Appendix 3 – Collecting Evidence

Evidence has been collected to support developing the plan through public consultation, auditing the paths and other feedback provided by the public and local access forum,

This appendix includes the following:

- Annex A: The Public Survey Results – these include headline and detailed.
- Annex B: Template for Footbath Audits

Annex A: The Public Survey Results

Introduction & Summary

We are planning for the future of transport in Reading and this consultation has informed us of your views on the Public Rights of Way network which are part of our wider network of walking and cycle routes.

The Public Rights of Way across the borough provide vital connections for many people to access open space for leisure and are also used by residents when travelling to work, school and other key locations in town. Making use of the Public Rights of Way is beneficial for our health and mental wellbeing, it also helps to improve the air quality within the borough and provides safe routes away from the road traffic.

Over the summer of 2021 we ran a consultation on the future of transport in Reading. We launched this at the start of updating our Rights of Way Improvement Plan (ROWIP) which is a sub-strategy of the emerging Reading Transport Strategy 2036, to get early input into the priorities and direction of the new strategy.

Our objectives were:

- To hear from as many people as possible how they use the Public Rights of Way network.
- To hear from organisations that represent users of the network.
- To get early feedback to inform and update our Right of Way Improvement Plan.

The consultation ran from Monday 07 June 2021 to 24 July 2021.

We publicised the consultation with:
- A media launch,
- Promotion on the Council's website, and social media channels and groups and,
- E-mailing lists of relevant organisations and stakeholders.

We asked:

We asked you to have your say on how you use Reading's Public Rights of Way network using an online survey on the Council website. We asked you about:

- How you use and travel on the paths,
- Your barriers to using the network,
- Your thoughts on using shared paths for walking and cycling,
- Your rating and thoughts about our priorities for the Right of Ways Improvement plan (ROWIP) and
- About historic Rights of Way not recorded on the definitive map.

You responded

We received 182 responses to the online survey and a further 20 e-mails from organisations and individuals.
Organisations that responded (through e-mail / or identified themselves in the online response) were:
- Mid & West Berks Local Access Forum (LAF),
- British Horse Society,
- Caversham and District Residents Association,
- The Ramblers and
- Canal & River Trust.

Headline Results

The following are headline results - more detailed results and charts can be found in **Detailed Results.**

Using of the Routes - we asked people about the routes that they use, how often and when they use them. The answers were:
- The routes used the most, by 60%-70% of the people, were those along to the rivers Thames (FP1, FP24 and, FP25) and along the Kennet & Avon Canal leading into the town center (FP2) (see maps https://www.reading.gov.uk/transport/public-rights-of-way/).
- 96% of the people said they used the paths on the weekends and 68% said they used them on weekdays.

- People used the paths most between the hours of (07:00 -19:00) - 73% of the people said they use the paths in the *daytime* (10:00 – 16:00), 63% said in the *early evening* (1600 – 1900) and 53% in the morning (07:00 – 10:00).
- The Public Rights of Way network has been used more since the pandemic - 29 % of the people said much more, 39% said more and 27% about the same.
- 80% of the people believe they will continue using the network also more in the future – Reasons for continuing also in the future were an increase in awareness of the existence of the network, change in behavior to be more active and additional spare time available from working from home, 18% do not know.

Barriers to using the network - we asked people what deters them from using the network, about their difficulty in accessing the network due to mobility issues and what would encourage them to use the network more in the future.
The results were the following:
- 53% of the people had some reasons to be deterred from using the network and 47% had no such reason. The barriers described by those deterred were: the condition and maintenance of the foot-paths (53%), inconsiderate behavior of the public on the paths (23%), lack of information about the routes (10%), better access required (8%) and the network being disjointed (6%).
- Encouraging people to use the network more could be achieved by better maintenance of the routes (78%), more information about the network (58%) and better access for restricted mobility users (13%).
- 7% of people had some difficulty accessing the network due to mobility issues such as path width, path surface, gates and physical barriers and 93% had no such difficulty.

Travel and Shared paths - we asked people how they travel on the network and for what purpose. We also asked whether they supported shared use of our Public Rights of Way network for both walking and cycling.
The results were the following:
- People's method of travel on the network was predominantly by walking but a high proportion cycled - 90% walking, 48% cycling and 4.4% horse riding.
- The paths were used by 98% of the people for leisure, 30% to travel to work and 6% to travel to education.
- There was a lot of support for shared paths - 73% supported shared paths, 10% did not know and 17% did not support.

- Reasons to support shared paths were recognizing the benefits for both cycling and walking, the need to co-exist and the limited resources available. Some supported shared paths on condition of enough space available for both for cycling and walking, those cycling to be more considerate in their behavior and control their speed and the paths to have clear marking or signage.
- The reasons not to support shared paths were safety concerns for people walking from people cycling or the width of paths is not sufficient.

The Local Access Forum (LAF) says about shared paths - *"In principle the LAF supports shared use of routes where to do so acts to enhance access opportunities for a broader range of users. Its support carries the proviso that multi-user routes should be able to be used safely by all users including the disabled. The breadth of track and clear signage are important factors for safe use."*

Priorities for the Rights of way Improvement Plan
We asked people to rate our five priorities for the Right of Way Improvement Plan and to suggest more priorities. Our 5 priorities are:
- **P1**: To update and improve the information to the public on the Public Rights of Way Network, using up to date technology.
- **P2**: To enhance and maintain the Public Rights of Way network to be clean and green.
- **P3:** To encourage people to use the network for active travel and promote a healthy lifestyle.
- **P4:** To make the Public Rights of Way network better-connected and connected to our walking and cycling networks and key destinations.
- **P5:** To ensure the network is inclusive and can used by all, including those with restricted mobility and other disabilities.

People strongly agreed or agreed with all our priorities.
- 92% - (P2) To enhance and maintain the Public Rights of Way network to be clean and green.
- 90% - (P4) To make the network better-connected, connected to walking and cycling networks and key destinations.
- 90% - (P3) To encourage people to use the network for active travel and promote a healthy lifestyle.

- 83% - (P1) To update and improve the information to the public on the Public Rights of Way Network, using up to date technology.
- 80% - (P5) To ensure the network is inclusive and can used by all, including those with restricted mobility and other disabilities.

A priority mentioned by people not specified in our list was to improve safety. Safety for those walking from e-scooters, motor bikes and speeding cyclists. Safety from anti-social behavior or walking in the dark. This priority will be addressed under inclusiveness (P5) and enhance the network (P2)

Local Access Forum (LAF) says about our priorities. *"The LAF supports in principle the relevant priorities of this project, in particular the creation of circular routes, travel through and around urban areas, connections to parks and countryside, connections to local and regional trails, the facilitation of local journeys by non-motorised means and access to routes which support local tourism, regeneration and communities. "*

Identifying historic Rights of Way

We asked people to report on any Historic Rights of Way that are not on our list and should be included. There are some historic rights of way paths created pre-1949 – that were not recorded on the legal definitive map.

 Some people identified Caversham Park BBC site as having historic paths and other people identified paths that were used regularly and were useful to be made into Public Rights of Way.
- 8 people responded saying Caversham Park BBC site has historic paths that need to be reinstated and 2 provided some historical maps and referred to the Ramblers lost paths maps.
- 31 people responded describing other opportunities for creating Public Rights of Way based on regular usage and provided some very useful ideas for extending the network.

 Local Access Forum says about historic paths:

- "The LAF has been briefed on the project to restore potentially lost routes coordinated by the Ramblers Association and the British Horse Society and understands that there is little in the way of lost routes in Reading Borough."

- "The LAF has formally endorsed the recognition of extending the new route along the Holy Brook from Chestnut Walk to the centre of town at the Central Library by, as a minimum, securing permissive path status for it. It has also supported the formalising of the short route from the Town Hall through the St Lawrence graveyard to the Forbury Road Entrance to Forbury Gardens, a route which is shown on many old maps. Both propositions also have the support of the Civic Society. "

What will we do?

The significant increase in usage of the network since the pandemic and the many problems identified by the public require additional effort in developing a plan for improving the network and carrying it out through actioning.
- We will use your feedback to update our Rights of Way Improvement Plan - a sub-strategy of Reading's Local Transport Plan.
- We will review and extend our priorities to address all responses.
- We will draw up a plan to include the input of users with their problem areas highlighted, their barriers, mobility issues, and their priorities. We will identify ways to address all the above.
- In our plan we will identify which paths are most suitable to be shared paths, identify the requirements to make them shared paths and plan how to proceed.
- We will review all the suggestions on new / historic paths, identify those that are most suitable to become Public Rights of Way based on their contribution to the transport network. We will include them in our Rights of Way Improvement Plan, and we will continue exploring their feasibility with the aim to claim or reinstate them.
- We will review information provided regarding possible historical footpaths on Caversham Park BBC site based on your response. The site is proposed for redevelopment, however does not have a planning permission. We will use the information provided to inform the planning process, with the objective to work towards reinstating any historical paths on the site.

Further detail on the results and charts can be found in **Detailed Results**
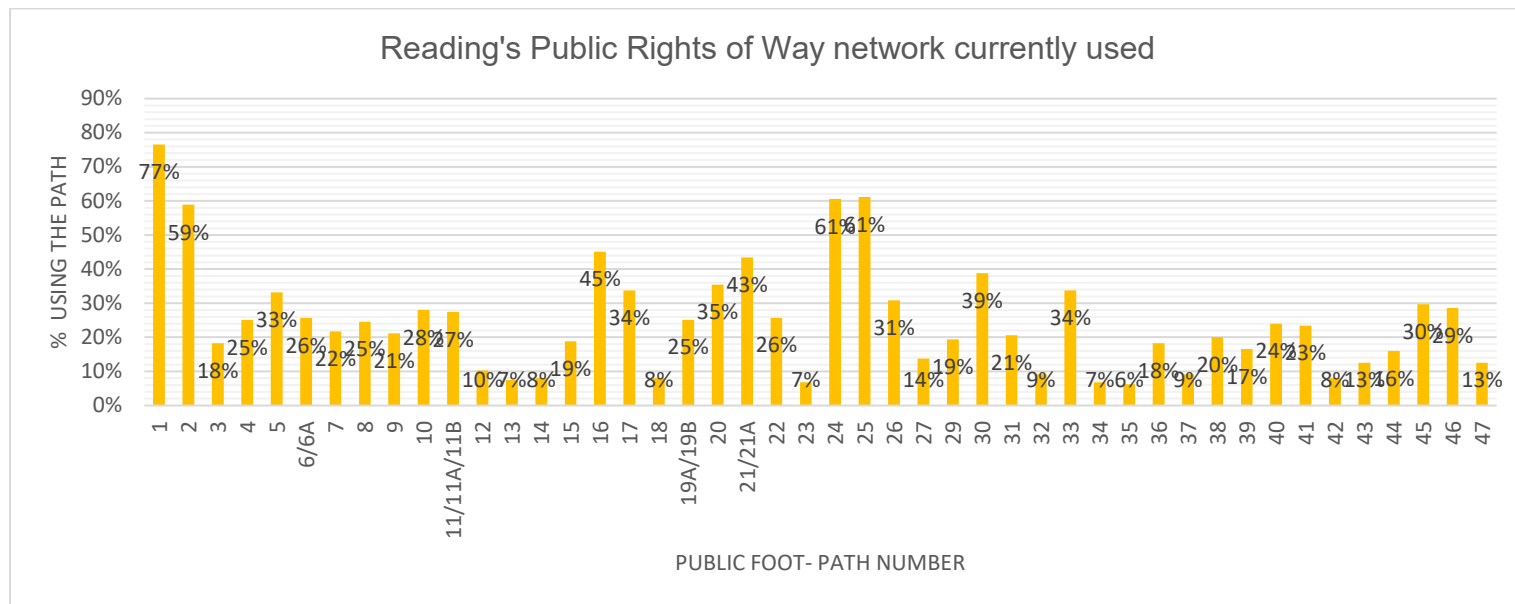
DETAILED RESULTS
Routes that you use

Qustion1: We asked you which routes of Reading's Public Rights of Way network you currently use.

