

Appendix 4 - Assessment of the Network

An assessment that forms part of the Rights Of Way Improvement Plan (ROWIP) was carried out and is covered in this document. The following Annex' are included:

Annex A: The usage of the Network-Estimating the usage on the network from available statistics.

Annex B: The needs of different user groups - Understanding the facilities and features of the network that different user group pedestrians, cyclists, equestrians, mobility groups, visually impaired and landowners

Annex C: The barriers to using the Rights of Way - A review of the barriers to using the Rights of Way identified by the public in a survey and the actions planned to address them in further detail.

Annex D: The paths as part of the transport network - We examined the integration of the public rights of way with the walking and cycling network to reach to key locations such employment, education, railway stations, local centres and arrive to the countryside.

Annex E: Opportunities to extend the network - we examined opportunities to extend the network by identifying major well joined routes disjoint paths and reviewing additional/historical paths suggested by the public and LAF including paths on Caversham Park site. Funding required to extend and improve the network is also examined,

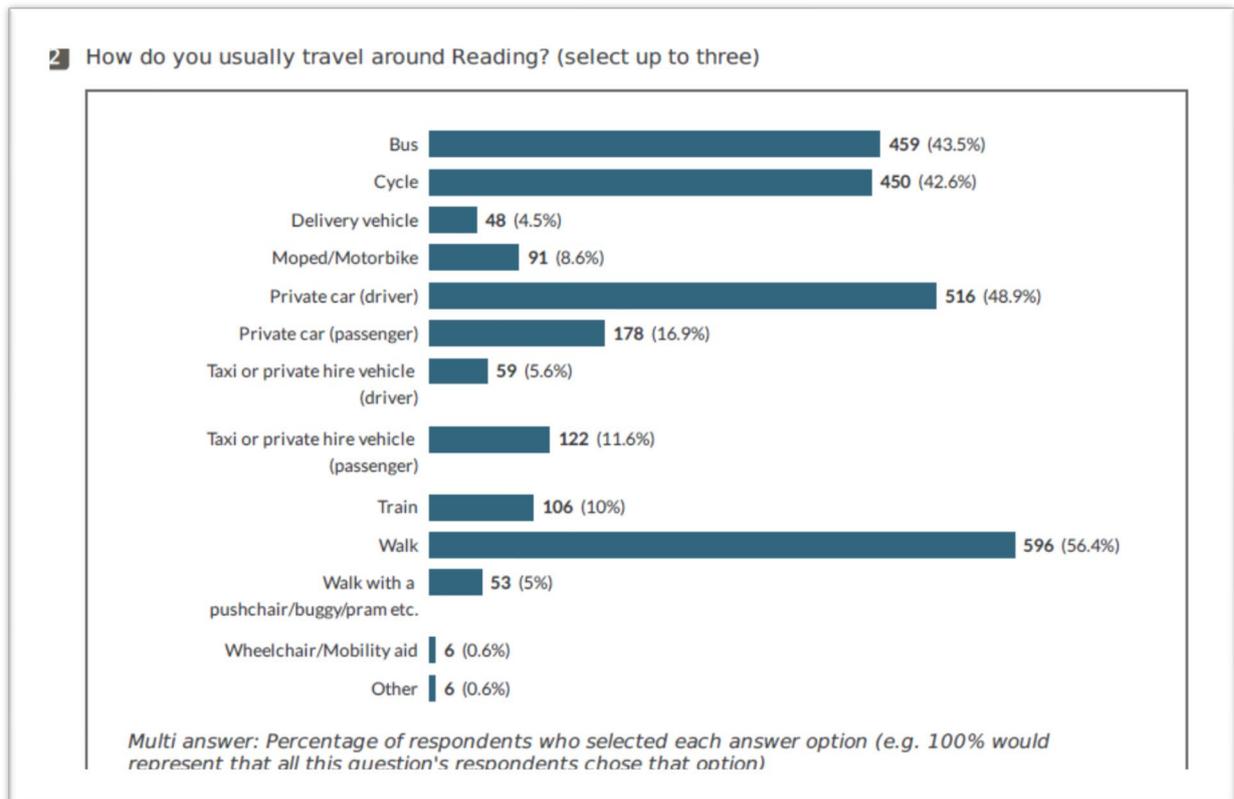
Annex F: Assessment of the Condition of the Paths -we examined the condition of the path through the audit with the actions required for each path

Annex G: Suitability of paths for different user groups - we examined the suitability of the foot paths for the different user groups user group pedestrians, cyclists and mobility groups

Annex A: The usage of the Network

In March 2022, Sustrans carried out a public survey in Reading in order to understand how people usually travel around Reading, Figure 1 below shows the results. With 1000 respondents, it was encouraging to see that 56.4% of people chose walking as one of their top three ways to travel around Reading, with the proportion cycling also high at 42.6%.

Figure 1: The way people usually travel in Reading March 2022



In that survey 82.8% of respondents said they would like to walk or cycle more for their daily journeys. The Department for Transport's 'Walking and Cycling Statistics for England' report in 2019 showed that 71% of adults in England walked at least once a week and just 11% cycled at least once a week.

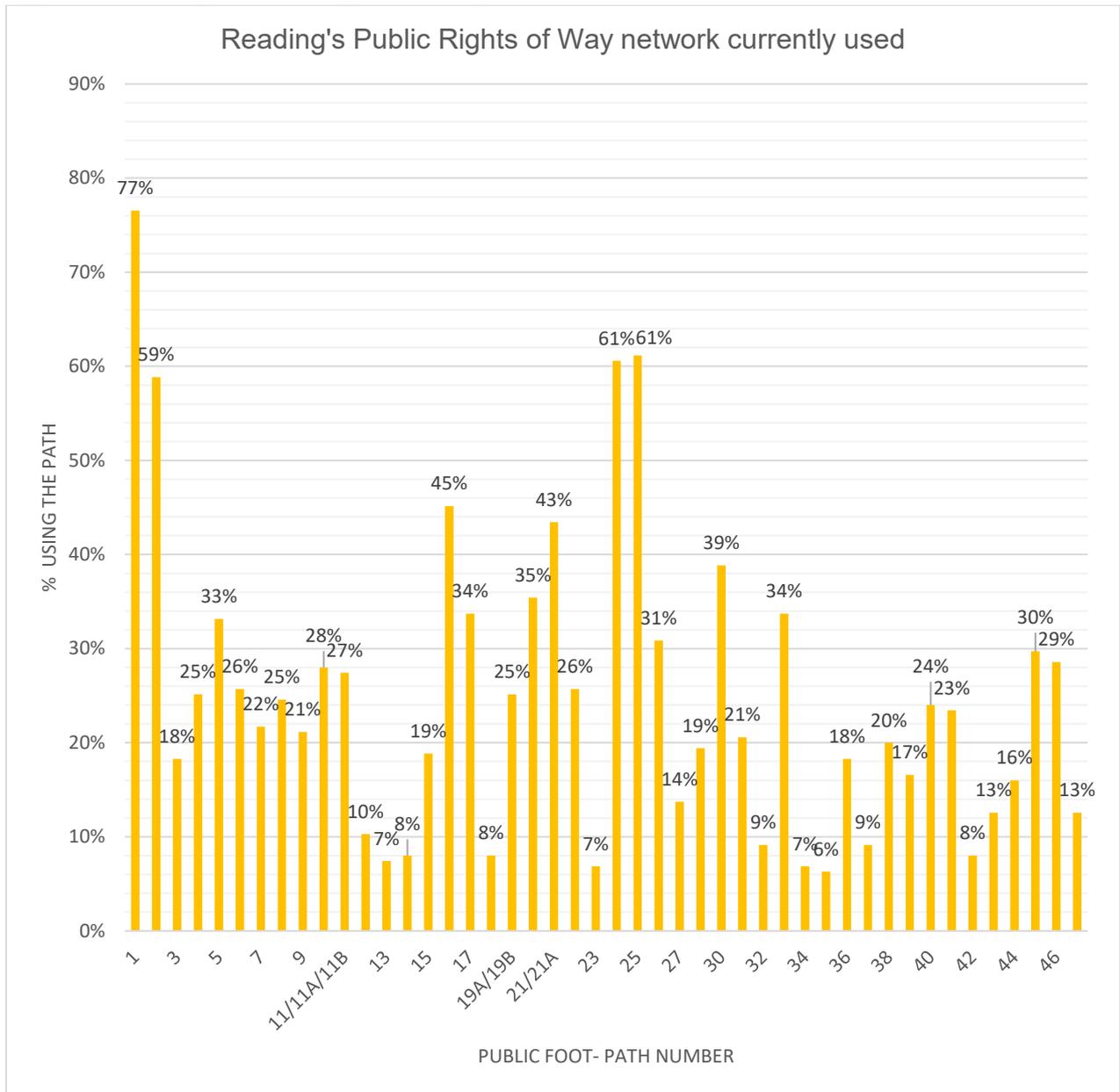
There is no estimate on the proportion of the population in Reading that use the Public Rights of Way network for walking/cycling, however, from the public survey undertaken in March 2022 the network has been used much more since the pandemic - 29% of the people said much more, 39% said more and 27% about the same.

About 80% of the people surveyed believed that they would continue using the network more in the future due to the increase in awareness of its existence and due to a change in behaviour to be more active with additional spare time available from working from home following the pandemic.

The routes used the most were:

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

Figure 2: Reading's Public Rights of Way network currently used



Annex B: The needs of the different User groups

Each user group, including pedestrians, cyclists, equestrians, mobility groups, visually impaired and landowners have their own individual reasons for valuing certain facilities and features of the Right of Way network. These reasons will be used to further develop the network to encourage its usage and to maintain its importance.

Figure 3 was initially developed as part of ROWIP1, where an assessment of needs was carried out for different users. The table demonstrates what is most important to user groups of the Rights of Way network and sets out the results of the latest public survey and audit.

Figure 3: The most important aspects for the Rights of Way for different users

Rights of Way Users:	Valued facilities / features
Pedestrians	Clearly signed and easily identified
	Seeing changing in seasons, wildlife, fresh air, peace, exercise, walking the dog, close to the water
	Social element of walking in group
	Well maintained and walkable Rights of Way
	Safety from speeding cyclists / e-scooters/ mopeds
	Information about the network to reach key locations/ countryside.
	A better joint network.
Cyclists (Off-riders)	To get away from cars.
	To escape into the open countryside - Freedom.
	Exercise and social exercise.
	Creating more cycling paths away from roads better joint network.
	To have fun - as a group or individually.
Equestrians	Freedom from traffic
	Safety
	Enjoyment of countryside - peace and quiet
	Exercising of horses in a pleasant environment
	Scenery/wildlife
	Challenge posed by riding in countryside - sense of achievement to get back safely
Mobility Groups	Freedom of choice (would ideally walk 20 miles a day, even if can actually only walk 10 yards)
	It is a main hobby and form of enjoyment
	It is of benefit to health
	Access to fishing
	Making more footpaths usable for those with mobility issues - improving surface, gate barriers
Visually impaired groups	Making more usable footpaths by improving surfaces, gates and barriers, signage.
Landowners	Users often report issues / problems - such as if there was a fire

Actions to address the needs of different user groups

Figure 4 below was also developed for ROWIP1 and has been updated with the results from the most recent consultation and audit. It demonstrates how the most important issues to each user type can be addressed by Reading Borough Council (RBC).

Figure 4: Addressing the most important aspects of Rights of Ways for different user groups

User Group	Aspect	The way it is /will be addressed by RBC
Pedestrians	Signage	RBC previously introduced a comprehensive signage programme, however the audit identified cases of missing, insufficient, and damaged signage. RBC to improve and add signage including QR codes. RBC to work with neighbouring authorities to maintain signage standards to a high level.
	Open and well-maintained routes	Review current maintenance regime and improve existing plan so as to carry out the vegetation control and maintenance of paths at the level required to be a well-maintained network. Emphasis will be placed on specific routes identified in the audit as having insufficient maintenance. In addition we will ensure that new developments or fly tipping do not compromise the network.
	Ease of access	Consider improving surface quality for pedestrians where necessary.
	Information about the network	Update the ROWIP website with further information on how to reach key locations /employment using the network and information for those with reduced mobility and/or visual impairment.
	Disjointed Network	Review parts of the network that are disjointed and/or not connected and consider possibilities of adding paths to the network. Demonstrate how the network can be used combined with the quiet walking and cycling network of paths
	Safety	Introduce enforcement regarding illegal use of e-scooter and mopeds. Introduce guidance and education for cycling on paths used by pedestrians.
Cyclists	Ease of access	Consider improving surface quality for cyclists where necessary.
	Signage	RBC previously introduced a comprehensive signage programme, however the audit identified cases of missing, insufficient, and damaged signage. RBC to improve and add signage including QR codes. RBC to work with neighbouring authorities to maintain signage standards to a high level.
	Additional routes	Review options to make additional routes from/to new developments. Consider making routes that are currently only used for walking into shared paths for walking and cycling. Review and consider adding recognised historical paths back onto the network.
Equestrians	Safety	Deliver guidance and education for horse riding on paths used by pedestrians and cyclists.
	Ease of Access	Consider improving surface quality for horses where necessary and appropriate.

User Group	Aspect	The way it is /will be addressed by RBC
	Signage	RBC to work with neighbouring authorities to maintain and improve signage throughout the network.
Mobility Groups	Safety	Delivery of education programs / literature. Work with Thames Valley Police to try and enhance the safety network.
	Surface quality	Consider upgrading the surface quality.
	Width of paths	Consider widening some paths
	Accessibility problems due to gates and barriers	Consider replacing barriers with such that can be used in a easier way by those with mobility problems
	Information	Consider better publicity, provide more relevant information to mobility groups (surface, gradient, steps)
Visually impaired	Safety	Delivery of education programs / literature. Work with Thames Valley Police to try and enhance the safety network.
	Surface quality	Consider upgrading the surface quality
Land Owners	Ease of access	Consider improving surface quality and publicity.
	Byelaws can help	Consider using Byelaws.
	It would be encouraging inappropriate paths could be re-routed. Especially, where the path goes through a yard or near buildings	Consider path usage, and where appropriate make changes.
	Rationalisation	Consider path usage, and where appropriate make changes.

Annex C: The barriers to using the Rights of Way

The public survey in chapter 7.2 highlighted the major barriers the public has from using the Public Rights of Way -see Figure C1. A detailed review of the barriers was undertaken and a number of actions have been identified to address these and are set out in Table C1 below. These actions will form part of the Councils ROWIP action plan.

Figure C1: Barriers to using the network identified as a result of the consultation

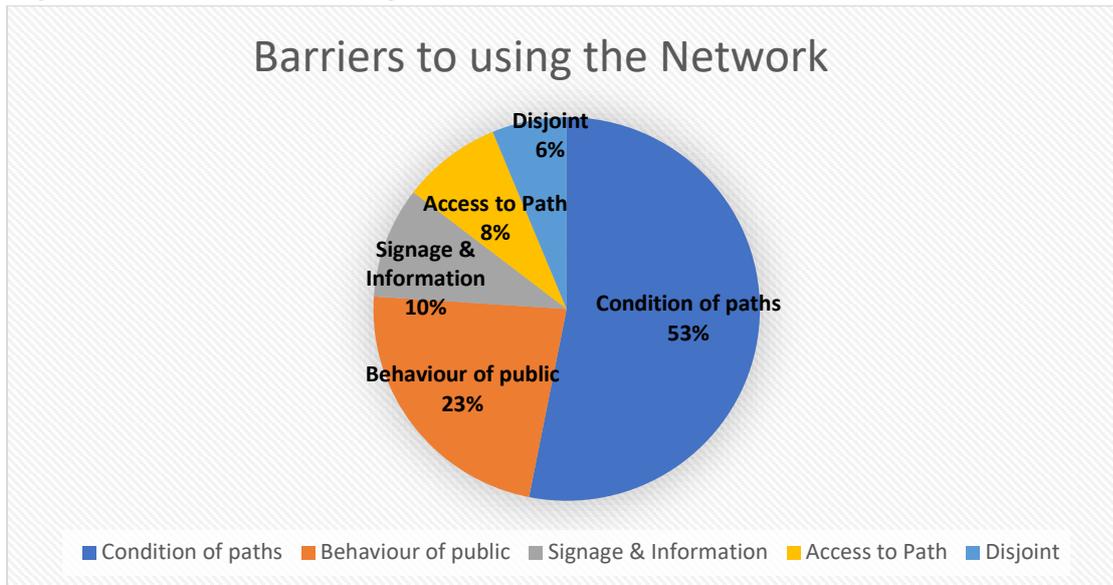


Table C1: Barriers to using the network of the consultation and proposed actions

Barriers Identified	Actions for addressing them
<p>Condition of the paths (53%) Bad condition of many paths and lack of maintenance was the main cause of not using the paths. Examples</p> <ul style="list-style-type: none"> • ground conditions and level of quality of surfaces • Muddy paths with flooding • Holes and uneven paths • Overgrowing vegetation and trees - encroaching nettles and brambles, stinging nettles above head height etc. • Fallen Trees • Paths not clean and too many bins • Lack of proper maintenance for dog fouling • No /poor lighting on path make it too dark for winter months • Lack of public toilets 	<ul style="list-style-type: none"> • Develop a plan to Improving surfaces of paths that become Muddy and unusable when weather is bad and carry out improvements. • A plan to repairing uneven paths with holes • Improving the plan for vegetation control plan identifying the footpaths that require more frequent control and ensuring full coverage. • A plan for keeping the paths clean from rubbish, fallen trees gratify and bins emptied regularly, adding bins • A plan to improve lighting on paths which become too dark.

