



# **Preliminary Environmental Information Report**

## **Volume 4 Appendix 15.2**

Non-Motorised User Survey Report



# Non-Motorised User Survey Report

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## Introduction

In preparation for submission of an Environmental Impact Assessment (EIA) for the proposed River Thames Scheme (RTS) (hereafter termed ‘the project’), an understanding of the use of Public Rights of Way (PRoW) by non-motorised users (NMUs) is required for those PRoW affected by the project. This will include all associated footways intersected by the project and PRoWs, including footpaths, bridleways and byways either intersected by or those that will be affected by the project.

This report documents the results of the NMu surveys for the project, based on the outline design and the project boundary for EIA scoping. This includes work associated with construction and operation of the flood channel, capacity improvements downstream of Desborough Cut and at three weirs (Sunbury, Molesey and Teddington), 11 potential Habitat Creation Areas (HCAs) plus the landscape design parameters.

The project will require temporary diversion of PRoWs and/or permanent closure of some routes. The purpose of NMu surveys is to provide baseline data on the local PRoW network to inform the assessment of effects on all NMUs arising from the construction and operation of the project.

## Methodology

### Survey locations and scope

The PRoW network within the project boundary for EIA scoping (shown in Appendix A), consists of footpaths, bridleways and the Thames Path National Trail. No designated or restricted byways, byways open to all traffic, permissive footpaths or permissive bridleways have been identified within the project boundary for EIA scoping. A total of 17 PRoW locations were identified as requiring survey due to their potential to be affected by the project. This includes routes that are likely to be temporarily or permanently intersected by the project. The rationale for including each PRoW is provided in Table 1 below and a plan of approximate survey locations is shown in Appendix A.

On site observers were used to record the type and frequency of use at each of the 17 locations. In addition, questionnaires were used to collate information that will help inform the health and socio-economic aspects of the Environmental Impact Assessment (EIA).

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The survey results presented in this report aim to:

- Summarise the number and classify the type of users and activities undertaken on the existing pedestrian network;
- Assess the physical condition of the existing PRowWs;
- Assess what the PRowWs are used for and their frequency of use; and
- Identify potential environmental enhancement opportunities.

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Table 1: Proposed survey locations for NMU survey counts

Survey Location ID	Location description	PRoW reference(s)	Rationale	Approximate location
1	Land South of Wraysbury Reservoir HCA	UH111/20/10	Temporary PRoW closures and diversions may be required during construction of Land South of Wraysbury Reservoir HCA.	TQ 01757 73852
2	Thames Path upstream of Runnymede Channel	Thames Path National Trail, National Cycle Network Route 4 and PRoW111/34/10	Section of Thames Path that could be subject to landscape proposals. Selected as representative location upstream of Runnymede Channel.	TQ 03468 71401
3	North of Thorpe Hay Meadow	UG105/32/20, UG105/32/30, UG105/88/10	Within the project boundary for EIA scoping associated with the Runnymede channel. Temporary PRoW closures and diversions likely during construction.	TQ 03013 70600
4	Norlands Lane	UG105/49/10	Within the project boundary for EIA scoping, likely to be in the direct footprint of construction works. Temporary PRoW closures and diversions likely during construction. May require permanent PRoW diversion.	TQ 03320 69095
5	Abbey Lake/ Thorpe Park	UG103/6/10	Within the project boundary for EIA scoping, likely to be in the direct footprint of construction works. Temporary PRoW closures and diversions likely during construction. May require permanent PRoW diversion around structure due to severance of footpath.	TQ 03767 67756

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Survey Location ID	Location description	PRoW reference(s)	Rationale	Approximate location
6	Laleham Golf Course HCA	UG103/5/10	Laleham Golf Course HCA, temporary PRoW closures and diversions likely during construction.	TQ 04694 68473
7	Abbey Meads	UG103/4/10 (bridleway)	Temporary PRoW closures and diversions likely during construction, within the footprint of the Runnymede Channel. May require permanent PRoW diversion due to severance of footpath.	TQ 04544 67663
8	Spelthorne channel intake	UH111/52/10	Temporary PRoW closures and diversions, as likely to be in the direct footprint of construction works. May require permanent Thames Path diversion around structure.	TQ 05355 67495
9	Sheepwalk East	UH112/42/10	Temporary PRoW closures and diversions as likely to be in the direct footprint of construction works. May require permanent PRoW diversion around structure.	TQ 06494 67343
10	Manor Farm new green open space	UH112/43/10	Within the project boundary for EIA scoping, temporary PRoW closures and diversions likely during construction.	TQ 07765 67056
11	Ferry Lane	Thames Path National Trail	Temporary Thames Path closures and diversions likely during construction. May require permanent PRoW closure around structure.	TQ 07378 66330
12	Desborough Island HCA	UB113/27a/10	Desborough Island HCA, temporary PRoW closures and diversions likely during construction.	TQ 08283 66426

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Survey Location ID	Location description	PRoW reference(s)	Rationale	Approximate location
13	Adjacent to bed lowering downstream of Desborough Cut	Thames Path National Trail, National Cycle Network Route 4 and PRoW112/56/10	Adjacent to proposed bed lowering works downstream of Desborough Cut and section of Thames Path that could be subject to landscape proposals.	TQ 09323 66562
14	Spelthorne Channel Outlet	UB113/27/10 and Thames Path National Trail	Temporary closure or diversion required during works to raise towpath.	TQ 07824 65949
15	Molesey Weir works	UB107/1/10 and Thames Path National Trail	Thames path adjacent River Thames, temporary PRoW diversion likely during construction.	TQ 14320 69276
16	Teddington Weir	276 and Thames Path National Trail	PRoW adjacent to Teddington Weir, temporary PRoW closures and diversions likely during construction.	TQ 16728 71428
17	Teddington Weir	133 and Thames Path National Trail	PRoW adjacent to Teddington Weir, temporary PRoW closures and diversions likely during construction.	TQ 16742 71562



### Methodology

The Design Manual for Roads and Bridges (DMRB) LA112 Population and Human Health (formerly DMRB Volume 11, Section 3, Part 6 (Land), and Part 8 (Pedestrians, Cyclists, Equestrians and Community Effects)) (Highways Agency, 2020) states that the type, location and extent of walker, cyclist and horse-rider (WCH) provision (e.g. public rights of way) within the study area; and the frequency of use of the WCH provision within the study area should be collected. Where publicly available information is unavailable, targeted, proportionate/appropriate consultation and surveys should be undertaken to obtain the frequency/usage data for WCH provision.

Consultation with local authorities within the project boundary for EIA Scoping has determined that no publicly available information is available that could be used to inform the EIA, therefore surveys have been undertaken.

DMRB Volume 11, Section 3, Part 8 (Highways Agency, 1993), provides a methodology for counting pedestrians. Although this has been superseded by LA112 Population and Human Health, this guidance still provides an appropriate methodology and has therefore been used as the basis of the NMU surveys undertaken for the RTS:

*“Counts of pedestrian flows should be arranged so that the results are as representative as possible of typical flows. They should generally take place over two days, preferably spread out over a number of months, to avoid variations caused by the weather or local factors. Spring or autumn are likely to be the most appropriate times of year. In residential areas, counts taken on a weekday during school term time are likely to be most typical. In holiday or recreational areas, counts during the summer months will probably be required. All pedestrian journeys between 8 am and 6 pm should be counted and their direction indicated (in exceptional circumstances, longer hours may be needed to reflect local factors).”*

In line with this guidance, for each of the 17 survey locations identified in Table 1, two surveys were carried out - one survey in spring (June) and one survey in autumn (September and October). Spring survey dates were chosen to reflect weekdays (during school term time) and autumn survey dates were chosen to reflect weekends in order to capture both every day uses and the greatest levels of use of the PRow network.

Surveys were undertaken at each of the 17 survey locations for 10 hour periods, between 8am and 6pm, for both the spring and autumn surveys. Manual counts and classification of users were recorded in 30-minute intervals and a total count calculated

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for each classification at the end of each survey. The surveyors also recorded the weather conditions and any other pertinent information during the survey. Where possible surveys avoided severe inclement weather to ensure typical uses were captured.

In order to supplement the manual counts and classification of users, surveyors also sought out additional information from PRow users through the use of a short questionnaire which consisted of a combination of nominal (e.g. multiple choice) and Likert scale questions (see Appendix B). The data from these questionnaires has been summarised within this report and will help inform the health and socio-economic aspects of the EIA. All responses to questionnaires were fully anonymised.

### Constraints and Limitations

Any data obtained during these surveys should be reviewed after 12 months to ensure its validity and suitability for use in the DCO submission. The review should be based on professional judgement, for example to check whether there has been any substantial development nearby that might have affected the usage of the PRow.

The following limitations have been identified:

- The surveys were resourced in order to ensure full coverage during survey timeframes wherever possible. This included the provision of resource to cover surveyor breaks (e.g. lunch time). However, due to lone working requirements, there was occasionally the requirement for short, unscheduled breaks by surveyors. Where this is the case, only a few minutes of survey data may have been missed and is not considered likely to be significant in the context of the full survey period.
- For the majority of the survey periods the weather was dry however, some periods of short showers were experienced. During these times, surveyors noted that fewer footpath users were willing to stop to answer the questionnaire.
- A general trend was identified whereby footpath users were typically less willing to stop to answer questionnaires during key commuter periods (mornings and evening).
- On 27<sup>th</sup> June at survey location 17 (Ham Lands) numerous footpath users noted that the path seemed busier than usual and noted that this was likely due to a new requirement for all dogs to be kept on leads within the adjacent Bushy Park (a restriction which ran from 1<sup>st</sup> May to 31<sup>st</sup> July to cover the deer

birthing season<sup>1</sup>). Numerous dog-walkers noted that they were using the Thames Path on this day because there were no such restrictions on the Thames Path.

It is considered that similar limitations in survey method (e.g. the need to take comfort breaks) and conditions on site (e.g. weather, willingness of people to stop during busy periods) would be encountered if the surveys were to be repeated at different times and places. Therefore the survey limitations listed above are unlikely to have significantly affected the results obtained. There is however some uncertainty over the effect of the restriction on dog walkers at Bush Park on the spring count at survey location 17. This restriction would not have been in place at the time of the autumn survey which therefore reduces the effect of this limitation on the wider survey results for this location.

## Results

### Number of users

All locations were surveyed on both a weekday and weekend, between the hours of 8am and 6pm. The weekday surveys took place during school term-time in June (8<sup>th</sup>, 9<sup>th</sup>, 16<sup>th</sup>, 20<sup>th</sup> and 27<sup>th</sup>) and the weekend surveys in September (24<sup>th</sup> and 25<sup>th</sup>) and October (1<sup>st</sup> and 2<sup>nd</sup>). The weather remained dry and mild for the majority of the surveys, however, some short showers were experienced.

Table 2 summarises the total daily counts for each footpath per survey. It should be noted that there is significant variation across the network. Some footpaths, particularly those in less urban areas, experienced very low or zero counts. In contrast, those footpaths in more urban areas, particularly along the Thames Path National Trail are utilised by significant numbers on a daily basis.

Table 2: Total user counts of each surveyed location

Survey Location ID	Dates Surveyed (2022)	Weekday count	Weekend Count
1	Wednesday 8 <sup>th</sup> June Sunday 2 <sup>nd</sup> October	2	0
2	Wednesday 8 <sup>th</sup> June Sunday 2 <sup>nd</sup> October	852	587

<sup>1</sup> <http://www.royalparks.org.uk/media-centre/press-releases/dogs-on-leads-to-be-compulsory-during15-the-deer-birthing-season-in-bushy-and-richmond-parks>

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<b>3</b>	Wednesday 8 <sup>th</sup> June Sunday 2 <sup>nd</sup> October	45	26
<b>4</b>	Wednesday 8 <sup>th</sup> June Sunday 2 <sup>nd</sup> October	0	0
<b>5</b>	Thursday 9 <sup>th</sup> June Saturday 24 <sup>th</sup> September	19	20
<b>6</b>	Thursday 9 <sup>th</sup> June Saturday 24 <sup>th</sup> September	36	37
<b>7</b>	Thursday 9 <sup>th</sup> June Saturday 24 <sup>th</sup> September	68	113
<b>8</b>	Monday 20 <sup>th</sup> June Saturday 24 <sup>th</sup> September	192	319
<b>9</b>	Monday 20 <sup>th</sup> June Sunday 25 <sup>th</sup> September	22	12
<b>10</b>	Monday 20 <sup>th</sup> June Sunday 25 <sup>th</sup> September	337	91
<b>11</b>	Monday 20 <sup>th</sup> June Sunday 25 <sup>th</sup> September	297	492
<b>12</b>	Thursday 16 <sup>th</sup> June Sunday 25 <sup>th</sup> September	187	247
<b>13</b>	Thursday 16 <sup>th</sup> June Saturday 1 <sup>st</sup> October	800	1311
<b>14</b>	Thursday 16 <sup>th</sup> June Saturday 1 <sup>st</sup> October	383	596
<b>15</b>	Thursday 16 <sup>th</sup> June Saturday 1 <sup>st</sup> October	990	1369
<b>16</b>	Monday 27 <sup>th</sup> June Saturday 1 <sup>st</sup> October	1997	1560
<b>17</b>	Monday 27 <sup>th</sup> June Saturday 1 <sup>st</sup> October	649	2224

Usage of each footpath typically varied throughout the day. Appendix C contains time-series detail in relation to each footpath and Appendix F contains the raw data associated with this. In summary, during weekdays, all footpaths surveyed experienced a degree of fluctuation in their use throughout the day. Some sites, particularly those in more built up areas (e.g. locations 2 (Staines), 10 (Shepperton) and 16 (Teddington)) experienced peak usage in morning and mid-afternoon, which is likely attributable to school start and finish times.

Weekend usage appears more consistent throughout the day, with no obvious pattern identified between sites. Footpath 17 (Teddington) experienced a significant peak on Saturday morning associated with the local Kingston parkrun event.

### Type of user

The types of user that were recorded during both the weekday and weekend surveys were walker, jogger/runner, dog-walker, cyclist, horse-rider and other. Appendix D details the user classification for each footpath, grouped by the number of people recorded on weekdays and weekends.

In summary, for almost all locations walkers and dog-walkers were the most common type of user on both weekdays and weekends. In some locations, most notably along sections of the Thames Path, cyclists were recorded in more significant numbers (e.g. locations 8, 13, 14, 15, 16 and 17). Some pathways recorded significantly higher numbers of cyclists on weekdays compared to the weekend (such as Location 16). This can be attributed to their use as a commuter route, supported by the peak use being recorded at 8-8:30 am and after 3pm on a weekday. Horse-riders were the least common type of user across all footpaths during both weekday and weekend surveys. Joggers/runners were recorded more frequently at the weekend compared to weekdays, however a considerable increase in weekend runners was due to the Kingston parkrun event that is held each Saturday. As this is a consistent event in the area, this is not likely to significantly affect the survey results for this user group.

### Overview of Questionnaire Responses

A sample of the users of each footpath were stopped and asked to complete the questionnaire (see Appendix B). This section provides a general overview of the responses across the project area during the weekday and weekend surveys. In total across all surveys, 470 people answered the questionnaire. Graphs showing the responses are provided in Appendix E.

A breakdown of responses per footpath is provided in the following section.

#### **Question 1: Approximately how far have you travelled to use this footpath/ byway/ bridleway?**

Questionnaire responses indicated that the users of footpaths are typically local, with approximately 57% of those surveyed stating that they had travelled less than 1 mile (typically <25 minute walk) to reach the survey location. In contrast, approximately

8% of users said that they had travelled more than 5 miles to reach the survey location.

It should be noted that some bias exists in the interpretation of these results. Runners and cyclists may be expected to have originated from further away, however, surveyors noted that these types of user were typically less willing to stop and answer the questionnaire. Furthermore, the Thames Path is a long distance trail (including locations 11,13, 14, 15, 16 and 17) which users may have been following, therefore increasing their reported distance travelled. Two of these locations (11 and 17) noted the majority of users travelling less than 0.5 mile to use the pathway and a further two (13 and 14) travelling 0.5 -1 mile, relatively short distances. However, locations 15 and 16 noted the majority of users travelling 1-2 miles and 2-5 miles respectively. These results may reflect the use of the Thames Path as a long distance trail. 'Other' responses from users on pathways 8 and 17 support this, as their cited reason for travelling that day was to walk the whole pathway.

