and well-being.

## 5.4 Health Benefits

5.4.1 The health benefits of walking are widely recognised and confirmed by research done through the Cheshire County Council exemplar project (Nov 2003).

5.4.2 The Government recommends 30 minutes of moderate exercise 5 times a week. Local walking routes can provide the opportunity for people to address this exercise requirement.

5.4.3 However, the perception persists that the amount of walking required to have a beneficial effect on health is not manageable for the average person (Cheshire CC. Nov 2003). The following actions could tackle this problem:

- Work in partnership with Healthy Walking Initiative to encourage GP's to promote the health benefits of walking and cycling and to refer patients to the Healthy Walk Programme.
- Work with Healthy Walking Initiative to promote walks.
- Promote the use of rights of way close to where people live
- Provide clear information to the public about the amount of walking required to have a healthy benefit

5.4.4 The local Healthy Walking Initiative has grown steadily since inception. It uses mainly circular routes through parks and areas of urban fringe including the Jubilee River paths. The aim is to encourage uptake of the programme and work in partnership with the Healthy Walking Co-ordinator to develop new walking routes.

5.4.5 Likewise a fledgling Healthy Cycling Initiative, based on a West Country idea, has been piloted locally with some success. As with the Healthy Walking Initiative, promotion of this scheme along with development of new routes is important.

## 5.5 Sustainable transport and utilitarian journeys

5.5.1 The level of facilities available to, and expected by, walkers and cyclists is raised due to the urban nature of the area as opposed to a rural setting.

5.5.2 An urban network therefore offers greater potential for increased use of the network, in particular for purposeful journeys of a short length (ROWIP Cheshire CC).

5.5.3 As a result of the Local Transport Plan seeking to increase travel by sustainable modes, there will be an increased demand for local rights of way for access to shops, work and local amenities.

5.5.4 As long as the local rights of way network can be maintained to a level able to accommodate and encourage this use, then the additional benefits of reduced pollution, congestion and energy use will be enjoyed by everyone.

5.5.5 The provision of local routes that can benefit sustainable travel is explored in Sections 3 and 6. The nature of improvements required to encourage use of the network for sustainable travel entails a broad view to be taken of this provision and its condition. The public must be made aware of improvements.

## 5.6 Routes to Schools

5.6.1 It is intended that every school in the borough will have a Travel Plan in place by 2010. The aim is to reduce car-based trips to and from school to help reduce congestion and improve child activity and health levels.

5.6.2 Apart from obvious safety measures in the immediate vicinity of schools, Travel Plans will also look at safer routes to schools for either walking or cycling or both. This is where the link between the ROWIP and the Safer Routes to Schools agendas can be identified.

5.6.3 The safest routes are often those incorporating some portion of the off-road access network. Looking for opportunities to exploit the safety of routes away from roads for use to and from school will be a shared objective for the ROWIP and Routes to Schools team.

### 5.7 Recreation

5.7.1 The Use and Demand Survey found a strong demand for new circular routes and links to nearby country parks for walkers and horse riders. The open spaces and parks in the borough, and the countryside around the built up areas, particularly the area of the new Jubilee River, are appealing locations for informal recreation.

5.7.2 Demand for safe, convenient and pleasant off-road access to these areas is increasing as people become more aware of the opportunities available, and the number of retired people with a longer life expectancy grows.

### 5.8 Latent Demand

5.8.1 As stated in the Walking Strategy the 2001 census showed that only 10% of journeys to work were by foot. Considering the compact nature of the borough there is clearly scope to increase the number of walking journeys taking place.

5.8.2 The constraints that were most commonly felt to prevent use of the rights of way network by people not currently using it fell into two broad categories:

- peoples' perceptions and behaviour - fear of crime and anti-social behaviour, fear for personal safety, lack of time, poor health, mobility problems and conflicts caused by illegal use of the network by others eg; motor cyclists.
- physical network - safety of routes eg. level of lighting, sight lines; poorly maintained, litter, overgrown routes, lack of signs, lack of useful routes

5.8.3 The most cited constraint to using the network amongst users and non-users alike was fear for personal safety.

5.8.4 It is clear that the urban character of most of the rights of way network has a marked influence on the prevention of increased use.

5.8.5 The fear factor can translate quite readily from urban areas through to urban fringe and countryside making it hard to encourage use of paths from residential areas of the borough to open countryside, even though it is relatively nearby.

5.8.6 If these constraints which prevent use of the local rights of way network can be reduced by the actions which follow from this ROWIP, there will be considerable increase in the use of the network which can only benefit the residents of Slough.



## 6. Assessment of the adequacy of the network

### 6.1 Introduction

- 6.1.1 This chapter seeks to identify the main issues that need to be considered and addressed to create a better local rights of way network open to more people.
- 6.1.2 Conclusions have been reached about the adequacy of the current network of rights of way in meeting the needs of the people it serves. These conclusions have led to the formulation of specific objectives reflecting the aims arising from the Vision.

**AIM 1. Provide a Public Rights of Way network that is correctly recorded, free from obstruction and safe to use.**

**Objective 1a. Manage the Definitive Map and Statement (DMS) effectively recording an accurate picture of the network.**

### 6.2 The Definitive Map

- 6.2.1 Consolidation of the DMS is required. The last review was published in January 2000 and since then there have been a number of changes that need to be recorded.
- 6.3 The management and condition of the network

**Objective 1b. Improve the management of the maintenance of paths**

- 6.3.1 According to the BVPI 178 results the overall 'ease of use' of the PROW network has increased by 29% since 2003. However, there

remain maintenance issues that are clearly viewed as problems on paths. Although these do not usually prevent actual use, they do discourage use.

**Objective 1c. Establish strategies for dealing with crime and anti-social behaviour on the access network**

- 6.3.2 Issues in this category that require attention include; overhanging vegetation, litter and dog fouling clearance, path surfaces and safety on routes.
- 6.3.3 Fear of crime has been identified as a major issue in preventing people from walking and cycling. This is particularly true for vulnerable groups such as; women, children, the elderly and the mobility impaired.
- 6.3.4 Street lighting improvements on paths and alleyways have already been identified across the borough in conjunction with the Street Lighting and Community Safety teams. Continuing this work will help reduce fears and encourage use of routes. Full consideration will be given to any impact on the character, landscape and biodiversity in the more rural parts of the borough.
- 6.3.5 Joint working with Community Safety within the council and the Safer Slough Partnership will help in reducing the perception and reality of crime, disorder, anti-social behaviour and drug problems.

### AIM 2. Develop a network which meets the needs of local communities

#### Objective 2a. Improve knowledge of users and non-users needs and incorporate into future actions

##### 6.4 Knowledge

- 6.4.1 Through research undertaken for the ROWIP some understanding has been reached about the needs, demands and satisfaction levels of local people about the current rights of way network.
- 6.4.2 However to achieve a better awareness/appreciation of issues affecting people's behaviour now and in the future further research is required.
- 6.4.3 Finding out the needs of users and non-users in relation to their patterns of walking, cycling and horse riding is a key element in the continuing development of the ROWIP. Difficulty in engaging with members of the public is recognised.

#### Objective 2b. Build relationships with local communities

- 6.4.4 Success in creating a locally relevant sustainable transport network will be reflected in the level of communication and support developed with local communities. Building relationships between the council, Slough Local Access Forum and local community groups representing a wide diversity of people is key.

##### 6.5 Sustainable transport

### AIM 3. Increase opportunities for sustainable travel for leisure and for access to work, school and local services.

#### Objective 3a. Encourage walking and cycling journeys

#### Objective 3b. Improve the usefulness of the network for users

- 6.5.1 The ROWIP shows that the local rights of way network serves a vital function in linking people to local amenities. There are several routes in the borough where this can already be identified. It is important to make sure these routes offer high quality, safe, attractive access to encourage further use.

- 6.5.2 To establish a more detailed evaluation of all current access available to people in the borough an effective mapping system is needed so that all off road (i.e. sustainable) access can be recorded. This would include cycle routes, PROW, adopted footpaths, access through parks and open spaces, permissive paths, cross boundary links, routes to schools and any other relevant routes (eg: council owned).