Barriers Identified	Actions for addressing them
<p>Safety - Behaviour of the public (23%) Public behaviour that deters from using the path due to safety included</p> <ul style="list-style-type: none"> • Inconsiderate cyclists • Unauthorized Motorbikes, quad bikes and e-scooters speeding • inconsiderate dog walkers with dogs off lead • anti-social behaviour from residential boats. • Anti-social behaviour in general • Litter, graffiti and broken glass • Rough sleepers, drinkers, and muggers • Drug dealing and drug use, particularly in the evening • Not feeling safe 	<ul style="list-style-type: none"> • Introduce more police or PCSO patrols to properly enforce <ul style="list-style-type: none"> ◦ Stopping unauthorized motorbikes/quad bikes, e-scooters. ◦ Control of dogs in public places • Information and guidance to cyclists on behaviour when cycling next to pedestrians • Information and guidance for dog owners to be more considerate • More frequent litter picking and removal of graffiti
<p>Signage and information (10%) The public thought</p> <ul style="list-style-type: none"> • Poor signage at some locations - • Poorly publicized information about the routes • Lack of information to increase awareness of the Rights of Way 	<ul style="list-style-type: none"> • Update the signage and add signs and directions were missing with QR codes • Create and distribute Information through RBC website on good routes, access to country, key location on the website • increase awareness the RBC website should be made easy for the public to get information about the PROW • More publication of the path's existence throughout social media
<p>Access to the paths (8%) Access to foot paths can be difficult due to physical barriers that and deters some or all types of users</p> <ul style="list-style-type: none"> • Footpaths are too narrow at some places for walking or cycling • Insufficient space for horse riding on bridleway • Narrow footbridges • Gates - many footpaths are gated (Stiles, Narrow kissing gates, Narrow Gaps, Narrow gates) • Barriers to keep motorcycles from using the paths make life difficult for everyone but are essential to reduce footpath misuse. Barriers - are specifically obstructive for buggies or prams and wheelchairs • Steps and Kerbs • Steep gradients - • Not enough access to footpaths for bikes • Access over bridges can be difficult - cyclists or wheelchairs • In some places, where cattle graze, the paths are across fields and are suitable for walkers only. • Not enough access to footpaths for bikes 	<ul style="list-style-type: none"> • Review option of widening some paths where the width affects their users • Review paths with gates and barriers and consider options of replacing them with barriers that are easier • Consider making more paths suitable for cycling • Widening paths/bridges where possible • Replacing stairs with ramps where possible • Improving surfaces repairing potholes

Barriers Identified	Actions for addressing them
<ul style="list-style-type: none"> • Cycle access over bridges can be difficult • Insufficient space for horse riding on bridleway 	
<p>The network is disjoint (6%)</p> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Demonstrate how the routes can be used in combination with other parts of the transport network • Circular and themed routes could be added to the information store along with means of access (e.g., car parks, bus routes and stops) and, as a general point • access to the countryside for the 4.4 percent of horse riders who responded. • “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. • Make the network better connected by considering adding more paths based on the public suggestions.

Annex D: Assessment of the paths as part of the transport network

The network can be used to travel to employment, shops, education, leisure, as part of connections to other forms of public transport as well as to provide access to greenspace and countryside. Local routes can also be established to help people travel through heavily developed areas.

The area covered by RBC is predominantly urban. It was found in the survey that 98% of respondents used the network for leisure purpose and at weekends with the majority using the paths along the Thames and the Kennet and Avon Canal. These finding suggests that the potential of those leisure routes which lead from the town to the rural hinterland should be investigated and exploited to further encourage leisure use (LAF).

In response to another question within the survey, 30% of respondents identified that they used the network to get to work and a further 6% to travel to school, with a further 13 using PROW for “other” reasons, including travel and access to locations in town as well as health and exercise. This relatively low proportion of non-leisure use may be a reflection of the fact that Rights of Way in the town appear disjointed and without any obvious linkages to shopping centres or centres of employment.

However, using the Public Rights of Way network for walking and cycling to key locations, supported by other quite walking routes and off-road cycling routes will provide a pleasant and sometimes a faster journey to key locations.

The Council has carried out the assessments described in the next sections to understand how this can be done.

- a) Assessing Public Rights of way as part of the walking network
- b) Assessing Public Rights of Way as part of the cycling network
- c) Assessing Public Rights of Way to arrive at key locations

This assessment supports the Councils plan by:

- Identifying the RoW paths that contribute the most to our transport network, specifically those that link into LCWIP Strategic walking routes or LCWIP Strategic or planned cycling paths. These should be focused on for further improvements when funding becomes available.
- Identifying quiet walking routes in Reading and off-road roads paths for cycling which Which can be connected to the PROW network to improve links to key locations.

D1. Assessing Public Rights of way as part of the walking network

The Council has assessed how the Public Rights of Way paths integrate into Reading walking network. The map in Figure D1 and Table D1 below shows how Reading's Public Rights of Way paths integrates with the walking routes within LCWIP2 and the highway, as well as RoW footpaths within West Berkshire and Wokingham.

This assessment will support the Council:

- Identify the RoW routes that contribute the most to our transport network and in particular those that link with our LCWIP *Prestige walking zone*, *Primary walking routes*. These should be focused on for further improvements and applying for funding.
- Identify quiet routes in Reading where RoW footpaths integrate with and compliment the LCWIP - *Local Access footway* and *link Footway*.

The walking routes - are classified according to LCWIP

- **Prestige walking zone** - Very busy areas of towns and cities, with high public space and street scene contribution.
- **Primary walking routes** - Busy urban shopping and business areas, and main pedestrian routes.
- **Secondary walking routes** - medium usage routes through local areas leading into primary routes
- **Local Access Footway** - Linking local access footways through urban areas and busy rural footways
- **Link footways**- Footways associated with low usage, short estate roads to the main roads and cul-de-sacs
- **Rights of way** - Reading path that anyone has the legal right to use on foot.

The map in figure D1 and Table D1 below shows how each of public right of way links into:

- The LCWIP walking network
- *The highway major / minor roads* (sometimes through different foot paths)
- The public rights of way of other local authorities Wokingham and West Berkshire.
- *The quiet walking routes*: Local Access Footway and Link footways
- The priority walking routes -

See also Reading walking map integrated with <https://images.reading.gov.uk/2022/04/RBC-Walking-Map.pdf>

Figure D1: Public Right of way and their links into planned walking routes, highways and other local authorities

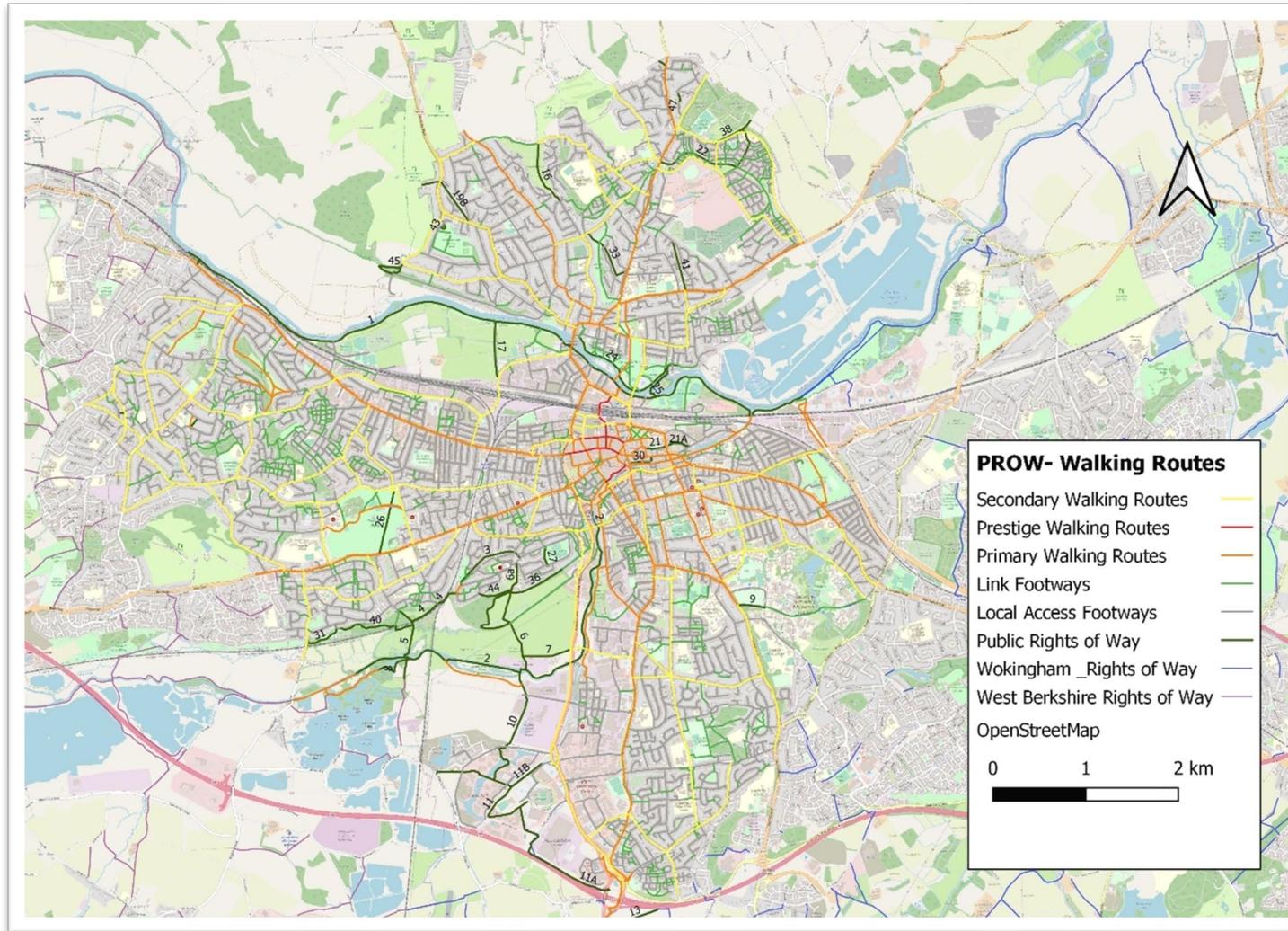


Table D1: Public Right of way and their links into planned walking routes, highways and other local authorities(*Highlighted in green are designated as quite paths*)

Foot Path ID	Links into walking route (type)	Highway major/minor road/ foot Path	Other Local Authorities
1 East	Secondary	B3445	Wokingham (FP02)
1 West	Primary	A4115	West Berkshire (FP13)/South Oxfordshire
1 Bridges	Primary, Secondary	B3445, A4115	Reading Only
2	Secondary	Orbital A329	West Berkshire (FP24)
3	Local Access Footway	Wensley road	Reading Only
4	Local Access Footway	Wensley road	Reading Only
5	Local Access Footway	Circuit lane	Reading Only
6	PROW	FP06-FP6A - Wensley Road	Reading Only
6A	Local Access Footway	Wensley road	Reading Only
7	Secondary	A33	Reading Only
8	PROW	FP08- FP02 - Orbital A329	West Berkshire (FP12)
9	Primary	Shenfield Road	Wokingham (FP06)
10	Local Access Footway	FP10 - Island road; FP10 -FP10-FP06-FP06A - Wensley Road	Reading Only
11	Local Access Footway	FP11-FP10-FP06-FP06a-Wensley Road; FP11-FP11A-A33 M4 interchange	Wokingham (FP27)
11A	Primary	A33_M4 interchange	Wokingham (FP27)
11b	Secondary	FP11B - FP11A- A33 M4 interchange; FP11B - FP10-Wensley road	Wokingham (FP27)
12	Local Access Footway	Mill Roads - FP12-Piggots Road	Reading Only
13	Secondary	M4- Junction 11	Wokingham -(FP18, FP19)
15	PROW	FP15-FP05 -Circuit Lane	West Berkshire (FP23)
16	Secondary, Local Access Footway	Hemdean Road; Gravill Hill	South Oxfordshire
17	Secondary	Richfield Ave;	Reading Only
19A	Secondary	Upper Woodcote road;	South Oxfordshire

Foot Path ID	Links into walking route (type)	Highway major/minor road/ foot Path	Other Local Authorities
19B	Secondary, Local Access Footway	Upper Woodcote Road; Crispin Close;	Reading Only
20	Local Access Footway	The Warren;	South Oxfordshire
21	Primary	Forbury road; Abbey Street;	Reading Only
21A	Primary	Forbury road	Reading Only
22	Primary, Secondary	Peppered Road; Caversham Park Rd;	South Oxfordshire
23	Local Access Footway	Southcote Farm Lane;	Reading Only
24	Primary, Secondary	B3345 Reading Bridge; Promenade Road;	Reading Only
25	Local Access Footway	Heron Island;	Reading Only
26	Primary, Secondary	A4 Bath Road; Tilehurst Road;	Reading Only
27	Local Access Footway	Holybrook Road; St Savours Road;	Reading Only
28	Local Access Footway	Commercial Road;	Reading Only
29	Primary	Oxford Road (A329);	Reading Only
30	Primary, Prestige	Kings Road; Duke Street:	Reading Only
31	Secondary, Local Access Footway	Burghfield Road; Brunel road;	Reading Only
32	Primary, Secondary	FP32-FP33-A33/M4 interchange	Wokingham
33	Primary, Secondary	Peppard Road; Rotherfield Way;	Reading Only
36	PROW	FP36 -FP44 -Wensley Road;	Reading Only
37	Local Access Footway	Gratwicke road; Recreation Road;	Reading Only
38	Secondary	Caversham park road;	South Oxfordshire
39	Primary	Peppard Road North;	South Oxfordshire
40	PROW	Brunel Road;	Reading Only
41	PROW	Henley Road; Chiltern Road;	Reading Only
42	Secondary, Local Access Footway	Filton way; Lower Elmstone Drive;	Reading Only
43	Local Access Footway	Hewett Close; FP43 Hewett Ave;	Reading Only
44	Local Access Footway	Wensley Road;	Reading Only

Foot Path ID	Links into walking route (type)	Highway major/minor road/ foot Path	Other Local Authorities
45	Secondary	Blagrave Lane; Upper Warren Ave;	South Oxfordshire
46	Secondary, Local Access Footway	The Warren;	South Oxfordshire
47	Local Access Footway	Wordsworth Court, Jefferson Close, Russet Glade	Reading Only

D2. Assessing the Public Rights of Way as part of the cycling network

We assessed how the Public Rights of Way paths integrate into Reading's cycling network.

The map in Figure D2 and the Table D2 below show how Reading's RoW footpaths integrate with Reading's branded cycling network, NCN and other link cycle paths.

This assessment of RoWs as part of the cycling network will support the Council:

- Identify the RoWs that contribute the most to our cycling network by linking to the branded cycling routes or NCN in Reading or the planned LCWIP cycle paths. These should be focused on for further improvements and applying for funding.
- Provide information to cyclists on off-road cycle paths using the branded cycle routes combined with cycling on RoW footpath. Rights of way combined with off road cycling routes can provide a safe journey off road.

The Table D2 and Map in Figure D2 demonstrates whether the Public Rights of Way foot paths (in Green) form part of or links into:

- The National Cycling Route (NCN) - 4,5,422
- Reading cycling branded routes network or links into a route R1-R6
- Linking cycle paths - that provide a link to a branded cycle path
- Highway major /minor roads
- The LCWIP2 planned cycling route - classified as strategic, orbital, local and leisure
- The on / off-road cycling routes

The Cycle path routes are highlighted in the maps as

- off road cycle lanes - (full bold line)
- on road cycle lanes (staggered or arrows for one direction).