### **Question 2: How have you travelled to this footpath/byway/bridleway?**

The significant majority of footpath users (83%) specified that they had travelled to the survey location on foot, reflecting the generally local origin of those surveyed. Approximately 13% of those surveyed had travelled by car. Only 2% specified cycle, however, this is skewed by the same limitation noted above.

### **Question 3: On average, how often to you use this footpath/byway/bridleway?**

The most common response to this question was 'multiple times per week but not everyday' (27%). Approximately 18% of people said they used the footpath every day and 8% said they used the footpath more than once per day. At the opposite end of the scale, approximately 9% of users said they used the footpath less than once or twice a month.

### **Question 4: How did you come to know, or find information, about the local footpath network?**

The significant majority of users (94%) stated that local knowledge was the primary reason they knew about the local footpath network, again reflecting the typically high number of local users surveyed (see Question 1). Other responses included Local Authority website, signage/waymarking and Ordnance Survey mapping.

### **Question 5: What is the purpose of your journey specifically today?**

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Survey respondents were permitted to select multiple answers from a list within the questionnaire. The most common response (35%) was 'walking', with the second most common response (23%) selected being 'dog walking'.

Approximately 15% specified convenience as a key reason for usage, with approximately 10% using it to access shops, and 6% local facilities.

Less than 1% specified being on the school run and less than 2% specified commuting, however, this data is likely to be skewed by people less willing to stop whilst undertaking these activities.

Other responses included walking the Thames Path and using the free gym equipment at Laleham Park.

### **Question 6: Do you use this footpath for any other reasons?**

Survey respondents were permitted to select multiple answers from a list within the questionnaire. Approximately 17% of respondents answered 'no' suggesting that they only use the footpath for a particular purpose(s). Approximately 16% said they also use the footpath to access local facilities and shops. Approximately 11% and 10% of respondents also said that they use the footpath for cycling and running respectively.

A popular 'Other' response among footpaths 2, 7, 8, 13 and 16 was fishing or access to fishing areas.

### **Question 7: What are the main benefits or enjoyment from using this footpath / byway / bridleway?**

Survey respondents were permitted to select multiple answers from a list within the questionnaire. The most common response to this question was to 'enjoy the location' (18%). 15% of respondents said that they use the footpaths for health/exercise. Approximately 11% said that they use the facilities for relaxation, fresh air and tranquillity.

7% of respondents said that they use the footpaths to socialise with friends. Conversely, approximately 3% noted solitude as being a primary benefit of the footpaths.

A common 'Other' response for locations 5, 7, 8, 13, 16 and 17 was bird watching, wildlife and bird feeding.

**Question 8a: How safe do you feel using this footpath / byway / bridleway during daylight hours?**

A significant majority (approximately 96% of respondents) said that they either feel 'extremely safe' or 'fairly safe' using the footpaths during daylight hours. Only 1% stated that they felt 'fairly unsafe' with nobody stating 'extremely unsafe'. The remaining responses were neutral.

Whilst the majority of users felt safe using the footpaths during the day, there was a considerable response (from locations 13, 16 and 17 – along the Thames Path) of feeling unsafe or deterred from the footpath, due to too many cyclists or them being too fast.

**Question 8b: How safe would you feel using this footpath / byway / bridleway outside of daylight hours (i.e. at night)?**

No respondents stated extremely safe, with only 26% stating that they would feel 'fairly safe' outside of daylight hours. 29% said that they would feel 'fairly unsafe' or 'extremely unsafe'. The remaining responses were neutral.

**Question 9: Are there any facilities/measures that would improve accessibility and your use of the footpath?**

The top response to this question was 'other' (29%) with the majority of those specifying that improved lighting would be a significant benefit.

The next highest responses were better management of vegetation (15%); provision of bins (10%); improved surfaces (10%); shared use (e.g. separate lanes for walkers/cyclists) (8%) and better signage (6%).

**Question 10: Age**

During the weekday surveys, the most common age categories of those surveyed were 60+ (34%) and 50-59 (25%). Conversely, only 2% of those surveyed were under 18 and 10% aged 18-29.

During the weekend, a similar pattern was observed with the most common age categories of those surveyed being 60+ (37%) and 50-59 (26%). Conversely, only 1% of those surveyed were under 18 and 9% aged 18-29.

**Question 11: Gender**



A relatively even split between males and females was recorded (53% female and 46% male during the weekday; 45% female and 54% male during the weekend).

### **Question 12: Do you have a long-standing illness or disability (physical or mental) and if so, does this limit your day to day activities?**

The majority (86%) stated that they did not have a long-standing illness or disability. The remainder (approximately 14%) stated that they did have an illness or disability (NB: two respondents answered that they would prefer not to say).

Of those that said they did have a long-standing illness or disability, approximately 56% said that this limited their day to day activities.

### **Question 13: Ethnicity**

The majority of those surveyed classified their ethnicity as 'white British' (86%). 4% of respondents classified their ethnicity as 'mixed race', 3% as 'Asian/Asian British', and 2% as 'black/black British'. The remaining 5% either did not specify or preferred not to say.

### Summary by Footpath

The following sections provide an overview of the key responses by individual footpath. Raw data can be found in Appendix F and G.

#### **Footpath 1 (PRoW reference UH111/20/10)**

This footpath is very infrequently used with only two pedestrians (walkers) counted during the weekday survey and zero during the weekend. No questionnaire responses were received.

#### **Footpath 2 (Thames Path National Trail (Staines)/ National Cycle Network Route 4 and PRoW route 222/34/10).**

This is a well used section of the Thames Path located in Staines. More users were counted during the weekday than the weekend (852 compared to 587). Of the total users across both surveys (1439), 1131 were walkers, 66 were runners 97 were dog walkers and 132 were cyclists. During the weekday surveys, there were clear peaks in usage during the school run and commuting windows.

In total across both survey days, 45 questionnaire responses were received. The majority of users surveyed stated that they used the footpath multiple times per week, or more frequently reflecting the fact that the majority of users stated that they had travelled from relatively short distances (i.e. less than 1 mile).

All users surveyed stated that they knew about the footpath based on local knowledge.

The most frequent usage of the footpath was recorded as being for convenience and general walking, however, multiple people specified that they use the footpath for other forms of exercise such as running or cycling at other times.

Almost all respondents stated that they felt either safe or extremely safe using the footpath during daylight hours, however, approximately a third (32%) stated that they would feel 'fairly unsafe' using the path at night.

A range of potential improvement measures were specified including the provision of amenities (such as benches / public toilets), improved lighting and better general maintenance. Users also noted the issue with vandalism in the area and as a consequence the removal of the water features and sculptures. They suggested these could be reinstated with the addition of sheltered benches and a children's play area.

### **Footpath 3 (PRoW routes UG105/32/20, UG105/32/30, UG105/88/10)**

45 people were recorded using the footpath on the weekday and 26 during the weekend. Of the total users across both surveys (71), 27 were walkers, 3 were runners and 41 were dog walkers. Usage was relatively constant throughout both survey days.

In total across both survey days, 11 questionnaire responses were received. All users surveyed specified that they use the footpath most days of the week, or more frequently. This reflects the fact that the majority of users also said that they originated from less than 1 mile from the site and knew about the footpath through local knowledge.

All respondents surveyed stated that their use of the footpath was primarily for dog walking and general exercise.

All users surveyed stated that they feel safe or fairly safe using the footpath during daylight hours, however the majority stated that they would feel fairly unsafe at night.

Better management of vegetation was the most common suggestion to improve the footpath, with provision of bins and additional signage also noted.

**Footpath 4 (PRoW route: UG105/49/10)**

No users were recorded using the footpath on either the weekend or weekday.

**Footpath 5 (PRoW route UG103/6/10)**

19 people were recorded using the footpath during the weekday and 20 people during the weekend. Of the total users across both surveys (39), 17 were walkers, 4 were runners, 6 were dog-walkers and 12 were cyclists. Usage was relatively constant throughout both survey days.

In total across both survey days, 7 questionnaire responses were received. All respondents stated that they had walked to the site from less than 1 mile away with a mixed frequency of use. All stated that they knew about the footpath based on local knowledge. Most users stated that they used the route for general walking / dog-walking and general convenience.

All respondents stated that they feel safe or fairly safe using the footpath during daylight hours, however the majority stated that they would feel fairly unsafe at night.

The provision of bins, better lighting and better general maintenance of vegetation were noted as key opportunities to improve the footpath.

**Footpath 6 (PRoW route UG103/5/10)**

36 people were recorded using the footpath during the weekday and 37 people during the weekend. Of the total users across both surveys (73) 16 were walkers, 31 were dog-walkers, 1 was a runner and 5 were cyclists. Usage was relatively constant throughout both survey days with slight peaks just after 3pm.

In total across both survey days, 26 questionnaire responses were received. The vast majority of users surveyed were over the age of 60 and noted that they had travelled less than a mile to the footpath by foot, with most also stating that they use the footpath multiple times per week, or more frequently.

General walking / dog walking were the most frequent reasons given for using the route with access to local amenities also being key, with a broad variety of responses in terms of the main benefits they get from the footpath. All respondents said that they knew about the route through local knowledge.

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Everyone surveyed stated that they feel either extremely safe or safe using the footpath during daylight hours. Similarly, most also said they would feel safe using the path outside of daylight hours, but to a lesser extent than during the day. Better management of vegetation was the most common suggestion to improve the amenity of the footpath. Provision of bins, lighting and better surfacing were also suggested by multiple users.

### **Footpath 7 (PRoW route UG103/4/10 (bridleway))**

68 people were recorded using the footpath during the weekday and 113 people during the weekend. Of the total users across both surveys (181), 77 were walkers, 9 were runners, 62 were dog walkers and 27 were cyclists. Usage was relatively constant throughout both survey days.

In total across both survey days, 24 questionnaire responses were received. Despite being a bridleway no horse-riders were recorded using the path during either survey. The vast majority of users surveyed noted that they had travelled less than a mile to the footpath by foot, with most also stating that they use the footpath multiple times per week, or more frequently.

General walking / dog walking were the most frequent reasons given for using the route with access to local amenities also being key, with a broad variety of responses in terms of the main benefits they get from the footpath.

Everyone surveyed stated that they feel either extremely safe or safe using the footpath during daylight hours. Whilst most said they would feel safe using the path outside of daylight hours, a minority of respondents suggested they would feel extremely or very unsafe.

Provision of bins, better signage and better management of vegetation were the most common suggestions on how to improve the amenity of the footpath.

### **Footpath 8 (PRoW route UH111/52/10)**

192 people were recorded using the footpath during the weekday and 319 people during the weekend. Of the total users across both surveys (511), 186 were walkers, 47 were runners, 73 were dog-walkers and 182 were cyclists. Usage was relatively constant throughout both survey days but with a peak number of users at approximately 9am on the Saturday.

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In total across both survey days, 38 questionnaire responses were received. Of those surveyed, approximately two-thirds stated that they had travelled over 2 miles to the footpath, with half of those having travelled more than 5 miles. This reflects the riverside location being more of a destination considered worth travelling to. Just over half said that they had walked to the site from their original destination and approximately one-third said that they had driven.

Whilst some stated that they used the footpath most days, the majority of responses were less frequent use of 1-2 times per month or less, with general walking / dog-walking the primary purpose of their visit. Enjoyment of the location and general health benefits were stated as key benefits.

All users surveyed stated that they felt extremely or fairly safe using the footpath during daylight hours. Outside of daylight hours a minority stated that they would feel fairly or extremely unsafe with the remaining feeling safer or more neutral.

### **Footpath 9 (PRoW route UH112/42/10)**

22 people were recorded using the footpath during the weekday and 12 people during the weekend. Of the total users across both surveys (34), 12 were walkers, 19 were dog walkers 2 were runners and 1 was a cyclist. During the weekday survey there was a clear peak in the number of users of the footpath at approximately 4pm.

No questionnaire responses were received due to users being unwilling to stop.

### **Footpath 10 (PRoW route UH112/43/10)**

337 people were recorded using the footpath during the weekday and 91 people during the weekend. Of the total users across both surveys (428), 339 were walkers, 52 were dog walkers, 6 were runners and 31 were cyclists. There were clear peaks associated with the school run and main commuter times during the weekday survey, particularly at approximately 3pm.

In total across both survey days, 34 questionnaire responses were received. The majority stated that they had walked less than 1 mile from their original destination and use the path multiple times per week, or more frequently. All respondents stated they knew about the footpath through local knowledge.

General walking, dog-walking, access to local facilities and convenience were key reasons for using the footpath. The school-run was also a prominent reason during the weekdays. Almost all respondents stated that they would feel fairly or extremely

safe using the footpath during daylight hours however the majority stated that they would feel fairly or extremely unsafe outside of daylight hours.

Provision of bins, better vegetation management and better connection to local facilities were cited as key opportunities to improve the existing footpath. Additional observations from users included it being muddy when wet and this could be an opportunity to improve the path surface for pram access.

### **Footpath 11 (Thames Path National Trail)**

297 people were recorded using the footpath during the weekday and 492 people during the weekend. Of the total users across both surveys (789), 490 were walkers, 91 were dog walkers, 78 were runners and 128 were cyclists. There was generally a higher frequency of users throughout the day on the weekend compared to the weekday survey.

In total across both survey days, 57 questionnaire responses were received. Approximately half of users stated that they had travelled less than a mile to the footpath by foot. Just over half of those surveyed stated that they use the footpath multiple times per week with everyone surveyed stating that local knowledge was how they knew about it.

The majority of users stated that they used the footpath for general walking / dog-walking, but access to local shops and facilities was another key benefit of the route. Almost all surveyed stated that they felt safe during daylight hours. A smaller majority also said that they would feel safe outside of daylight hours.

Key potential enhancement opportunities were improved lighting, improved surfacing and better vegetation management.

### **Footpath 12 (PRoW route UB113/27a/10)**

187 people were recorded using the footpath during the weekday and 247 people during the weekend. Of the total users across both surveys (434), 94 were walkers, 293 were dog walkers, 9 were runners and 15 were cyclists. During the weekday survey there was a clear peak during the morning commute (approximately 8:30 to 9:30am) but weekend usage was steadier throughout the day.

In total across both survey days, 8 questionnaire responses were received. The majority of those surveyed said that they had driven 1 to 2 miles or more to reach the

footpath. General walking / dog walking were the main reasons given for using the footpath.

Everybody surveyed stated that they feel safe using the footpath during daylight hours, however, this number reduced outside of daylight hours with anti-social behaviour noted as a key reason for this. The most frequent suggestions to improve the footpath included the provision of bins and better vegetation management.

### **Footpath 13 (Thames Path National Trail, National Cycle Network Route 4 and PRow route 112/56/10)**

800 people were recorded using the footpath during the weekday and 1311 people during the weekend. Of the total users across both surveys (2111), 1285 were walkers, 236 were dog walkers, 174 were runners and 402 were cyclists. There was generally a higher frequency of users throughout the day on the weekend compared to the weekday survey.

In total across both survey days, 65 questionnaire responses were received. The majority stated that they had walked or driven less than 1 mile from their original destination and use the path multiple times per week, or more frequently. All respondents stated they knew about the footpath through local knowledge with general walking/dog-walking being the most common type of usage.

Most survey respondents stated that they feel extremely or fairly safe using the footpath during daylight hours, but the majority were more 'neutral' towards using the footpath outside of daylight hours. Improved lighting provision was noted as a key opportunity to improve the footpath with provision of additional amenities and improved/enhanced surfacing also noted.

### **Footpath 14 (Thames Path National Trail and PRow route UB113/27/10)**

383 people were recorded using the footpath during the weekday and 596 people during the weekend. Of the total users across both surveys (979), 463 were walkers, 172 were dog walkers, 114 were runners and 225 were cyclists. Frequency of usage was relatively constant throughout both survey days.

In total across both survey days, 30 questionnaire responses were received. The majority of respondents had walked less than 1 mile to the footpath and stated that they used it multiple times per week, or more frequently. Local knowledge was the primary way respondents knew about the footpath, but a small number also stated that they had relied upon signage/waymarking.