All Public Rights of Way paths are used, the routes along the river and canal are used the most!

175 people responded about the routes that they use.

The routes used the most were:
- The routes along to the rivers Thames FP1 (77%), FP24 (61%) and FP25 (61%)
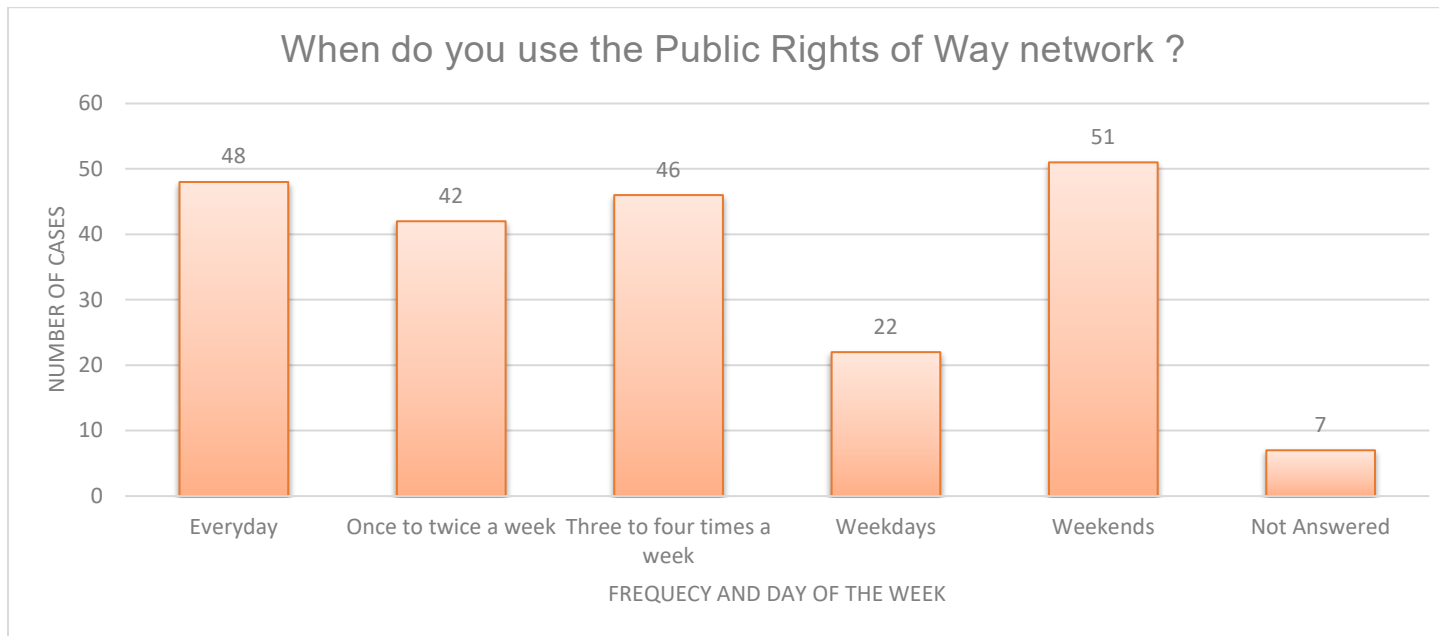- and Kennet & Avon Canal Towpath FP2 (59%).

Frequency of Use

Question 2: We asked you about when you use Reading's Public Rights of Way network with options of day of the week and frequency.

175 responded to this question. The results can be seen in the chart below

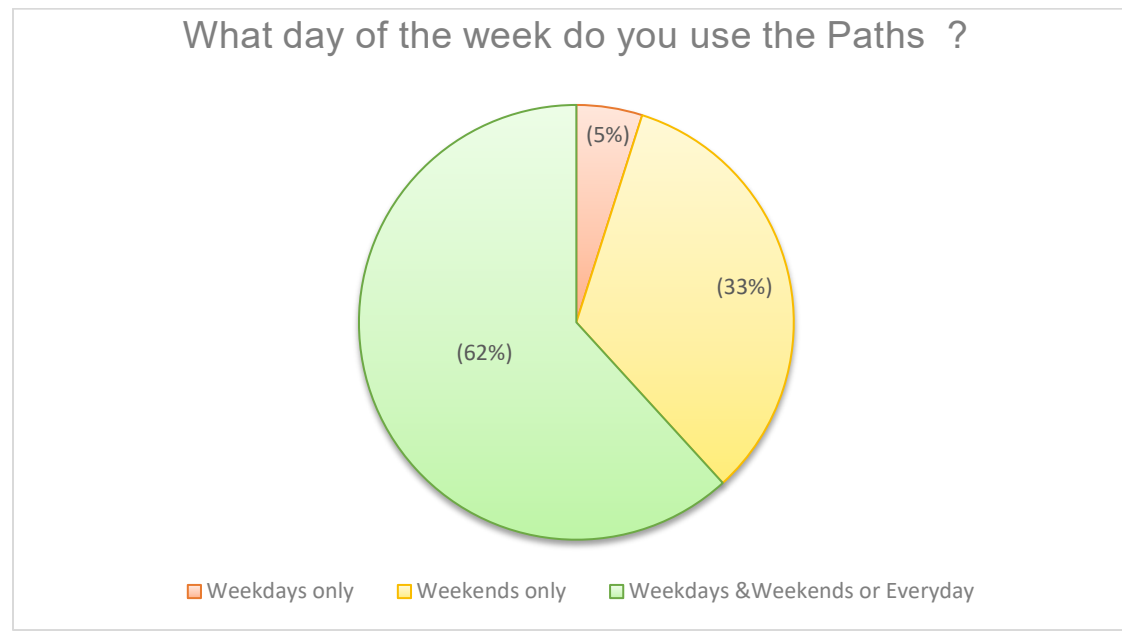**There paths are used more on the weekends.**

When do you use the Public Rights of Way network ?

Further analysis of the results

The paths are used the most on the weekend

Day of the week

102 people responded on the day of week they used the paths:

- 63 % said they used the paths on both weekends & weekdays or every day,
- 33 % said on weekends only and
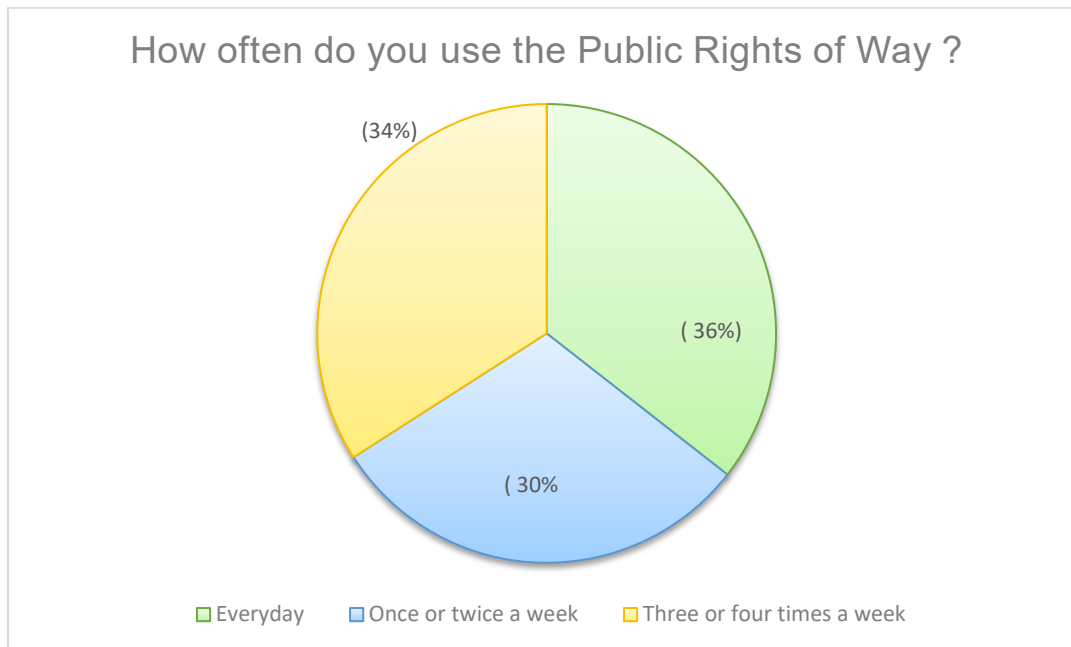- 5% said on weekdays only.

What day of the week do you use the Paths ?

(5%)

(33%)

(62%)

☐ Weekdays only   ☐ Weekends only   ☐ Weekdays &Weekends or Everyday

On average the paths are used 4 days a week

How often?
Based on 135 people who responded on how often they use the paths.
- 36% used them every day,
- 30 % once or twice a week and
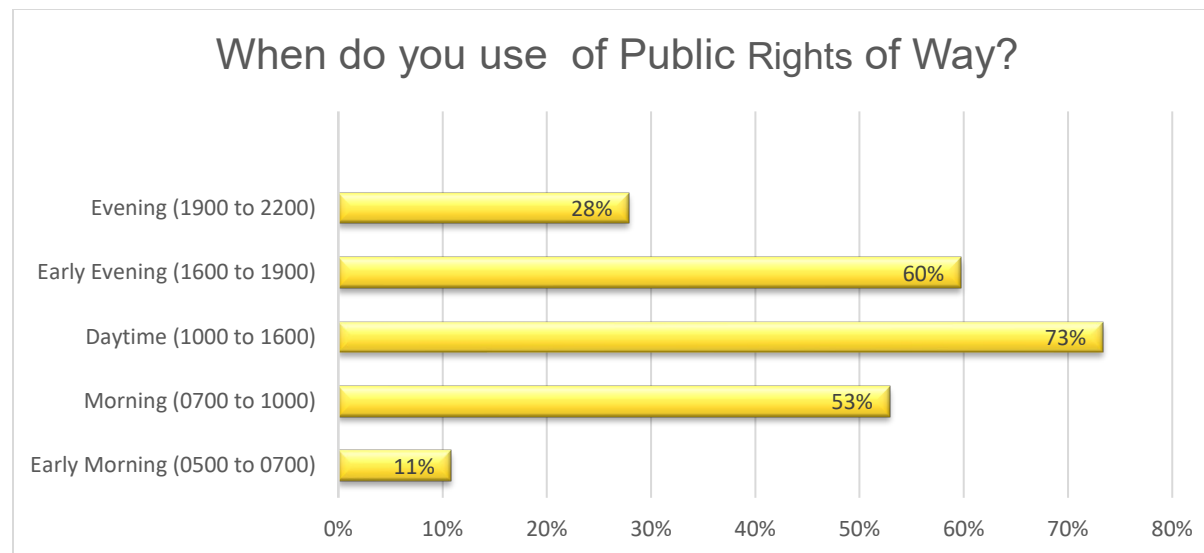- 34 % three to four times a week.

How often do you use the Public Rights of Way ?

(34%)

(36%)

(30%

Everyday   Once or twice a week   Three or four times a week

: We asked you about the time of day you usually use Reading's Public Rights of Way network? Providing 5 bands of time in the day.

The paths are used the most during the daytime & the pre-pandemic morning/afternoon traffic peak times.