Figure D2: Public rights of way network integrated with the cycling network

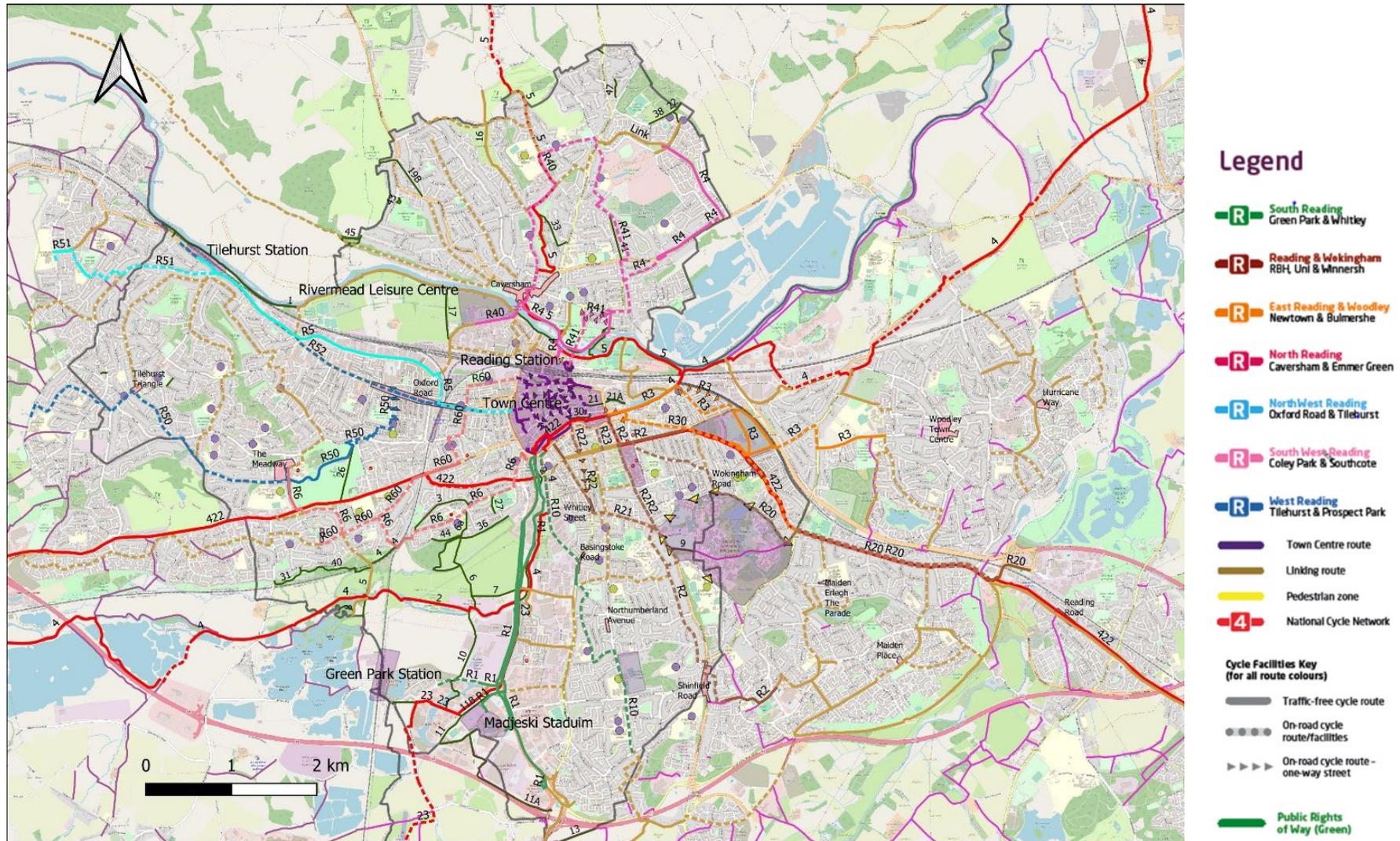


Table D2: Public Right of way and their links into current and planned cycling routes and National Cycling routes national

Foot Path ID	National Cycling Route (NCN)		Reading branded Cycling Route		Links to Highway	LCWIP Planned Cycling Route	
	Part of	Links to	Part of	Links to		Part of	Links to
1 West	No	No	No	Via linking route can reach R5 (Traffic-free cycle route) R52 (On-road cycle route) R40 (Traffic-free cycle route)	A4115; Scours Lane to A329 Oxford Road; Cows lane;	Leisure	Local
1 between bridges	No	NCN 05		R40 (Traffic-free cycle route) R4 (Traffic-free cycle route)	A3345; A4115; Thames Avenue; Brigham Road; DE Montford road; Lynmouth road.	Leisure	Strategic, Orbital
1 East	NCN 05	NCN 04	No	R41 -(On-road cycle route)	A3345; Kings Meadow Road; Kennetside;	Leisure	Strategic
2	NCN 04 (Traffic-free cycle route)	NCN 422 (Traffic free)	R1 (On-road cycle route)	No	Orbital A329; Rose Klin Lane; Barkley Avenue;	Leisure	Strategic, Orbital
3	No	No	No	R6 (On-road cycle route/facilities)	Wensley road		Local

Foot Path ID	National Cycling Route (NCN)		Reading branded Cycling Route		Links to Highway	LCWIP Planned Cycling Route	
	Part of	Links to	Part of	Links to		Part of	Links to
4	No	Via linking route can reach NCN4 (Traffic-free cycle route)	No	Via linking route can reach R6 (Traffic-free cycle route)	Wensley road	Local	Leisure
5	No	NCN4 (Traffic-free cycle route)	No	Via linking route can reach R6 (On-road cycle route) R60 (On-road cycle route)	Circuit Lane;	Local	Leisure
6	No	NCN4 (Traffic-free cycle route)	No	No	FP06-FP6A - Wensley Road;	No	Leisure
6A	No	No	No	R6 (On-road cycle route/facilities)	Wensley road;	Leisure	Local
7	No	Via FP06 links to NCN4 (Traffic-	No	No	A33 - Rose Kiln Lane;	No	Strategic

Foot Path ID	National Cycling Route (NCN)		Reading branded Cycling Route		Links to Highway	LCWIP Planned Cycling Route	
	Part of	Links to	Part of	Links to		Part of	Links to
		free cycle route)					
8	No	Links to NCN4 (Traffic-free cycle route)	No	No	FP08- FP02 - Orbital A329;	No	No
9	No	No	No	R2 (On-road cycle route)	Shenfield Road; Queens Drive;	Orbital	Strategic
10	No	NCN-4 (Traffic-free cycle route)	No	R1 (On-road cycle route)	FP10 - Island Road; FP10 -FP10-FP06-FP06A - Wensley Road	Local	Leisure
11	NCN-23 (Traffic-free cycle route)	No	No	No	FP11-FP10-FP06-FP06a-Wensley Road; FP11-FP11A-A33 M4 interchange	Leisure	Local
11A	No	No	No	No	A33_M4 interchange	No	Strategic
11b	No	NCN-23 (Traffic-free cycle route)	No	R1 (On-road cycle route)	FP11B - FP11A- A33 M4 interchange; FP11B - FP10-Wensley Road	No	Strategic, Local
12	No	No	No	R-4 (Traffic-free cycle route)	Mill Roads - FP12-Piggots Road; Heron Island;	Local	Local

Foot Path ID	National Cycling Route (NCN)		Reading branded Cycling Route		Links to Highway	LCWIP Planned Cycling Route	
	Part of	Links to	Part of	Links to		Part of	Links to
13	No	No	No	No	M4- Junction 11; Basingstoke Road;	No	No
15	No	FP08 -NCN-4 (Traffic-free cycle route)	No	No	FP15-FP05-Circuit Lane	No	No
16	No	Via linking route can reach NCN 05 (Traffic-free cycle route)	Linking cycle route	Via linking route can reach R-40 (On-road cycle route)	Hemdean Road; Gravill Hill;	Strategic	Strategic, Orbital, Local
17	No	Via linking route can reach NCN 05 (Traffic-free cycle route)		Via linking route can reach R-40 (On-road cycle route)	Richfield Ave.; FP01 East - Thames Path	Local	Orbital
19A	No	No	No	No	Upper Woodcote Road;	No	No
19B	No	No	No	Linking Route South Oxfordshire LA	Upper Woodcote Road; Crispin Close;	No	No

Foot Path ID	National Cycling Route (NCN)		Reading branded Cycling Route		Links to Highway	LCWIP Planned Cycling Route	
	Part of	Links to	Part of	Links to		Part of	Links to
20	No	No	Linking cycle Route South Oxfordshire LA		The Warren;	No	No
21	No	No		Town centre Route on-road cycle route - one-way street	Forbury road; Abbey Street;	No	Orbital
21A	No	No	No	No	Forbury road; Gas Works Road	No	Local, Orbital
22	No	No	No	A linking route to R-40 (On-road cycle route) R-4 (Traffic-free cycle route)	Peppered Road; Northbrook Road; Caversham Park Rd;	Orbital	Strategic
23	No	No	R-6 (Traffic-free cycle route)	No	Southcote Farm Lane;	Local	No
24	NCN 05 (Traffic-free cycle route)	No	R-4 (Traffic-free cycle route)	R-40 (On-road cycle route)	B3345 Reading Bridge; Promenade Road; FP25;	Leisure	Strategic, Local
25	No	NCN 05 (Traffic-free cycle route)	R-41 (Traffic-free cycle route)	No	Heron Island; Mill Green; FP01 East, FP24	Local	Leisure
26	No	NCN-422(Traffic-free cycle route)	No	R-50 (On-road cycle route)	A4 Bath Road; Tilehurst Road;	No	Strategic, Orbital, Leisure

Foot Path ID	National Cycling Route (NCN)		Reading branded Cycling Route		Links to Highway	LCWIP Planned Cycling Route	
	Part of	Links to	Part of	Links to		Part of	Links to
27	No	No	No	R-6 (On-road cycle route)	Holybrook Road; St Savours Road;	No	Local
28	No	NCN-23 (Traffic-free cycle route)	No	Via link cycle path R-1 - (Traffic-free cycle route)	Commercial Road; Manor Farm Road	No	Strategic both sides
29	No	No	No	R-52 (On-road cycle route) R-5 (On-road cycle route)	Oxford Road (A329);	No	Strategic & Bridge
30	No	No	No	Town centre Route on-road cycle route - one-way street Duke Street	Kings Road; Duke Street:	No	Town Centre, Leisure
31	No	No	No	No	Burghfield Road; Brunel Road;	No	Local
32	No	No	No	Via Linking Cycle route to R-1 - (Traffic-free cycle route)	FP32- FP33(Wokingham) - A33/M4 interchange	No	Strategic
33	NCN-05 (Traffic-free and On-road cycle routes)	No	No	R-40 (Traffic-free and On-road cycle routes)	Peppard Road; Rotherfield Way;	No	Strategic, Orbital

Foot Path ID	National Cycling Route (NCN)		Reading branded Cycling Route		Links to Highway	LCWIP Planned Cycling Route	
	Part of	Links to	Part of	Links to		Part of	Links to
36	No	No	No	No	FP36 -FP44 -Wensley Road;	No	Leisure
37	No	No	No	No	Gratwicke road; Recreation Road;	No	No
38	No	No	No	Via FP 22 R-4 Traffic-free cycle route)	Caversham Park road;	No	No
39	No	No	No	No	Peppard Road North; Chalk House Green	No	Strategic
40	No	Via linking route can reach NCN4 (Traffic-free cycle route)	No	Via FP05 can reach R60 (On-road cycle route) Via FP04 can reach R6 (On-road cycle route)	Brunel Road;	No	Local
41	No	No	No	R-41 (On-road cycle routes)	Henley Road; Chiltern Road;	No	Local
42	No	No	No	No	Filton way; Lower Elmstone Drive;	No	Local
43	No	No	No	No	Hewett Close; FP43 Hewett Ave;	No	No
44	No	No	No	Via FP6a	Wensley Road;	No	No

Foot Path ID	National Cycling Route (NCN)		Reading branded Cycling Route		Links to Highway	LCWIP Planned Cycling Route	
	Part of	Links to	Part of	Links to		Part of	Links to
				R-6 (On-road cycle route)			
45	No	No	No	Linking cycle route South Oxfordshire LA	Blagrave Lane; Upper Warren Ave;	No	No
46	No	No	No	Linking cycle route South Oxfordshire LA	The Warren;	No	Local
47	No	No	No	No	Wordsworth Court, Jefferson Close, Russet Glade	No	No

D3: Assessing Public Rights of Way to arrive at key locations

The Rights of Way can be used to walk/cycle to reach directly to key locations such as employment, education, railway stations, local centres and arrive or be part of the countryside.

The maps at Figures D3.1 and D3.2 and the Table D3 shows how the public Rights of Way footpaths can be used for the walking (D3.1) or cycling (D3.2) to key locations in Reading and the countryside or green space. The key location links include

- Education - primary/secondary/college
- Local centres
- Major employment - business park, university, and the hospital
- Bus stops
- Car parks
- The Country side or green areas - parks

This assessment can be used in the future to:

- Understand which rights of way are the most important part of the transport network as they form part of a route to a key location. These should be focused on for further improvements and applying for funding.
- provide information to the public on how best people can use the Public Rights of Way to arrive to key locations in Reading to work to school and countryside.