- 6.5.3 Other useful layers that could be added to this map are: doctors' surgeries, schools, libraries, day care centres, community centres, small shopping parades and other local amenities.

- 6.5.4 It would be beneficial to have each type of route recorded on a separate GIS layer to fully comprehend the extent of off-road access and so enable effective planning of the integrated access network.

#### Objective 3c. Continue to develop relationship between the rights of way network and Healthy Walking Initiative

- 6.5.5 With a limited Public Rights of Way network and budget it is considered essential that any development work on the network in the borough is linked with related council functions as identified within this plan. For instance, Parks development and maintenance, Healthy Walks, highways development, Transport and Planning and Community Safety.

- 6.5.6 This will ensure that any improvements to the Public Rights of Way (PROW) network that would benefit sustainable transport in the borough are not overlooked and can be linked into relevant projects.

##### 6.6 Bridleways and off-road cycling

#### Objective 3d. Develop new provision where possible.

- 6.6.1 Opportunities to create new off-road cycling provision are limited due to the urban nature of the borough. However new bridleways are particularly useful being available to all user types and are compatible with the council's transport policy of boosting sustainable modes of transport. New developments provide one of the few opportunities

available within the borough to create new provision via gaining developer contributions.

**AIM 4. Maximise opportunities to make the network accessible for all, paying particular attention to those with mobility problems**

**Objective 4a. Improve information on access routes and make it available to everyone.**

- 6.6.2 There is limited information available about off road access routes within the borough and leading across the border.
- 6.6.3 Information about the wider network of access routes, including PROW, cycling and walking routes with type of route i.e. leisure, route to school or functional route needs to be made available via the website. This could be accomplished by creating a map showing useful routes according to type of user or destination.
- 6.6.4 To overcome general apathy and stimulate increased walking and cycling, information on routes needs to be taken to the public in conjunction with the publicising of routes implemented through the walking strategy. Other methods of marketing could include, led walks, posters and leaflets, publicising routes; at bus stations/stops and train stations, in local newspapers, or the Slough Citizen.

**6.7 Access for all**

**Objective 4b. Identify and improve routes that provide access to areas of countryside.**

- 6.7.1 Given the size and topography of the borough availability of access to and within attractive areas of countryside is limited. Improvements within the borough are restricted to the two areas of countryside identified with public access (see 3.6.4/5). In recognising these restrictions; it is rational to extend the scope of improvements across borough boundaries.

**Extended Network**

- 6.7.2 Cross border issues are particularly important for the borough to ensure that the off-road access network doesn't simply disappear at the borough boundary. Partnerships with external organisations should be developed to ensure continuity of network across borders.

**Objective 4c. Improve access to urban green spaces**

- 6.7.3 In an urban area, access to parks and other urban green spaces takes on more significance as these are often the only places people visit for open air recreation. Many of the parks and open spaces within the borough are also a vital part of the off-road access network.
- 6.7.4 For these reasons this type of access must play an important role in creating a logical, well defined and cohesive access network in the borough. This will involve joint working with the council's parks and leisure section and any other appropriate partners to be identified.

**Objective 4d. Ensure principles of "least restrictive access" apply in opening up access within the town and to the countryside.**

- 6.7.5 The dialogue established with disabled users during the consultation process for this plan needs to be continued. This will allow informed decisions to be made about the level of accessibility required according to the routes/sites that disabled people want to use.



## 7. Statement of Action

### 7.1 Introduction

7.1.1 The statement of action is built upon the aims and objectives featured in the assessment of adequacy and the main body of the plan. It is a statement of the actions that it is proposed to take to manage the local rights of way network in the borough. It should be noted that Public Rights of Way constitute an essential element of the sustainable transport network of Slough and so any improvements detailed in this plan are intrinsically linked to other service areas and strategies such as; walking, cycling and open spaces strategies all aiming to encourage a greener, improved quality of life for residents and visitors alike.

### 7.2 Prioritising and Monitoring Actions

#### 7.2.1 ROWIP and Walking Strategy

The following are shared objectives of the ROWIP and the Walking Strategy:

- Develop a new category of signs to indicate recreational walks to the countryside and attractive features within Slough
- Signs will be distinctly branded by style, colour and will show both destination and distance
- Identify a network of local walking routes for both recreational and utilitarian journeys

- Ensure the network is well signed to identify the most convenient routes throughout the borough
- Surface conditions will be improved where necessary and all obstructions identified will be removed to ensure clear access on all routes.

#### 7.2.2 ROWIP and Cycling Strategy

The following are shared objectives of the ROWIP and the Cycling Strategy:

- Reduce dependence upon the private car in Slough and tackle congestion through encouraging and promoting cycling as a realistic transport alternative for short journeys under 5 miles in length.
- Improve, enhance and create a safe, convenient, efficient and attractive infrastructure for cycling to improve accessibility and safety by introducing priority measures for cyclists and ensuring cyclist facilities are integrated with rail and bus interchanges.
- Integrate policies to improve provision for cyclists and to increase levels of cycling in Slough with other strategies, so as to: Improve public health; reduce air pollution; and increase access to the countryside.

- 7.2.3 To have any significance on the local non-motorised network improvement works to local rights of way need to be linked with other plans for an integrated network. Stand alone schemes have less potential to help deliver the integrated transport network Slough requires.
- 7.2.4 Factors that will be considered in prioritising actions are as follows:
- The usefulness of the route in the overall integrated access network both within and around Slough
  - Outcome in terms of potential benefit to users or increased use
  - The source of the request will be considered eg. if from a variety of sources it will carry more weight.
  - Funding Requirements - If the action can be achieved within existing Public Rights of Way budget or not.
- 7.2.5 Many of the actions in the Slough ROWIP link into Local Transport Plan (LTP) objectives and it is expected to pursue the majority of necessary funding via this route. For actions which do not link into LTP objectives, external funding sources will be explored.
- 7.2.6 The Statement of Action includes details of specific actions for implementation of the plan. Progress in achieving this plan will be monitored via regular reports to the Local Access Forum and the Highways Development Team. Actions which help the achievement of LTP objectives will be monitored in the annual progress report for the LTP.
- 7.2.7 Review of the ROWIP will be aided through discussion at an annual meeting of the Local Access Forum when any further actions required for delivery can be identified.

7.3 Statement of action

Objectives	Improvement/Success Measures	Recommended Activities	Estimated Costs and Timescale 2008-17	Partner Organisations	Local Transport Plan Key Issue/Objective (See Appendix 7)
<b>AIM 1: Provide a Public Rights of Way network that is correctly recorded, free from obstruction and safe to use.</b>					
1a. Manage the Definitive Map and Statement (DM&S) effectively recording an accurate picture of the network.	All changes to the network of Public Rights of Way will be consolidated and the Definitive Map and Statement brought up to date.	Print and publish new Definitive Map and Statement.	£10,000 Cost of Legal Event Modification Orders and Definitive Map Modification Orders for BR6b and the claimed path Beechwood Gdns to Windsor Rd. Staff time, mapping and printing costs Predicted end date 2009/10	SBC PROW team, SBC Legal Services	14, Maintain existing assets
		Make a register of all changes to DM&S since 2000 and draft Legal Event Modification Orders if necessary			
		Work with Legal to ensure all outstanding orders are made and confirmed.	Predicted end date 2009/10		
	Implement a policy for dealing with changes to the Public Rights of Way network	Define and document policy and practice relating to applications for Public Path Orders and Definitive Map Modification Orders	£1000 Predicted end date 2009		
1b. Improve the management of the maintenance of paths	Resurface and repair all paths with trip hazards by 2010  Ensure all paths are maintained as per the maintenance schedule keeping paths clear of overgrowing vegetation.  Keep all paths and path verges free of litter and fly tipping.	Assess requirements for resurfacing on the existing network. Footpath 28 Slough, FP51 Slough, FP64 Slough and FP43 Slough	£20,000 p.a 2010  Cost of maintenance programme per annum (£16,000)  £5000 p.a Develop cleansing programme - 2008/9 Management and operation - 2008-2011	SBC - PROW, SBC Environmental Services and Slough Accord	Accessibility, Quality of Life 2, 14 make best use of existing assets and maintain them so they remain fit for purpose, 11, Improving personal health, 6, Road safety, 7, maximises personal safety and minimises crime on sustainable transport network
		Review and monitor the clearance schedule			
		Cleansing Survey of all paths to assess individual path requirements. Use results to set up a cleansing schedule for continuous cleansing of problem paths			
	Ensure all paths are clearly and correctly signed.	Replace/remove all signage/furniture that is dangerous and/or in disrepair	£5000p.a Predicted end date 2010		