176 people responded on when in the day they use the path:

- 73% use the paths in the D*aytime* (10:00 – 16:00),
- 63% in the *Ealey Evening* (1600 – 1900),
- 53% in the *Morning* (07:00 – 10:00),
- 28% in the *Evening* (19:00 – 22:00) and
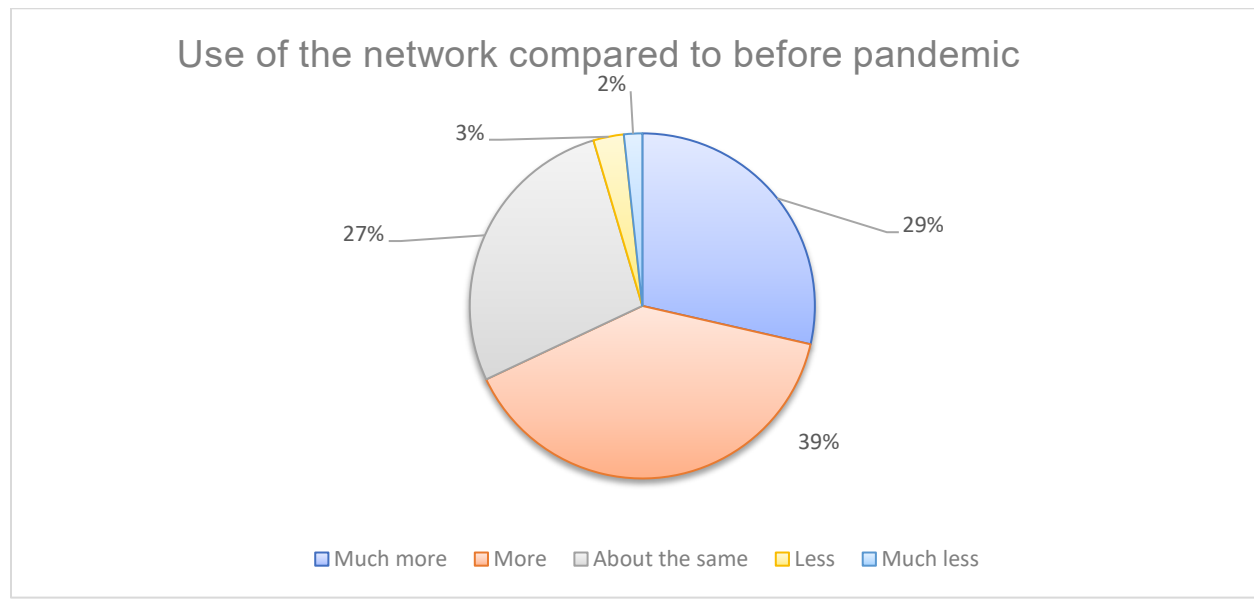- 11% - in the *Early Morning* (0500 to 0700).

When do you use of Public Rights of Way?

Time band	Percentage
Evening (1900 to 2200)	28%
Early Evening (1600 to 1900)	60%
Daytime (1000 to 1600)	73%
Morning (0700 to 1000)	53%
Early Morning (0500 to 0700)	11%

68% of the people say they use the network more/or much more than before the pandemic.

175 people responded on how much they use the network when compared to before the pandemic:

- 29 % said they use the network <u>much more,</u>
- 39% used the network <u>more,</u>
- 27 % used the network <u>about the same</u> and
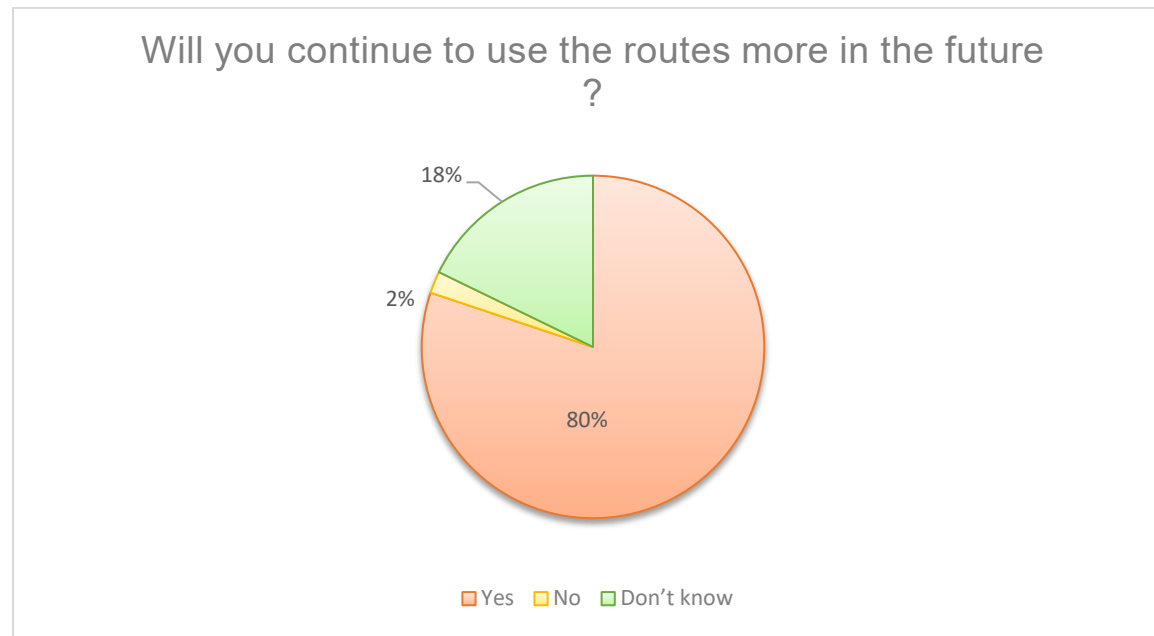- 5% less or much less.

Use of the network compared to before pandemic

We asked those that said they used the network more now, whether they think this will continue?

80% believe they will continue using the network also more in the future.

146 people responded on continuing to use the network more in the future.
- 80% believed they will continue using the network more in the future,
- 18% said they do not know, and
- 2% said they would not use it as much in the future.

Will you continue to use the routes more in the future ?

18%

2%

80%

☐ Yes ☐ No ☐ Don't know

118 people described the reasons for <u>continuing</u> or <u>not continuing</u> to use the network more in the future.

88% (104 people) described reasons for <u>continuing to use</u> the network <u>more</u> in the future:

- 25% discovered new routes and became more aware of the network,
- 16% got used to walking and love it,
- 10% will work from home also in the future,
- 9% exercising and being more active became part of their daily routine,
- 8% cycle/walk more now Instead of using the car,
- 8% love the country side,
- 6% have a better appreciation of the health and safety benefits,
- 5% - will continue walking the dog / riding the horse and
- 2% - will continue using – with some condition e.g. removal of quad bikes or maintenance of a paths.

12% (14 people) described reasons for <u>not continuing</u> to use the network as much in the future due to:

- less time available when back to work,
- depend on lockdown rules,
- traffic levels have risen - will cycle less,
- want a change of scenery while not locked down and
- Never used the network more.
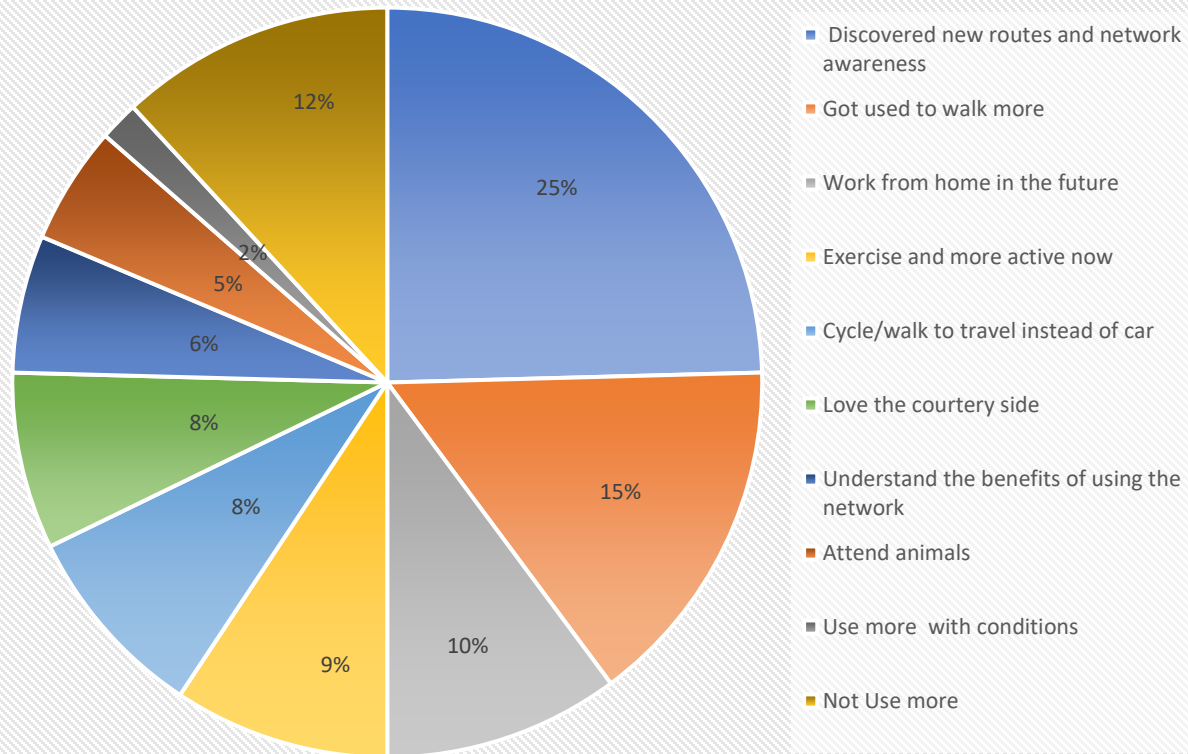
Reasons to continue using the network more

- Discovered new routes and network awareness — 25%
- Got used to walk more — 15%
- Work from home in the future — 10%
- Exercise and more active now — 9%
- Cycle/walk to travel instead of car — 8%
- Love the courtery side — 8%
- Understand the benefits of using the network — 6%
- Attend animals — 5%
- Use more with conditions — 2%
- Not Use more — 12%

Table 1A: Reasons people will continue using the network more in the future

Reason	% (cases)	Further Details	Examples
Discovered new routes and became aware of the network	25% (29)	• Became more aware of the network - some people did not know about its existence before. • They discovered many new routes whilst walking and cycling during lockdown and found some good walks. • Are now aware how easy it to access the network.	"Before Covid I was not aware of some of these routes. Now I know about them I will use them".
Got used to walking and love it	16% (18)	• Some people got used to walking more during lockdown and plan to continue doing so in the future. • Others just enjoy walking	"Regularly walking every day now about three miles three out of seven days on Reading footpaths"
Working from home also in the future	10% (12)	• Change in working pattern, provides more time available to walk/cycle in local area and for exercise. • Also working from home creates a need to get out and about for exercise and mental wellbeing.	"I now work from home and can make use of the paths and will continue to work from home".
Exercise and being active became their daily routine	9% (11)	• Walking /cycling more during lockdown became a big part of their daily exercise routine. More active now.	"Generally becoming more active" "Taking more exercise."
Use the car less cycling or walk for commuting, the shops or to town	8% (10)	• Enjoy cycling more now • started cycling again during lockdown and now cycle much more to work for leisure or into town or to the shops instead of driving. • Use the car less now to travel to places.	"I now cycle wherever possible including commuting to work"
Love the country side	8% (9)	• Enjoy nature and the country side even more now.	"Getting out and about for local walks is enjoyable and I like to try and make as much use of Reading's green spaces as possible"
Better appreciation of the health and safety benefits	6% (7)	• Understand now the health and mental health benefits that result from walking and cycling in nature and close to the water. • Understand the safety benefits from keeping away from the roads and traffic.	"Being able to walk beside water is good for mental wellbeing" "More pleasant and safer than beside roads for both walking and cycling"
Walking the dog / riding the horse	5% (6)	• New dog owners • those that had dogs before, • and a new horse owner will continue using all the footpaths around their local area also in the future	"We are now dog owners and use all the footpaths around our local area".