Figure D3.1: public right of way network to walk to key locations

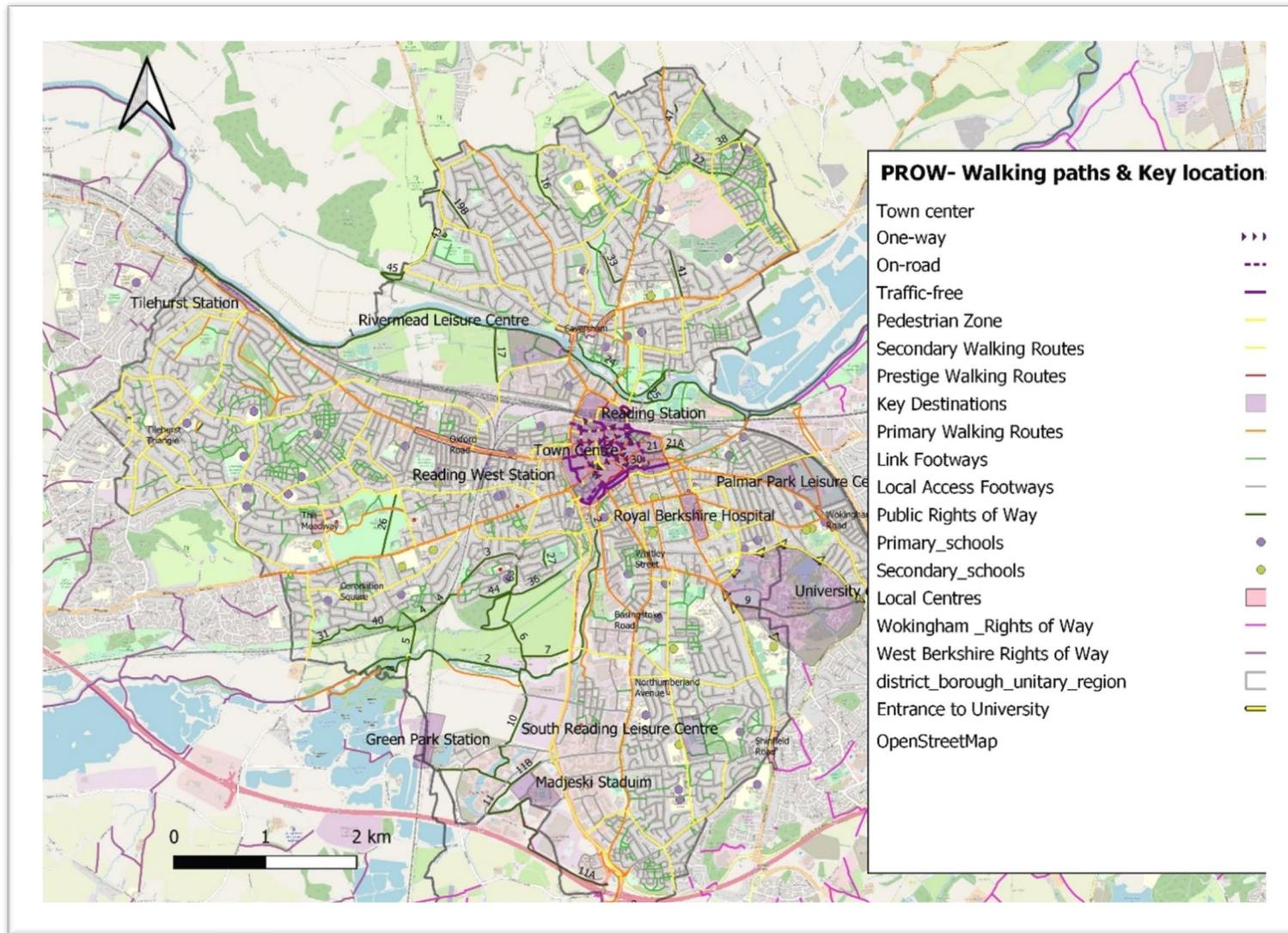


Figure D3.2: Public rights of way network to cycle to key locations

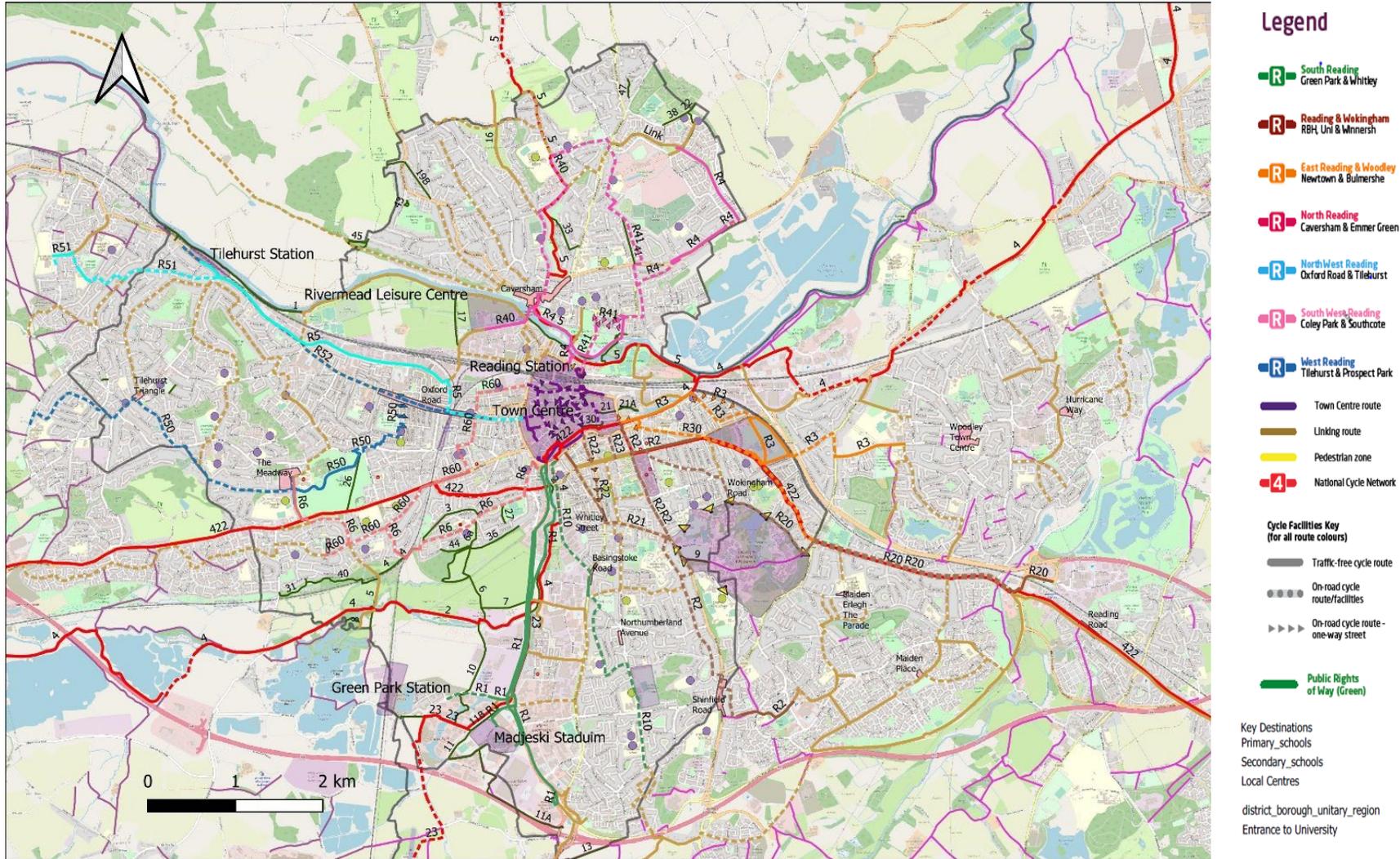


Table D3: Public Rights of way can be used for to key location - (short walk/cycle or linking directly)

FP	Education	Local Centre - shopping/com munity	Major Employm ent	Railway Stations	Bus Stops	Public Car Parks / Parking for access	Countryside/ parks
1 West	Via FP29 West Wood Farm Infant &n Junior (West Berkshire) Brooks field Special School	River Mead Leisure Centre Caversham Local Centre Reading Rowing Club	River Mead Leisure Centre Waitrose,	Tilehurst Station		Tilehurst Station Car Park - Tilehurst APCOA Thameside Promenade Car Park	Thames Path Arthur Newbury Park
1Bet between the bridg es	EP Collier Primary Thameside Primary	Reading Town Centre Caversham Local Centre	Thames Water, Lido. Reading Station, Retail Park TGI Fridays Caversham Centre shops Forbury Retail park	Reading Station		Reading Station Car Park. Hills Meadow Car Park Thameside Promenade Car Park	Thames Path Christchurch Meadows
1 East	New Town Primary St Johns CE Primary	Tesco Super Store	Thames Valley Business Park	Reading Station		Hills Meadow Car Park Thames Valley Park & Drive	Thames Path Kings Meadow Thames Valley Park Thames & Kennet Marina
2	Katesgrove Primary. Coley Primary;	Basingstoke Road Local centre	Brunel Retail Park	Via FP10, FP11 to Green Park Station		Local street parking	Along River Kennet Waterloo Meadows

FP	Education	Local Centre - shopping/community	Major Employment	Railway Stations	Bus Stops	Public Car Parks / Parking for access	Countryside/ parks
	The Palmar Academy. Reading Girls School	Reading Trade Centre Aldi/Morison					Fobney island Waterland nature reserve
3	St Mary's All Saints CE Primary	Coley Shops Wensley Local centre	Berkshire Independent Hospital	Reading West Station	11 bronze	Local street parking	Coley Recreation Ground Courage Park
4	Southcote Primary St Mary's All Saints CE Primary Blessed Hugh Farrington School The Wren	Coronation Square centre	None	None	11 bronze 26 yellow 86 87 90	Local street parking Southcote	Cross a park Holy Brook
5	Southcote Primary St Mary's All Saints CE Primary Blessed Hugh Farrington School The Wren	Coronation Square centre	None	None	26 yellow 86 87 90	Local street parking Southcote	Holey Brook Kennet River
6	St Mary's All Saints CE Primary	Wensley Local centre Kennet Island	Circle Reading Hospital Kennet Island	None	11 bronze	Local street parking Coley	Holey Brook, Kennet River, Little Fobney Meadow
6A	St Mary's All Saints CE Primary	Wensley Local centre	None	None	11 bronze	Local street parking Coley	Yes via FP06

FP	Education	Local Centre - shopping/com munity	Major Employment	Railway Stations	Bus Stops	Public Car Parks / Parking for access	Countryside/ parks
7	Reading Girls School The Palmar Academy	Northumberland Avenue Centre Kennet Island	Circle Reading Hospital Kennet Island Brunel Retail Park	None	None	Local street parking Coley	River Kennet Fobney Island Waterland
8	None	None	None	None	None	Local street parking Southcote	River Kennet
9	University of Reading Leighton Park School Redlands Primary St Josephs College The Abby Junior School	Wokingham shopping Centre Palmar Park leisure centre Shinfield road Centre Basingstoke Road Centre	University of Reading Royal Berkshire Hospital	Early Station	<div style="background-color: #800040; color: white; padding: 5px; text-align: center;">21 claret</div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <div style="background-color: #FFD700; padding: 2px 10px;">3 leopard</div> <div style="background-color: #FFD700; padding: 2px 10px;">8 leopard</div> </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <div style="background-color: #FFD700; padding: 2px 10px;">9 leopard</div> <div style="background-color: #333; color: white; padding: 2px 10px;">81</div> </div>	SpotsPark St. Patricks Car Park	Across the University Palmar Park
10	Whitley Park Primary	Madjeski Stadium. South Reading Leisure Centre	Green Park Business Park Madjeski Stadium.	Green Park Station	<div style="background-color: #006400; color: white; padding: 5px; text-align: center;">50 greenwave</div>	Car Park Football Stadium	Lead to Fobney Island Nature Reserve/ River Kennet

FP	Education	Local Centre - shopping/community	Major Employment	Railway Stations	Bus Stops	Public Car Parks / Parking for access	Countryside/ parks
		Kennet Island	Kennet Island South Reading Leisure Centre				
11	Christ The King Catholic Primary Geoffroy Field Infant School	Reading Gate Retail Park Madjeski stadium Costco	Madjeski Stadium. Green Park business park Reading Gate Retail Park Costco	Green Park Station	50 greenwave	Car Park Football Stadium Reading Gate Retail Park	Via FP10
11a	None	Reading Gate Retail Park Madjeski stadium	Green Park Business Park Tesco Distribution Centre Reading International Business Park	Green Park Station	50 greenwave	Car Park Football Stadium	Via FP10
11b	Christ The King Catholic Primary Geoffroy Field Infant School	Reading Gate Retail Park Madjeski stadium	Reading Gate Retail Park	Green Park Station	50 greenwave	Car Park Football Stadium	South Whitley Park

FP	Education	Local Centre - shopping/community	Major Employment	Railway Stations	Bus Stops	Public Car Parks / Parking for access	Countryside/ parks											
		Kennet Island Cotco	Madjeski staduim Green Park business park Kennet Island															
12	St Anns Catholic Primary School & Thameside Primary School	Tesco Extra Town Centre Caversham centre	Town Centre shops	Reading Station	<table border="1"> <tr> <td>23 berry</td> <td>25 pink</td> </tr> <tr> <td>29 little berries</td> <td>82</td> </tr> <tr> <td>83</td> <td>84</td> </tr> </table>	23 berry	25 pink	29 little berries	82	83	84	Hills Meadow Car Park	River Thames, Hills Meadow, Christchurch Meadow Via FP25 - Kings Meadow					
23 berry	25 pink																	
29 little berries	82																	
83	84																	
13	Alder Grove Church of England Primary (Wokingham)	Reading Gate Retail Park Madjeski staduim	Tesco Distribution Centre Reading International Business Park		<p><u>Intercity buses</u></p> <table border="1"> <tr> <td>041</td> <td>045</td> </tr> <tr> <td>401</td> <td>504</td> </tr> <tr> <td>N45</td> <td>National Express 403</td> </tr> <tr> <td colspan="2">National Express 508</td> </tr> <tr> <td>600</td> <td>FlixBus</td> <td>H3</td> </tr> </table>	041	045	401	504	N45	National Express 403	National Express 508		600	FlixBus	H3	Mere oak Car Park - park and ride	South Whitley Park
041	045																	
401	504																	
N45	National Express 403																	
National Express 508																		
600	FlixBus	H3																
15	None	None	None	None	None	None	River Kennet Via FP02- Fobney island Waterland nature reserve											
16	Highdown Secondary School and Sixth Form	Emmer Green Youth & Community Centre	None	None	<table border="1"> <tr> <td>22 pink</td> <td>81</td> </tr> </table>	22 pink	81	On Street Parking	Bugs Bottom Reading Golf Club									
22 pink	81																	

FP	Education	Local Centre - shopping/community	Major Employment	Railway Stations	Bus Stops	Public Car Parks / Parking for access	Countryside/ parks								
	Emmer Green Primary														
17	Civitas Academy E P Collier Primary Oxford Road Community School Wilson Primary	Rivermead Leisure Centre Reading Town Centre Oxford Road Community Centre Caversham Centre Caversham Centre	Rivermead Leisure Centre Shopping centres - Reading Centre/Caversham Centre	Reading West Station	42 Buzz	River Mead Leisure Complex Thameside Promenade Car Park	Thames Path Rivermead Park								
19A	The Hights Primary School	Caversham Health and Goth Club	Local shops	None	<table border="1"> <tr> <td>145C</td> <td>146</td> </tr> <tr> <td>X39 River Rapids</td> <td>X40 River Rapids</td> </tr> </table>	145C	146	X39 River Rapids	X40 River Rapids	Local street parking	Caversham Health and Goth Club				
145C	146														
X39 River Rapids	X40 River Rapids														
19B	The Hights Primary School	Caversham Health and Goth Club	Local shops	None	<table border="1"> <tr> <td>145C</td> <td>146</td> </tr> <tr> <td>X39 River Rapids</td> <td>X40 River Rapids</td> </tr> </table>	145C	146	X39 River Rapids	X40 River Rapids	Local street parking	Caversham Health and Goth Club				
145C	146														
X39 River Rapids	X40 River Rapids														
20	The Hights Primary School	None	None	None	<table border="1"> <tr> <td>22 pink</td> <td>81</td> </tr> <tr> <td>82</td> <td>146</td> </tr> <tr> <td>X39 River Rapids</td> <td>X40 River Rapids</td> </tr> </table>	22 pink	81	82	146	X39 River Rapids	X40 River Rapids	Local street parking	Chazey wood Mapledurham playing fields		
22 pink	81														
82	146														
X39 River Rapids	X40 River Rapids														
21	Reading College St Johns CE Primary	Reading centre Reading Museum Reading Library	Oracle. Offices on Kings Road, Forbury retail park		<table border="1"> <tr> <td>13 orange</td> <td>14 orange</td> </tr> <tr> <td>127</td> <td>128</td> </tr> <tr> <td>129</td> <td>702</td> </tr> <tr> <td>850</td> <td></td> </tr> </table>	13 orange	14 orange	127	128	129	702	850		Queen's Road Car Park & Riverside Car Park	River Kennet
13 orange	14 orange														
127	128														
129	702														
850															

FP	Education	Local Centre - shopping/com munity	Major Employment	Railway Stations	Bus Stops	Public Car Parks / Parking for access	Countryside/ parks														
21a	Reading College St Johns CE Primary	Reading centre	Oracle. Offices on Kings Road, Forbury retail park		<table border="1"> <tr><td>13 orange</td><td>14 orange</td></tr> <tr><td>127</td><td>128</td></tr> <tr><td>129</td><td>702</td></tr> <tr><td>850</td><td></td></tr> </table>	13 orange	14 orange	127	128	129	702	850		Queen's Road Car Park & Riverside Car Park	River Kennet						
13 orange	14 orange																				
127	128																				
129	702																				
850																					
22	Highdown Secondary School and Sixth Form. Emmer Green Primary School & The Hill Primary School Caversham Park primary St Martins Catholic Primary Micklands Pramary	Milestone Way Shops Milestone centre Caversham Park Village	Milestone Way Shops	None	<table border="1"> <tr><td>25 pink</td><td>82</td><td>84</td></tr> <tr><td>145C</td><td></td><td></td></tr> <tr><td>24 berry</td><td></td><td></td></tr> <tr><td>83</td><td></td><td></td></tr> </table>	25 pink	82	84	145C			24 berry			83			Milestone Way Shops Local Street Parking	Milestone Way play area Blackhouse Wood Clayfield Copse Emmer green recreation ground		
25 pink	82	84																			
145C																					
24 berry																					
83																					
24	St Anns Catholic Primary School & Thameside Primary School	Reading University Boat Club Caversham Centre Shops	Caversham Centre Shops Waitrose	Reading Station	<table border="1"> <tr><td>23 berry</td><td>25 pink</td></tr> <tr><td>29 little berries</td><td>82</td></tr> <tr><td>83</td><td>84</td></tr> <tr><td>22 pink</td><td>23 berry</td></tr> <tr><td>27 little berries</td><td>81</td></tr> <tr><td>800</td><td>X39 River Rapids</td></tr> <tr><td>X40 River Rapids</td><td></td></tr> </table>	23 berry	25 pink	29 little berries	82	83	84	22 pink	23 berry	27 little berries	81	800	X39 River Rapids	X40 River Rapids		Hills Meadow Car Park	Thames River Christchurch Meadows Frys Island
23 berry	25 pink																				
29 little berries	82																				
83	84																				
22 pink	23 berry																				
27 little berries	81																				
800	X39 River Rapids																				
X40 River Rapids																					
25	Via FP24 Thameside Primary School	Forbury Retail Park	Tesco Extra Forbury Retail Park	Reading Station	<table border="1"> <tr><td>23 berry</td><td>25 pink</td></tr> <tr><td>29 little berries</td><td>82</td></tr> <tr><td>83</td><td>84</td></tr> </table>	23 berry	25 pink	29 little berries	82	83	84	Hills Meadow Car Park	Hills Meadow View Island Kings Meadow Debohun Island Thames River								
23 berry	25 pink																				
29 little berries	82																				
83	84																				