Health, relaxation and enjoyment of the location were the most popular responses with regards to benefits of the footpath. The majority stated that they felt safe during daylight hours, but this was significantly reduced outside of daylight hours.

The most popular response for methods to improve the footpath were better general maintenance / management (e.g. removal of litter, graffiti or vandalism, CCTV, lighting).

### **Footpath 15 (Thames Path National Trail and PRow route UB107/1/10)**

990 people were recorded using the footpath during the weekday and 1369 people during the weekend. Of the total users across both surveys (2359), 1082 were walkers, 138 were runners, 589 were dog walkers and 487 were cyclists. During the weekday survey there was a clear peak in users during the morning rush-hour (approximately 8:30 to 9:30am) however the weekend survey saw more constant usage during the course of the day.

In total across both survey days, 13 questionnaire responses were received. Most respondents surveyed stated that they had either walked or driven less than two miles from their destination, using the footpath multiple times per week or more frequently. General walking and dog-walking were the most frequent reasons for people's use of the footpath with the majority saying health and exercise were the key benefits to it. Provision of amenities such as benches or public toilets were noted as key opportunities for improvement.

The majority stated that they felt safe during daylight hours, but this was significantly reduced outside of daylight hours.

### **Footpath 16 (Thames Path National Trail and PRow route 276)**

1997 people were recorded using the footpath during the weekday and 1560 people during the weekend. Of the total users across both surveys (3357), 1832 were walkers, 422 were dog walkers, 115 were runners and 1177 were cyclists. During the weekday survey there was a clear peak in users during the morning commute (approximately 8:00 to 8:30am) with further peaks in the afternoon after 3pm. Weekend usage was significantly lower in the morning but increased during the afternoon.

In total across both survey days, 35 questionnaire responses were received. The majority of respondents had walked less than 1 mile to the footpath and stated that



they used it multiple times per week, or more frequently. Local knowledge was the primary way people knew about the footpath with a small number noting use of OS mapping.

A range of responses were received regarding the reason for use of the path including convenience, walking, dog-walking and access to local shops/facilities. The majority of users stated that they would feel safe using this section of the footpath during daylight hours. A smaller majority also said that they would feel safe outside of daylight hours.

There were three responses that were most frequently chosen as measures to improve the footpath, these include provision of litter/dog waste bins, provision of amenities such as benches or public toilets and shared use of the path with a separate cycleway to the footpath.

### **Footpath 17 (Thames Path National Trail and PRow route 133)**

649 people were recorded using the footpath during the weekday and 2224 people during the weekend. Of the total users across both surveys (2873), 1328 were walkers, 238 were dog walkers, 790 were runners and 511 were cyclists.

In total across both survey days, 66 questionnaire responses were received. Respondents reported having travelled from a range of distances, most being less than 1 mile, but about quarter more than 2 miles. The majority had also walked from their original destination with others stating that they had either driven or used public transport. The majority of respondents stated that they used the footpath less than once or twice a week, with a third of respondents using it less than once or twice a month.

Local knowledge was the main reason respondents knew about the footpath with people noting convenience and general walking as the main reason for their visit. A large number of runners were recorded during the Saturday morning Kingston parkrun event with usage of the footpath otherwise fairly constant throughout both survey days.

The majority of users stated that they would feel safe using this section of the footpath during daylight hours. This reduced significantly outside of daylight hours. Better lighting, provision of litter bins and better shared use of the footpath were the most frequent responses given on how to improve the footpath.

## Conclusions

The frequency of use of footpaths within the project boundary varies significantly. Some footpaths were noted as having very little or no footfall all day. Others, particularly those in more urban areas or associated with the Thames Path National Trail, experience significantly more usage.

The majority of footpaths surveyed appear to attract primarily local users for regular activities such as exercise, dog walking and access to local facilities with the majority walking to the destination. Those footpaths closest to the River Thames (locations 2, 6, 8, 11-17) attract significantly more people, sometimes from further distances.

The majority of users of all footpaths stated that they feel a degree of safety during daylight hours, but this number reduced outside of daylight hours. This is reflected by a commonly cited opportunity for improvement of the footpaths being the provision of lighting. It should be noted that data regarding the perceived safety of footpaths is likely to be skewed by the fact that people that do not feel safe during the survey hours (8am-6pm) are either unlikely to use the footpath or stop to answer questionnaires.

A range of suggestions were given for opportunities to improve accessibility and use of the footpaths dependent on specific local factors. This ranged from improved surfacing, better maintenance of vegetation, provision of amenities and facilities and lighting. It is recommended that these options are considered as part of the project design and assessed as part of the EIA process, if required.

## Appendix A: Survey Location Plan

Location plan [ENVIMSE500260-GBV-ZZ-3ZZ-DR-EN-10011](#)



# River Thames Scheme

## Non-Motorised User (NMU) Survey Questionnaire

June 2022

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## Non-Motorised User (NMU) Survey Scope

### Survey requirements

In preparation for submission of an Environmental Impact Assessment (EIA) for the proposed River Thames Scheme (RTS) (hereafter termed ‘the Project’), an understanding of non-motorised users (NMUs) is required to establish the use of Public Rights of Way (PRoW) affected by the project. This will include all associated PRoWs intersected by the project, including footpaths, bridleways and byways either intersected by or those that will be affected by the project.

A proposed scope for NMU surveys was accepted by the Environment Agency in April 2022 (survey Scope Asite reference: ENVIMSE500260-GBV-ZZ-3ZZ-RP-EN-10018). The scope proposed to establish the extent of use of the PRoW network at 17 PRoWs identified as being potentially affected by RTS. The surveys will be conducted using on-site observers to record the type and frequency of use and will be supplemented by user questionnaires.

This document details the questions proposed to be included as part of the user questionnaire and has been prepared in order to seek agreement with the Environment Agency prior to the surveys taking place in spring 2022.

The questions have been designed to consist of a combination of nominal (e.g. multiple choice) and Likert scale questions. The questionnaire has been purposefully designed to be quick to complete (estimated 3-5 minutes per user) with the aim of maximising participation.

Surveyors will capture responses to surveys ‘live’ using a tablet on site using Survey123 (or similar application). This will assist with analysis of results.

### Proposed Questionnaire

The following script and questionnaire are proposed to be used when seeking answers from members of the public.

#### **Initial introduction**

*The River Thames Scheme is being done to reduce the risk of flooding in the local area. As part of this work we need to know more about how people are using footpaths. Would you have five minutes to help us?*

*All responses will be completely anonymous. Any responses will be used solely to inform the River Thames Scheme.*

## Non-Motorised User (NMU) Survey Scope

*In the past the local area has suffered from serious flooding. The River Thames Scheme aims to sustainably deal with this risk through:*

- *Construction of a new flood channel built in two sections – one in the borough of Runnymede and one in the borough of Spelthorne. (Please note, all surveyors will have a map to show the flood channels).*
- *Improvements to existing river structures (e.g. weirs at Sunbury, Molesey and Teddington).*
- *Creation and enhancement of nearby areas for recreation and wildlife.*

*For further information about the project, please visit <https://www.riverthamesscheme.org.uk/>.*

Further info about the Development Consent Order (DCO) application if a footpath user asks but not necessary in the initial intro:

*Work is currently being undertaken to inform a Development Consent Order application for the River Thames Scheme (RTS) which is being delivered in partnership by the Environment Agency and Surrey County Council. A Development Consent Order is a special process to achieve consent for projects from the Planning Inspectorate for projects that have been identified as being of national significance instead of a more standard planning application.*

### **Proposed Questions**

**1. Approximately how far have you travelled to use this footpath/ byway/ bridleway?**

- a) Less than half a mile (less than 10 minutes to walk on average)
- b) 0.5-1 mile (10-25 minutes to walk on average)
- c) 1-2 miles (30-60 minutes to walk on average)
- d) 2-5 miles (1-2 hours walk on average)
- e) 5+ miles (1.5+ hours walk)

**2. How have you travelled to this footpath/byway/bridleway?**

- a) Walked from original destination (e.g. home/work)
- b) Cycled from original destination
- c) Driven from original destination
- d) Public transport from original destination
- e) Other (please state)

**3. On average, how often to you use this footpath/byway/bridleway?**

## Non-Motorised User (NMU) Survey Scope

- a) More than once a day (e.g. commuting to and from work)
- b) Once a day
- c) Multiple times per week but not everyday
- d) 1–2 times per week
- e) 1-2 times per month
- f) Less than 1-2 times per month

### **4. How did you come to know, or find information, about the local footpath network?**

- a) Local knowledge
- b) Surrey Council website
- c) Other Local Authority website (e.g. Runnymede / Spelthorne)
- d) Signage / way-marking
- e) Local notice boards
- f) Ordnance Survey (OS) mapping
- g) Definitive map
- h) Other

### **5. What is the purpose of your journey specifically today (please tick all that apply)?**

- a) Convenience / to explore / fresh air
- b) Exercise – walk
- c) Exercise – run
- d) Exercise – cycle
- e) Exercise – horse ride
- f) To go to / from shops
- g) To use local facilities / amenities (e.g. visit doctor / library / train station)
- h) School run
- i) To walk the dog
- j) To commute to / from work
- k) To visit friends / relatives
- l) Other (please specify)

### **6. Do you use this footpath for any other reasons? (please tick all that apply)?**

- a) No (only use is as above)
- b) Convenience / to explore / fresh air
- c) Exercise – walk
- d) Exercise – run
- e) Exercise – cycle



## Non-Motorised User (NMU) Survey Scope

- f) Exercise – horse ride
- g) To go to / from shops
- h) To use local facilities / amenities (e.g. visit doctor / library / train station)
- i) School run
- j) To walk the dog
- k) To go to / from work
- l) To visit friends / relatives
- m) Other [please specify]

### **7. What is the main benefit or enjoyment from using this footpath / byway / bridleway (please tick all that apply)?**

- a) Relaxation
- b) Health reasons / exercise
- c) To enjoy the location
- d) Solitude
- e) To take the children out
- f) Exercise pet / animal
- g) Fresh air
- h) Tranquillity (peace and quiet)
- i) Particular point of interest
- j) Meet people / socialise
- k) Other [specify]

### **8a. How safe do you feel using this footpath / byway / bridleway during daylight hours?**

**[Please give reason for your answer, e.g. presence or visibility of hazards]**

- a) Extremely safe
- b) Fairly safe
- c) Neutral
- d) Fairly unsafe
- e) Very unsafe

### **8b. How safe would you feel using this footpath / byway / bridleway outside of daylight hours (i.e. at night)?**

**[Please give reason for your answer, e.g. presence or visibility of hazards]**

- f) Extremely safe
- g) Fairly safe
- h) Neutral
- i) Fairly unsafe
- j) Very unsafe

**9. Are there any facilities/measures that would improve accessibility and your use of the footpath (please tick all that apply)?**

- a) Improved surface (e.g. fixing potholes/damage to the path)
- b) Enhanced surface (e.g. making it suitable for all weather conditions, e.g. tarmac instead of mud/gravel)
- c) Better maintenance of vegetation
- d) Better general maintenance / management (e.g. removal of litter, graffiti or vandalism, CCTV, lighting)
- e) Provision of ramps or other measures to assist disabled access (e.g. gates instead of stiles, ramps instead of steps)
- f) Provision of general litter bins and/or dog waste bins
- g) Provision of amenities (e.g. benches and/or public toilets)
- h) Better signage and way marking
- i) Better information elsewhere (e.g. council websites / parish notice boards etc.)
- j) Information boards / maps
- k) Better footpath connectivity to wider area or facilities
- l) Shared use (e.g. separate cycleway to footpath)
- m) Nearby parking
- n) Other

**10. Age bracket**

- a) Under 18
- b) 18-29
- c) 30-39
- d) 40-49
- e) 50-59
- f) Over 60
- g) Prefer not to say

**11. Gender**

- a) Male
- b) Female
- c) Other
- d) Prefer not to say

**12a. Do you have a long-standing illness or disability (physical or mental)?**

- a) Yes
- b) No
- c) Prefer not to say

**12b. If yes, does this limit your day to day activities?**

- a) Yes
- b) No
- c) Prefer not to say

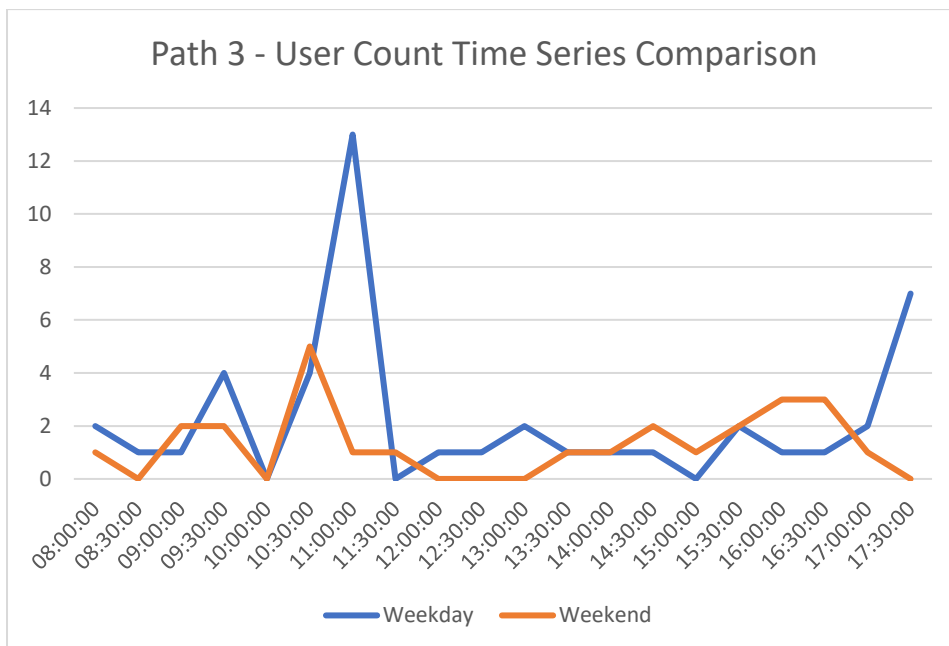
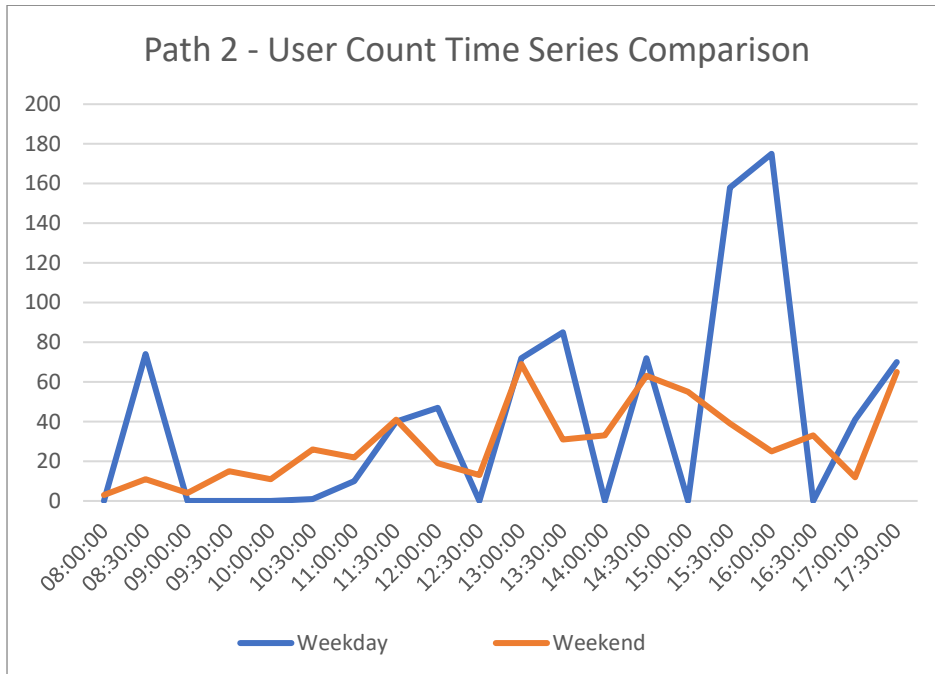
**13. Ethnicity**

- a) White British
- b) Asian or Asian British
- c) Black or black British
- d) Mixed
- e) Other ethnic group – please specify
- f) Prefer not to say