1c. Establish strategies for dealing with crime and anti social behaviour (asb) on the access network	Have PROW maintenance managed on a database system. Develop a procedure for dealing with Gating Orders Install lighting on all paths in the borough by 2015 where required to reduce crime and anti-social behaviour.	Include PROW on general highways maintenance database system. Ensure effective procedure in place to act on BVPI survey data and user reports/complaints. Liaise with stakeholders Identify and co-ordinate street lighting improvements on paths and alleyways	Costs to include staff time in set up and training 2008 £1000 2008/9 £40,000 2015	SBC, PROW and Community Safety Teams Police Crime Reduction Unit	2. Makes sustainable travel more attractive 7. maximises personal safety and minimises crime on sustainable transport network
<b>AIM 2. Develop a network which meets the needs of local communities</b>					
2a. Improve knowledge of users and non-users needs and incorporate into future actions.	Users' needs will be incorporated into network developments. Non-users' needs will be incorporated into network developments.	Improve knowledge of users' needs through liaison with Slough LAF and adjoining areas Local Access Forums. Improve knowledge of non-users needs, by engaging with local ethnic, youth and older peoples groups, community groups and Tenants and Residents Associations to ensure needs of these non-users and vulnerable users are recognised.	Unable to estimate costs at this stage. 2011	SBC, Parish Councils, Local Access Fora, local community and ethnic minority groups and user groups, People 1st, Tenants and Residents Federation	12. To engage local communities in strategic and local transport planning
2b. Build relationships with local communities	Liaise with and promote walks and routes to all sectors of the community.	Engage with parish councils to encourage them to investigate the walks/access available in their areas and feed into the Local Access Forum. Engage with local black and minority ethnic, youth and older peoples groups.	Unable to estimate costs at this stage. 2008-2017	SBC PROW, Parish Councils, Slough LAF SBC PROW, SBC Community Wardens, Slough Young Peoples Centre and other relevant local groups	7. Changing perceptions of personal safety and crime on sustainable transport network 12. To engage local communities in strategic and local transport planning

Objectives	Improvement/Success Measures	Recommended Activities	Estimated Costs and Timescale 2008-17	Partner Organisations	Local Transport Plan Key Issue/Objective (See Appendix 7)
<b>AIM 3. Increase opportunities for sustainable travel for leisure and for access to work, school and local services.</b>					
3a. Encourage walking and cycling journeys.	Increase the use of the network by encouraging leisure walking and cycling.	Synchronise paths with neighbouring networks to encourage use of off-road routes across boundaries.	£5000 2010 and then review	SBC PROW team, Bucks CC, RBWM, London Borough of Hillingdon, Surrey County Council, Slough LAF	2, 11, 8 Reduce Congestion/Improve Air quality
		Undertake annual pedestrian surveys of key locations in the network. (Link in with LTP counts)	£4000 p.a	SBC PROW team, SBC Transport Planning	
		Install signage for people coming from Farnham Royal direction indicating presence of Cinder Track and it's destinations/route	£3000 Predicted end date 2009	SBC PRW team, Bucks CC, Paving the Way, LAF	
		Ensure Cinder Track is maintained and promoted as a high profile attractive route informed through regular inspections. (straighten the path boundaries)	£5000 - 8000 p.a Predicted end date 2009	SBC PROW team, LAF, Paving the Way, Groundwork Trust, SBC Community Safety, SBC Environmental Services	
3b. Improve the usefulness of the network for users. (See LTP2 Annex E 1.3.10 In conjunction with walking and cycling strategies Link with Routes to schools and public transport)	Assess the social and economic value of expenditure for improvements on local access network.  Ensure PROW network is as fully integrated with Walking and Cycling strategies as possible.	Investigate feasibility of using new PROW tool software for this purpose.	Cost of officer time 2008 - 2011	SBC, PROW, SBC Transport Planning	2, Tackling congestion , 3, 5, Delivering Accessibility, 8, Improving air quality, 11, Improving personal health , 7, design of transport system maximises safety
		Develop standard signage to indicate recreational walks to the countryside and attractive features within Slough. Distinguishable by style or colour to show both destination and distance.	£10-20,000 Predicted end date 2011		
		Ensure Jubilee River signs are installed on all walking and cycling routes to Jubilee River from Slough.	£5-10,000 Predicted end date 2011		



Objectives	Improvement/Success Measures	Recommended Activities	Estimated Costs and Timescale 2008-17	Partner Organisations	Local Transport Plan Key Issue/Objective (See Appendix 7)
<b>AIM 4. Maximise opportunities to make the network accessible for all, paying particular attention to those with mobility problems</b>					
4a. Improve information on access routes and make it available to everyone	Prepare an aggregate access map of all off-road access routes available within the borough and leading across the border.	Build up a layered GIS detailing all off-road access currently available. Including: PROW, cycle routes, walking routes, routes to schools, links to public transport, local amenities. Make aggregate map available on website and as a tool for transport planning.	£2000 2011 and review	SBC PROW, SBC Transport Planning, SBC Parks and Leisure, People 1st	2, Tackling congestion, 5, Delivering accessibility, 7, Changing perceptions of personal safety and crime on sustainable transport network, 8, Improving air quality, 11, Improving personal health
Promote the sustainable transport network.	Develop Rights of Way web pages with easy to understand information on local sustainable travel network	Cost of officer time Predicted end date 2011	SBC PROW, SBC Communications		
Publicise new bridleway provision in Slough through leaflets and on web	Promote Jubilee River to Slough residents. Develop a new leaflet for the Jubilee River in conjunction with other stakeholders.	£2000 Predicted end date 2011	SBC, adjoining authorities		
Produce up to date Walking and Cycling Map leaflets and website information.	Promote Slough routes within Colne Valley Park	£2000 2011	SBC, Bucks CC, RBWM and The Environment Agency		
Promote Slough routes within Colne Valley Park	Review previous investigations into resolving problems on southern section BR17 and decide on a course of action.	£5000 Predicted end date 2011	SBC Transport and Planning		
4b. Identify and improve routes that provide access to areas of countryside	Develop links to Jubilee River, Thames River, Windsor and Eton, Colne Valley Trail and the wider Colne Valley Park, Black Park, Langley Park, Burnham Beeches for all types of user.	£2000 2014	SBC, Colne Valley Park Groundwork Trust	SBC PROW, SBC Highways Development, Slough LAF, Landowner, adjoining authorities, Groundwork Trust, Environment Agency	2, Widening travel choices, 11, Improving health, 14, maintaining existing assets.