Table 1B: Reasons people will continue using the network more in the future – with some conditions

Reason	% (cases)	Further Details	Examples
Will continue under some conditions	2% (2)	• Dependent on removal of scramble and quad bikes • Dependent on the maintenance of a paths	

Table 1C: Reasons people will not continue using the network more in the future

Reason	% (cases)	• Further Details	Examples
Less time available when back to work	2% (3)	• Back to work and not as much free time as before	"Their trips were leisure trips and have less time now when back at work.
Depends on lockdown rules and changes after lockdown	5% (6)	• Not sure about after lockdown. • Use the network mainly in lock down but when things are open, they want a change in scenery. • Traffic levels have risen again cycling less so do not cycle as much as in lockdown traffic levels risen so cycle less.	"We did a lot of local walking during lockdown. We enjoyed it and are likely to do more but we are enjoying a change of scene while not locked down
Use the same as before	5 (4%)	• Never used the network more always used it	"We have always used the public rights of way a lot for both recreation and walking to work"

More about traveling and using the routes

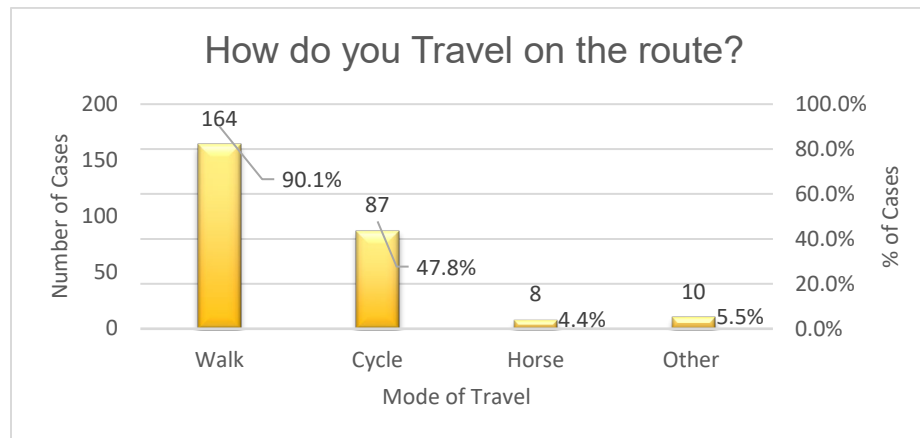Question 7: We asked how you travel on Reading's Public Rights of Way Network?

The predominant method of traveling on the network is walking (90%). There are also many that cycle (48%).

175 people responded on how they travel the route.

- 90% walked,
- 48% cycled,
- 4.4% rode a horse and
- 5.5% other.
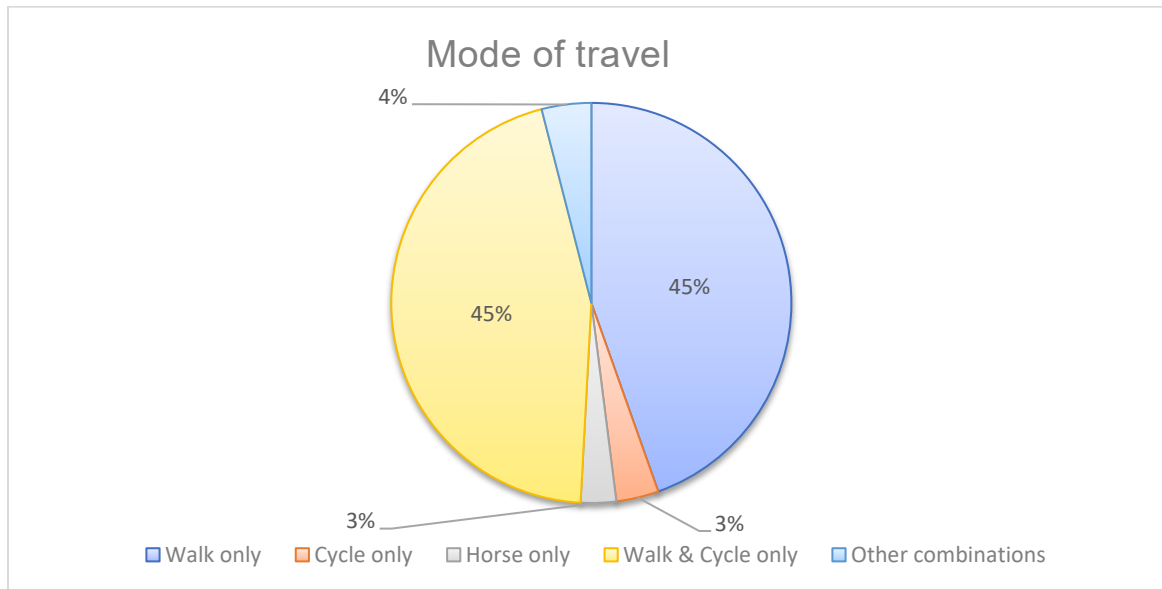
Other ways of travel described by 14 people were:

- Running and Jogging (11 cases),
- Car and horse on the byway on FP 39 (1 case),
- Walking the dog (1 case) and
- Powered wheelchair (1 case).

How do you Travel on the route?

Mode of Travel	Number of Cases	% of Cases
Walk	164	90.1%
Cycle	87	47.8%
Horse	8	4.4%
Other	10	5.5%

Breakdown of how people travel on the paths based on 175 responses was:

- 45% walking only,
- 45% cycling and walking,
- 3% cycling only,
- 3% horse riding only and
- 4% other combinations.

Mode of travel

4% ⎯⎯

45%

45%

3% ⎯⎯   ⎯⎯ 3%

☐ Walk only   ☐ Cycle only   ☐ Horse only   ☐ Walk & Cycle only   ☐ Other combinations
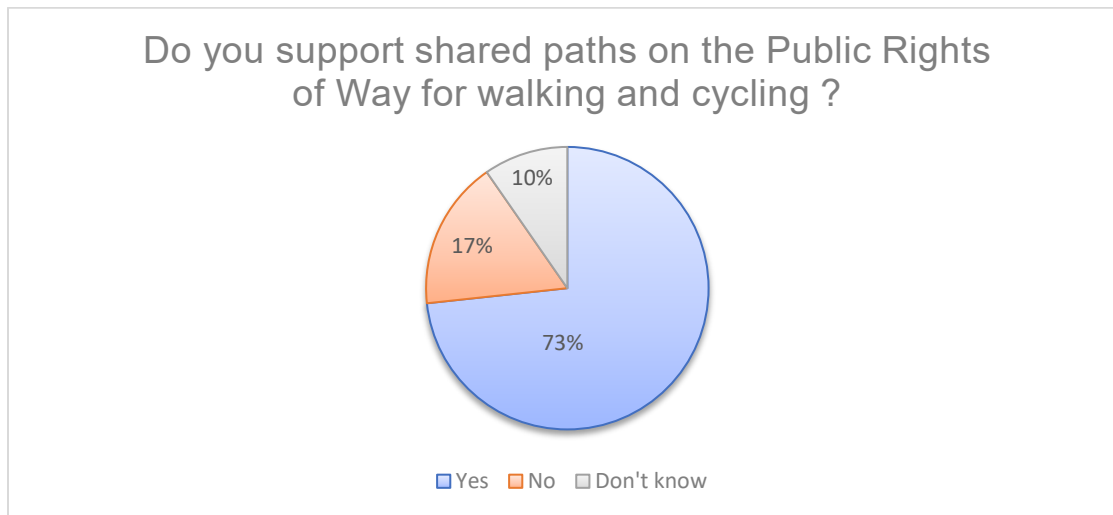
Question 8: We asked if you support shared use of our Public Rights of Way Network for both walking and cycling? And to describe your reasons for this.

There is a lot of support for shared paths (73%).

176 people responded on using shared paths:

- 73 % (129) supported shared paths,
- 17% (30) did not support shared paths and
- 10% (17) did not know.

Do you support shared paths on the Public Rights of Way for walking and cycling ?

10%

17%

73%

☐ Yes ☐ No ☐ Don't know

We asked you for the reasons you support or do not support shared paths.

Local Forum Access (LAF) supports use of shared paths:

"In principle the LAF supports shared use of routes where to do so acts to enhance access opportunities for a broader range of users. Its support carries the proviso that multi-user routes should be able to be used safely by all users including the disabled. The breadth of track and clear signage are important factors for safe use."
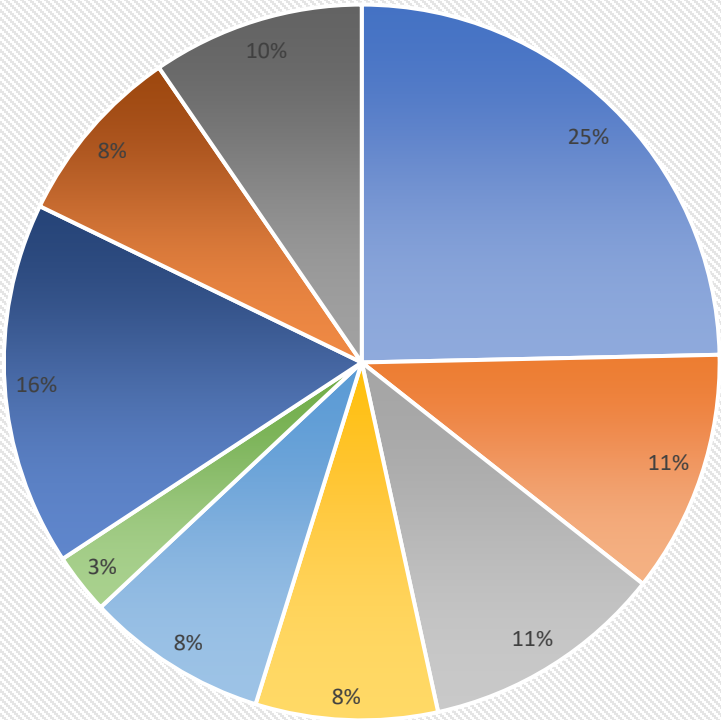
British Horse Society say:

"When a new route / path is to be provided for cycling, the Society requests that an assessment is made about whether the route /path could also improve the equestrian rights of way network."

Reasons for supporting shared paths

73 of the people that said they supported shared paths also gave their reasons for this. Some of the support was conditional. There reasons were:

- 25% - there are benefits for both cycling and walking,
- 16% - support if there is enough space/suitable vision,
- 11% - people cycling and people walking can co-exist.
- 11% - cycling enables covering distances and replacing cars
- 10% - support if those cycling are considerate and control on their speed.
- 8% - support if there is marking, signage or some separation.
- 8% - safety for cyclists away from the roads.
- 8% - better use of limited resources
- 3% - works in other cities.