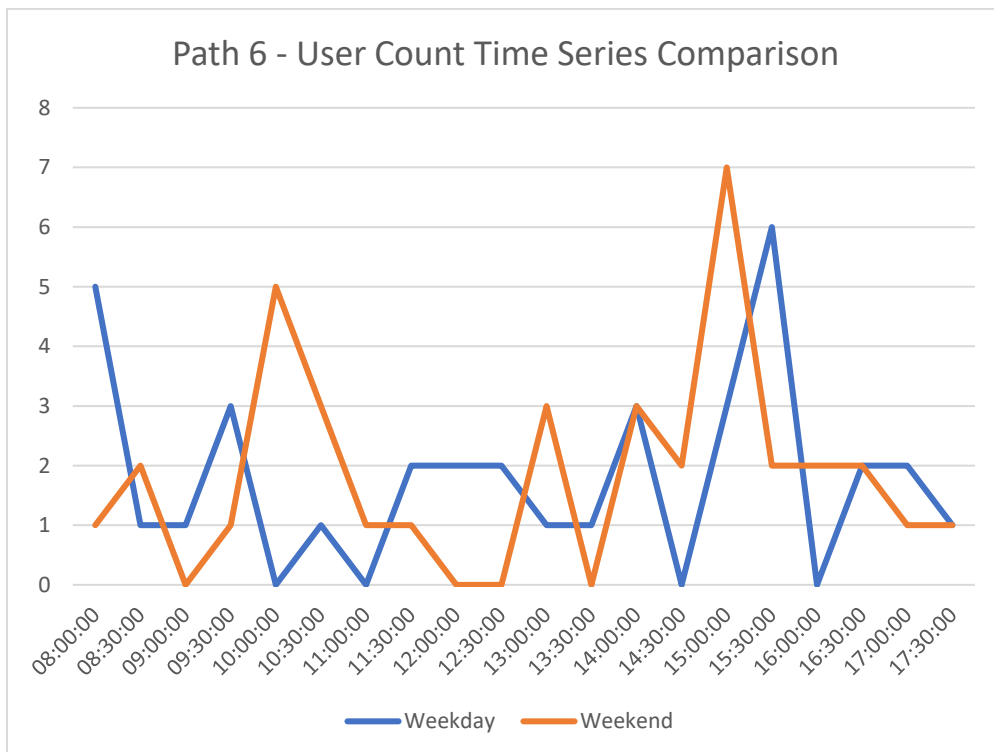
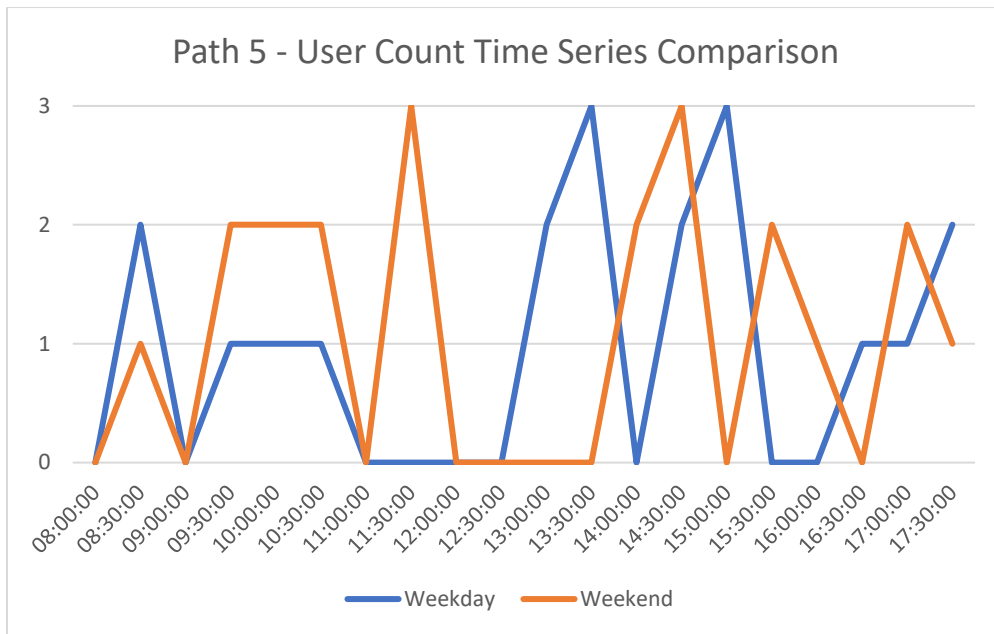
**14. Are there any other comments you would like to make?**

## Appendix C: Time series data

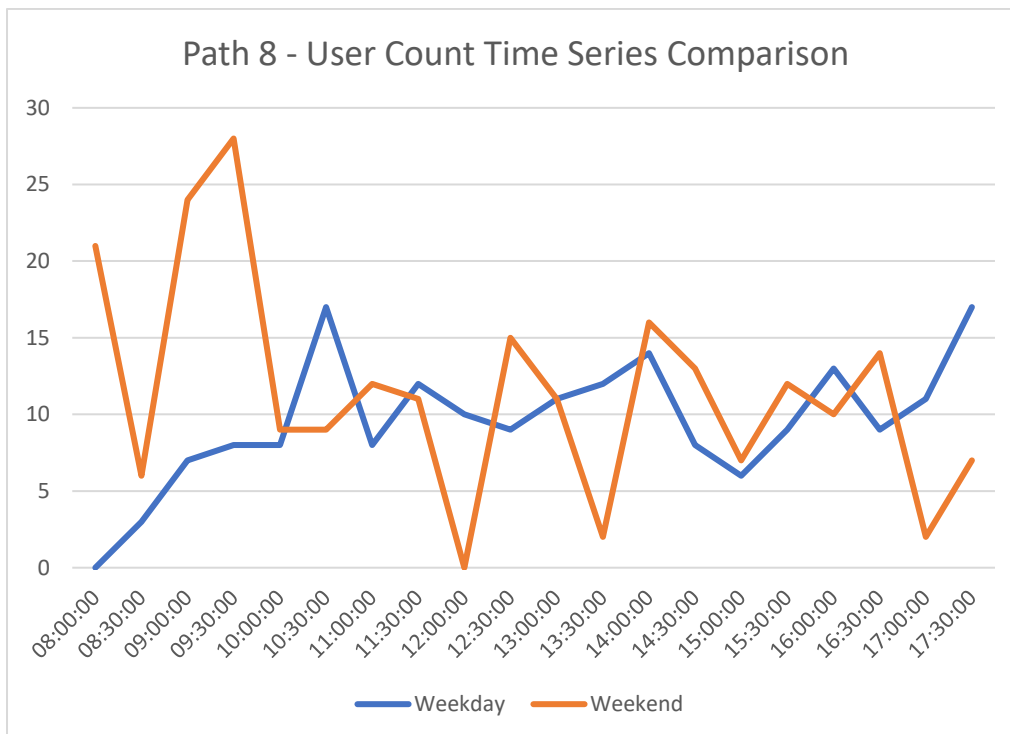
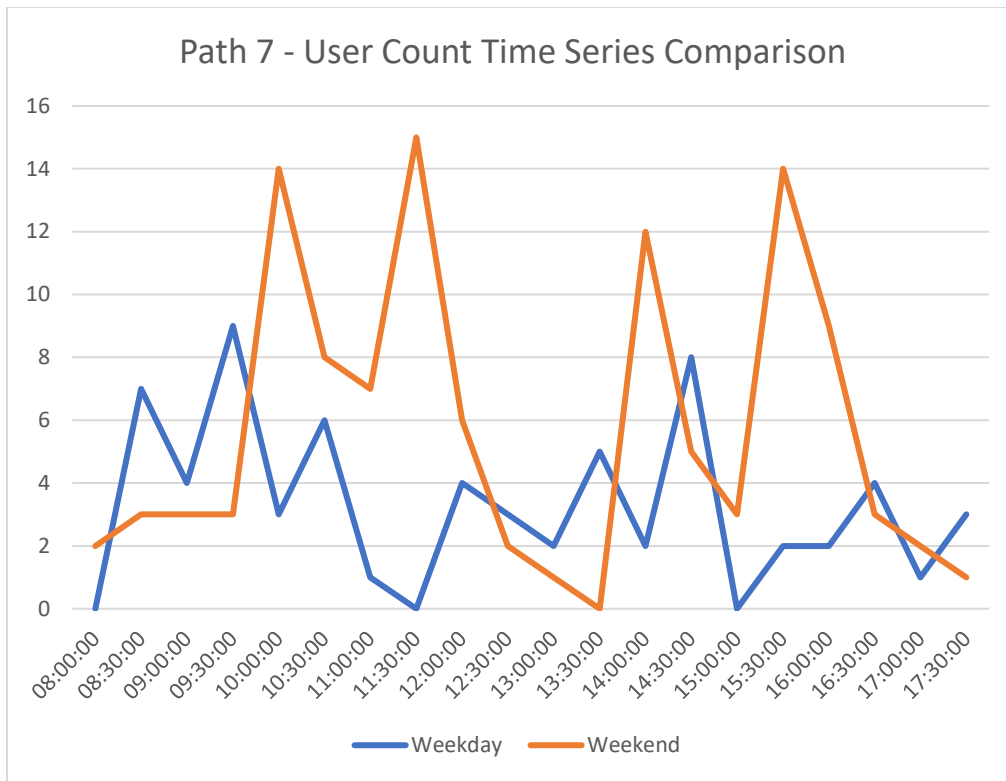
The graphs below show the difference in user counts (at 30 minute intervals) between weekdays and weekends. Pathways 1 and 4 were excluded due to no / a negligible number of users being recorded.



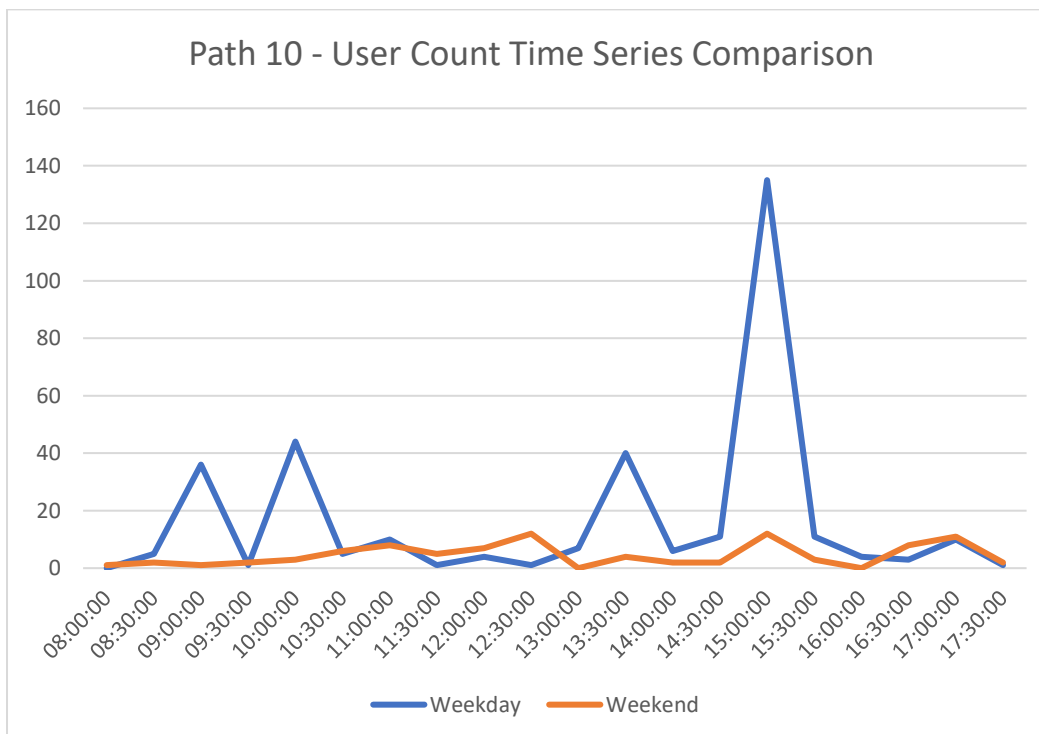
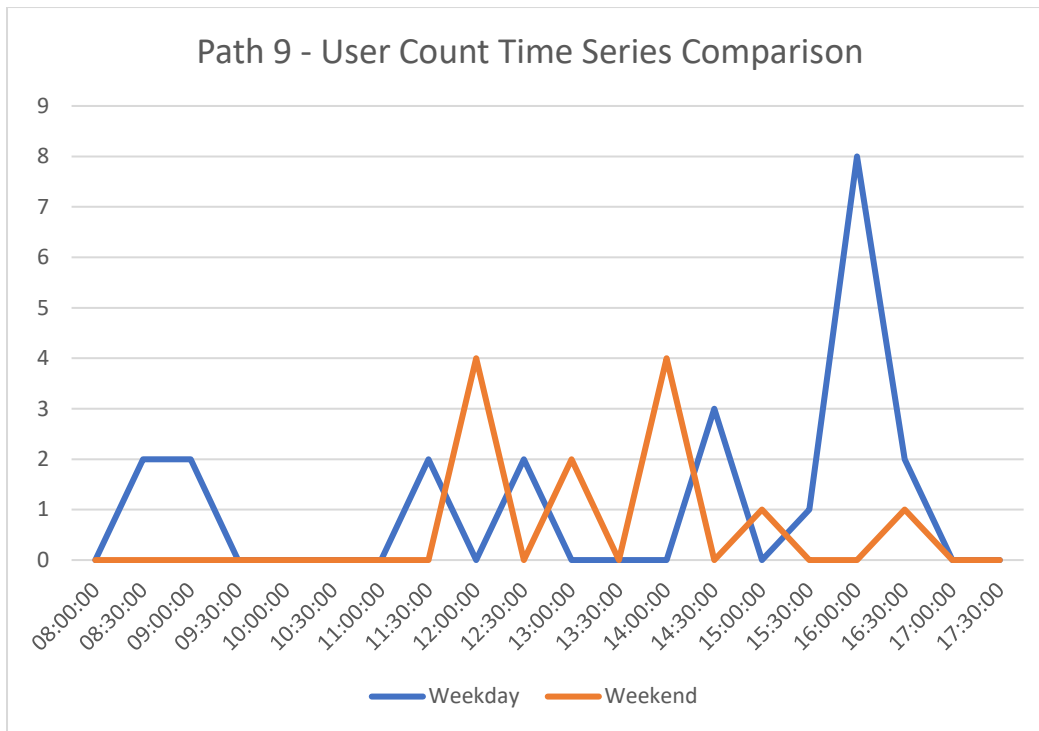
# Non-Motorised User Survey Report