		<p>Investigate, through discussions with adjacent Authorities, the creation of routes to these sites. Develop links to the access network in adjoining authority areas.</p>	<p>2008 and on £5000</p>		
		<p>Undertake accessibility and safety audit on new bridleway link to Jubilee River.</p>	<p>£2000 2008</p>		
		<p>Promote the free fare concessionary fare scheme available to elderly and disabled people (funded by SBC) as a way of removing the price barrier to using local bus networks across England to access green spaces and the countryside from April 2008. (prevents social exclusion of those unable to find their own way to healthy walks)</p>	<p>Predicted end date 2012 £3000</p>	<p>SBC PROW, Accessibility Officer LTP, Local Bus Operators, Healthy Walking Group</p>	
		<p>Promote existing local public transport information ie; Annual bus and train travel guide to enable people to plan and reach countryside areas.</p>	<p>Predicted end date 2012 £3000</p>		
		<p>All new and replacement signage within the Colne Valley Park to include the Heron logo to raise awareness amongst local residents of the wider network of paths available to them across borders in this area.</p>	<p>Unable to estimate cost at this stage. 2009 and on</p>		

Objectives	Improvement/Success Measures	Recommended Activities	Estimated Costs and Timescale 2008-17	Partner Organisations	Local Transport Plan Key Issue/Objective (See Appendix 7)
		<p>Work through the Colne Valley Partnership to develop a short easy access circular route from Langley Station or Colnbrook Village centre</p> <p>Develop a promoted circular horse trail and/or easy access route and/or cycle route of the bridleways lying north of the Colnbrook bypass, at the Slough/Colne Valley Park geographical crossover</p>	<p>Officer time 2012</p> <p>Officer time and unable to estimate cost at this stage 2017</p>	<p>SBC, Colne Valley Park and Groundwork Trust and other relevant partners</p>	
4c. Improve access to urban green spaces	Ensure all parks and open spaces are fully integrated with the PROW and walking and cycling networks.	<p>Ensure all parks are easy to access by walking from surrounding residential areas.</p> <p>Assess entrances to all parks to ensure they provide least restrictive access.</p> <p>Ensure routes to and through parks are included in the assessment of wider access aggregate map.</p> <p>Identify, record and survey access opportunities that might be co-ordinated with and link into new and existing projects, such as; the Linear Park or Slough 'Necklace'</p>	<p>£3000 2010</p>	<p>SBC, PROW, Parks and Leisure, Walking Strategy, SBC Development Control, Slough LAF and Other Community Groups</p>	2, Tackling congestion, 5, Delivering accessibility
4d. Ensure principles of "least restrictive access" apply in opening up access within the town and to the countryside.	Review accessibility of all routes in terms of Disability Discrimination Act and Countryside Agency Diversity Review.	<p>Undertake accessibility audits to measure the level of access available in and around Slough.</p> <p>Use audit findings to inform improvements.</p> <p>Provide appropriate furniture, signage and surfaces for users with mobility problems where feasible.</p>	<p>Cost of officer time 2008 and on</p> <p>£10,000 2008 and on</p>	<p>SBC PROW, SBC Disability Forum, Disability Matters, SBC Parks and Leisure Officers, Sports Disability Officers, youth groups, older peoples groups and BME groups</p>	5, Delivering accessibility



# Appendices

1. Evaluation of Use and Demand Research
2. Map of Distribution of Public Rights of Way
3. Map of Distribution of Parks and Open Spaces
4. Example Accessibility Policy
5. Guidance on Least Restrictive Access
6. Public Rights of Way links with Walking Strategy Routes
7. LTP Objectives
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## APPENDIX 1

### RIGHTS OF WAY IMPROVEMENT PLAN

#### Evaluation of Use and Demand Research

- |  |   |
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| <p><b>1.0 Introduction</b></p> <p><b>1.1</b> This document evaluates the research conducted in preparation for Slough Borough Council's Rights of Way Improvement Plan (ROWIP). It is organised into two main areas; assessing the needs of users and potential users and the main themes/action points to have emerged from the research so far.</p> <p><b>1.2</b> The research consisted of:</p> <ul style="list-style-type: none"> <li>• The results of a Use and Demand Survey conducted between March 2005 and May 2005, combined with the results of a use and demand Survey conducted with the Citizens Panel in September 2005</li> <li>• The results of a use and demand Survey conducted via In-street interviews in October 2005</li> <li>• Outcomes from initial meetings of the Slough Local Access Forum</li> </ul> <p>The In-street interviews were conducted at three locations across the borough. The quota for age was spread fairly evenly from 16 years old to over 65 years old. 53% of the respondents were working and 47% were not in paid employment.</p> <p><b>1.3</b> The ROWIP is intended to be a mechanism for improving the local network of Public Rights of Way and other non-motorised routes in light of the needs of all types of user. Slough's local network is predominantly urban in nature closely surrounded by areas of countryside. Some urban fringe countryside areas are located within the borough boundaries, with other attractive countryside destinations located in close proximity just across boundaries.</p> <p>Areas of green open space within Slough are categorised as; parks, small pockets of urban fringe woodland and countryside incorporating waterways and wetlands.</p> | <p><b>2.0 The Needs of Users and Potential Users</b></p> <p><b>2.1 The behaviour, attitudes, values and access needs of the public</b></p> <p>For the purposes of the Slough survey, "outdoor area" was defined as meaning any of the following; wooded areas, parks, waterside areas, open spaces, play areas and countryside.</p> <p><b>2.1.1</b> There were inconsistencies with some of the responses received, but the general trends are identified in this report. The majority of people asked did go to outdoor areas for recreation purposes. For both the targeted survey and the in street survey the number of surveyed non-users of outdoor areas and Public Rights of Way were low. This could indicate high usage of paths/outdoor areas in the borough or just that numbers of non-users surveyed were low.</p> <p><b>2.1.2</b> Most people visited outdoor areas for relaxation and to enjoy the natural environment, but substantial numbers also visited to improve their health and fitness and to enjoy social time together either as a family or with friends. The most popular activity undertaken as outdoor recreation was found to be walking 69% (In-street Study) with cycling 22%, enjoying nature and wildlife 22%, playing sport 21% and walking the dog 19%. These local findings correspond with the national picture, which says that relaxation and keeping fit were the main reasons for walking in the countryside. (Natural England Public Rights of Way Use and Demand Survey 2001).</p> |
|--|---|

2.1.3 83% (combined study results) of respondents said they had used Public Rights of Way, cycletracks or other non-motorised routes in Slough in the last 12 months. This represents a high proportion of the population of Slough in comparison to the numbers using other council services. Of these, 26% said they were not satisfied with these routes. If these amounts of users are not satisfied with the existing network, work is definitely required to improve it.

2.1.4 As regards new provision, the results show that 63% (combined study results) of users of Public Rights of Way agreed that there should be more routes in Slough where the use is restricted to walkers, cyclists and horse riders. These figures appear to provide quite a strong mandate for an investigation into methods of improving the existing paths alongside providing new routes to create a more usable network overall. (Ref: Table D - **Action Point 1**). With reference to Table A, the emphasis for improvements leans toward problems on the existing paths with new provision as a secondary consideration.

### 2.2 Frequency and duration of use of outdoor areas and PROW

2.2.1 The majority of respondents in Slough took less than 30 minutes to reach outdoor recreation areas. These were accessed by walking 78% followed by car 26% and bicycle 18% (In-street Study). Of the cyclists, 54% (In-street Study) were under 35 years old.

2.2.2 69% of Slough respondents walk directly from home more than 15 times in a month (In-street study). With 36% of people saying they use Public Rights of Way daily (In-street Study). This compares favourably with national statistics which say that a quarter of walking journeys start from home.

### 2.3 Journey Types

2.3.1 Public Rights of Way and other non-motorised routes in the borough were mainly used for utilitarian journeys ie; to get to the local shops or schools and other local amenities. The majority of these were walking journeys. The data provided by the national use and demand survey agrees that utilitarian type journeys feature more prominently in urban areas. It is encouraging to note that a high proportion of under 35 year olds in Slough use walking routes to reach local shops/amenities.

2.3.2 As described in 2.2.2, the level of people who regularly go out walking directly from home is high, this can be corroborated by the significant amount of people who responded that they used footpath, cycleways and bridleways at least once a week. However, these journeys are mainly for functional reasons with an added element of exercise/enjoyment, rather than solely for pleasure. The combination of functionality and pleasure in everyday life is characteristic of the way people have to live their lives now, with a perceived lack of time for actually pursuing outdoor activities for enjoyment alone. There has to be a perceived added value for people to use walking/cycling routes; either in terms of a practical purpose, be it to increase health or buy some milk or in terms of an inherent value to improving the individuals overall well being. To raise awareness of these factors will help in identifying actions that will provide improved opportunity for people to use paths in any combination of reasons.

2.3.3 One of the recommendations coming from the research done for the Tyne and Wear National Demonstration ROWIP was that a "chain mail " approach should be used to link homes, places of work, and education, shops and a range of recreational and activity destinations. This is consistent with the multi-functional usage of the Slough walking and cycling network (Ref: Table D - **Action Point 4**).