FP	Education	Local Centre - shopping/community	Major Employment	Railway Stations	Bus Stops	Public Car Parks / Parking for access	Countryside/ parks
26	Blessed Hugh Farringdon Catholic School Prospect School Battle Academy Wilson Primary	Medway Sports Centre The Meadway centre	Asda Tilehurst Super store Prospect Park Hospital	None	<div style="display: flex; flex-wrap: wrap; gap: 5px;"> <div style="background-color: #000080; color: white; padding: 2px;">33 royal blue</div> <div style="background-color: #000000; color: white; padding: 2px;">1 jetblack</div> <div style="background-color: #008000; color: white; padding: 2px;">2 lime</div> <div style="background-color: #008000; color: white; padding: 2px;">2a lime</div> </div>	Prospect Park Car Park	Across Prospect Park
27	St Mary's All Saints CE Primary Coley Primary	Wensley Local centre	Berkshire Independent Hospital	Reading West Station	<div style="display: flex; flex-wrap: wrap; gap: 5px;"> <div style="background-color: #8B4513; color: white; padding: 2px;">11 bronze</div> </div>	Local street parking	Across a park Coley recreation ground
29	West Wood Farm Infant & Junior (West Berkshire) Brooks field Special School	Kenwood Hill shops Overdown Road Shops	None	Tilehurst Station	<div style="display: flex; flex-wrap: wrap; gap: 5px;"> <div style="background-color: #000000; color: white; padding: 2px;">89</div> <div style="background-color: #000080; color: white; padding: 2px;">143</div> <div style="background-color: #000080; color: white; padding: 2px;">BB3</div> </div>	Local street parking	Thames Path and River
30	Kendrick School University of Reading London Campus	Reading Town Centre Reading Museum Reading main Library	Oracle. Offices on Kings Road, Forbury retail park	Reading Station	<div style="display: flex; flex-wrap: wrap; gap: 5px;"> <div style="background-color: #8B4513; color: white; padding: 2px;">4 lion</div> <div style="background-color: #483D8B; color: white; padding: 2px;">17 Purple</div> <div style="background-color: #8B4513; color: white; padding: 2px;">X4 lion</div> <div style="background-color: #FFD700; color: white; padding: 2px;">3 leopard</div> <div style="background-color: #FFD700; color: white; padding: 2px;">8 leopard</div> <div style="background-color: #FFD700; color: white; padding: 2px;">9 leopard</div> <div style="background-color: #FF4500; color: white; padding: 2px;">19a little oranges</div> <div style="background-color: #FF4500; color: white; padding: 2px;">19b little oranges</div> <div style="background-color: #FF4500; color: white; padding: 2px;">19c little oranges</div> <div style="background-color: #008000; color: white; padding: 2px;">42 Buzz</div> </div>	Queen's Road Car Park & Riverside Car Park	River Kennet in town Centre
31	Manor Primary	Coronation square Centre	Coronation square shops	None	<div style="display: flex; flex-wrap: wrap; gap: 5px;"> <div style="background-color: #FFD700; color: black; padding: 2px;">26 yellow</div> <div style="background-color: #000000; color: white; padding: 2px;">86</div> <div style="background-color: #000000; color: white; padding: 2px;">87</div> <div style="background-color: #000000; color: white; padding: 2px;">90</div> </div>	Local street parking Southcote Linear Car Park	Across Southcote Linear Park Along the Holy brook

FP	Education	Local Centre - shopping/community	Major Employment	Railway Stations	Bus Stops	Public Car Parks / Parking for access	Countryside/ parks
33	Highdown Secondary School and Sixth Form Caversham Primary School Queen Anne's School Hemdean House School	Caversham Local centre	Caversham Local centre shops	None	24 berry 25 pink 82	On Street Parking	Cuts through Balmore Park
36	St Mary's All Saints CE Primary	Reading Link Retail Park Coley Park Community Centre	Berkshire Independent Hospital	None	11 bronze	On Street Parking Coley	Along Holy Brook Coley Recreation ground
37	Park Lane Primary (infant)	Tilehurst Triangle centre	Tilehurst Triangle shops	None	17 Purple 85	The Triangle Car Park	Blagrove recreation ground - in parallel
38	Caversham Park primary St Martins Catholic Primary	Milestone centre Caversham Park Village	Milestone centre shops	None	23 berry 83	On Street Parking	Blackhouse Wood Clayfield Copse Caversham Park pond
39	None	Palmer's Riding Stables	None	None	25 pink 84 82 83 145C	On Street Parking/ Stables	Chalkhouse Green Lane (South Oxfordshire)
40	Manor Primary	Coronation square centre	Coronation square shops	None	26 yellow 87 86 90	Local street parking Southcote Linear Park Car Park	Across Southcote Linear Park Along the Holy brook

FP	Education	Local Centre - shopping/community	Major Employment	Railway Stations	Bus Stops	Public Car Parks / Parking for access	Countryside/ parks
41	The Hill Primary Micklands Primary St Annes Catholic Primary	Caversham Centre	Henley Road Cemetery & Reading Crematorium Caversham Centre shops	None	24 berry 84 145C	Local street parking	Close to Caversham Park
42	Park Lane Primary	Tilehurst Triangle	Tilehurst Triangle shops	None	15a sky blue 33 royal blue	Local street parking	None
43	The Hights Primary School	Caversham Heath Golf Course	Local shops	None	145C 146 X39 River Rapids X40 River Rapids	Local street parking	Mapledurham playing fields Caversham Heath Golf Course
44	St Mary's All Saints CE Primary	Coley Park Allotments	Wensley Local centre	None	11 bronze	Local street parking	Holly Brook
45	The Hights Primary School	None	None	None	22 pink 81 82 146 X39 River Rapids X40 River Rapids	Local street parking	Chazey wood
46	The Hights Primary School	None	None	None	22 pink 81 82 146 X39 River Rapids X40 River Rapids	Local street parking	Chazey wood
47	Caversham Park primary St Martins Catholic Primary	None	None	None	23 berry 25 pink 82 83 84	Local street parking	Close to Clay Field Copse

Annex E: Opportunities to extend the network.

E1: Joint and disjoint paths

There was a concern in the public survey that the network was disjointed. As part of the assessment, the Council identified 5 major well joined routes made up from the public rights of way in our network and identified their major purposes (e.g. arrival at key location or to the countryside). The joint paths can be publicised as walking routes for leisure. We also identified the disjointed paths and examined their purpose to consider whether they should be extended or replaced by another.

The major joined paths which create a nice walking route in the network can be seen in the Table E1.1 below with the major purpose they can satisfy. The Disjointed paths are described in Table E1.2 with their major purpose.

E2: Adding paths to the Rights of Way network

The consultation survey identified additional useful paths that could be added to the rights of way network to improve linkage, some due to historical right or some that would be beneficial to achieve a more continuous network. An initial assessment was carried out and the Council has included those that have some potential in Table E2 followed by with the relevant maps showing their location.

In the public Survey the Caversham Park site was identified as having some historical paths used frequently by the public, prior to its previous closure.. The Caversham Park site is currently being developed and the council is working with the developer to make some paths identified by the public as historical and/or permissible routes.

E3: Funding Sources

Improving the Rights of Way Network will contribute to a a number of the Councils key priorities and objectives, including, but not limited to environment, health, lifestyle and leisure, culture and diversity, active travel and economic regeneration. Therefore, future-funding sources should be diverse, and must be dealt with by cross-partnerships.

Both capital and revenue funding will be required to put the improvements into practice and to ensure long-term maintenance. At this stage, potential funding sources are:

Local Transport Plan

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

LCWIP

Funding from LCWIP will be made available, where Rights of Way improvements contribute to the existing the strategic walking and cycling network.

Section 106 Agreements

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

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

Community Infrastructure Levy (CIL)

The Council currently secures infrastructure contributions from developers in two ways. Firstly, it agrees legal agreements under Section 106 of the Town and Country Planning Act 1990 (Section 106 agreements, as above) as part of planning permissions which can include both financial and non-financial obligations. Secondly it charges the Community Infrastructure Levy (CIL), which is a levy charged on development depending on the amount of floorspace and use.

CIL Funds are split between strategic developments and neighbourhood projects, with 15% of CIL raised spent within the neighbourhood in which development takes place. The Council, through consultation determines local CIL projects that deliver benefits to the local community.

Further consideration should be given in terms of the use of CIL funding to unlock the potential of the PROW across the borough, and in particular when connecting new business and residential developments to key locations.

Funding sources linked by compatible agendas and partnerships

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

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

Table E1.1: The Joint Public Right of Way creating the major routes to reach key locations

Routes foot paths	Purpose of the Path							
	Route and links	Countryside access	Leisure /circular	Tourism	Commercial	Employment	Local Authority	Car Parks close
29,17 and 1	Major leisure route along the River Thames that links to primary walking routes Links West Berkshire - Reading- Wokingham Part of NCN 05 – national cycle path	Thames Promenade Kings Meadows Thames Valley Park Thames & Kennet Marina	Rivermead Leisure Centre Thames & Kennet Marina	Thames Promenade Thames & Kennet Marina	Shops Reading Town Centre Caversham Local Centre Caversham/ Reading Bridge offices hotels	Thames Business Park	Wokingham and West Berkshire	Reading Station Car Park. Hills Meadow Car Park Thameside Promenade Car Park Thames Valley Park & Drive Park
24,12 and 25	Major leisure route by the Thames that links into Foot Path 1 – Thames’s path promenade NCN 05 – national cycle path	Thames Promenade	Rivermead Leisure Centre Thames & Kennet Marina NCN-05 – national cycle path	Thames Promenade Thames & Kennet Marina Swan sanctuary FP24 NCN-05national cycle path	Shops Reading Town Centre Caversham Local Centre Caversham Bridge offices Reading Bridge offices	Thames valley Business Park	Wokingham	Hills Meadow Car Park Thameside Promenade Car Thames Valley Park & Drive Park
08 and 02	Continuing from West Berkshire Footpaths to Reading Town centre NCN04 cycle path	Along the River Kennet	Island Waterland Nature reserve Waterloo Meadows NCN04 cycle path	Island Waterland Nature reserve NCN04 cycle path	Reading Town Centre	Reading Town Centre	FP08 joining to West Berkshire FP	Local street parking
31,40,4,5 and 2	Southcote to Reading town centre	Holybrook and River Kennet	Island Waterland Nature reserve Waterloo Meadows	Island Waterland Nature reserve	Reading Town Centre	Reading Town Centre	West Berkshire	Local street parking
44,36,6A,06 and 2	Coley Park - Reading town Centre	Along the Holy brook and later River Kennet	Walk along the canal and river	Country River walk	Town Centre- shops via Rose Kiln Lane	Reading Town Centre	West Berkshire	Local street parking

Routes foot paths	Purpose of the Path							
	Route and links	Countryside access	Leisure /circular	Tourism	Commercial	Employment	Local Authority	Car Parks close
30,21 and 21A	Town centre walk links into primary walking routes	Partly along the River Kennet	The Abby Historical site	The Abby Historical site	Reading Town Centre	Reading Town Centre	Reading town only	Queen's Road Car Park & Riverside Car Park
44,36,6A,06,10,11 and 11A	Coley walk to Green Park	Across Holybrook /along Kennet	Country walk	Country River walk	Green Park business park Reading Gate Retail Park International Business Park	Green Park International Business Park	Wokingham	Local street parking Football Stadium
31,40,5,2,10,11 and 11A	Southcote walk to Green Park	Along Holybrook Across the River Kennet	Country walk	Country River walk	Green Park business park Reading Gate Retail Park International Business Park	Green Park International Business Park	West Berkshire Wokingham	Local Street Parking Car Park Football Stadium
20 and 45	Bridleway continuing into Chiltern Hills	Bridleway	Horse riding	Horse riding	None	None	South Oxfordshire	Local street parking

Table E1.2: The disjoint footpaths and their major purpose

Dis Joint foot paths	Major purpose
FP47	Access via footway and private residential street, linking Russet Glade to Kiln Road in Caversham
FP 16	Link to Bridleway in South Oxfordshire
FP 39	Links to foot path that continues into Palmers Riding Stables South Oxfordshire
FP46	Links the Warren to Upper Warren Avenue.
FP26	Cuts through Prospect Park part of a cycling path linking Bath-road to Tilehurst Road
FP37	Links Gratwicke road and Recreation Road — runs in parallel to the path in Blagrave Recreation ground park – may path in park
FP42	Access via footway and private residential street, linking Russet Glade to Kiln Road.

Table E2: The List of suggested additions to the Public Rights of way

The below is a list of comments received by the Council during its initial consultation on the Rights of Way Improvement Plan. Within the main improvement plan the Council has identified actions to consider where appropriate additions to the Rights of Way network could be made.

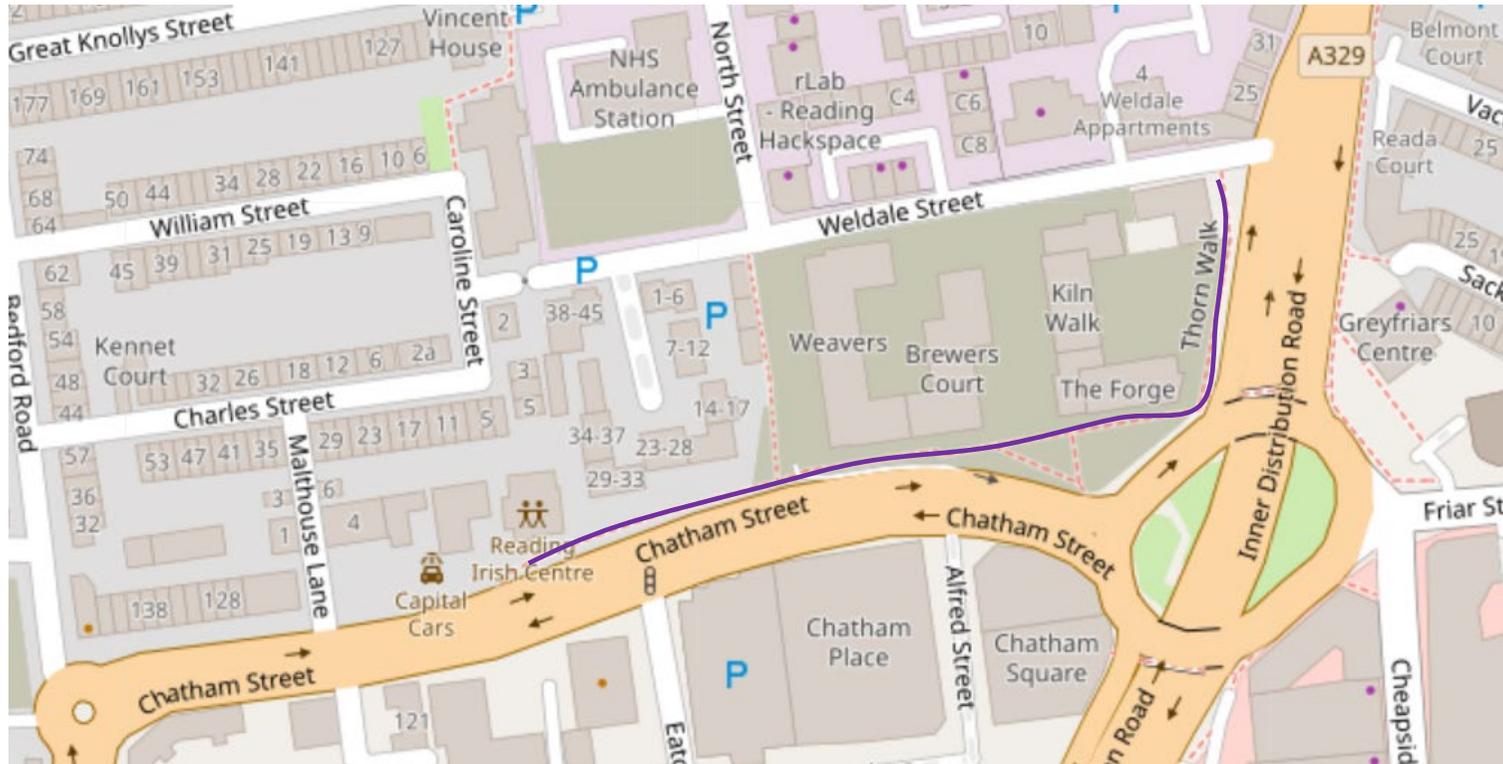
Case ID	Name	Consultee comments	Maps in Appendix D3	Sender
Case 1	Thorn Walk considered ring development	<p>I believe this is officially adopted by RBC as the roadside sign has an RBC emblem on it. This is the safe route to take between the Irish Club and the Chatham St IDR roundabout. The route does go around the side of the building because there was a sign on the wall of the former building (currently being re-developed). The route from Weldale St is a popular one for home going bus drivers cutting across from Great Knollys St via North Street.</p> <p>Please see the link: https://www.openstreetmap.org/#map=18/51.45685/-0.97897</p> <p>The route is marked with redlines and allows safe and convenient access and links with Weldale St. Development work partially blocks part of it currently. When I attended a consultation on the development of the former Wickes site, I was told that consideration would be made for the public right of way but I hope this is not forgotten as the redevelopment continues.</p>	Map Case1 - purple line	Public
Case 2	Extension of FP36 to Create circular route	<p>Extension of FP36 behind the Reading Link Retail Park on the south side of the Holy Brook. Here is an opportunity to extend the formal rights of way network to offer circular routes (using Admiral's Court and St Saviour's Road) which could be added to "walks in Reading" information as I urged in my submission. It is clear that usage of this link behind the retail park is recognised by the good condition of the gate at the western end (which carries a way mark westwards onto FP36) and by the footbridge into Admiral's Court or the open access to the Matalan car park both of which give easy access to Rose Kiln Lane.</p> <p>Walking FP36 on 3 August I met three other users in the space of 30 minutes one of whom told me she made frequent use of the route to walk her dog. This suggests that it is popular and certainly it is a most attractive path with abundant wildlife. The "retail park link" enables walkers to avoid having to turn back and retrace their steps.</p> <p>I therefore urge RBC to secure the agreement of the landowner (Environment Agency? retail park owner?) to dedicate the path which would offer a simpler option than looking for a 20-year usage solution.</p>	Map Case 2 purple line	Local Access Forum
Case 3	Coley old railway line	<p>Route of Coley branch line from Southcote Junction to the A33 near Matalan.</p> <p>I'm not sure if this applies, but it would be good if the entirety of the disused railway alignment from Southcote to Rose Kiln Lane were designated as a public right of way.</p> <p>Would the entire length of the Coley railway embankment count as a historic right of way? Old Coley branch line and path from Fobney lock to the Fobney island weir on South Side of the river Kennet.</p>	Map Case 3 purple line	Public
Case 4	Swallows Croft,	<p>Connection from near 77 Swallows Croft, crossing path number 3, to Edenham Crescent.</p>	Map Case 4 purple line	Public