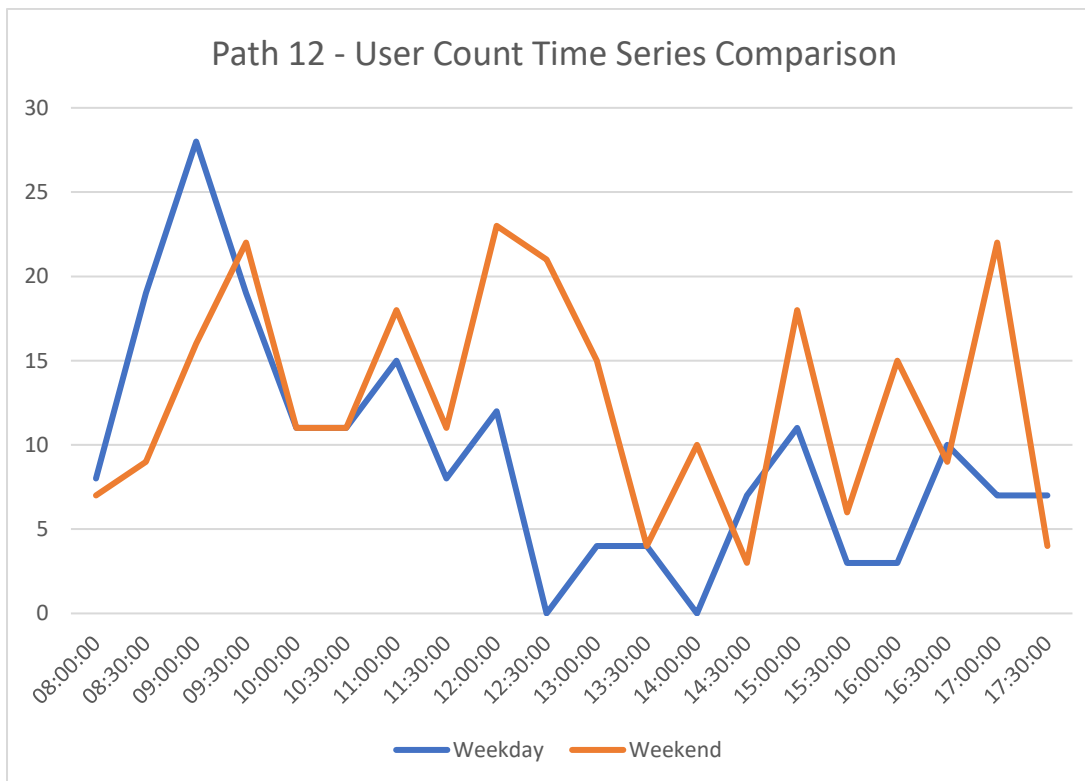
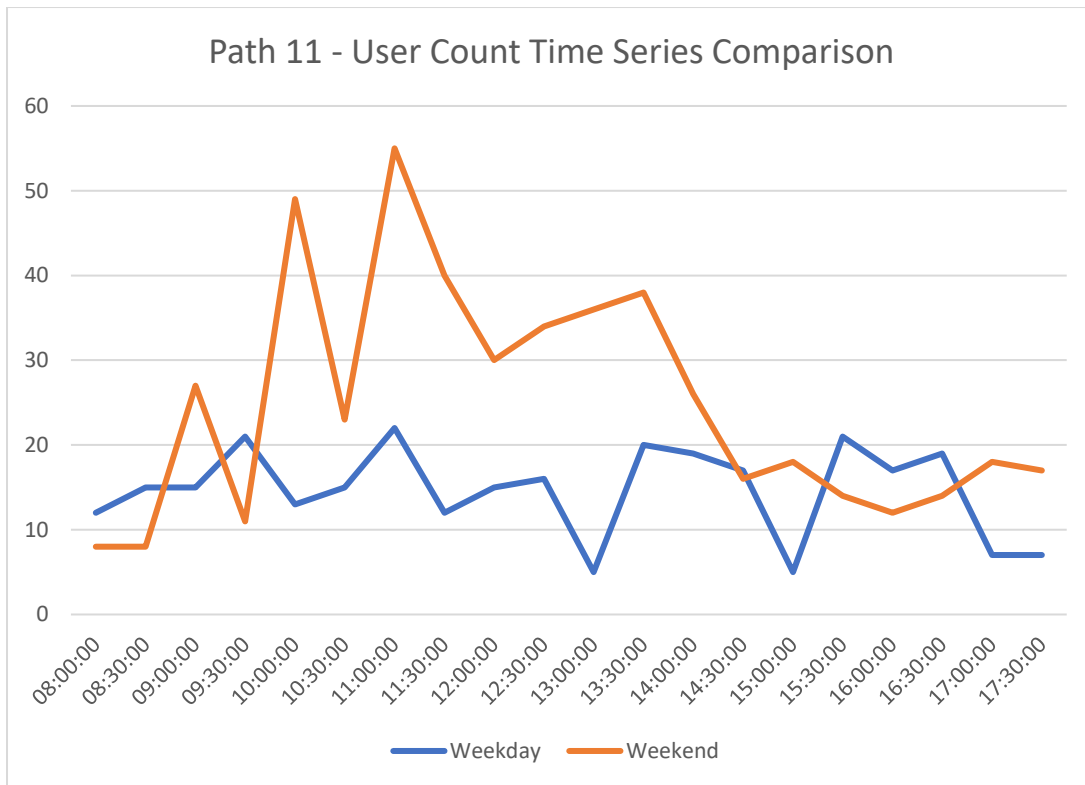
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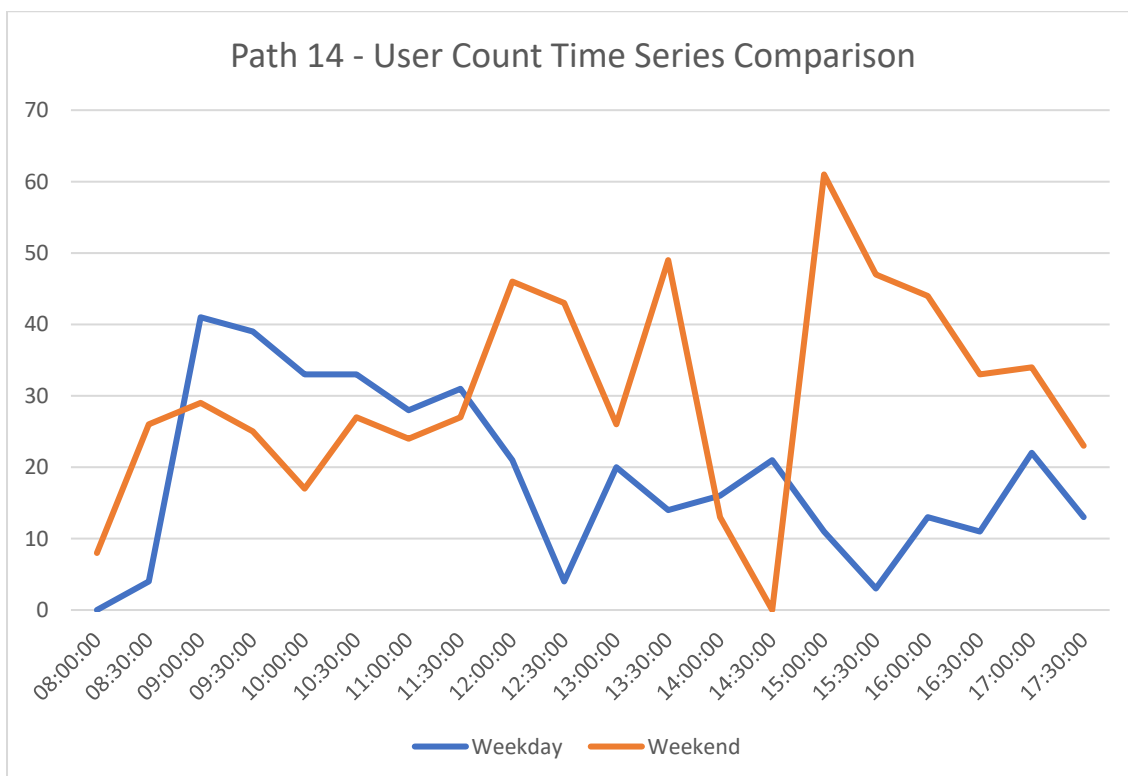
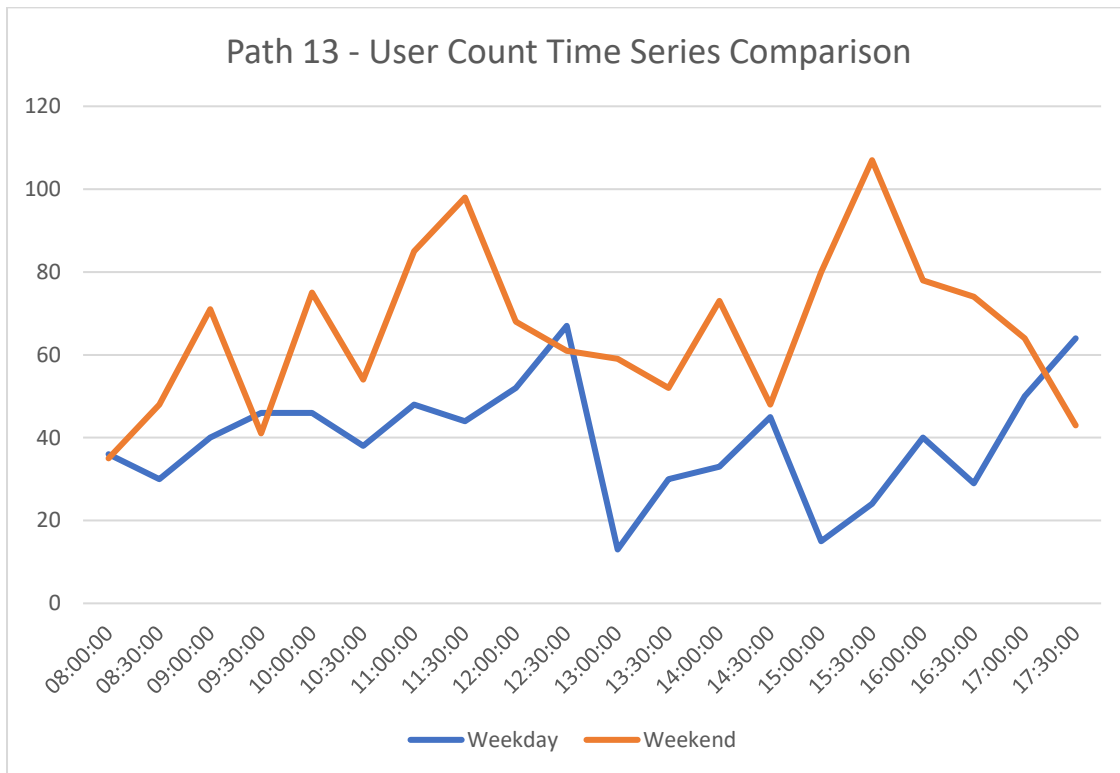
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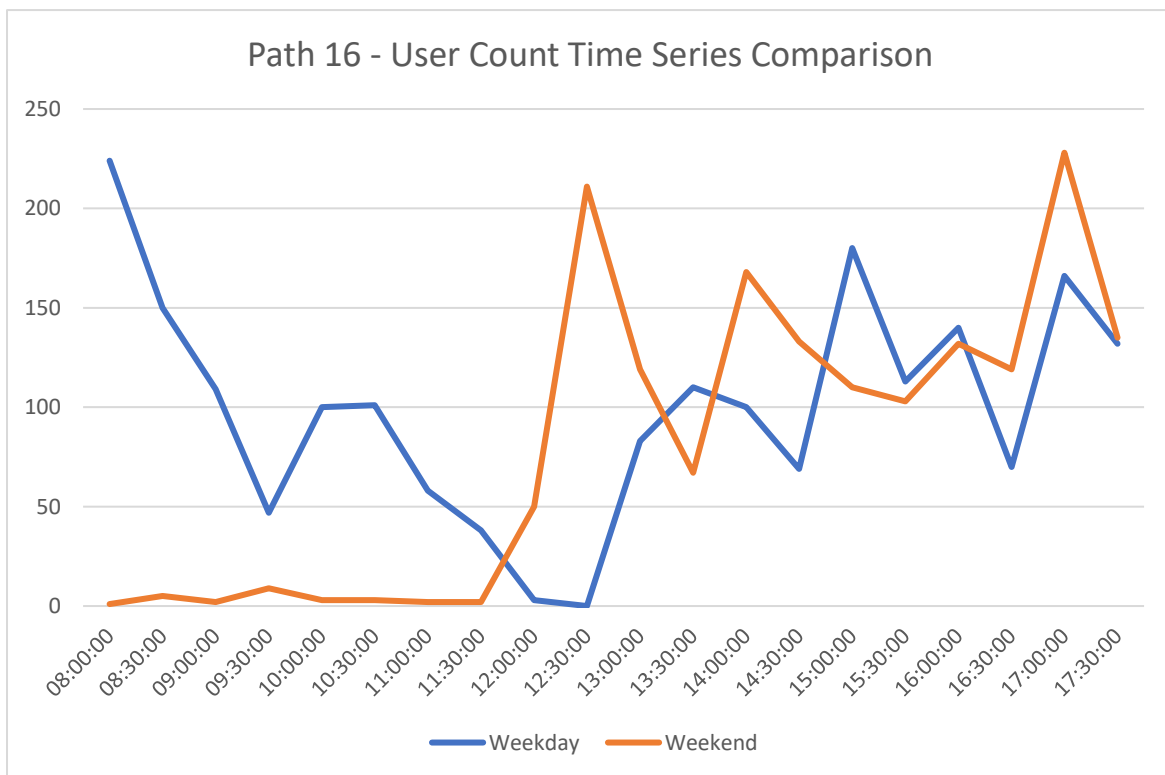
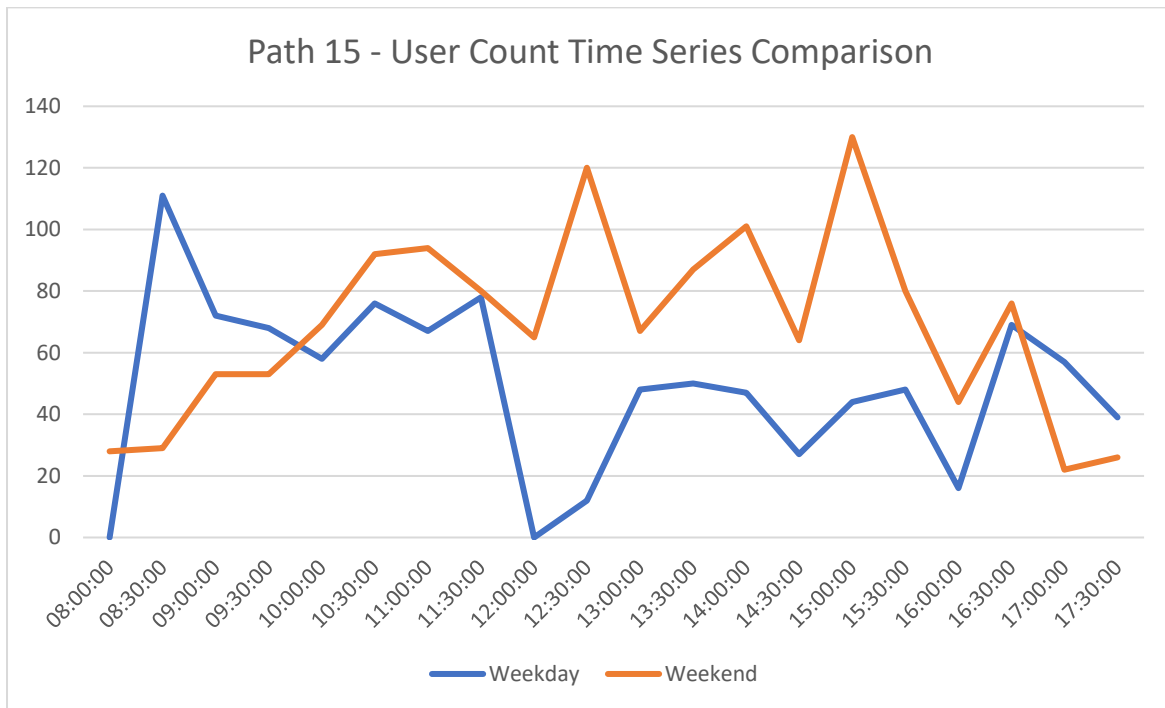
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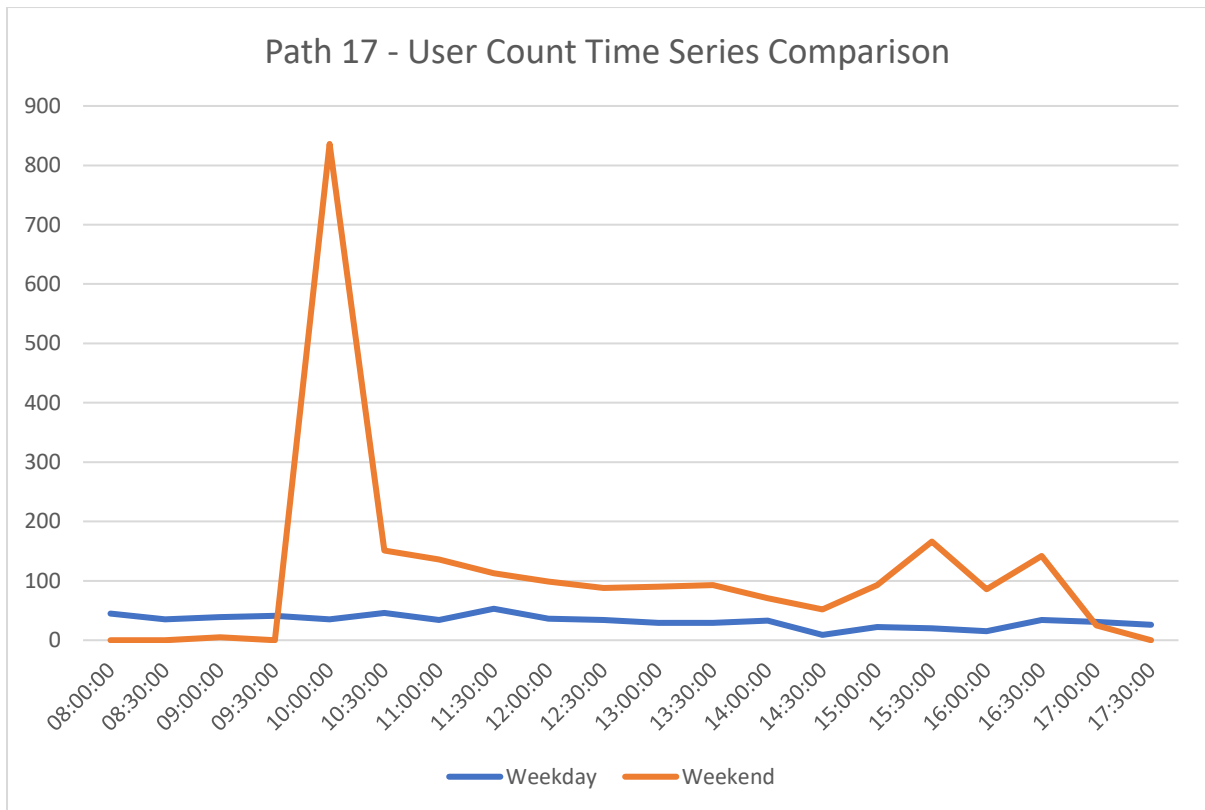