- 2.3.4 39% (combined study results) of local people who use Public Rights of Way never use Public Rights of Way from Slough to areas outside the borough. 40% (combined study results) of people who use outdoor areas for recreation purposes never use Public Rights of Way from Slough to areas of countryside outside the borough.
- 2.3.5 This lack of movement via off road routes across boundaries could be interpreted as signifying a severance of off-road routes at the borough boundary with a lack of continuity of usable routes. It could also indicate that people use other means to travel to areas of countryside outside the borough.
- 2.3.6 Yet measured together the combined surveys show 69% of respondents walking from home to visit outdoor recreation areas. This suggests that most of those who visit outdoor areas do so, to areas within the borough. The "outdoor areas" visited could be parks rather than open countryside (Ref: Table D - Action Point 19).
- 2.3.7 Inconsistencies within the wording of Q 5. And Q 11. on the questionnaire reveal potential for uncertainty in the evaluation. That is, Q10 refers to countryside and Q5. refers to outdoor areas. These problems in analysing the results highlight a need for continuing research into the needs and behaviour of local people in relation to Slough's off road network of paths.
- 2.3.8 46% of all respondents in both the studies never use Public Rights of Way from Slough to areas outside the borough. This may demonstrate a need to encourage such use of the existing network and a need to examine the existing provision to assess its adequacy in meeting this need (Ref: Table D - Action Point 2-3).
- 2.4 Walking Needs in Slough**
- 2.4.1 Walkers are mainly concerned with issues of safety, feeling safe and what confronts the eye while walking along, ie; the attractiveness of the route. They want clean, tidy, light, safe routes free of trip hazards (Ref: Table D - Action Point 10 and 14). As well as assessing lighting, other safety factors would include improving sight lines, assessing furniture/signage requirements, partnership working to ensure law enforcement, neighbourhood warden participation and ensuring safety audits are carried out. Systems for continual monitoring of security on routes should be developed along with criteria for safety audits (Ref: Table D - Action Point 11 and 12).
- 2.4.2 A lower priority issue for walkers was the surface condition of routes, signage improvements and promotion of existing routes. In general, the provision of more routes was considered less important to walkers than improvements to the existing network.
- 2.5 Cyclists Needs in Slough**
- 2.5.1 The cyclists' opinions of need are more widely spread across the whole range of improvements to the network. While safety still features as a high priority for cyclists, new route provision, surfacing and better information on routes available are of more importance to cyclists than to the walkers (Ref: Table D - Action Point 16 and 23)
- 2.5.2 However, both user types agree that dog muck/litter removal is most wanted, with improved general maintenance coming second (Ref: Table D - Action Point 15). The change of attitudes between user types is to be expected. Cyclists for instance, are more likely to plan their route in advance to make sure it covers as much off-road riding as possible and so they would naturally want extra improved information on these.
- 2.6 Equestrian Needs in Slough**
- 2.6.1 Horse riding in Slough though of negligible importance to the main populace, remains important in the ROWIP process. As legitimate users of Public Rights of Way the equestrian perspective must be considered and improvements identified. In the local context this perspective was gained through targeting surveys to stables via a horse riding Local Access Forum member. Through shared use with cyclists and walkers; bridleways in Slough provide important access for all user types.

2.6.2 The current bridleway provision in Slough is viewed as inadequate by horse riding respondents, with poorly maintained paths and a lack of useful routes being cited as the main problems. The closest location to Slough for stabling horses is in Dorney, therefore horse riding in the borough is spatially restricted to routes from the south linking across authority boundaries that are close to the stables. The nature of horse riding calls for circular routes offering a variety of scenery, rather than linear routes where the user has to repeat the route. All of the horse riders agreed that there should be more off-road routes in Slough restricted to walkers, cyclists and horse riders.

2.6.3 Though there was a small sample size for equestrian usage, see Table A. The results bear out the expectations for this type of user in the Slough area. Horse riders' needs in Slough are heavily focused on increased provision and better maintenance of routes in general (*Ref: Table D - Action Point 22*)

### 2.7 Latent Demand

2.7.1 From the In-street study, by far the most common reason given for not visiting outdoor areas was that people were too busy, followed by them being uninterested. 16-25 year olds were the busiest age group closely followed by the 36 to 65 year olds. The 16-25 years olds were also the most disinterested age group followed by the over 65's. These local findings correspond with national research in which 21% of people gave "no time" as a reason for not participating in activities in the countryside. To remedy such apathy would require a shift to be made in people's fundamental lifestyle choices/habitual behaviour, which is notoriously hard to achieve.

2.7.2 There is some evidence of latent demand suggested by 55% (combined study results) of non-users of Public Rights of Way agreeing that there should be more non-motorised routes in Slough (*Ref: Table D - Action Point 23*).

### 2.8 Disincentives

2.8.1 The majority of those asked felt that footpath, bridleways and cycletracks in Slough weren't safe 37% and were too dirty 32% (combined study results). Poor maintenance 27% and irresponsible users eg; motorcyclists 17% were the next most quoted disincentives to using paths (combined study results). While lack of useful routes and lack of signs were also mentioned with 10% and 8% of the response. The least mentioned reasons were lack of time, poor health and sharing use with other users (combined study results).

2.8.2 These outcomes show clearly that the priority for improvements to the Slough network ought to be focused on the visible environment and the invisible fear of crime and anti-social behaviour perceived and actual often associated with alleys, parks and paths (*Ref: Table D - Action Point 6 - 8*)

2.8.3 Various additional remarks on this subject were received through the study process. These included the following:

- Lots of jobs around/gangs of kids throw stones and spit at me
- No lights and gangs of kids
- Graffiti
- People sleeping rough
- Footpaths in housing estates aren't safe
- Not safe criminal activity, intimidation
- Safety is the no.1 problem, particularly in parks
- Teenagers hanging around smoking

Table A - Improvements wanted to the Non-motorised network in Slough split by user type

	% Walkers (194 no. total)	% Cyclist (50 no. total)	% Horse Riders (13 no. total)	% All (357 no. total)
More routes	26	34	69	17
Improved signage	23	24	15	17
Better surfacing	34	34	54	30
Improved maintenance generally	49	54	62	42
Improved lighting	45	28	23	38
Improved safety	40	38	15	39
More and improved information about routes available	26	32	54	20
Keep paths open	21	30	31	16
Improved accessibility for wheelchairs/pushchairs	16	20	23	17
Remove dog muck/litter and provide bins	61	48	54	50
	High importance			
	Medium importance			
	Medium/Low importance			

Table B - Additional Comments on Improvements wanted split by User Types

Walkers Comments:	<ul style="list-style-type: none"> <li>Toilet facilities and rain shelters in park</li> <li>Cut back weeds/trees/hedges</li> <li>Stop people from fly tipping</li> <li>Keep motorcyclists and cars off walking routes</li> <li>Keep seats in good repair</li> <li>Close alleys if there is an alternative route</li> <li>Stop anti-social activity and littering</li> <li>Rid parks of prostitutes/drug taking</li> <li>Discourage groups of teenagers hanging around</li> <li>Better markings for partially sighted</li> <li>Provide more dog muck bins</li> </ul>
Cyclists Comments:	<ul style="list-style-type: none"> <li>Stop anti-social activity and littering</li> <li>Provide more dog muck bins</li> <li>Make it safer and cut the tress/hedges</li> </ul>
Horse Riders Comments:	<ul style="list-style-type: none"> <li>Provide access onto Dorney Common</li> </ul>

Table C - List of routes that should be assessed for potential to improve/promote

<b>Specific new off-road routes desired</b>	
Slough to Black Park	
Langley to Burnham	
Links to Slough Railway Station	
Cycle lane along Bath Road	
More access to Langley Park	
Gate at south of The Millie	
Routes from north Burnham to Burnham Beeches	
Burnham to Slough walking route	
<b>Routes used from Slough to areas of countryside outside the borough</b>	
Footpaths to Windsor	St Mary's Road ?
Routes towards Langley Park and Black Park	At canal down Cockett Road
Routes to Jubilee River	Black Park to Goodman Park
Langley to Datchet ?	Arborfield Close to Windsor
Langley to Colnbrook ?	Slough to Eton and Eton Wick (Wood Lane)
Langley to Wexham ?	Langley to Windsor
To Burnham Beeches from Cippenham	Cippenham to Huntercombe Lane South
Canal tow paths	Chalvey to Dorney
Langley to Datchet - Major Farm Road	Cippenham to Jubilee River
Ditton Park footpath - linear park	Through Upton Court Park south through The Myrke through Eton Playing Fields to Windsor
Langley to Richings Park (Colne Valley Way)	Muddy Lane
	Cinder Track leading north