Case ID	Name	Consultee comments	Maps in Appendix D3	Sender
Case 5	Queen Street and Blenheim Road Caversham	Footpath between Queen Street (RG4 7RB) and Blenheim Road in Caversham. Used all day, everyday, by local residents.	Map Case 5&6 purple line	Public
Case 6	Victoria Road and Blenheim Road	Footpath between Victoria Road and Blenheim Road also used everyday by local residents. Both routes used at least since the houses were built in Victorian times.	Map Case 5&6 purple line	Public
Case 7	South of the Fobney Island	There is a route south of the Fobney Island that has been used for over 20 years and should be designated as PROW. This goes from Island Road to the weir and takes in the area in and to the south of the woodland close to the 'new' lakes at Fobney island. Recently this path has been blocked by barbed wire. This is a well-worn and used path has been used for many a year although it is not officially a PROW, technically it should be assigned as one.	Map Case 7- purple line	Public
Case 8	Nire road, Caversham and a route to marina	A connection from Nire road, lower Caversham to Henley Road and a walking route easily accessible into Reading Marina.	MAP Case 8 two part -1 and 2	Public
Case 9	Boundary Lane in Caversham	Boundary Lane in Caversham has been used by local people for decades but is not included on the Rights of Way map. It should be marked as such as continuous use has been made of this route for well over 20 years. Residents have put up their own signs saying, "No Access", however this should be a Public Right of Way and those signs should be removed. Use over 20 years	MAP Case 9 purple line	Public
Case-10a and 10b	Grass Hill and Chazey Road	Use over 20 years a) This is also the case at Grass Hill between St Peters Avenue and The Warren. b) The Public Right of Way connecting the western end of Chazey Road and Boundary Lane is not marked on this map. It should be marked as such as continuous use has been made of this route for well over 20 years.	Map cases a- Case 10A b- Case 10B purple line	Public
Case-11	Extension of Chestnut Walk along Central Library	The extension of Chestnut Walk along the Holy Brook from the Abbey ruins entrance to the Central Library should be secured as a permissive path (at the least) as an off-road route from the new housing on Kenavon Drive to the centre of town. (Continuation of RoW FP 21), This proposition has the support of the LAF and the Civic Society.	Map Case 11 purple line	Local Access Forum member

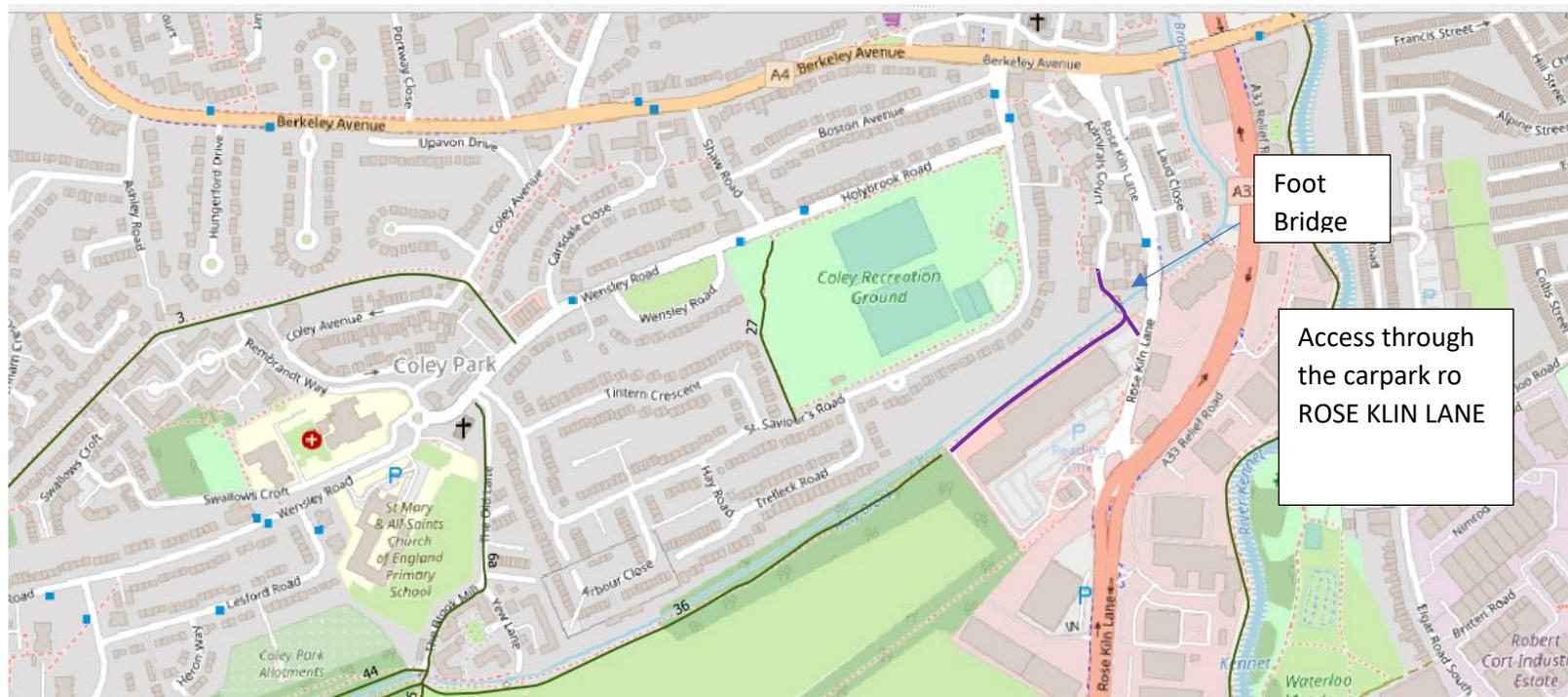
Case ID	Name	Consultee comments	Maps in Appendix D3	Sender
Case-12	Town Hall to the Forbury Road entrance to Forbury Gardens	Similarly the route from the Town Hall to the Forbury Road entrance to Forbury Gardens, shown on old maps, should be similarly treated. This proposition has the support of the LAF and the Civic Society.	Map Case 12 purple line	Local Access Forum member

The Maps to match the Table above

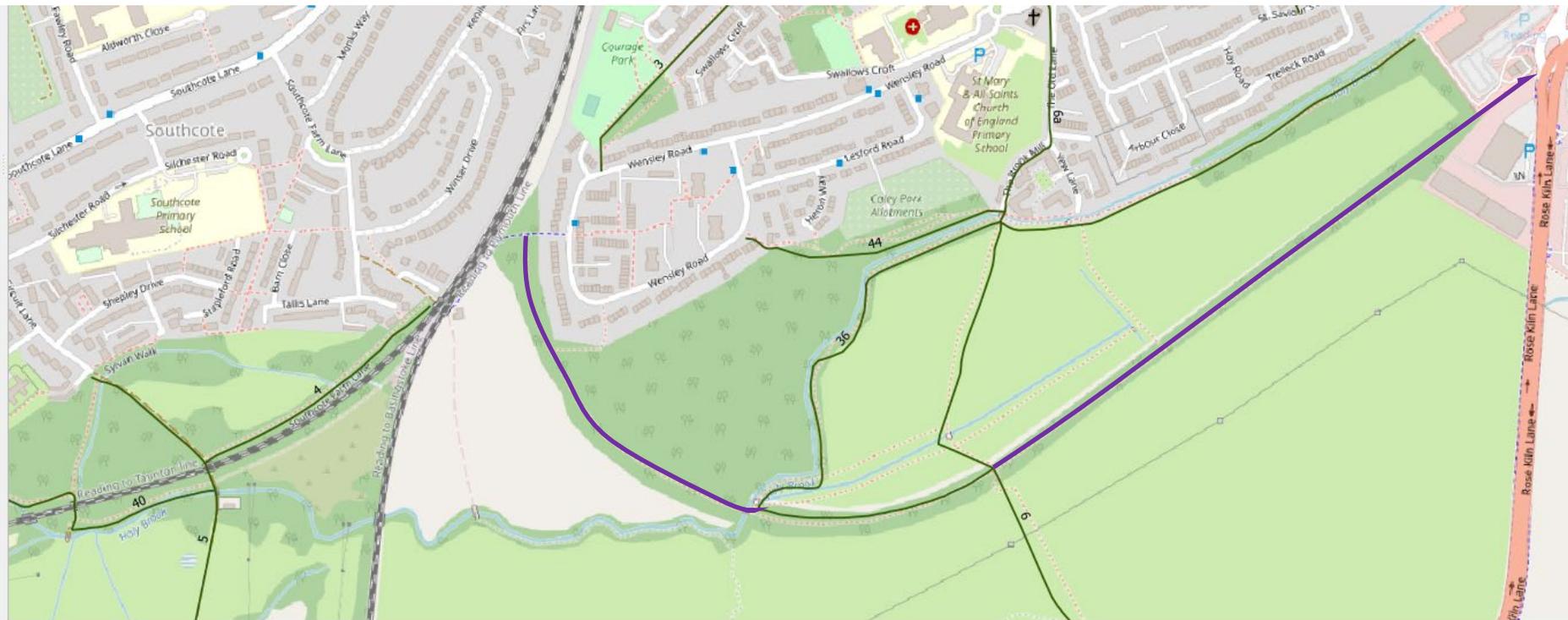
Map Case1: Thorn Walk



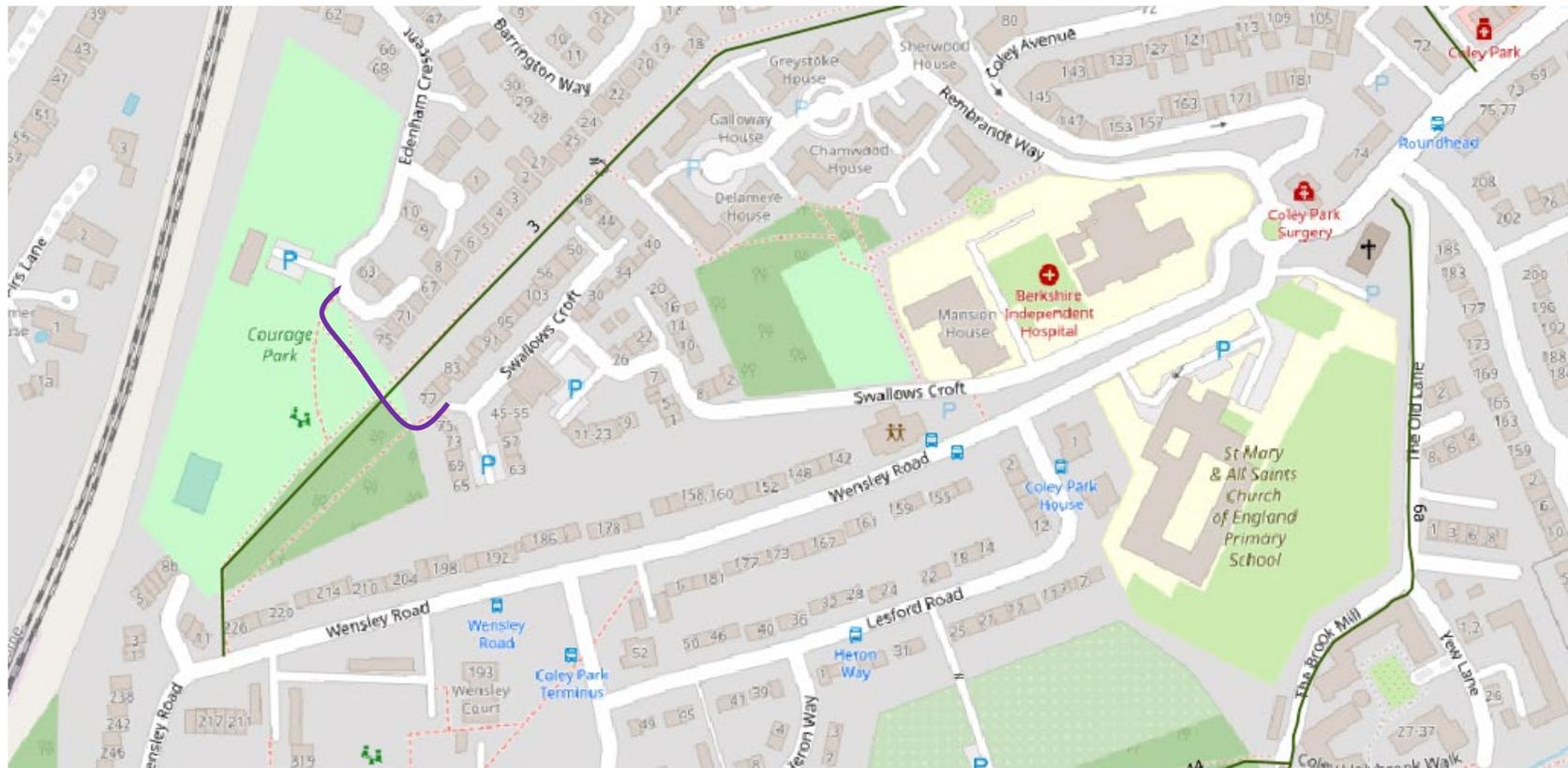
Map for Case 2: Extension of FP36 to create a circular route