Reasons of those supporing shared cycle paths (73 cases)

Legend:
- Benefits for cyclists and pedestrians
- Cyclists and Pedestrans can coexist
- Replace cars /covers distances
- Safety from roads for cyclists
- limited resources and better use
- Works in other cities
- On condition - enough space/vision
- On condition - considerate cyclists/reduced speed
- On condition - Marking/Signage/seperation

Pie chart values: 25%, 11%, 11%, 8%, 8%, 3%, 16%, 8%, 10%

Table 2: Reasons for supporting shared paths – 73 cases

Reason	all (cases)	Further Details	Examples
Health benefits for both the cyclists and pedestrians	18 (25%)	• Encourages all to be outside, improve their fitness by cycling or walking for leisure and improves their health physically and mentally. • Supports also people learning to cycle.	"Anything to encourage people outside and to move more is a positive". It's a good way to make more people cycle, as road are scary for beginners or slow cyclists
Support if there is enough space/ vision is clear	12 (16%)	Support if wide enough for both or straight enough to be able to see ahead - tracks must be broad enough	
People cycling and walking can co-exist	8 (11%)	Both groups can coexist with common courtesy	"Most cyclists are courteous enough to use shared paths without difficulties arising"
Cycling can cover distances and replace cars	8 (11%)	Reading is a broad urban environment and requires cycling to cover the distances. Allows more use of the network and encourages people to leave their cars at home.	"Cycling is an efficient and environmentally way to get around, enabling the ability to cover a greater distance with the same effort (compared to walking) and so to visit more places"
Support if people cycling are considerate	7 (10%)		"As long as both user types show respect for each other and the network allows enough space for shared use"
Support if there is marking, signage or some separation	6 (8%)	Requires some signage or marking separation.	"clear signage are important factors for safe use."
Safety for people cycling away from the roads	6 (8%)	t's safer for those cycling to use these rights of way, than it is using the roads around Reading as they are too dangerous.	Roads around Reading are often too dangerous for bikes and this is a direct and safe method of travel.
Better use of limited resources	6 (8%)	Given the current situation people cycling have no better alternatives so need to share paths.	"Cyclists don't have good alternatives". "Dedicated cycle lanes won't happen. Shared use paths are therefore the answer for now"
Works in other cities	2 (3%)	Works in other cities e.g. Netherlands	

Reasons for not supporting shared paths

25 of the people that said they did not support shared paths, gave their reasons for this:

- Cycling on the paths is a danger to those walking - 17
- Some paths are just not suitable - 6
- Network is disjoint benefits are small - 1

Reasons for not knowing if to support

13 of the people that said they did not know if they support, gave their reasons for this:

- Depends on suitability of the path – not all are suitable - 4
- People cycling are not carful enough - 4
- Paths are not segregated - 2
- Cycling requires need better infrastructure than public rights of way- 2

Table 3: Reasons for not supporting shared paths

Reason	all (cases)	Further Details	Examples
Danger for walkers	17	People cycling are a danger for walkers on the paths– they drive too fast, are not heard by people walking, sometimes aggressive and inconsiderate not carful with disabled people. Not seen by those with limited vision.	"As a pedestrian, it doesn't feel very safe when cyclists are fast. My husband doesn't have good hearing and was knocked over by a bike on one occasion"
Some paths are just not suitable	6	Depends on paths not all are suitable • Some paths are not wide enough • Widening some will change their nature and attractiveness	"Parts of some FP are too narrow for both walkers & cyclists."
Network is disjoint and indirect	1	Network is disjoint and indirect – no need of the shared path	"I avoid cycling as West Reading network is disjointed and indirect"
Other	1	Do not cycle	

Table 4: Reasons for not knowing if to support shared paths

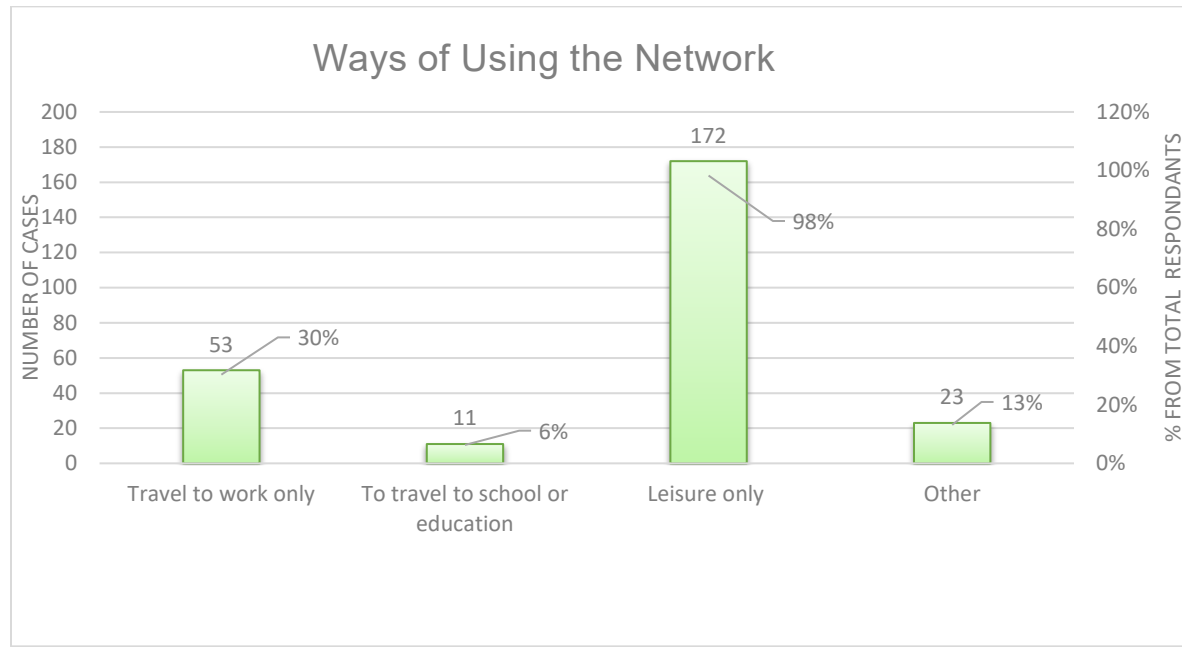| Reason	all (cases)	Further Details	Examples

Depends if route safe and suitable	4	Could support some of the routes if they are safe and wide enough	
cyclists need to be more carful	4	Onley if people cycling are careful, currently they drive to fast and reckless of walkers.	
Support if segregated or priority to walker	2	Would support segregated	"Would be good to have segregated walk and cycle routes, especially for peak times like commuting"
Need better infrastructure for cycling than the public rights of way	2	Cycling requires better infrastructure than the Public Rights of Way network which is not wide enough. Most Public Rights of way are too small to accommodate both.	We need better cyclist-only infrastructure. We need more cyclist-friendly routes, but too often shared paths are so narrow (and pedestrians too unpredictable/oblivious) that end up using the road.

We asked you for what purpose do you use Reading's Public Rights of Way Network?

The major purpose of using the network paths is for leisure (98%), however a significant proportion use them to travel to work (30%).
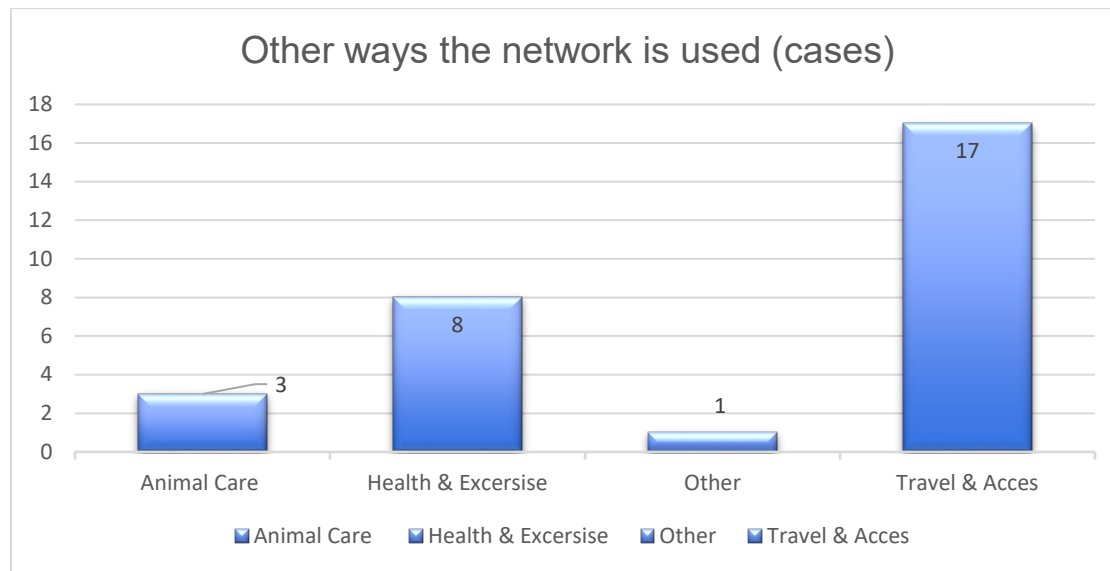
175 people responded on the purpose they use the paths:
- 98% used the network for leisure,
- 30% to travel to work,
- 6% for travel to school or education and
- 13% for other use.

Other uses of the network include travel and access to locations in town, health and exercise and animal. There were 29 descriptions for other uses of the network which include.

- <u>Travel & Access</u> -(17) to pubs, shops and supermarket, shortcuts or safe access to a school
- <u>Health and Exercise (</u>8) – fitness exercise to improve wellbeing
- <u>Animal care</u> – (3) Dog walking, bird watching, horse riding/attending.

Local Access Forum about the purpose of the network: *"The LAF represents, inter alia, cyclists, walkers and horse riders. While leisure use is uppermost the LAF has consistently advised that trips to work, education and for shopping should also be considered when the RoW network is being reviewed. As Reading is largely urbanised, access to the countryside through links from the RoW network to existing bridleways, byways and minor roads beyond the boundary assumes importance. Routes to the north, south and west are particularly important"*
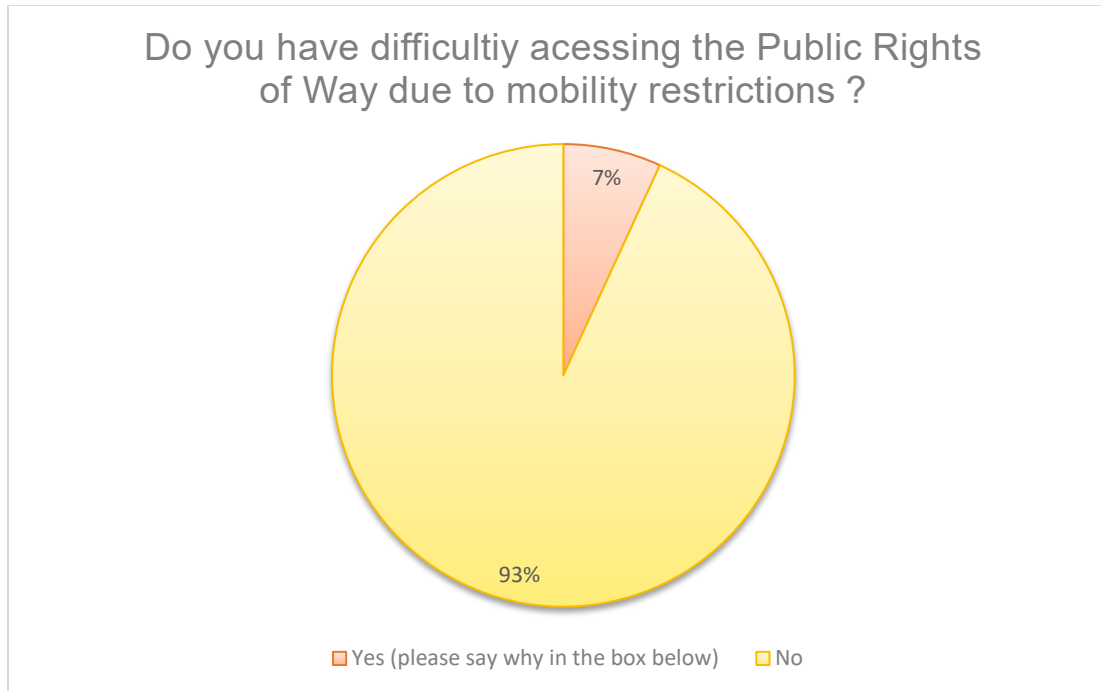
Barriers to using the network

We asked whether you have difficulty accessing the Public Rights of Way Network due to mobility restrictions?