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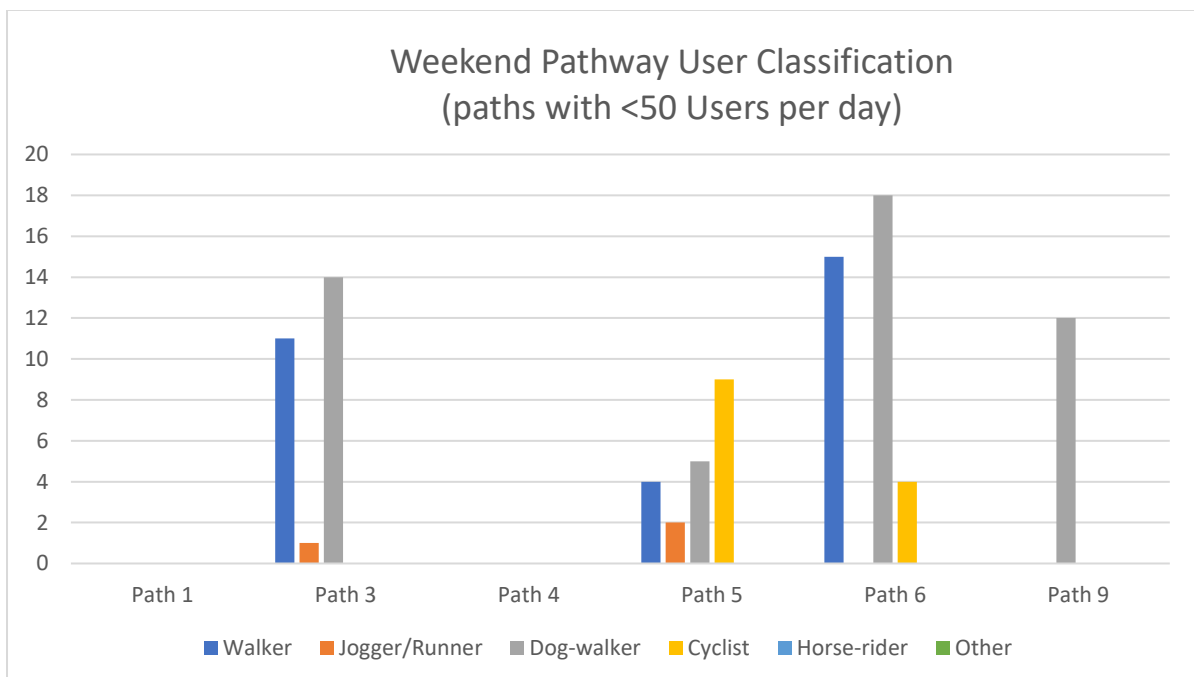
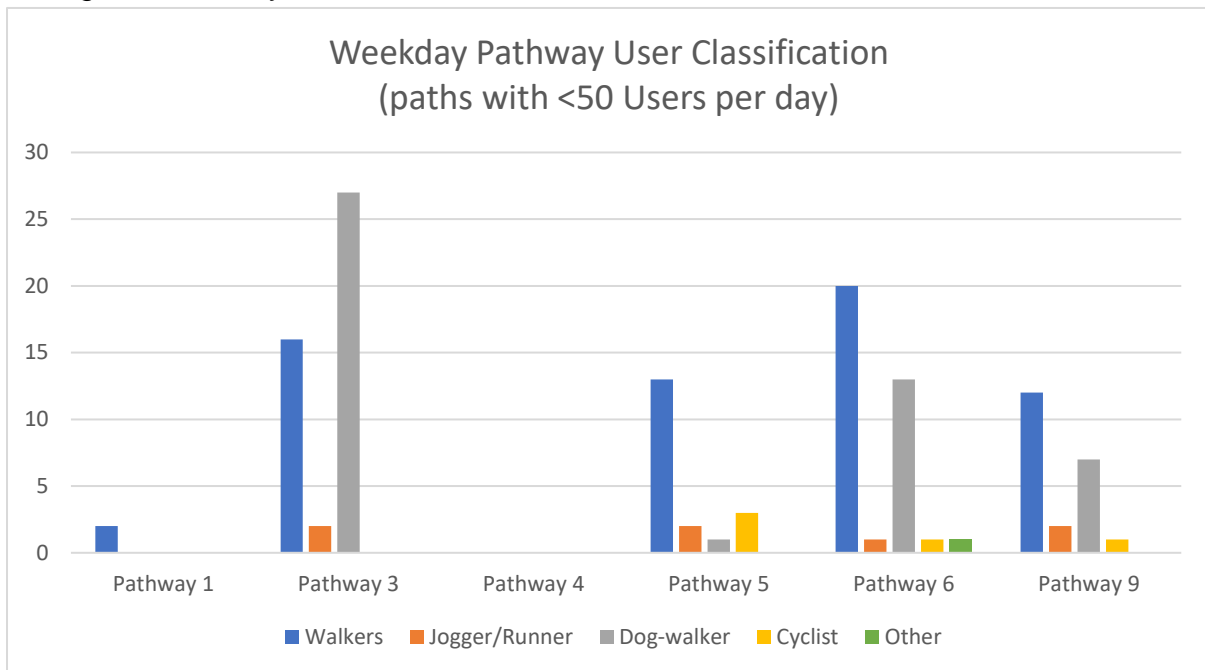


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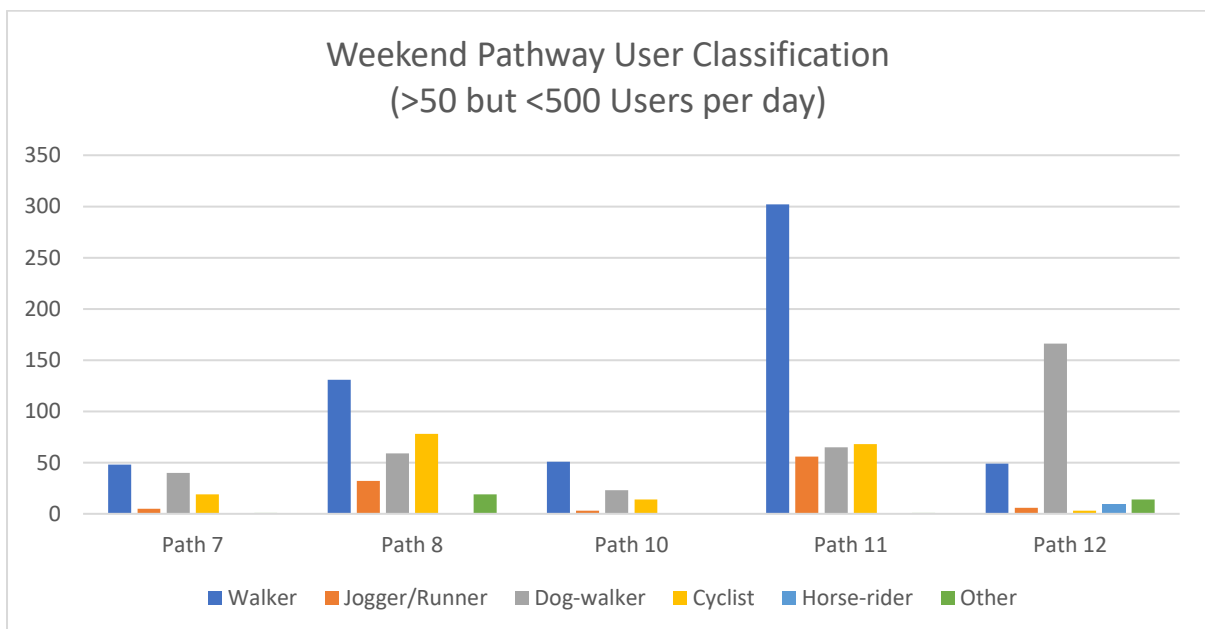
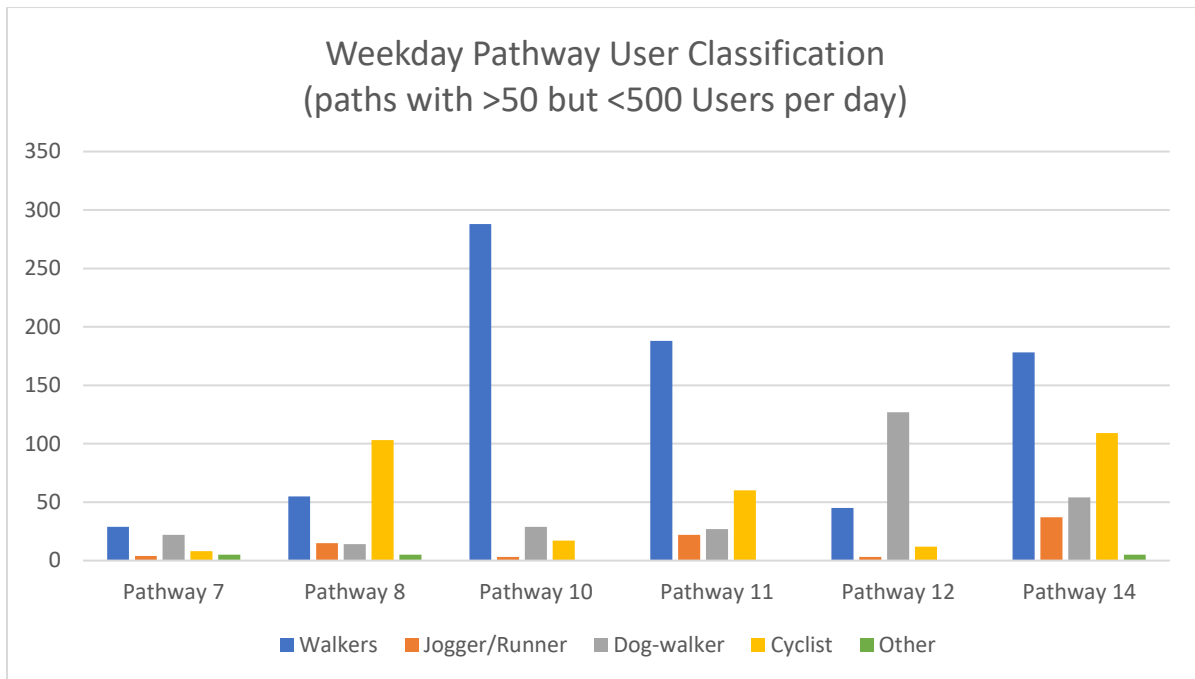


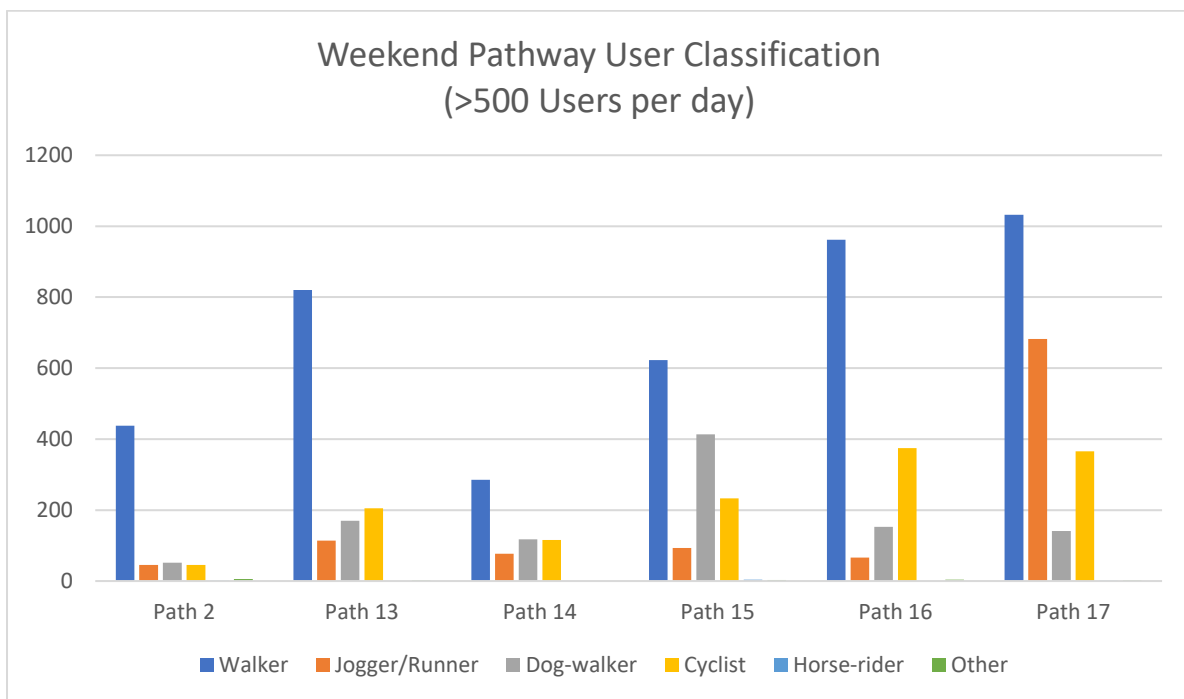
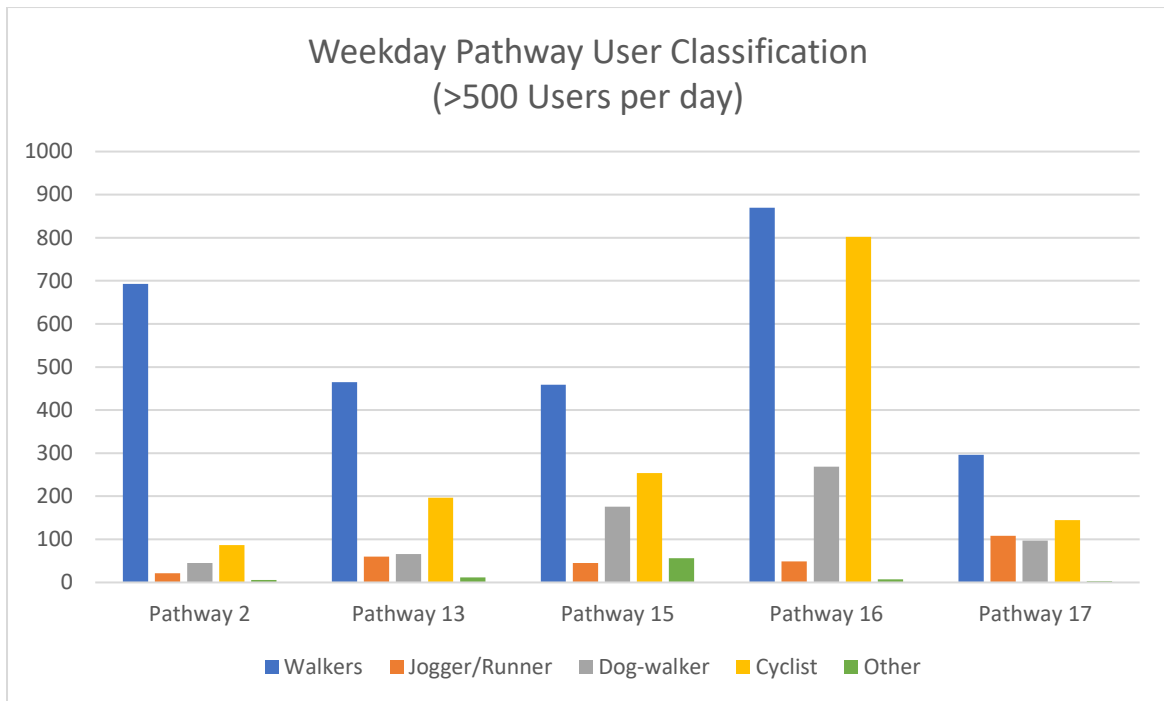
## Appendix D: Footpath User Classification

The following graphs summarise the type of user recorded as using each footpath during the weekday and weekend.



