

# Map 5 Bray, Windsor and Eton

Date: 1st January 2016

Scale 1:38,000

## Existing Public Rights of Way

- Footpath
- Bridleway
- V — V Restricted Byway
- V / \ V Byway

## Other existing paths

- Permitted

## Promoted routes

- The Green Way
- Thames Path
- National Cycle Route

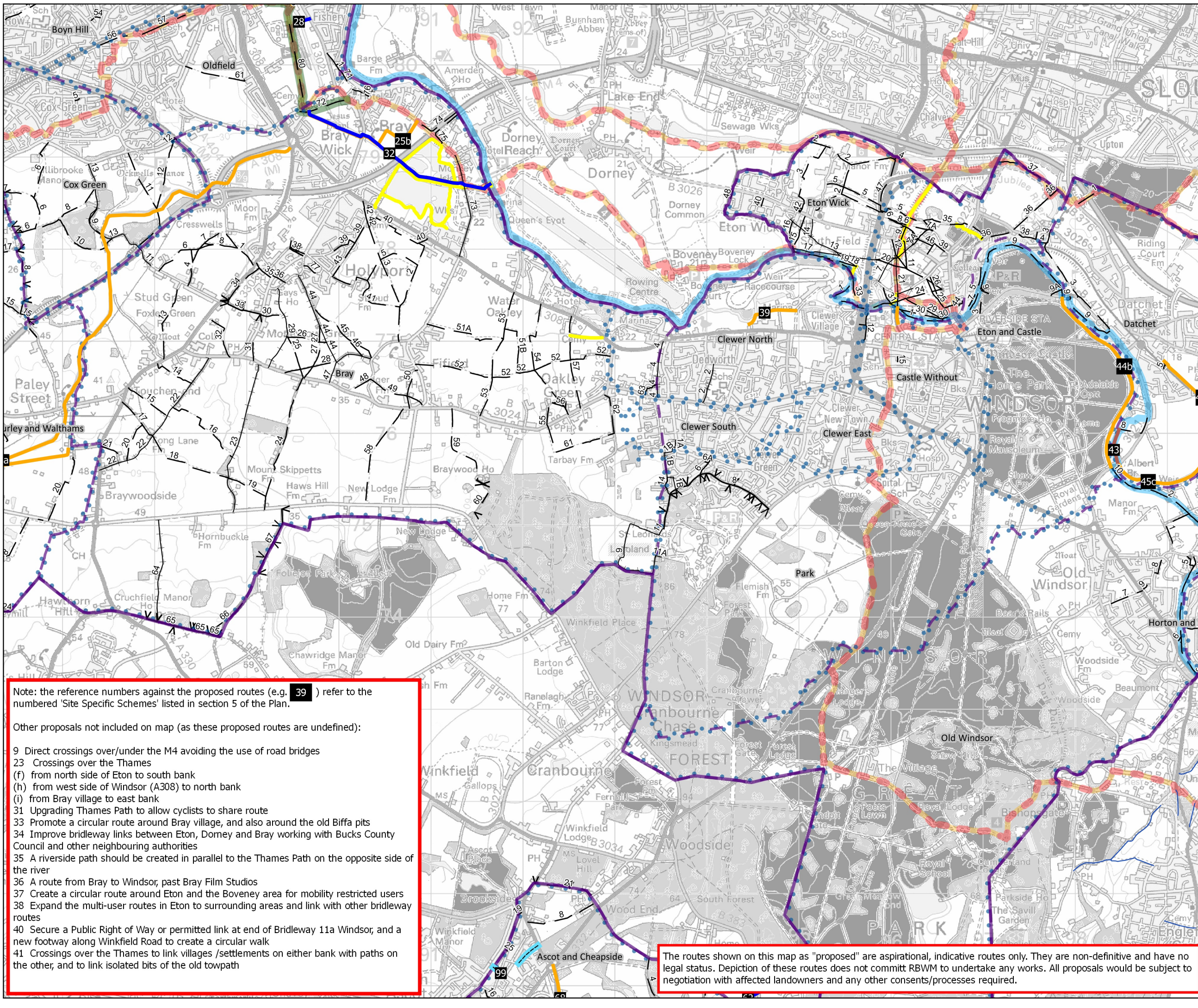
## Proposed routes

- Access improvements
- New bridleway
- New cycle route
- New footpath
- New restricted byway
- Upgrade to bridleway
- Upgrade to cycle route
- Existing unrecorded paths
- New footpath or cycle route

## Boundaries

- RBWM Borough
- Parish boundary
- RBWM Ward boundary

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Note: the reference numbers against the proposed routes (e.g. 39) refer to the numbered 'Site Specific Schemes' listed in section 5 of the Plan.

Other proposals not included on map (as these proposed routes are undefined):

- 9 Direct crossings over/under the M4 avoiding the use of road bridges
- 23 Crossings over the Thames
  - (f) from north side of Eton to south bank
  - (h) from west side of Windsor (A308) to north bank
  - (i) from Bray village to east bank
- 31 Upgrading Thames Path to allow cyclists to share route
- 33 Promote a circular route around Bray village, and also around the old Biffa pits
- 34 Improve bridleway links between Eton, Dorney and Bray working with Bucks County Council and other neighbouring authorities
- 35 A riverside path should be created in parallel to the Thames Path on the opposite side of the river
- 36 A route from Bray to Windsor, past Bray Film Studios
- 37 Create a circular route around Eton and the Boveney area for mobility restricted users
- 38 Expand the multi-user routes in Eton to surrounding areas and link with other bridleway routes
- 40 Secure a Public Right of Way or permitted link at end of Bridleway 11a Windsor, and a new footway along Winkfield Road to create a circular walk
- 41 Crossings over the Thames to link villages /settlements on either bank with paths on the other, and to link isolated bits of the old towpath

The routes shown on this map as "proposed" are aspirational, indicative routes only. They are non-definitive and have no legal status. Depiction of these routes does not commit RBWM to undertake any works. All proposals would be subject to negotiation with affected landowners and any other consents/processes required.