Map Case 3: Coley old railway line



Map Case 4- Swallows Croft

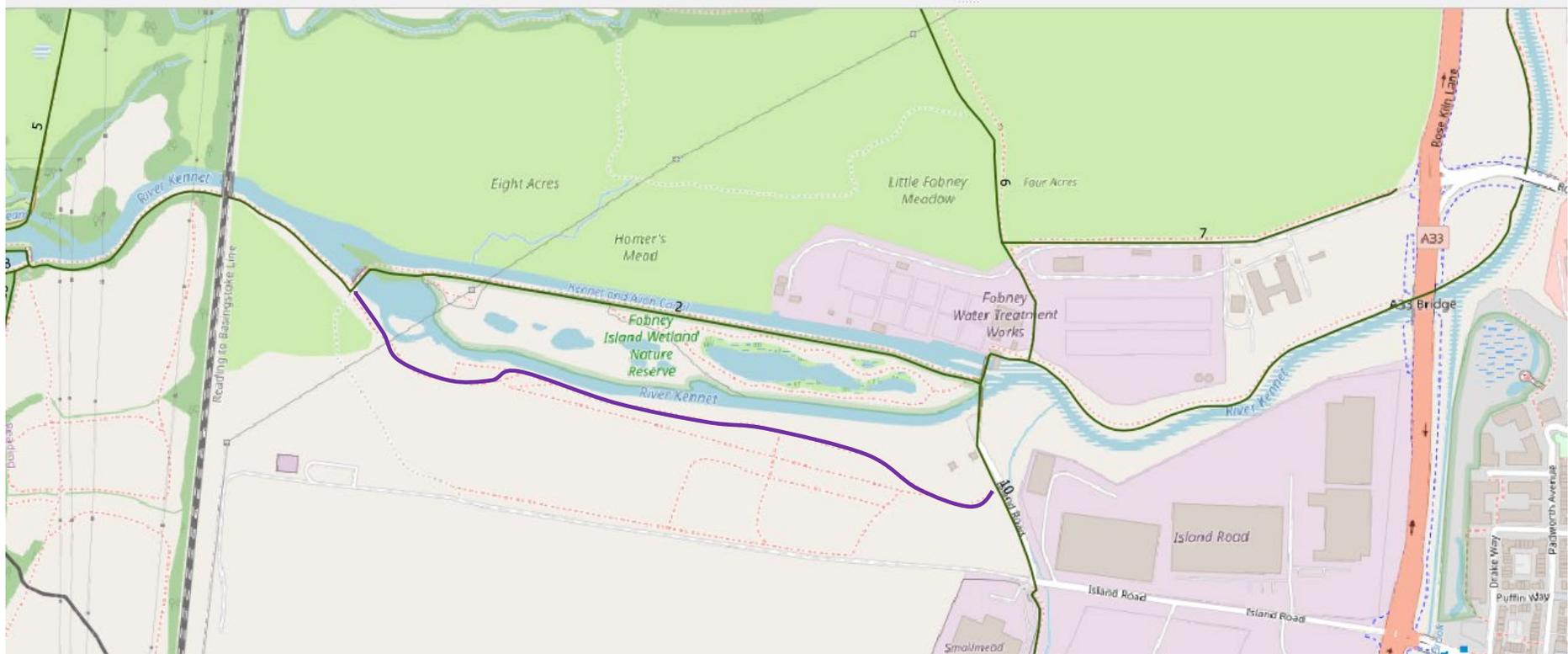


Map Cases 5 and 6 -

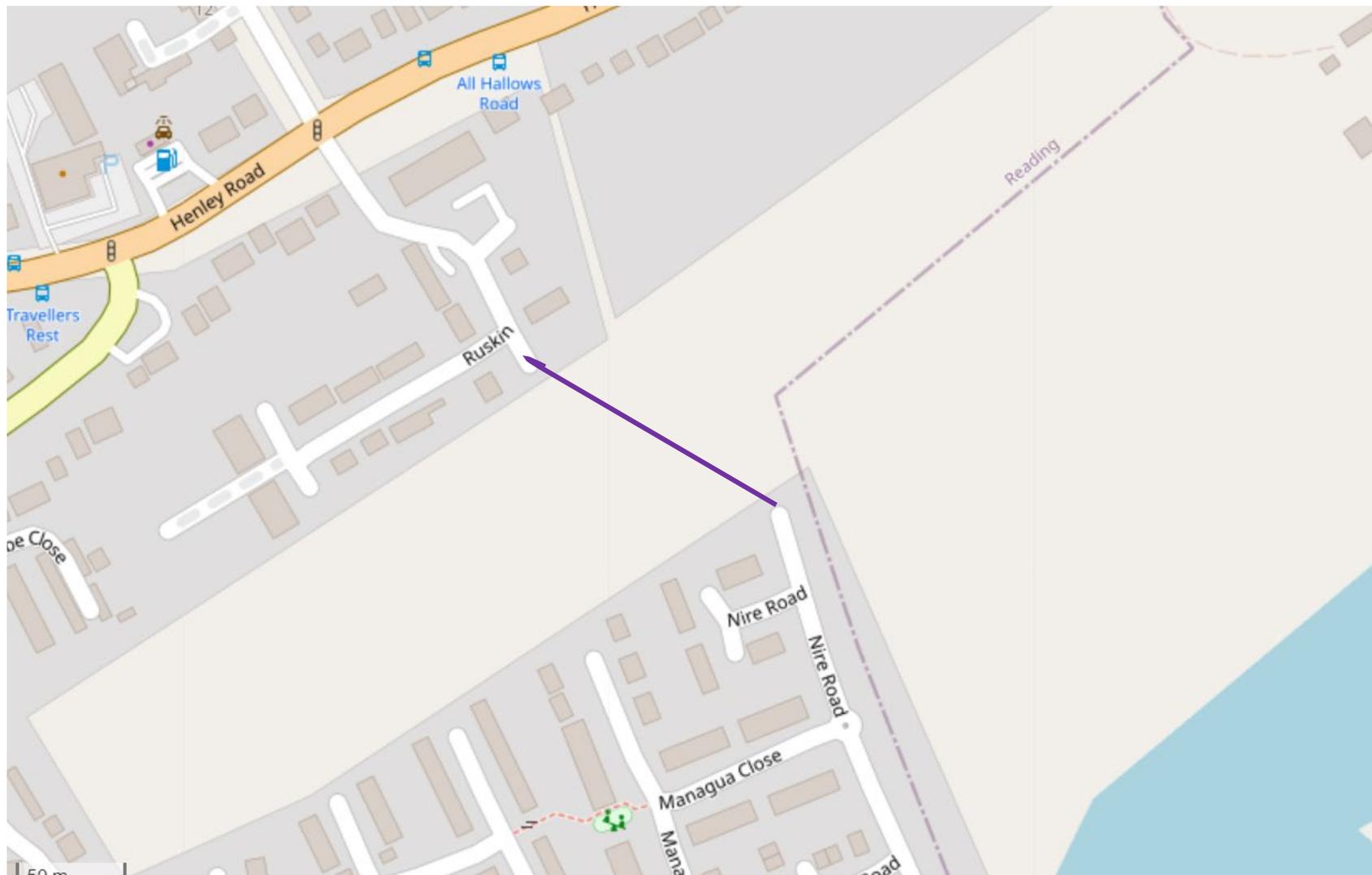
- Case 5 between Queen Street and Blenheim Road and
- Case 6 Footpath between Victoria Road and Blenheim Road