### 3.0 The main themes/action points to have emerged from the research so far are as follows:

- Need for a cohesive network
- Improve people's perceptions of paths
- Make paths more attractive to use
- Deal with crime and anti-social behaviour on paths and parks
- Improve access to existing outdoor areas
- Investigate sensible new provision
- Investigate new useful links with wider access network (off-road)
- Encourage use of routes for utilitarian journeys
- Raise community awareness of the local network and it's potential uses

Table D - Preliminary List of Action Points to Emerge from the Research

	Action Points	Reasons	Issue to be addressed
1	Provide more off-road routes for utilitarian journeys/purposes	Will encourage an established trend and lead to improvements in health and well being	Increase opportunities for healthy exercise. Encourage use of routes for utilitarian journeys
2	Highlight countryside paths inside the borough and routes to areas of countryside just outside the borough	Promote walking for health and pleasure alone Identify a buffer zone around the borough to ensure cross boundary issues are recognised	Increase opportunities for healthy exercise.
3	Assess requirements to improve access routes to countryside inside and outside the borough in liaison with appropriate authorities/depts	Improve enjoyment of outdoor areas available to the local populace	Improve accessibility. Increase opportunities for healthy exercise.
4	Survey wider access network, record it and map it. By identifying all off-road routes within the borough detailing their main purpose/destination	Links to walking and cycling strategy. Creation of a joined up network with integrated policies and monitoring practices	Will lead to a Cohesive network
5	Identify links between existing off-road routes and links to Public Transport	Will improve current knowledge of network	Will lead to a Cohesive network
6	Create progress monitoring and communication strategy with neighbourhood wardens	Internal communication links	Improve perception of existing paths in dealing with Crime and anti-social behaviour
7	Enable easy reporting of problems by members of the public by providing form on website and ability to submit online reporting	Improved communication	
8	Integrate improvements in access with the Slough Crime, Disorder and Drug Strategy 2005-2008  Record areas of high crime in relation to paths and alleyways.  Develop a strategy/policy for dealing with criminal activity and asb on paths  Consider making a submission for a designated area and the use of gating orders.	Integration of ROWIP with other strategies.	Crime and anti-social behaviour
9	Develop and ensure joined up management approach to deal with problems on access network	Ensure integration of various depts dealing with wider access routes through planning process	

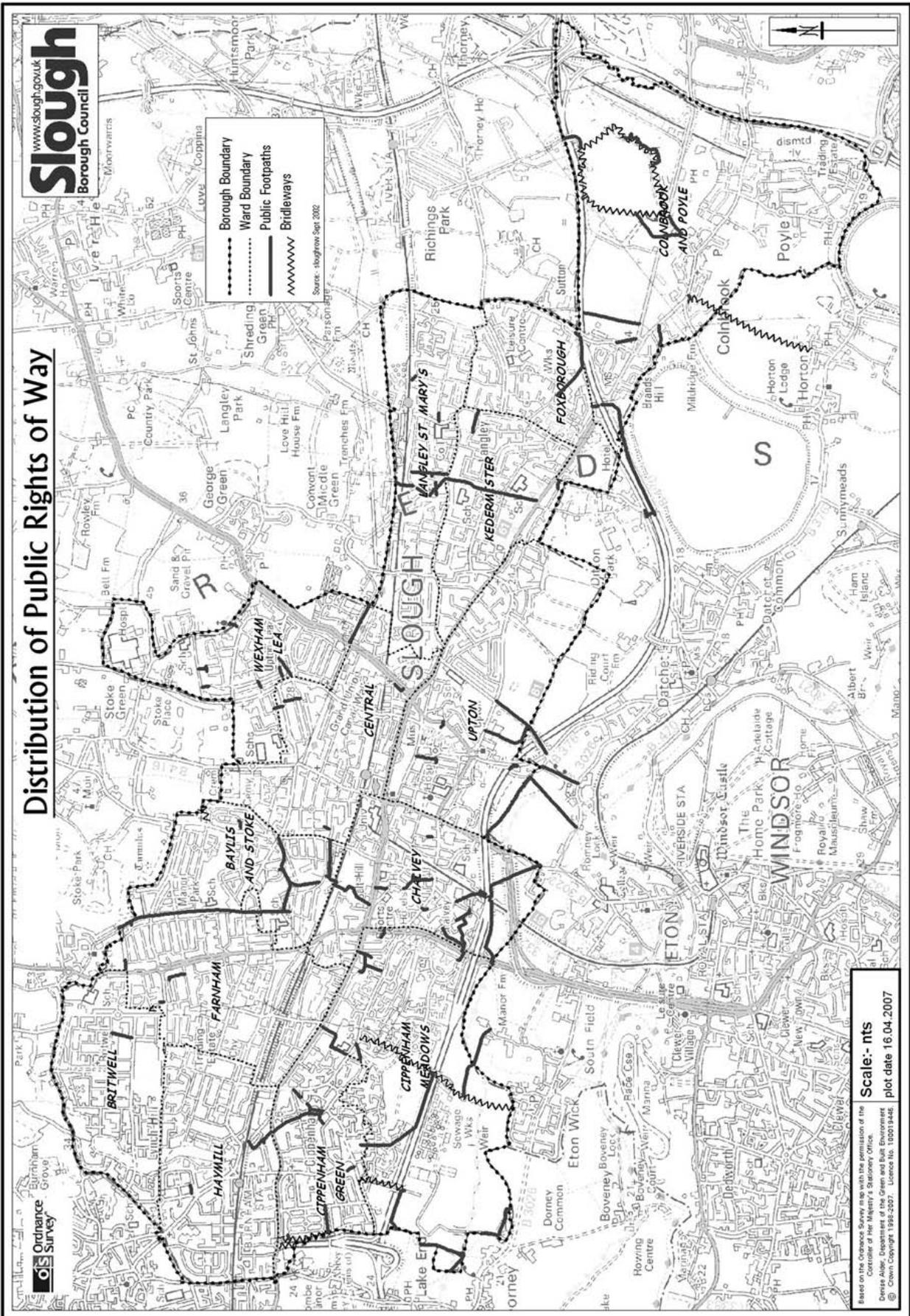
	Action Points	Reasons	Issue to be addressed
10	Survey and record lighting on all paths and its condition, repairs and replacements required. Liase with and ensure integration with the Street Lighting Team and their Fault Recording System	Will improve visibility and therefore safety. Will reduce fear on and perception of fear on paths	Improve perception of existing paths
11	Carrying out a safety audit of wider access network, considering criteria such as visibility, security of path, risk of crime/asb. Identify problem paths re; sight lines etc and works required to resolve.		Improve perception of existing paths
12	Systems for continual monitoring of safety on routes should be developed along with criteria for safety audits.		
13	Survey and record all litter bins on access network and liase with Environmental Services on provision and emptying timetable		Improve perception of existing paths
14	Review the cleansing requirements of paths and identify priority cleansing needs for wider access network in liaison with Environmental Svcs		Improve perception of existing paths
15	Monitor and review continually the vegetation clearance schedule on PROW established in the SAL contract in Jan 06		Improve maintenance of existing paths
16	Aim for joined up signage throughout the borough for all identified wider access routes to be promoted. <ul style="list-style-type: none"> <li>- those between areas of housing and amenities</li> <li>- those between areas of housing and open spaces</li> </ul>	Integrated network, easy to follow, encouraging walkers and cyclists away from motor vehicle use. Integrate with Walking and cycling network	Encourage walking and cycling
17	Ensure links with accessibility strategy are made and taken forward	Integration with LTP	
18	Engage with groups of people with disabilities and their carers to gain their views on what access is used by them and why it is valuable	Aim for compliance with DDA and guidance from DEFRA. Inclusion of sidelined groups.	Improvements for disabled, mobility impaired, sight impaired.
19	Work in conjunction with Parks and Leisure Plans eg; open spaces where it provides access ie; through routes and also where it provides a recreational destination		Increase opportunities for healthy exercise.