The majority of people did not have a difficulty due to mobility, however 7% did have some difficulty.

175 people responded on difficulty accessing the network due to mobility:
- 93% (163) said they did not have difficulty
- 7% (12) said they had some difficulties

Do you have difficultiy acessing the Public Rights of Way due to mobility restrictions ?

7%

93%

☐ Yes (please say why in the box below)   ☐ No

The 12 people that said they had difficulty accessing the Right of Way due to mobility restrictions described the following difficulties:

- Bad condition of some paths and blocked paths restrict access
- Using a wheelchair or a pram difficult due to uneven ground, width and gates
- Using a double buggy on a bridge
- Paths that are not wide enough for both pedestrians and cyclists
- Gates/ barriers stop cyclists & cycle routes not joined up
- Interlink through roads of bridleways

Table 5: Difficulties in accessing the network due to mobility issues

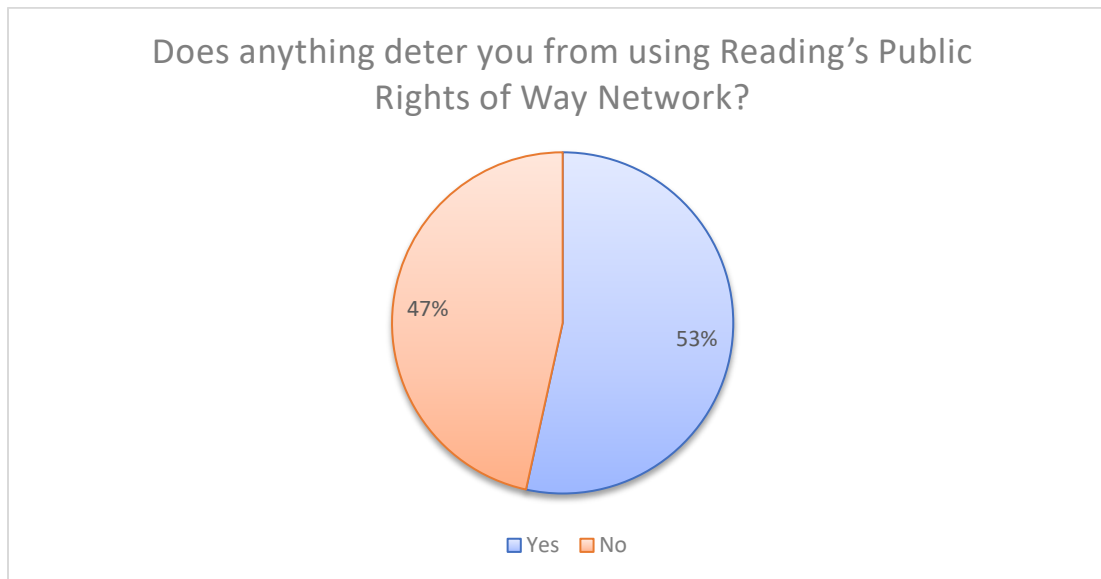| Difficulty	Number of cases	Further Details	Examples
Bad condition of some paths and blocked paths restrict access	3	Blocked paths, poorly maintained, large amounts of mud, fences fallen-down, large stones, very slippery conditions making it unsafe or bridleways not having headroom cleared for horse and rider.	Some of the paths are in very bad condition examples: • FP19B is often blocked, • FP39 is poorly maintained, • FP25 out of action due to hydro works.
Using a wheelchair or a pram difficult	2	Not all routes have suitable for using a wheelchair or a pram • ground can be uneven, • too narrow paths, • inaccessibility due to gates	"The only usable foot paths for wheel chair are FP 2,3 and the routes around Green Park" "Narrow paths, steps and stiles make most routes inaccessible to me as a wheelchair user"
Using a double buggy on a bridge	1	Some bridges aren't buggy friendly	
Paths that are not wide enough for both pedestrians and cyclists	2	some routes are not wide enough for both cyclists and pedestrians to use	
Gates/ barriers stop cyclists & cycle routes not joined up	1	Gates and barriers meant to stop mo-peds but stop cyclists getting through and ruin cycle routes. Also cycle routes that aren't joined up.	
Interlink through roads of bridleways	1	Many bridleways only interlink through roads rather than having routes interlinking away from where there is traffic not good for horse riding	

Other	2	Age and Fatigue	

A high proportion of people (47%) had some barriers that deterred them from using the network.

174 people responded on barriers from using the paths.

- 53% said they had reasons to be deterred from using the paths
- 47% had no reasons to be deterred

Does anything deter you from using Reading's Public Rights of Way Network?

96 people described their barriers to using the paths which fell into 6 categories
- The condition and maintenance of the paths - 53% (51)
- Behavior of public on the paths - 23% (22)
- Access to the paths - 8% (8)
- Lacking signage information on the routes 10% (9) and
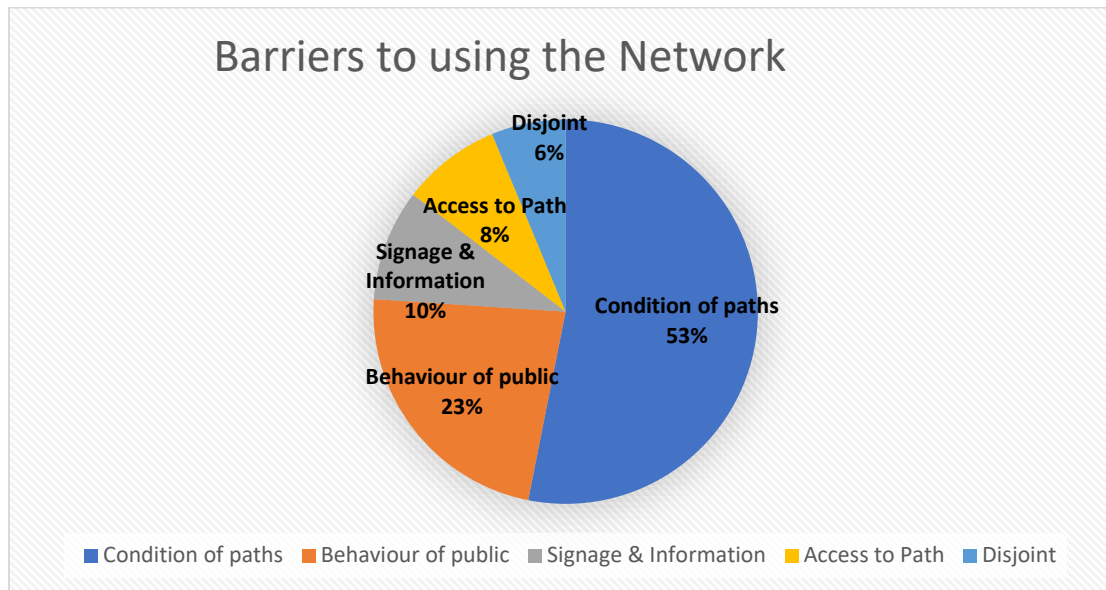- The network being disjoint – 6% (6)

Table 6: Barriers to using the network paths.

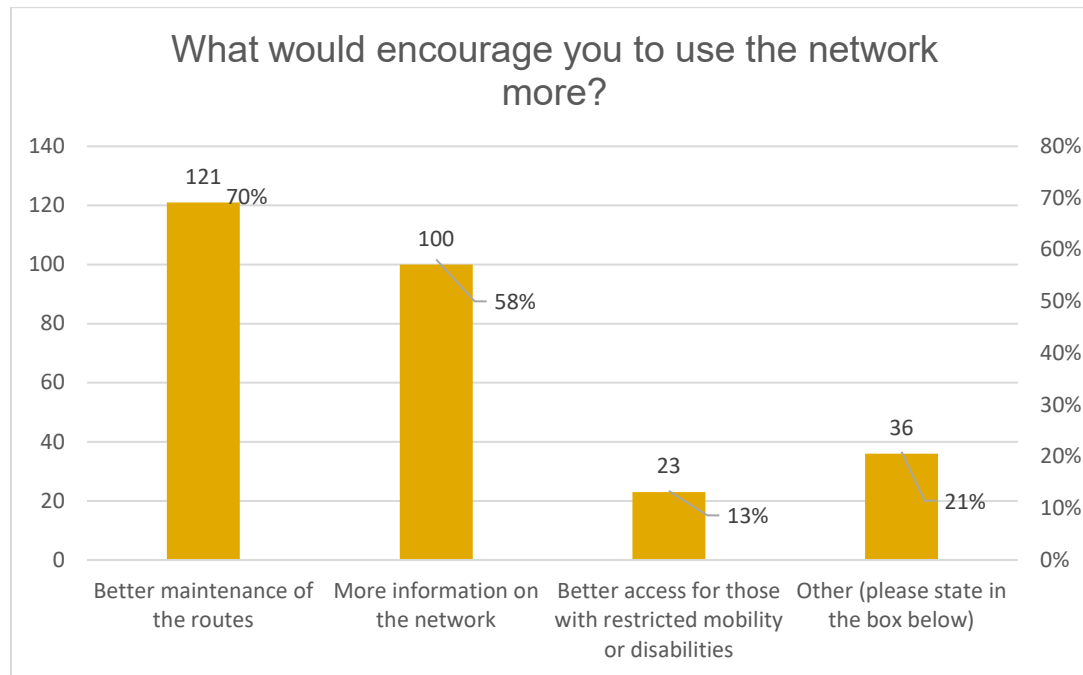| Barriers to using the paths	Number of cases	Further Details	Examples
Condition of paths and lack of maintenance	51% (49)	Bad condition of many paths and lack of maintenance was the main cause of not using the paths. • Overgrowing vegetation and trees • Holes and uneven paths • Fallen Trees • Muddy paths with flooding • Paths not clean and too many bins • Lack of proper maintenance for dog fouling • No /poor lighting on path • Lack of public toilets.	• Muddy/impassible surfaces when weather is bad (e.g. FP41) or flooding on paths (e.g. FP6 and FP15) • Overgrowing vegetation /encroaching nettles and brambles, stinging nettles above head height etc., examples nettles near Waterloo Meadows, e.g. FP19 also19B and FP 11A • Fallen trees and overgrown trees reducing visibility e.g. FP31 and FP40 • Holes and uneven paths • Paths not kept clean obscured by bins e.g. FP19B or lack of proper maintenance for dog fouling due to are insufficient bins for this, especially routes FP20 and FP45 • Lighting is poor or no lighting at all making it too dark in winter months - transfer to roads if dark, e.g. FP41
Behavior of public and safety	19% (18)	Public behavior deters from using the path • Inconsiderate cyclists • Unauthorized Motorbikes, quad bikes and e-scooters speeding • inconsiderate dog walkers with dogs off lead • anti-social behavior from residential boats. • Anti-social behavior in general • Litter, grafitti and broken glass • Rough sleepers, drinkers, and muggers • Drug dealing and drug use, particularly in the evening • Not feeling safe	• increasingly common presence of motorbikes, quad bikes and e-scooters some with young drivers very often speeding. • inconsiderate cyclists and e- scooters - speeding and going very close to walkers' dogs, ducks, swans etc.
Access to paths can be difficult	8% (8)	• Footpaths are too narrow at some places for walking or cycling • Gates - many footpaths are gated • Barriers - are obstructive for buggies or prams • Not enough access to footpaths for bikes • Cycle access over bridges can be difficult • Insufficient space for horse riding on bridleway	• "Footpaths are too narrow at some places making it difficult cycle or walk - e.g path going up towards Kennet Island due to grass/ greenery being left to grow" • "No cycle access over bridge (e.g. Roebuck bridge near Thames)". • "Hard to push bike over bridge - the Kennetmouth bridge (FP 01)
Lacking signage or information on the routes	10% (9)	• Poor signage at some locations • Poorly publicized information about the routes • Lake of information	"I've lived in Coley 2 years and only found out that the paths around the meadows even existed.