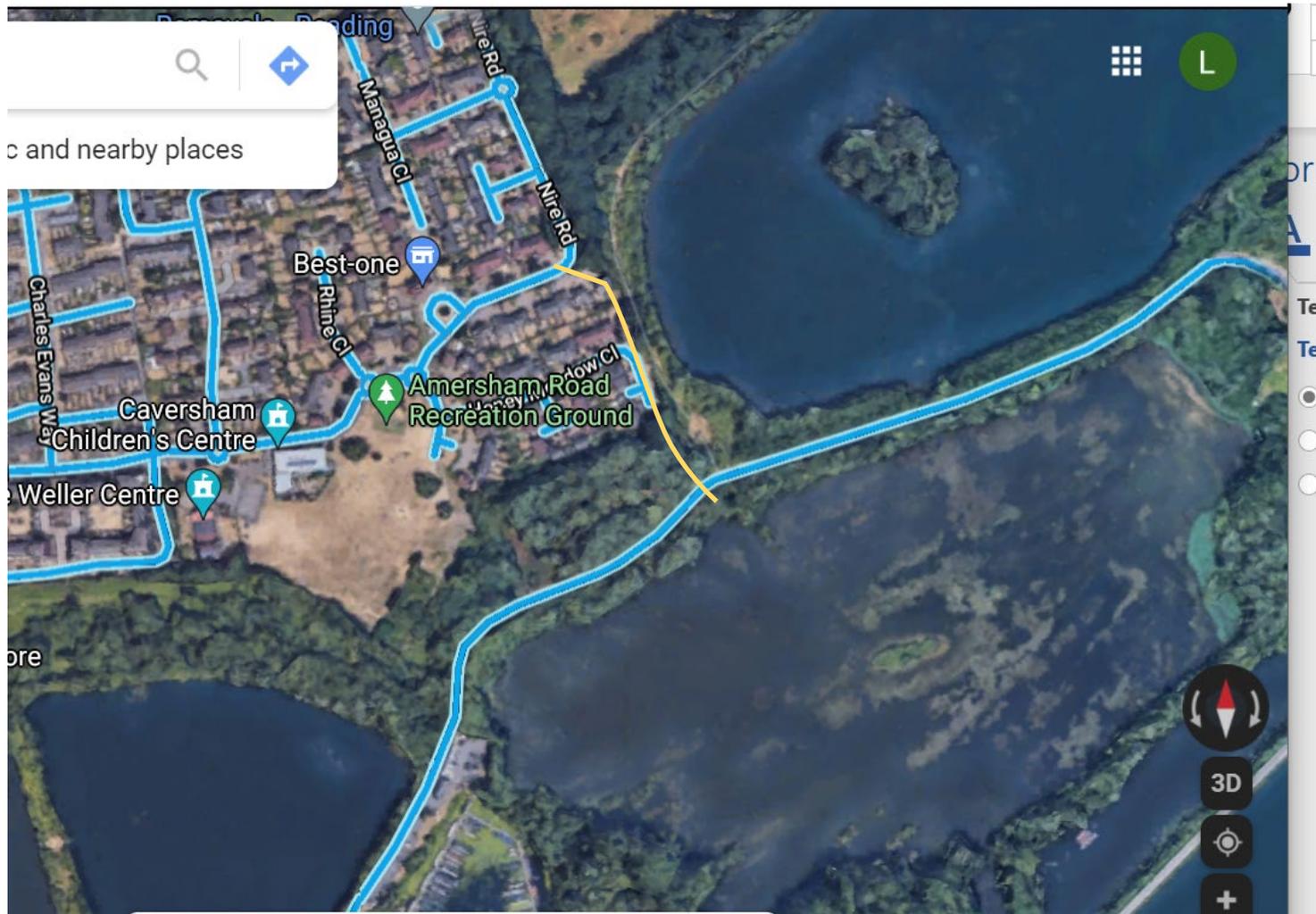
Map Case 7 - South of the Fobney Island



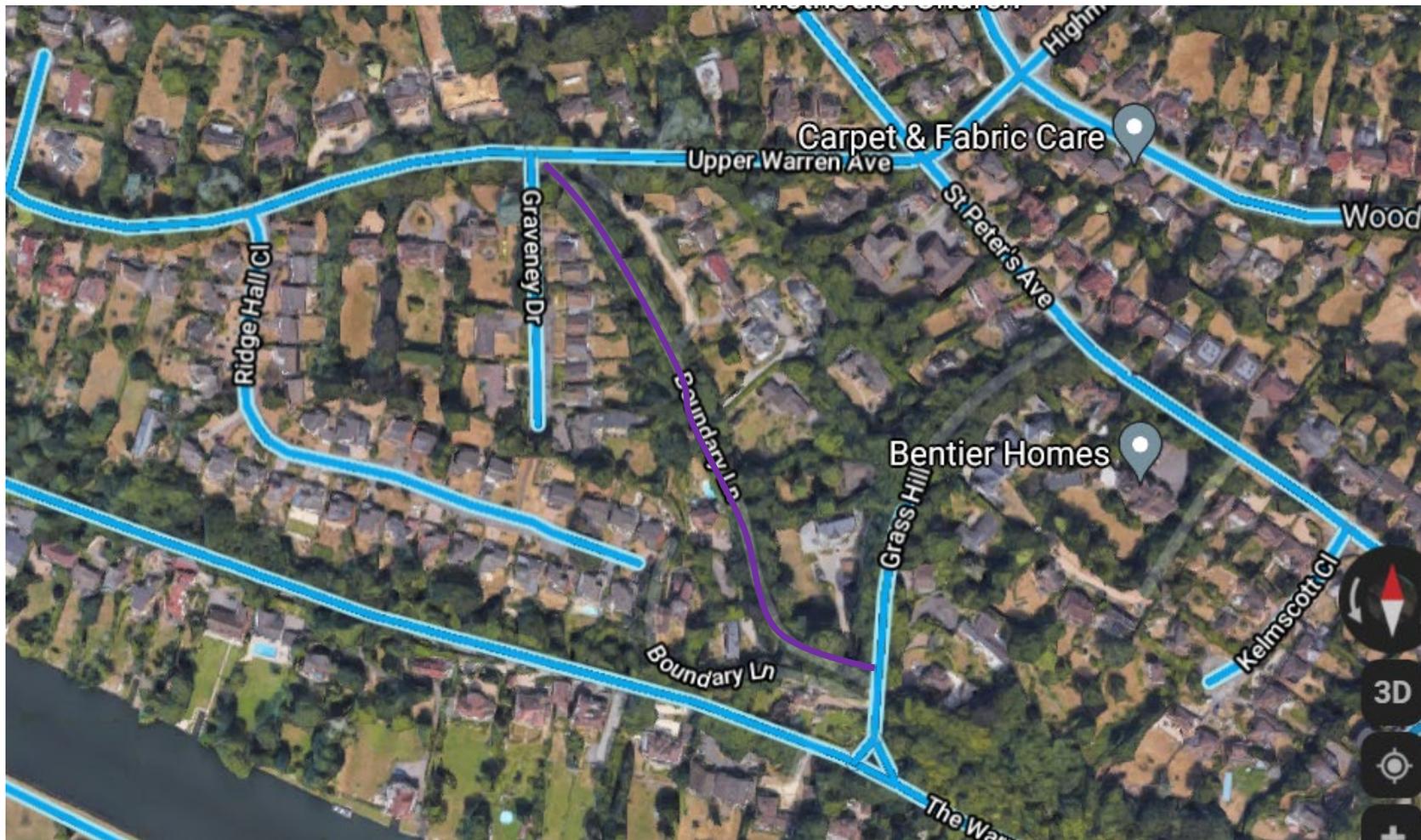
Map Case 8: Part 1- Link to Nire Road



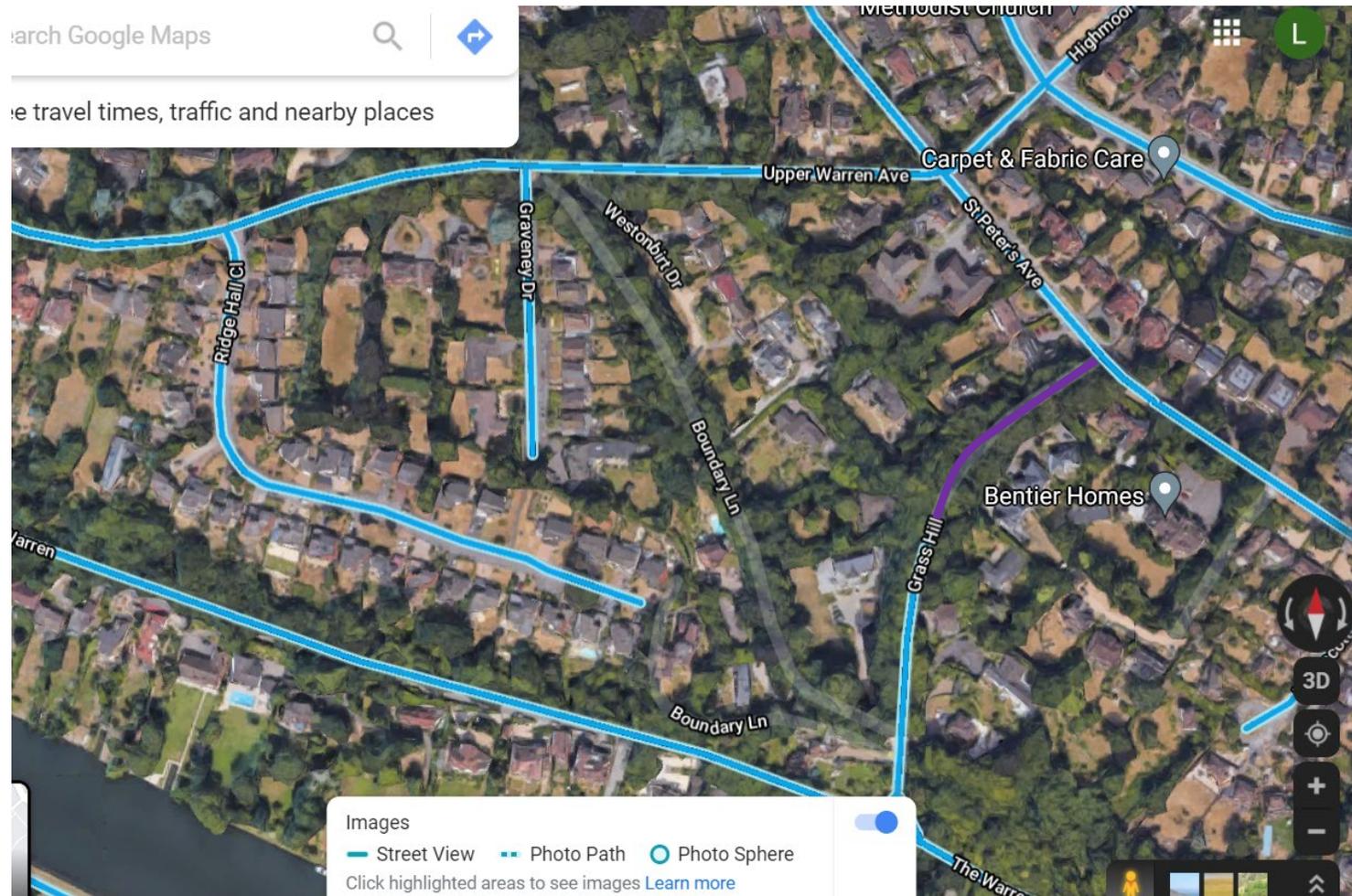
Map Case 8: Part 2 - Link to Marina



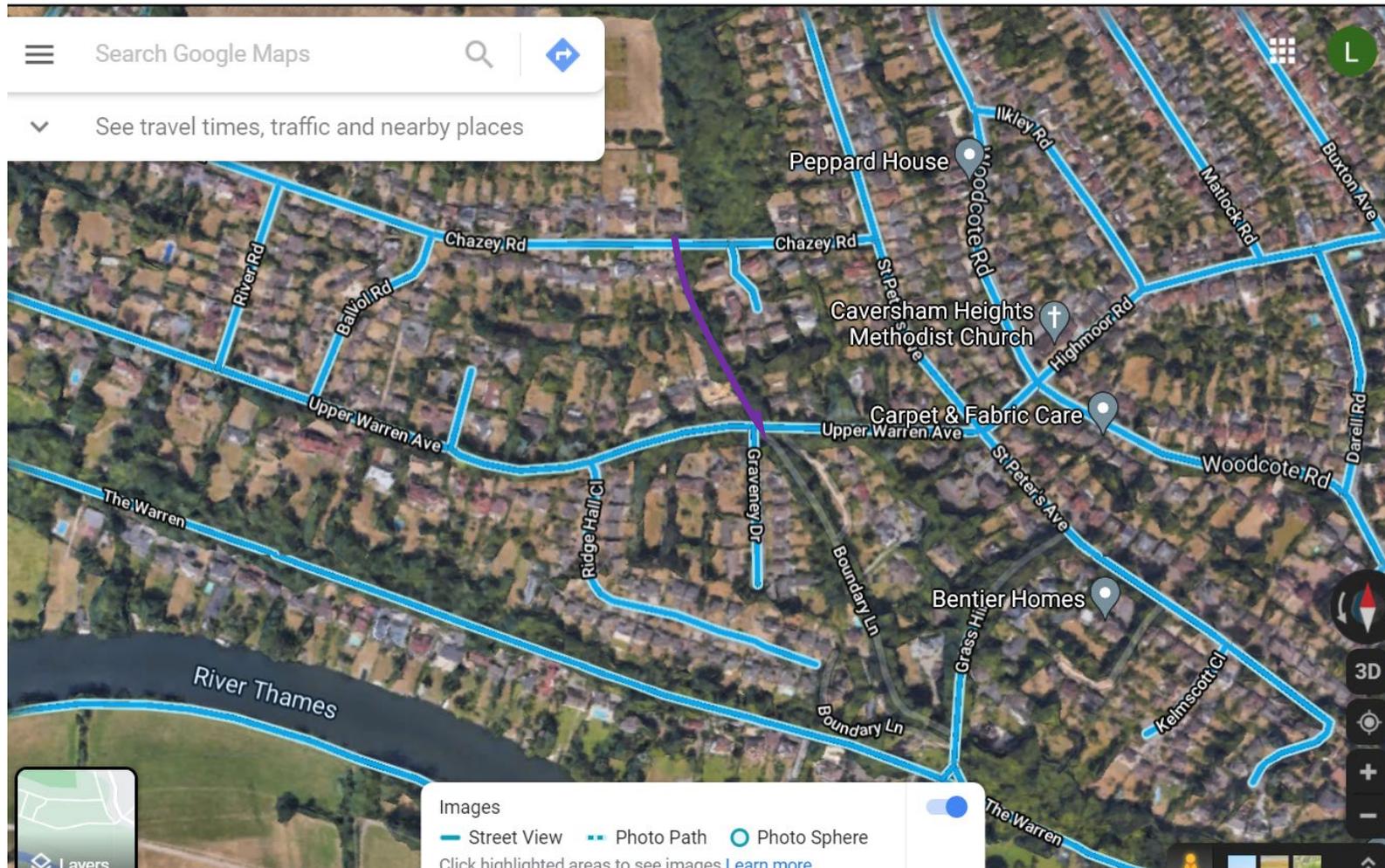
Map Case 9 - Boundary Lane in Caversham



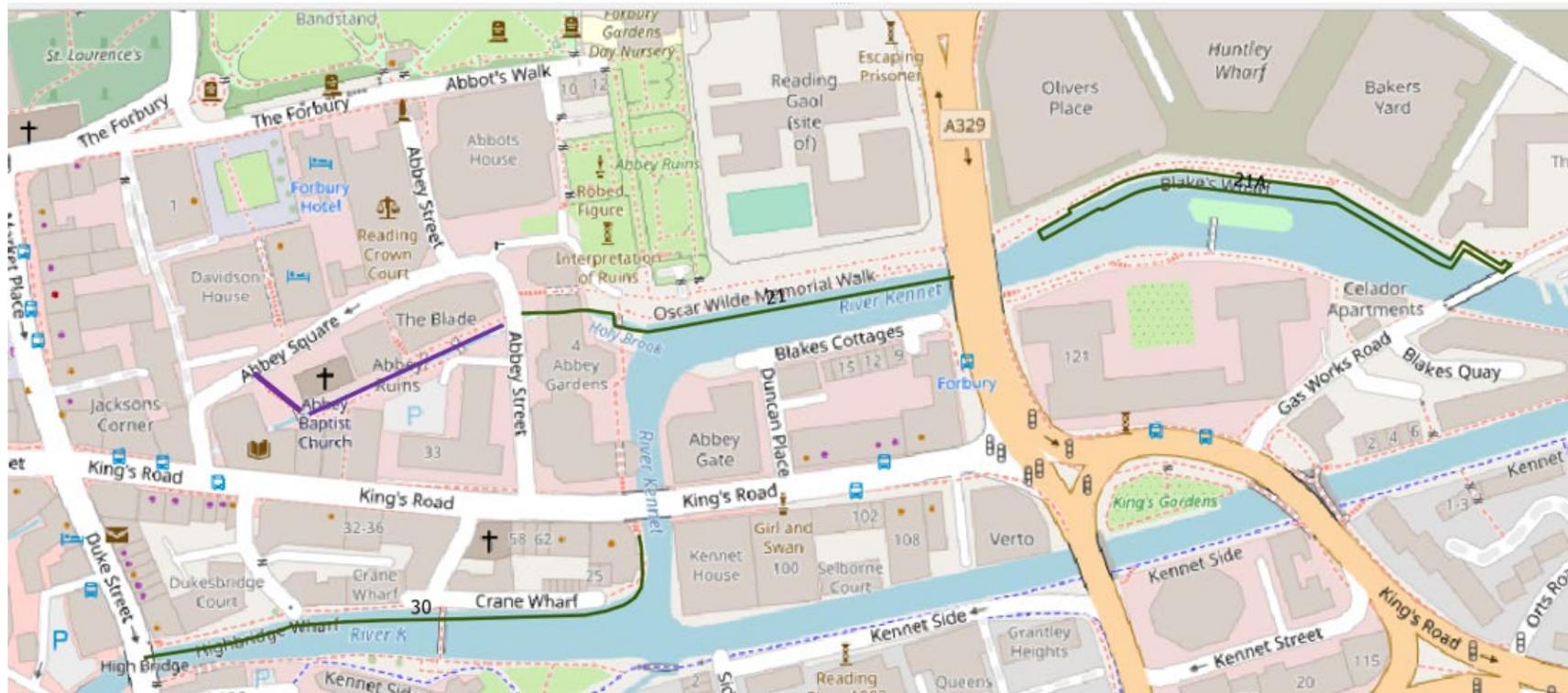
Map Case 10 A - Grass Hill link



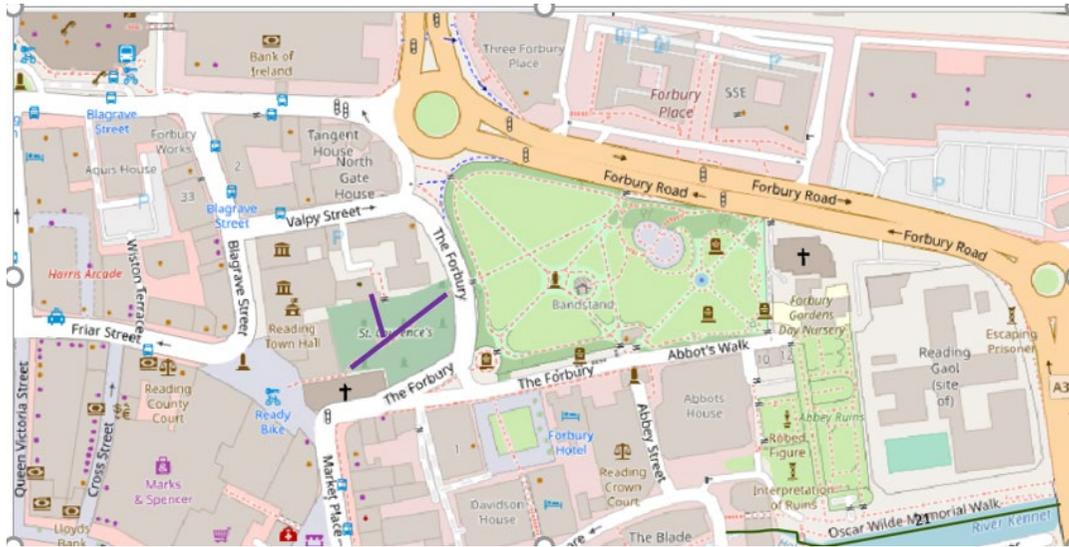
Map Case 10 B - Chazey road link



Map Case 11 - Chestnut walk extension to behind library



Map Case 12 - Town Hall to the Forbury Road entrance to Forbury Gardens



Annex F: The Condition of the network

Results of Audit the of the Path

An audit was carried out for all paths. The detailed results of the audit for each path can be found in Appendix 5, Table A with actions suggested for each path. Appendix 5, Table B groups together foot paths that the audit identified a similar problem with their condition require a similar action and will be used for planning future work.

Annex G: The suitability of foot paths for different user groups

The Rights of way Network paths are not always suitable for all user groups. Most paths are suitable for walking. Cyclists and user with impaired mobility have more requirements on the quality of the surface, gradient, width and types of gates and barriers. Based on the audit the Council has undertaken in Table F an assessment of each path, identifying constraints that may deter some user groups from using the footpath. This assessment can be used to identify the suitability of paths for various user groups and can be used as part of the prioritisation of access improvements to the paths.

Table F: Footpath concerns/problems when used by this user group

Foot Path	Pedestrian	Cyclist	Horse riding	People with Mobility
1 East	On horseshoe bridge slippery when there is ice.	On horseshoe bridge slippery when there is ice.	Not permitted	horseshoe bridge difficult for wheelchair /pram width and small steps.
1 Between Bridges		some chicanes to take into account	Not permitted	With some chicanes to consider.
1 West	Does not feel safe at places	Yes (one exit has stairs), surface suitable mountain bikes	Not permitted	Width and stairs in one exit could be an issue, grassy surface area
2	cycles tend to cycle quickly	Access from Southcote is via the Milkmaids bridge is difficult for cyclists	Not permitted	Width could be a minimal issue. Surface irregular with possibility of puddles. access from Southcote is via the Milkmaids bridge is impossible for anyone with a disability
3		Yes (one exit has chicane barriers)	Not permitted	Small slope in one end and chicane barriers on the other.
4		Yes (along the path there are chicane barriers)	Not permitted	Some chicane barriers
5		There is a bridge to cross the river, dismount and carry your bike over. Width is less than a 1 metre	Not permitted	Take into account that there is a bridge with stairs. The bridge width is less than 1metre.
6	Serious flooding in winter, puddles in summer	Serious flooding in winter	Not permitted	Natural surface, irregular ground, serious flooding in winter, various gates on the way. Narrow at places.
6A		One gate on foot path - will make cyclists- move to road	Not permitted	One gate on foot path - will make wheelchairs - move to road
7	Can be flooded in the winter	Kissing gates at each end, can be flooded in the winter	Not permitted	Kissing gates at each end, flooded in the winter
8	Poor surface in parts, likely to flood	Path surface is natural. Mount bikes would suit better. kissing gate at entrance	Not permitted	Take into account the path is muddy natural surface, kissing gate at entrance and slope and narrow.

Foot Path	Pedestrian	Cyclist	Horse riding	People with Mobility
9			Not permitted	
10	Can be damp between Longwater Ave and Island Road	Yes, barrier at one of the exits to make it narrow	Not permitted	Yes, barrier at one of the exits to make it narrow. Cross an informal crossing
11			Not permitted	A gate and a bridge to take into account
11a			Not permitted	Width is mostly 1metre
11b	potentially wet walk after any rain	surface is grassy	Not permitted	The surface is grassy
12			Not permitted	Be aware of potholes
13		Gate at the bottom of slope into field.	Not permitted	Gate at the bottom of slope into field. Access via broken steps
15	muddy / boggy after heavy rain	Yes, quite narrow less than 0.5m, after a heavy rain it can get muddy/boggy	Not permitted	Consider that the path can get muddy / boggy after heavy rain and the width of the path less than 0.5m.
16	Can be muddy	There are slopes along the path and the path can be muddy	Can be used	There are slopes along the path and the path can be muddy
17	After heavy rain the path can get muddy	Yes, barrier at the entrance on Cow Lane, there are potholes, after heavy rain the path can get muddy	Not permitted	Consider some potholes after heavy rain the path can get muddy, barrier at once entrance (Cow Lane) with enough space for wheelchairs
19A		Cannot use the path is built by small stones	Not permitted	Take into account the path has been built by small stones

Foot Path	Pedestrian	Cyclist	Horse riding	People with Mobility
19B	Can used only after the path is cleared out	Can used only after the path is cleared out	Not permitted	Can used only after the path is cleared out. Narrow width
20		Path surface is currently unimproved (soil and stones). There is a trunk in one of the ends, if the flow of people is high give and take would be needed. Take into account the width of the path in some parts is in between 0.5 - 1 metre	Can be used	Path surface is currently unimproved (soil and stones). There is a trunk in one of the ends, if the flow of people is high give and take would be needed. Consider the width of the path in some parts is in between 0.5 - 1 metre
21		West end of path offers split route under an office block for a direct stepped access, around the north end of the office block for a step free access	Not permitted	There are slopes at both exits. West end of path offers split route under an office block for a direct stepped access, around the north end of the office block for a step free access
21a			Not permitted	
22		Links to path 38 which is on the middle of the woods. Surface is irregular once you reach it the woodlands. It would be suitable just for mountain bike	Not permitted	There is a slope where the bridge is and it links to path 38 which is in the woodlands and the surface is very irregular, potholes that after a heavy rain could be converted in puddles.
24			Not permitted	
25		Narrow path and if it is busy bikes may need to dismount	Not permitted	Narrow path.
26			Not permitted	Some potholes and before the crossing of the road
27		Chicane gate entrance. Narrow path, big slope, width narrow for bike Pedestrian, surface uneven	Not permitted	Chicane gate entrance, width narrow, surface uneven from tree routes, large, big slope at entrance

Foot Path	Pedestrian	Cyclist	Horse riding	People with Mobility
28			Not permitted	
29	Direct stepped access	Direct stepped access (bikes would need to be carried)	Not permitted	Direct stepped access
30	Direct stepped access on one side	Direct stepped access on one side	Not permitted	Direct stepped access on one side. Narrow width at places.
31	narrow with less than 1	Barrier/gate on one exit, Barrier/gate on one exit, Path surface made of stone/grassy. The grass paths are very narrow with less than 1 m	Not permitted	Barrier/gate on one exit, Path surface made of stone/grassy. The grass paths are very narrow with less than 1 m
32				
33		More suitable for mountain bike	Not permitted	Take into account a slope and irregular surface as it cross Balmore Walk
36	Can get flooded if the there is a lot of water flow	More suitable for mountain bike, Path surface is naturally grassy. Can get flooded if the there is a lot of water flow	Not permitted	Consider the overground vegetation makes it narrow. Path surface is naturally grassy.
37		surface made of tarmac/gravel and sand	Not permitted	Surface made of tarmac/gravel and sand
38		More suitable for mountain bike, Surface is natural.	Not permitted	Surface is natural. surface is irregular as it goes through the woods.
39	After a heavy rain surface can get muddy	After a heavy rain surface can get muddy/ puddles due to the number of holes on the surface	Can be used	Consider potholes and
40	Flooding - Major Problems - mud - unusable in winter	Flooding - mud - unusable in winter. After heavy rain it can be muddy. Some parts are narrow. A few steep narrow bends with no vision	Not permitted	Flooding - mud - unusable in winter, after heavy rain can be muddy. Some parts are narrow.

Foot Path	Pedestrian	Cyclist	Horse riding	People with Mobility
41			Not permitted	Trip hazards, very narrow
42		Path is built in a slope	Not permitted	Path is built in a slope, very narrow at places.
43	In the winter puddles	Yes, surface is grass.	Not permitted	Path surface is naturally grassy.
44		Has a gate in one of the exits. Path surface is naturally grassy.	Not permitted	The surface is grass and there is a gate in one of the exits. Path surface is naturally grassy.
45		The path is up hill or downhill depending on the direction chosen.	Can be used Overground vegetation that could be dangerous	The path is up hill or downhill depending on the direction chosen. Narrow width
46	The existing handrail is a wire barber	The surface is soil and stones, slope and slippery surface	Not permitted	The surface is soil and stones, slope and slippery surface
47			Not permitted	