	Action Points	Reasons	Issue to be addressed
20	Ensure links with Local Plan are made and highlighted in Draft ROWIP	Joined up working and ensuring integrated planning process	
21	Identify potential green corridors to enhance and preserve natural environment Apply appropriate planting and protection of mini habitats	Encourage use through creating attractive routes	Enhancing sustainable transport
22	Investigate potential for circular routes within borough and across boundary in conjunction with other authorities	Work with horse riders and healthy walking and cycling initiatives	Increase opportunities for healthy exercise.
23	Identify strategies for promoting the potential uses of the network to different community groups  leaflets/maps website signage - articles in Slough Citizen	Encourage use and accessibility of the network to potential users	Improving accessibility

NB: The wider access network includes:

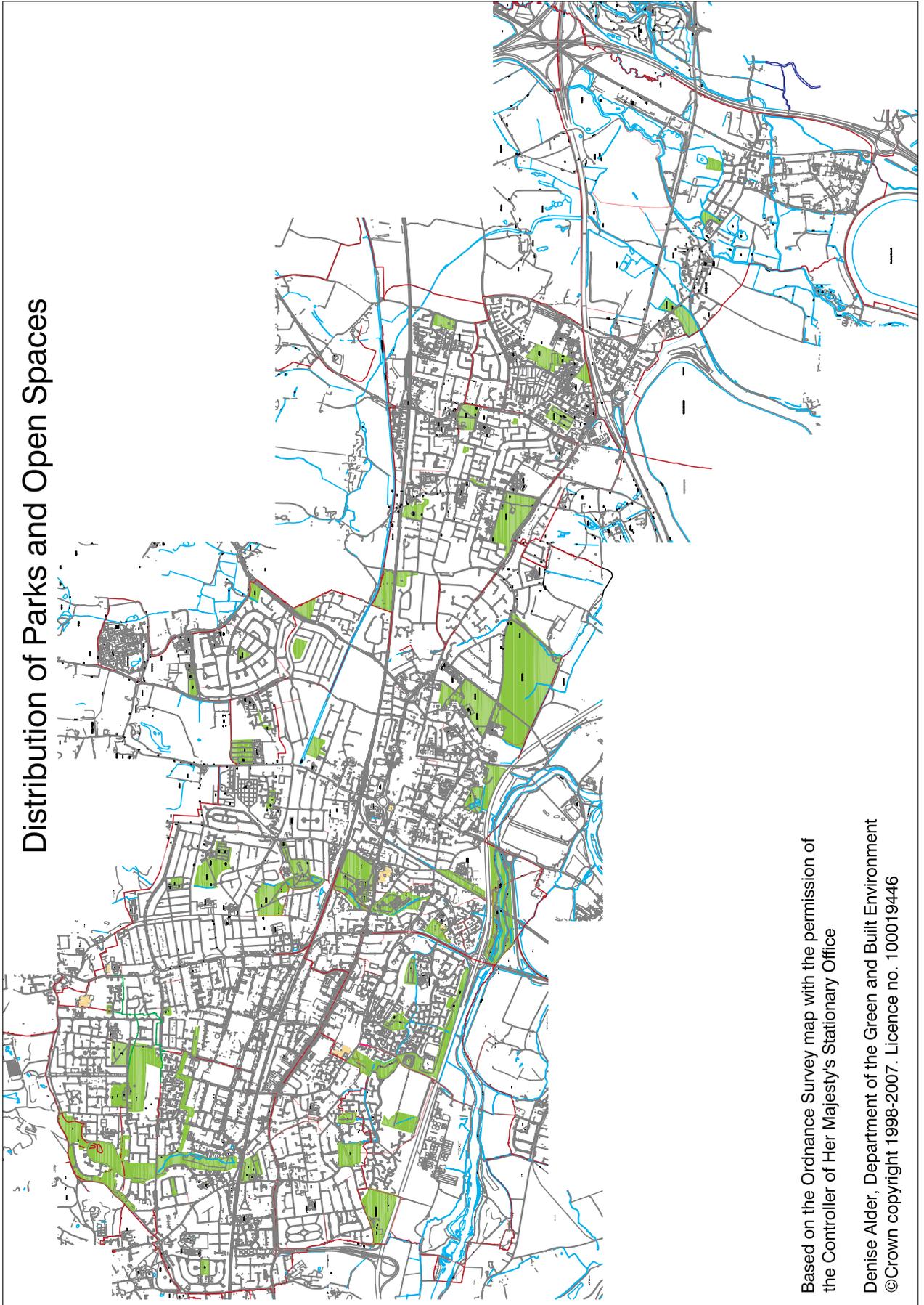
- Public Rights of Way
- Permissive paths
- Unclassified roads
- Canal towpaths
- Locally promoted cycle ways
- National cycle network
- Section 38 routes and other access created as part of building development
- Other routes with public access eg. minor roads and tracks included on the list of streets
- Housing alleyways
- Routes through parks and open spaces

APPENDIX 2



APPENDIX 3

Distribution of Parks and Open Spaces



Based on the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationary Office

Denise Alder, Department of the Green and Built Environment  
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## APPENDIX 4

### Good Practice: Example Accessibility Pilot



The public rights of way section will:

- Work to ensure that disabled people have equality of opportunity in accessing public rights of way and the wider network of access.
- Ensure its work reflects the strategic direction and policies of the authority in meeting the needs of disabled people, and will use its experience to inform the development of future authority-wide policies.
- Adopt recognised standards of provision for disabled people, where they exist. In all situations the Council will try to follow current best practice and will take due account of relevant legislation relating to disability.
- Work with other sections of the Council, user groups and partner organisations to deliver this policy and influence the work of others in, for example, transport schemes.
- Prioritise the network to ensure resources are allocated to improving access for disabled people across the area, while also giving some focus to the highest priority paths. The provision of access improvements will not be seen as an additional cost but as an integral part of all expenditure programmes.
- Continue to consult and involve disabled people about the implementation of this policy, their needs and aspirations for access, and improvements to the rights of way network.
- Ensure disabled people have clear, accessible and understandable information about the public rights of way network and its accessibility.
- Review staff and volunteer training needs in the fields of equal opportunities, disability awareness and specific issues around planning and delivering accessibility improvements to the rights of way network.
- Provide training and development opportunities for staff and volunteers in these fields.
- Monitor and evaluate its progress in implementing this policy and feedback the results to key stakeholders, including user groups and organisations representing disabled people.
- Establish a procedure for receiving and responding to complaints from disabled people about any aspect of the public rights of way network and the work of the section.

*This generic policy is suggested as a starting point for Highway Authorities to develop in partnership with key local stakeholders, through the ROWIP process.*







## Key

- ✓ Accessible with ease
- Accessible but possibly with some difficulty / inconvenience
- ✗ Not accessible, or accessible with extreme difficulty

		Able bodied people	Ambulant people with mobility problems	Users of manual wheelchairs	Users of personal mobility vehicles	Users with prams or single pushchairs
Gap	width 900mm (BS 5709)	✓	✓	✓	✓	✓
<i>not suitable</i>	<i>Not stockproof</i> <i>Accessible to illegal/unwanted users</i> <i>Concerns about cutting into existing boundary line</i>					
Gate: two-way opening	width 1000mm (BS 5709)	✓	✓	✓	✓	✓
	width 900mm	✓	✓	●	●	✓
	width < 900mm	✓	✓	✗	✗	✓
<i>not suitable</i>	<i>At road side</i> <i>Concerns about effectiveness as stockproof barrier</i> <i>Accessible to illegal/unwanted users</i> <i>Concerns about cutting into existing boundary line</i>					
Gate: one-way opening	width 1000mm (BS5709)	✓	✓	●	●	✓
	width < 900mm	✓	✓	✗	✗	✓