The Network is disjoint so cannot be userd properly	6% (6)	• Paths seem of small lengths, widely dispersed with no purpose. • Need to have circular routes (for leisure) • Routes should connect to shops, schools, workplaces etc. • Routes should connect to the cycle routes or public transport. • Lack of joined up network on the urban fringe where horses are kept & ridden from. • Access required to major footpath paths by small car park or bus	• "Work needs to be undertaken to plot circular routes (for leisure) and connecting routes (to shops, schools, workplaces) and to mark these out with way marks, a route map for the town and an app in the style of that for Reading Buses. " • "Use of paths such as FP1 and FP2 would be easier if access by car (or bus if routes fit) were simplified by installing small car parks at appropriate points"

12: We asked you what would encourage you to use Reading's Public Rights of Way network more?

Better Maintenance of the routes and more information on the network will encourage using the network.

172 people responded on what would encourage them to use the network more.

- 70% said better maintenance of the route,
- 58% said more information about the network,
- 13% better access for restricted mobility or those with disabilities and
- 21% other reasons.

There were 47 examples on other ways of encouragement:
These fall into 6 major categories
- o Better maintenance & enhancement -14
- o Better connections & more routes -13
- o Improving safety -12
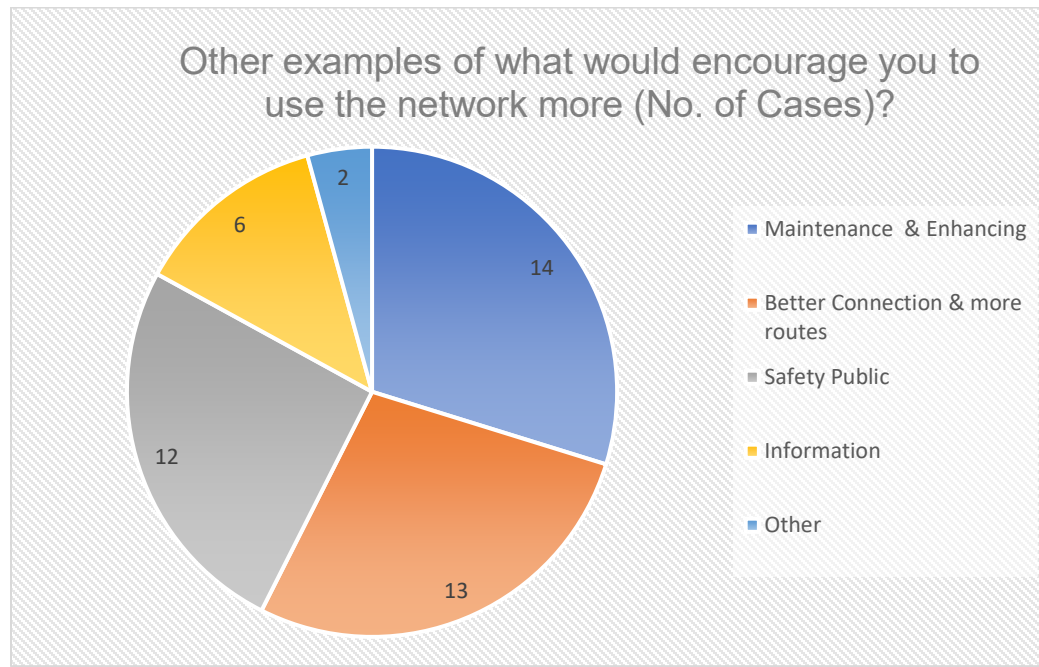- o More Information about the network - 6
- o Other – 2.

Other examples of what would encourage you to use the network more (No. of Cases)?

- Maintenance & Enhancing 14
- Better Connection & more routes 13
- Safety Public 12
- Information 6
- Other 2

Table 7: Examples of what would encourage you to use the network more

Encourage to use the path	Number of cases	Further Details	Examples
Better maintenance & enhancement	14	• Widening Paths. • Installing step free bridges • Better access for prams & bikes • More litter picking • Dealing with flooded paths – better drainage • Add more bins	"FP6 on the west side of Fobney water treatment works is often flooded and would benefit from better drainage."
Better connections between routes adding more routes	13	• Better connection with walking and cycling routes. • Join and extend routes so will have a good length and will reach to places in the community work or green space. • More routes to be assigned to be public rights of way.	"Extending routes in Caversham to connect the community and a work and keep foot paths and great green space"
Improve Safety	12	• Properly enforced cycling or e-scooter ban • Stopping unauthorized motorbikes/ quadbikes • If used more and felt safer in lonely places • More police or PCSO patrols • Better lighting	Local Access Forum: "Cyclists in particular are discouraged from using routes along the highway to access the RoW network partly from inadequate separation from motor vehicles, partly from having to steer to the centre of the road around parked vehicles and particularly because of poorly maintained surfaces. Narrow routes often cause conflicts between users, so pedestrians are often discouraged from using them (cyclists without bells are a particular worry)."

More Information on the routes and signage	6	• More obvious and easy signage and crossings.
		• Creation of an interactive map with an app that show paths with other useful information
		    o Routes to work, education and leisure
		    o Highlight points of interest
		    o Suggested historical walks
		    o Gradient surfaces for wheel chairs
		    o Links to green space
		• More publicized information on the route.	

List of ways to encourage	1	• The Ramblers Association has made a long list of how the RoW network can be made more attractive to potential users.	

Priorities for Public Rights of Way Improvement Plan

Questions 13-18 - We asked you to rate our 5 priorities for our next Rights of Way Improvement Plan

Our priorities are:

- **P1**: To update and improve the information to the public on the Public Rights of Way network, using up to date technology.
- **P2**: To enhance and maintain the Public Rights of Way Network to be clean and green.
- **P3**: To encourage people to use the network for active travel and promote a healthy lifestyle.
- **P4**: To make the Public Rights of Way network a better- connected network and also connected to walking and cycling networks and key destinations.
- **P5**: To ensure the network is inclusive and can used by all also those with restricted mobility and other disabilities.

Based on 176 responses. There was very good level of agreement on our priorities,

There was strong agreement for the priorities in this order:
- 69% - P4 - To make the network better-connected - connected to walking and cycling networks and key destinations
- 65% - P2 - To enhance and maintain the Public Rights of Way network to be clean and green
- 62% - P3 - To encourage people to use the network for active travel and promote a healthy lifestyle
- 51% - P5 - To ensure the network is inclusive and can used by all also those with restricted mobility and other disabilities
- 43% - P1 - To update and improve the information to the public on the Public Rights of Way Network, using up to date technology.

Strong agreement or agreement for our priorities in the following order
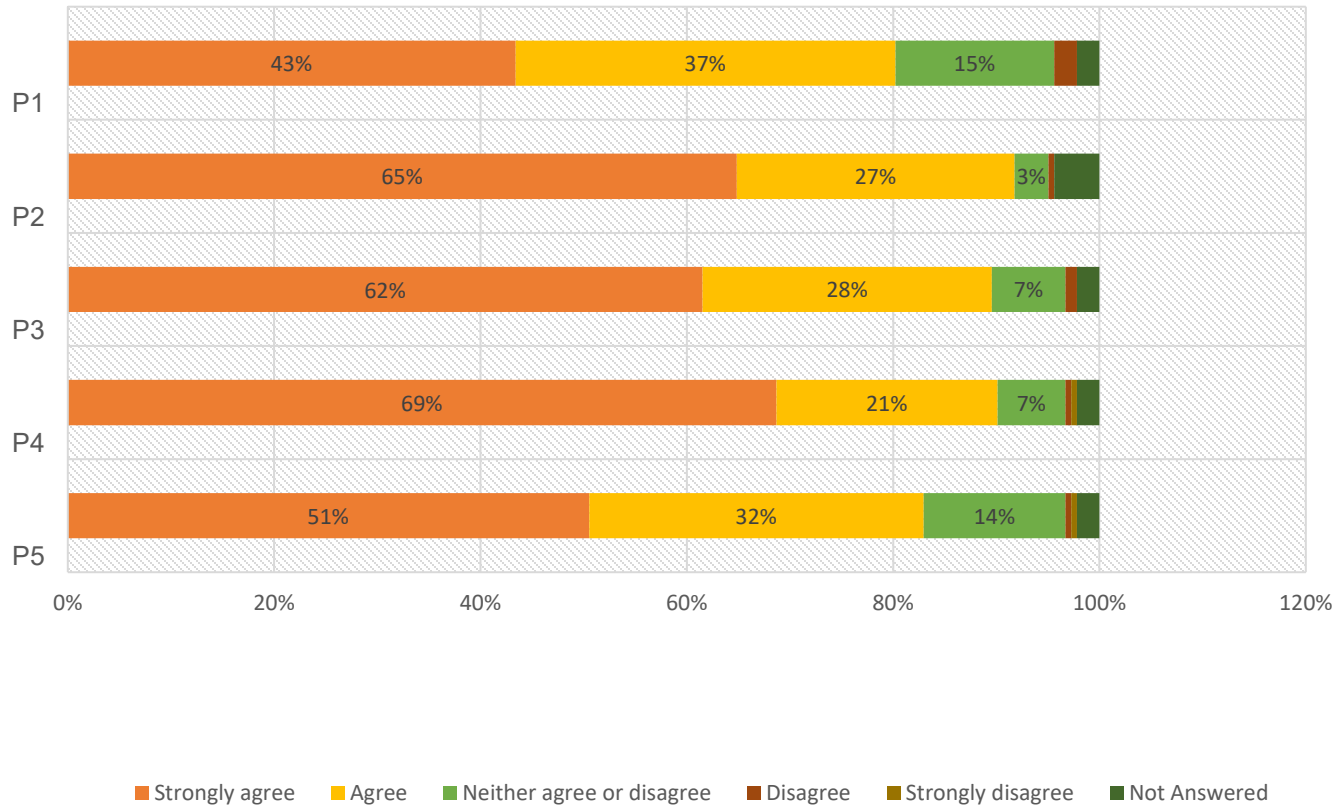- 92% - P2 - To enhance and maintain the Public Rights of Way network to be clean and green

- 90%: P4 - To make the network a better-connected, connected to walking and cycling networks and key destinations
- 90% - P3 - To encourage people to use the network for active travel and promote a healthy lifestyle
- 83% - P1- To update and improve the information to the public on the Public Rights of Way network, using up to date technology
- 80% - P5- To ensure the network is inclusive and can used by all also those with restricted mobility and other disabilities

Priorities for the Rights of Way Improvement Plan

	Strongly agree	Agree	Neither agree or disagree
P1	43%	37%	15%
P2	65%	27%	3%
P3	62%	28%	7%
P4	69%	21%	7%
P5	51%	32%	14%

Legend: ■ Strongly agree ■ Agree ■ Neither agree or disagree ■ Disagree ■ Strongly disagree ■ Not Answered

Local Access Forum comments (LAF):