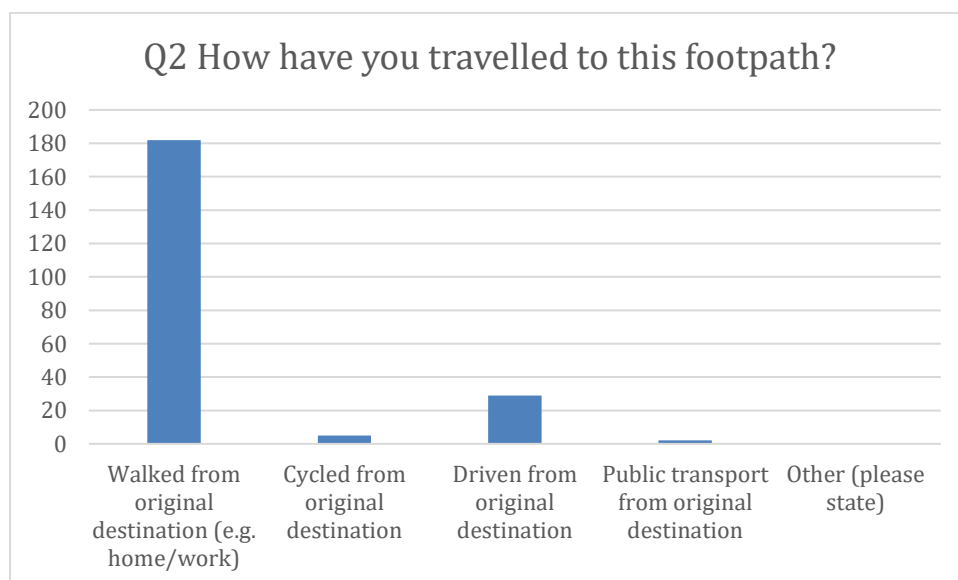
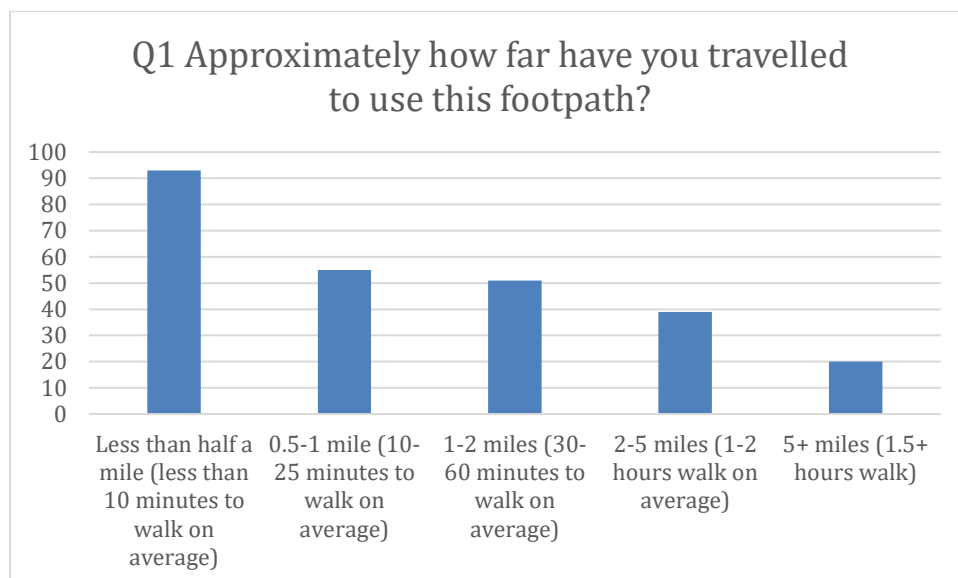
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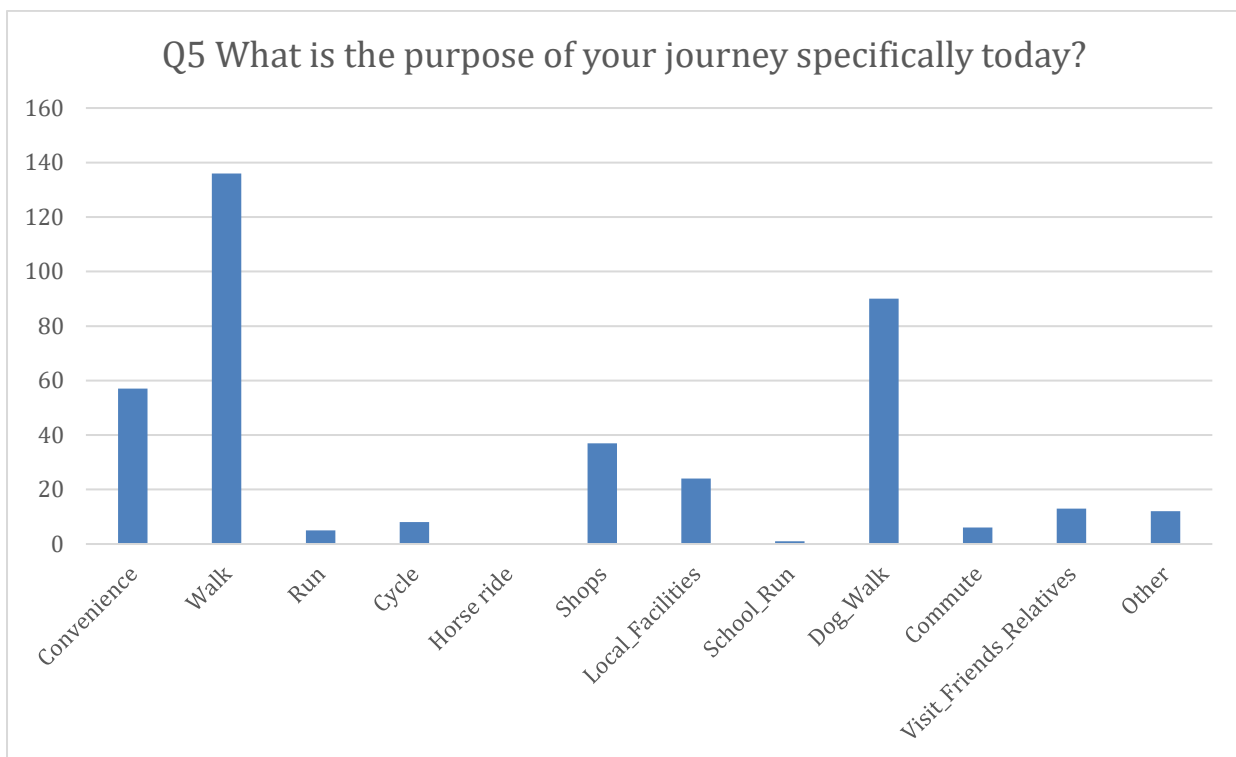
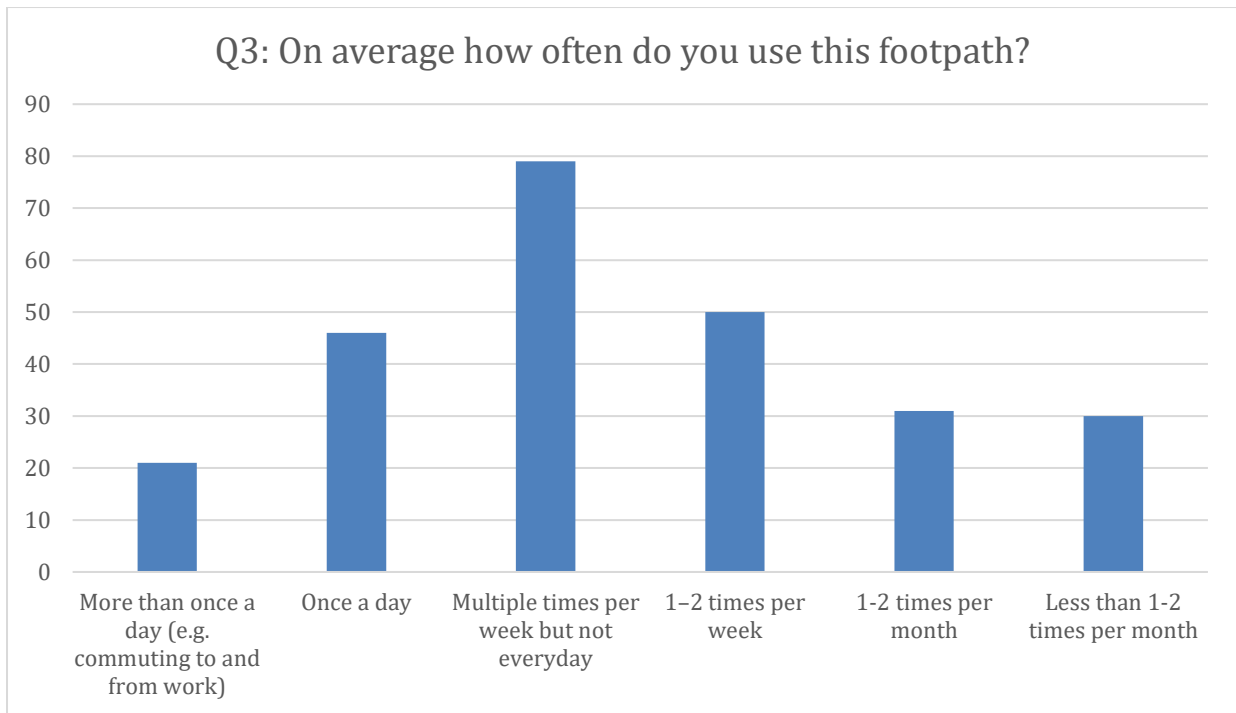




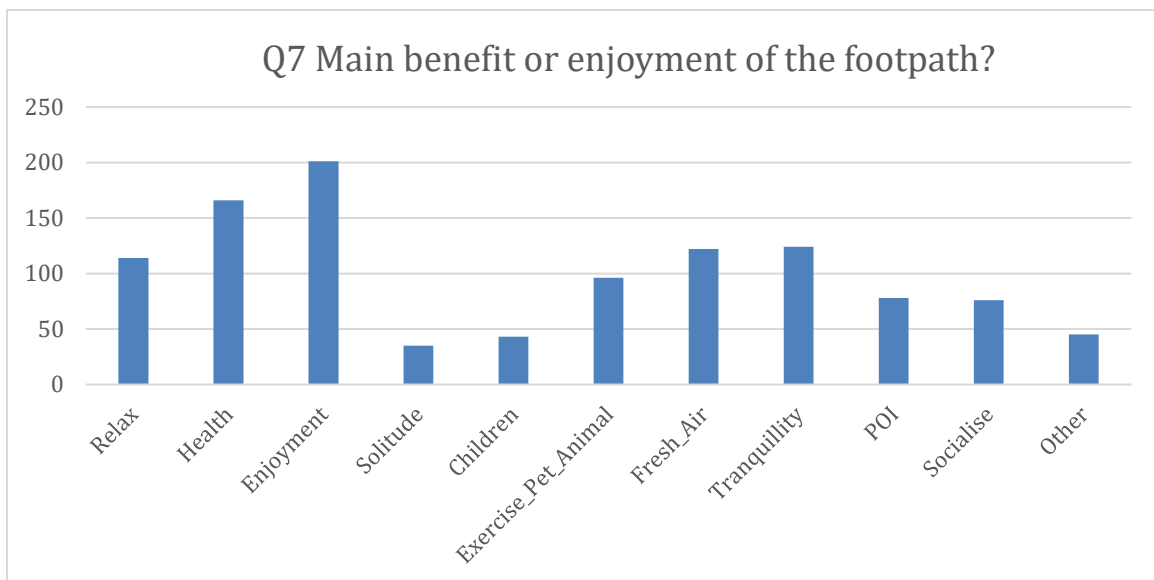
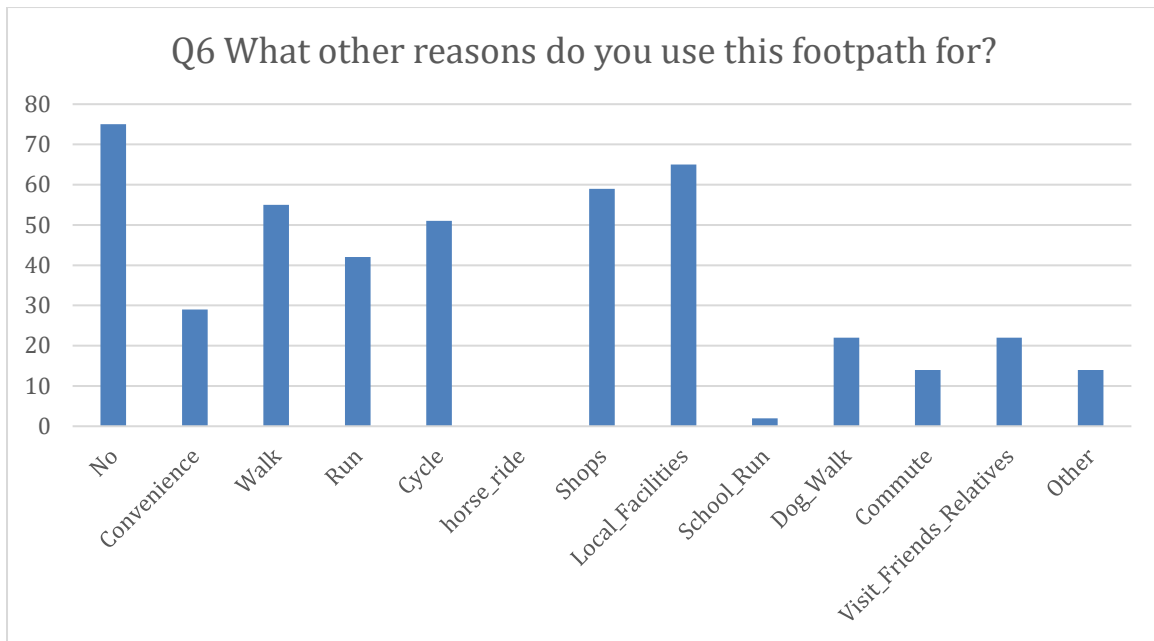
## Appendix E: Overview of questionnaire responses across all footpaths surveyed