<p>Not suitable</p>	<p>Concerns about effectiveness as stockproof barrier</p> <p>Accessible to illegal/unwanted users</p> <p>Concerns about cutting into existing boundary line</p>					
<p>Kissing gate</p>	<p>Refuge 1600mm x 1400mm</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>
	<p>Refuge 1200mm x 1400mm</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>x</p>	<p>✓</p>
	<p>Refuge 1000 x 1200mm</p>	<p>✓</p>	<p>✓</p>	<p>x</p>	<p>x</p>	<p>x</p>
<p>Not suitable</p>	<p>Concerns about effectiveness as stockproof barrier</p> <p>Concerns about cutting into existing boundary line</p>					
<p>Stile:  Is a stile really the only option? Please check before going ahead</p>	<p>Squeeze stile</p>	<p>✓</p>	<p>●</p>	<p>x</p>	<p>x</p>	<p>x</p>
	<p>Step-over stile</p>	<p>✓</p>	<p>●</p>	<p>x</p>	<p>x</p>	<p>x</p>
	<p>Ladder stile</p>	<p>●</p>	<p>x</p>	<p>x</p>	<p>x</p>	<p>x</p>

## APPENDIX 6

## Links between Rights of Way network and the Slough Walking Strategy Routes

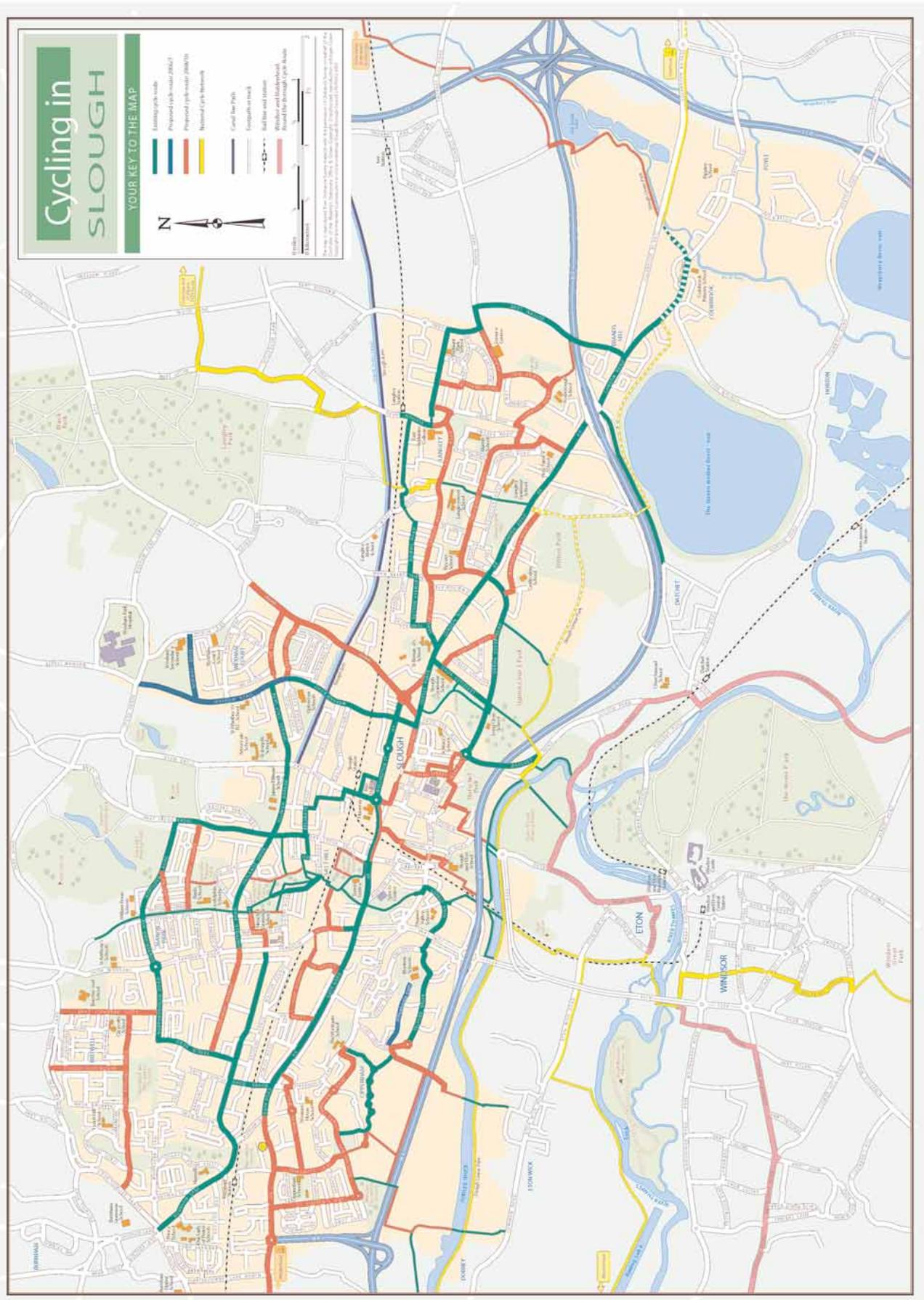
Walking Strategy Route	Public Rights of Way	Description of link
Route C - Cippenham to Jubilee River via Mercian Recreation Ground	Bridleway no.49 Footpath no.9 and Footpath 65 Burnham (New bridleway) New bridleways along Jubilee River	Mainly for leisure linking into routes B and E
Route D - Slough Retail Park to Jubilee River via Wood Lane	Bridleway no 17	Links with Routes L and E and with new bridleway route (previously footpath no.14)
Route I - Britwell to Slough Trading Estate	No Public Rights of Way. Part of the route uses a path that is on the list of outstanding claims for PROW	Provides access from residential to workplace
Route K - Farnham Road to Slough Town Centre	No PROW. Routes leads through Godolphin Playing Fields and Baylis Park	Links with Cinder Track to the north and footpath 21 through Salt Hill Park to the south
Route M - Baylis to Slough Town Centre	Cinder Track ie; Footpath no.24 a-e, Baylis Park, Footpath no. 21 and Salt Hill Park	This route is primarily off-road. Links with Route K
Route N- Chalvey to Jubilee River	Footpath no. 33 and 32	Links with other new PROW alongside Jubilee River and Route M in the north
Route T - Langley to Grand Union Canal	Footpath 40 a-c (Green Drive), Footpath no. 38, 46, 47 a-b, and the canal towpath	Links to Slough Linear Park and Route R to the west
Route X - Ditton Park to Upton Court Park	Footpath no. 69, Slough Linear Park (Proposed)	Links into existing off-road leading to Datchet and Colnbrook in the east and to Jubilee River in the southwest and to Route T to the north
Route Z – Langley to Axis Park	Footpath no. 43	Linking to Route U and V

## APPENDIX 7 LTP Objectives

- | No. | Objective   |
|-----|---|
| 1   | To secure more reliable journey times for all   |
| 2   | To widen travel choices and make travel by sustainable modes more attractive than travel by private car, particularly at peak times   |
| 3   | To ensure that the transport system supports the Accessibility Strategy for Slough and tackles social exclusion   |
| 4   | To enhance regional public transport links between Slough, other key locations and the national transport networks  |
| 5   | To make the transport systems accessible to all, including those with physical impairments or those who do not speak English as a first language                                    |
| 6   | To reduce and minimise, progressively, the number of traffic accidents involving death or injury  |
| 7   | To ensure the design of the transport systems maximises personal safety and minimises crime   |
| 8   | To avoid damage to personal health by minimising the effect of the transport system on local air quality  |
| 9   | To mitigate against the effects of the transport system on the built and natural environment  |
| 10  | To reduce the need for the unnecessary movement of people and goods   |
| 11  | To improve personal health by encouraging more walking and cycling  |
| 12  | To engage local communities in strategic and local transport planning   |
| 13  | To ensure that the transport system contributes towards improving the efficiency and sustainability of the local economy and supports economic development in appropriate locations |
| 14  | To make best use of existing assets and maintain them so that they remain fit for purpose   |



APPENDIX 9



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- Walking - social, health and economic benefits, and the law - J. Fewster - Municipal Engineer 157 - June 2004
- ROWIP Exemplar Project: Whole Network Approach - November 2003
- Lincolnshire 2nd Local Transport Plan - March 2006



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## Rights of way improvement plan 2007 - 2017

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