"The LAF supports in principle the relevant priorities of this project, in particular the creation of circular routes, travel through and around urban areas, connections to parks and countryside, connections to local and regional trails, the facilitation of local journeys by non-motorised means and access to routes which support local tourism, regeneration and communities.
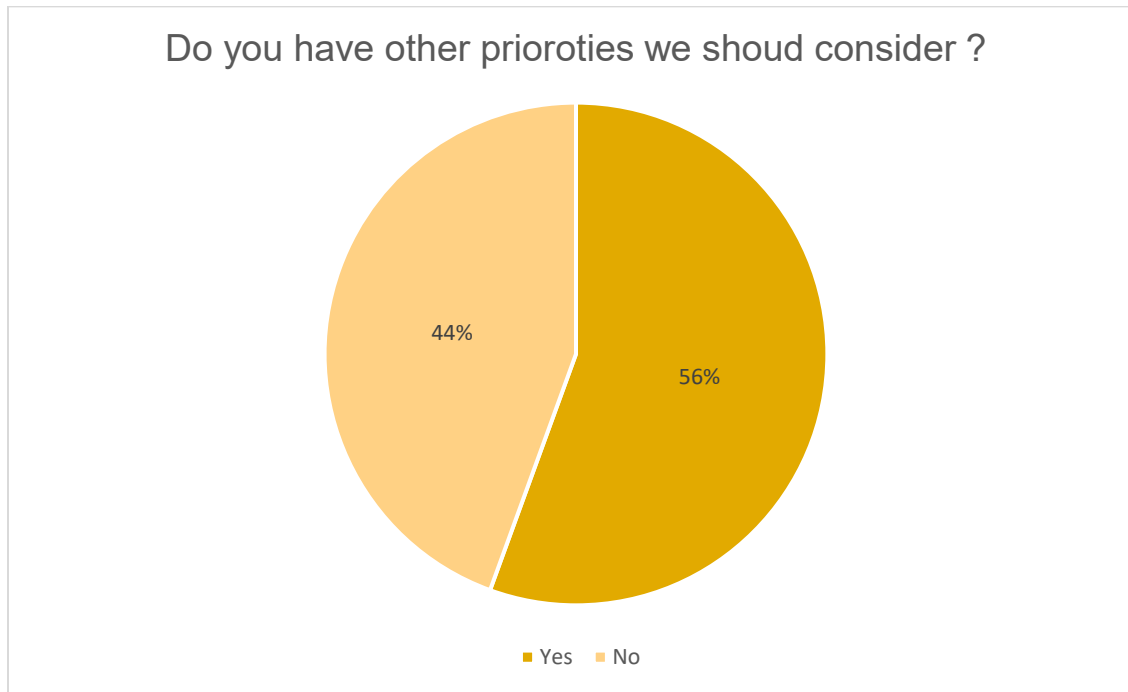
Table 8: Local Access Forum comments on priorities

Priority	LAF comment
P1: To update and improve the information to the public on the Public Rights of Way Network, using up to date technology.	The LAF supports the use of new technology to disseminate information on Right of Ways. An app could be created which provided a map of routes in Reading. The use of quiet streets and streets with broad pavements well separated from the traffic (Kendrick Road is an example) need not be excluded where they provide additional links. The map might be interactive in the way that the Reading Buses app works. The LAF's disabled access working group advises that the Reading Borough Council website could be made easier to use and has noted that searches using terms such as "footpath maps" and "public rights of way maps" yield few relevant results.
P2: To enhance and maintain the Public Rights of Way Network to be clean and green.	The LAF supports the environmental improvement intention suggested here.
P3: To encourage people to use the network for active travel and promote a healthy lifestyle.	The LAF supports the encouragement of the use of the Right of Way network to promote a healthy lifestyle. The LAF supports measures which encourage greater use of the Right of Way network. The Ramblers Association has made a long list of how the RoW network can be made more attractive to potential users.
P4: To make the Public Rights of Way Network a better-connected network and also connected to walking and cycling networks and key destinations	"The Ramblers Association list of how the Right of Way network can be made more attractive to potential users includes the creation of circular routes; improving non-motorised access to work, education or shops; creating links to places of historical or natural interest and regional trails; and devising routes which will support tourism, regeneration or community projects. "As Reading is largely urbanised, access to the countryside through links from the Right of Way network to existing bridleways, byways and minor roads beyond the boundary assumes importance. Routes to the north, south and west are particularly important. The LAF advises that opportunities for such linkages should be taken when improvements to existing Right of Ways and the creation of new Right of Ways are being made. Here the needs of the many horse riders on the fringes of the town should be considered."
P5 To ensure the network is inclusive and can used by all also those with restricted mobility and other disabilities	The disabled access working group of the LAF strongly supports the use of new technology to assist access to Rights of Way and the provision of better connectivity.

There were many people that had other priorities to be considered

126 people responded to having other priorities:

- 44% said they had other priorities, and
- 56 % did not have.

Do you have other prioroties we shoud consider ?

Yes   No

There were 83 people that described other priorities. Their priorities fell into the following categories:

- To improve safety 32%,
- To maintain & enhance the network 30%,
- To make routes more Inclusive 19%,
- To connect and add more routes 17% and
- To provide more information about the network 1%.

See further description of their priorities in the Table below:

The priorities identified are included in our high-level priorities apart for <u>safety</u> that will be included as part of P5 inclusiveness and P2 enhance the network.

Table9: Other Priorities described by people responding

Priority type	Number of cases	Further Details on how	Examples
To maintain and enhance routes	25	• Maintenance - cut down imposing nettles and overhanging branches. • Maintaining the character of Rights of Way by not surfacing and preserving natural habitat. • Planting plants along the network to make it attractive, low upkeep. • The Thames Path as a heavily used National Trail should be prioritized. • Attend to and vegetation encroachment, paths in bad condition. • Need someone to respond to problems on paths. • Repairing paths where they are collapsing and have dangerous cambers e.g. next to a river. • Provide enough (dog) waste bins and regular collection regimes. • More bin emptying and litter picking along routes. • Maybe employ a warden to patrol the routes and report maintenance issues which need to be addressed. • Some paths need investment such as bridges and / or boardwalks and for years the need for this has been ignored. • Don't invest once but not maintain.	"Encroachment by vegetation, fallen trees and branches, underfoot conditions especially in wet conditions, camber, erosion along water courses. Someone needs to be available to respond to issues such as poor surface conditions obstructions and vegetation encroachment. As they occur. "There should be a plan drawn up with the input of users with particular problem areas highlighted and how and when they will be tackled"
To improve Safety	27	• Keeping paths safe from motor vehicles • Prevent of use by scooters, motor bikes, or quadbikes. • Enforcement of footpaths for pedestrians not cyclists. • Make cyclists more aware of joint use and use cyclists to use bells to alert walkers on their approach. • The high risks for walkers from inconsiderate and fast cycling on shared paths. • Paths should be safe for people walking alone, • People with mobility complain on having to share a bridle way with horse riders • Provide Lighting on paths. • Checking more for drug use safety. • Concern on some routes (e.g. by river/canal) or at certain times, i.e. in the dark.	"Make cyclists more aware of joint use and use cycle bells to alert walkers on their approach from behind" "People with mobility issues complain about having to share a bridle way with horse riders. Mainly due to space confinement on the bridle way and other obstructions". "Checking more for drug use"
To connect routes and make the network larger	14	• Joint working with neighborhood boroughs to link routes. • Investigating opportunities to create new rights of way. • Adding new routes to make better connections, • some well used routes are not on the definitive • Opening areas which are not at present accessible • Connecting routes as much as possible and making them truly usable for bicycles. • Joining with other cycle routes so will not be so dangerous for cyclists on roads Expand the network by working with companies and developers including golf courses.	"This should include key connections to outside reading such as Oxfordshire and others. Transport teams should work together", "Declare new Rights of Way where routes are commonly used, for example the southern part of Milestone Way, and other footpaths on Caversham Park Village, and those parts of the National Cycle Network that are not already rights of way"

Priority type	Number of cases	Further Details on how	Examples
		• Consider the horse riders requirement by liaising with the horse society when developing new routes for cycling.	"The LAF's advice that routes which provide means of access to the countryside should be identified and promoted"
Make the network more inclusive	16	• Important is a nice route - flat with a good surfacing -very important for those in a wheelchair • Widening routes to allow cyclists and walkers to more easily use the routes side-by-side • Making wider paths for prams and wheelchairs. • Improving cycle routes through an app to show where they are located. • To be inclusive and make the routes safe for women walking on their own • Connect the routes as much as possible with clear signposting lighting and make them truly usable for bicycles. • Need of horse riders need to be taken into account.	Widening routes 01 and 02 to allow cyclists and walkers to more easily use the routes side-by-side "The needs of local horse riders (who may well live in Reading) need to be taken into account "
Information on the network	2	• They should be clearly signposted. better information on the routes themselves through an app to show where they are	"better information on the routes themselves, what facilities are available in and around the routes, an app to show where they are and also report any problems (or highlight the love clean Reading app) "

Historic Rights of Way

19: Is there any historic Right of Way that is not in our list that you think should be included? If so, please describe below

There were 39 people who responded to this.

- 8 mentioned Caversham Park BBC site as having paths with historical rights and 2 provided maps for evidence.
- 31 described possible paths to make public rights of way. They fell into different categories:
  o Historical Rights of Way.
  o Routes that have been used many years by the public and could be claimed though not as historical Public Rights of Way.
  o Routes that part of a development agreement many years ago but not claimed as Public Rights of Way.
  o Routes that are part highway belong to the Council - no need to claim them
  o Good suggestions of routes some circular and some linking routes that are used a lot and would be useful to be part of our Public Rights of Way.

We will review all of the suggestions on new /historic paths and identify those that are most suitable to become Public Rights of Way based on their contribution to the transport network. We will include them in our Right of Way Improvement Plan and we will continue exploring their feasibility with the aim to claim or reinstate them if feasible.

We will review information provided regarding possible historical footpaths on Caversham Park BBC site based on your response. The site is proposed for redevelopment, however does not have a planning permission. We will use the information provided to inform the planning process, with the objective to work towards reinstating any historical paths on the site.

Local Access Forum about historic paths and adding new paths:
- "The LAF has been briefed on the project to restore potentially lost routes coordinated by the Ramblers Association and the British Horse Society and understands that there is little in the way of lost routes in Reading Borough."

- "The LAF has formally endorsed the recognition of extending the new route along the Holy Brook from Chestnut Walk to the centre of town at the Central Library by, as a minimum, securing permissive path status for it. It has also supported the formalising of the short

route from the Town Hall through the St Lawrence graveyard to the Forbury Road Entrance to Forbury Gardens, a route which is shown on many old maps. Both propositions also have the support of the Civic Society. "

20: Do you have any other comments relating to our Rights of Way Network?

There were 17 responses to this part of the question. Most emphasizing points they made before, there were some positive supportive comments worth sharing.

"I enjoy walking around Reading and I know a lot of other people do, we have a lovely town it just needs to be maintained a bit more"

"Very pleased that you are reviewing this."

"I strongly support any move to improve walking and cycling accessibility in Reading - clearly compromises need to be made and car users (including myself) should be the ones who have to compromise. The car driving lobby is quite strong, and frankly it's too easy to jump in to a car!"

"Thanks so much for asking us - I hope this survey reaches a very wide audience."

"Please keep up the good work. Good to see an authority caring about its small network the same as others with far larger networks"

"We are very lucky in Reading that a short walk out of town centre and we are in some lovely countryside and this should be celebrated"

Annex B: Template for Footpath Audits

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling			
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			
3. ATTRACTIVENESS - traffic noise and	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise			
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards					
ATTRACTIVENESS				**0**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.			
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.			
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.			
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.			
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).			
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces					
COMFORT				**0**		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.			
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.			
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).			
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.			
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter	Green man time would not give vulnerable users sufficient time to cross comfortably.			
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.					
DIRECTNESS				**0**		
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.			
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.			
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.			
SAFETY				**0**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.			
COHERENCE				**0**		
21. Siggnage	Public Foot Path sign & Directions	Public Foot Path sign	None			
			Total Score	**0**		