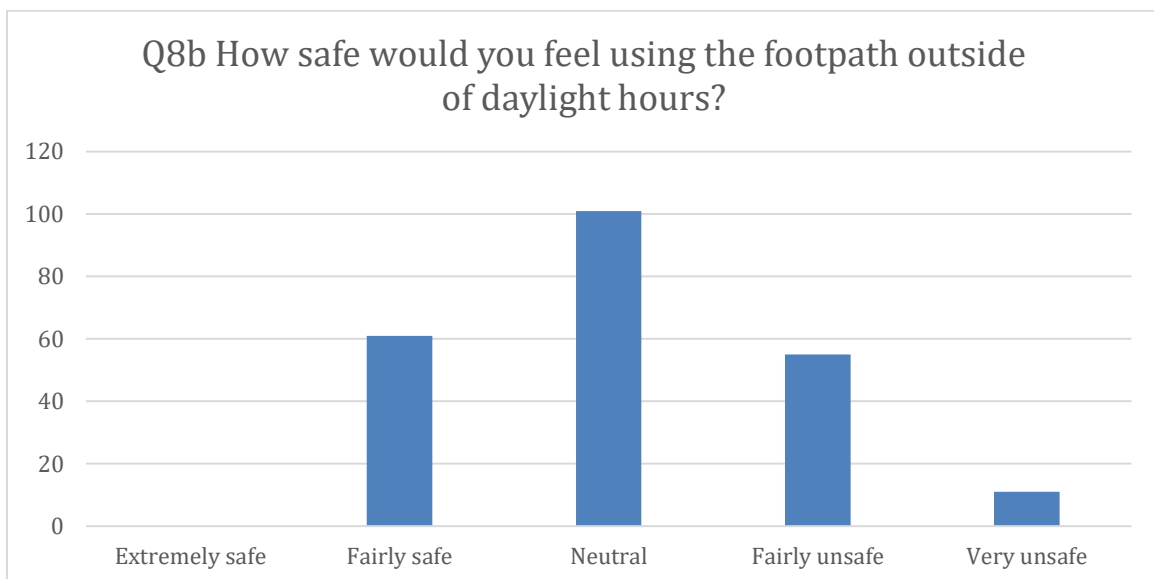
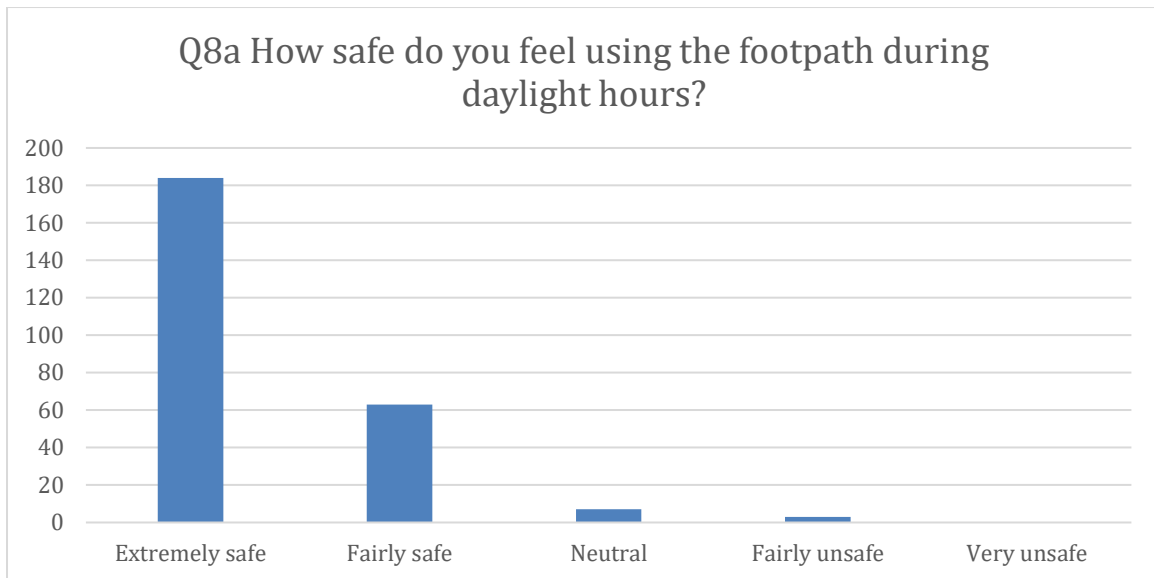
The following graphs provide an overview of questionnaire responses received across all footpaths surveyed.

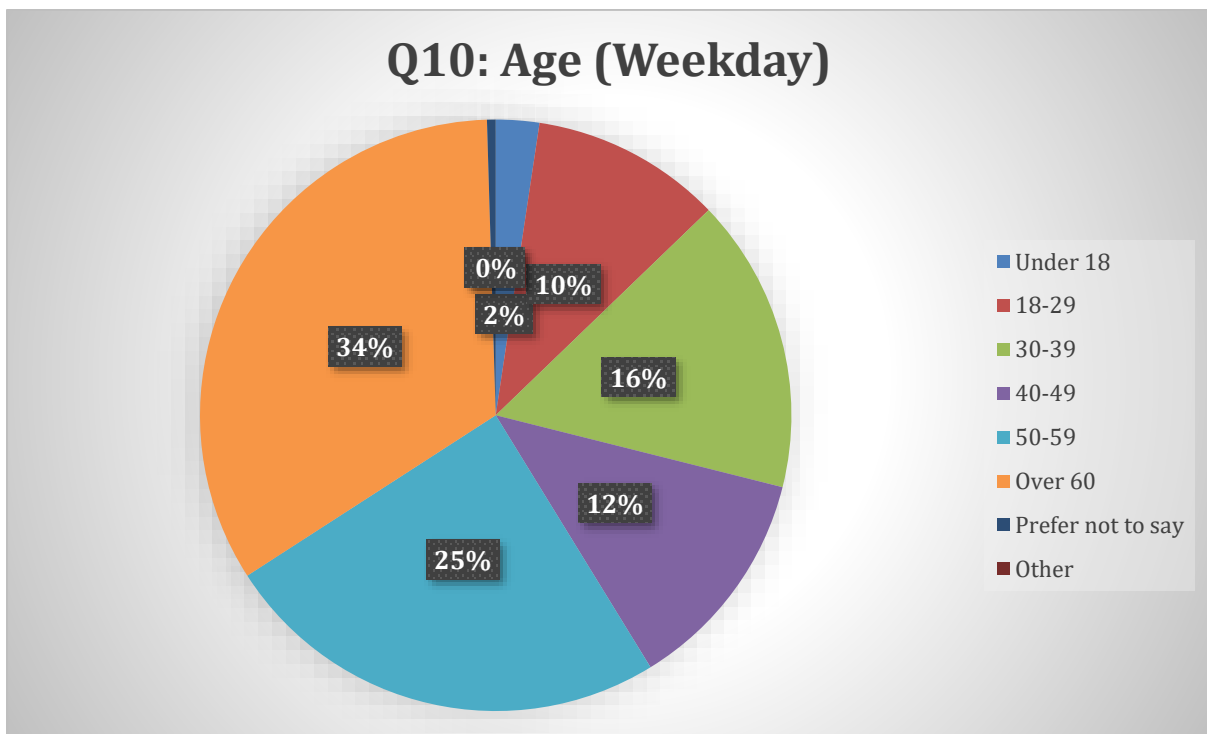
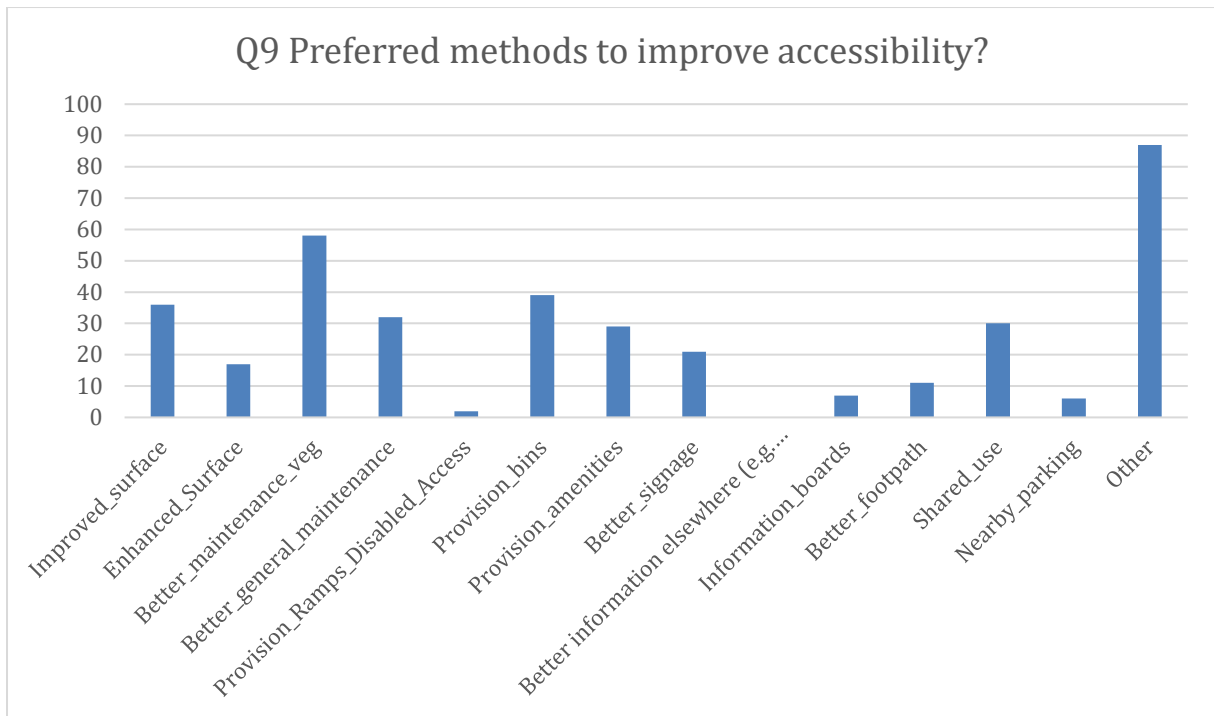




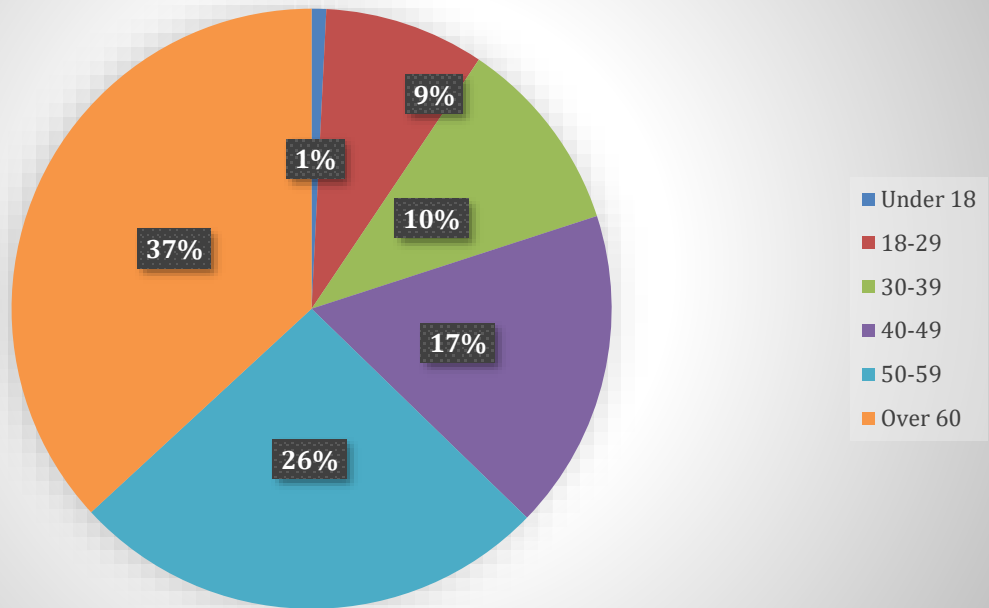




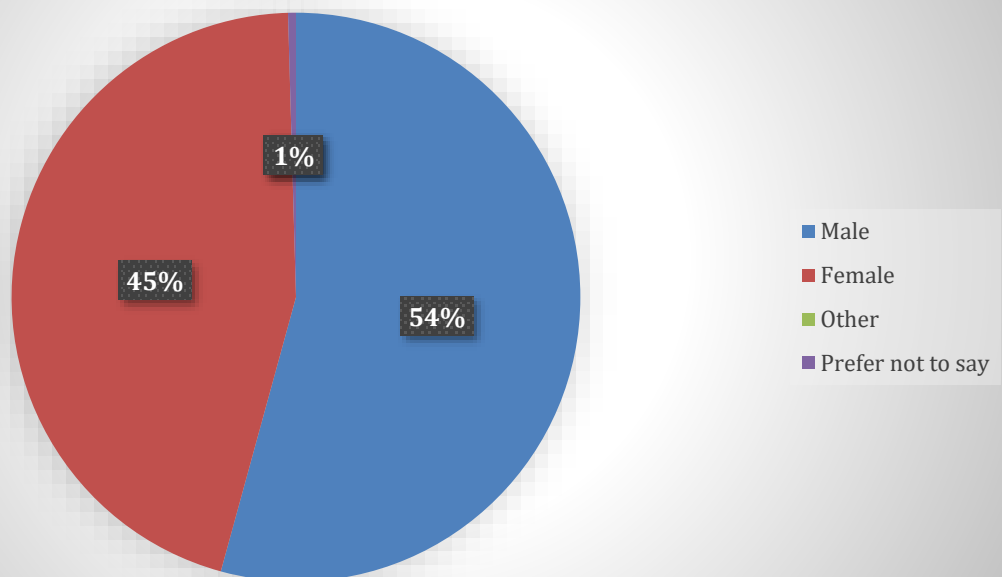


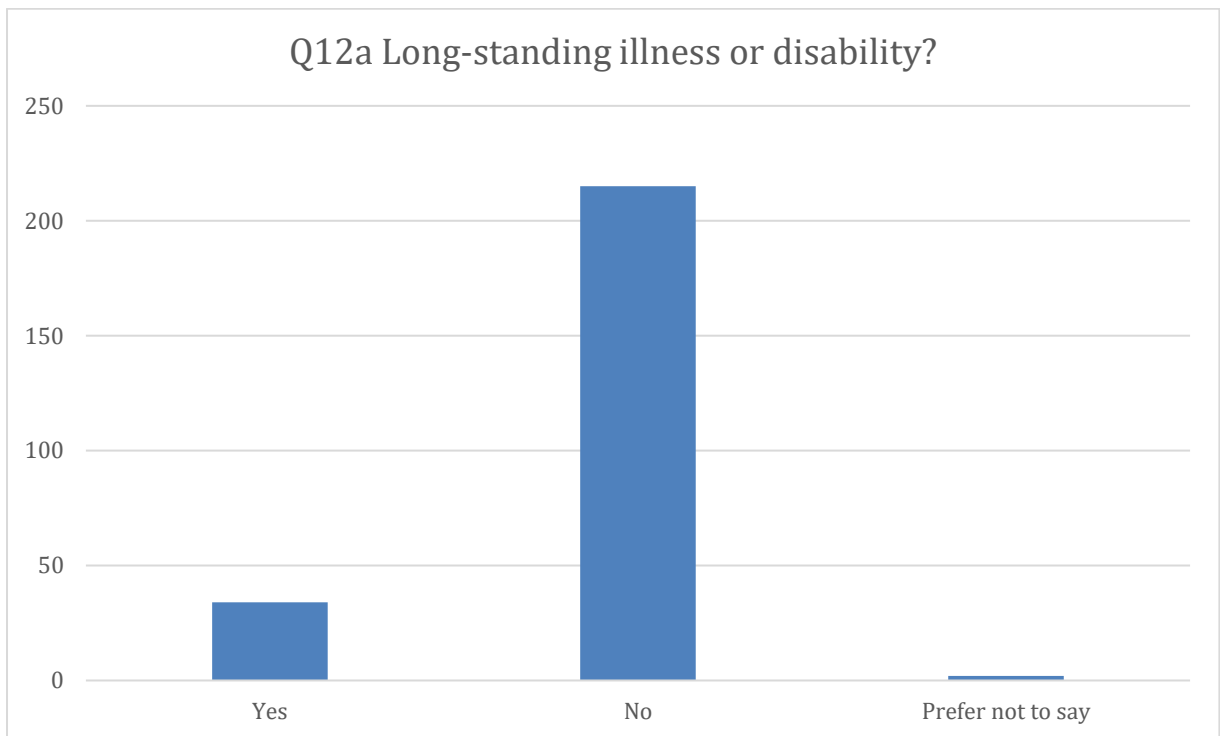
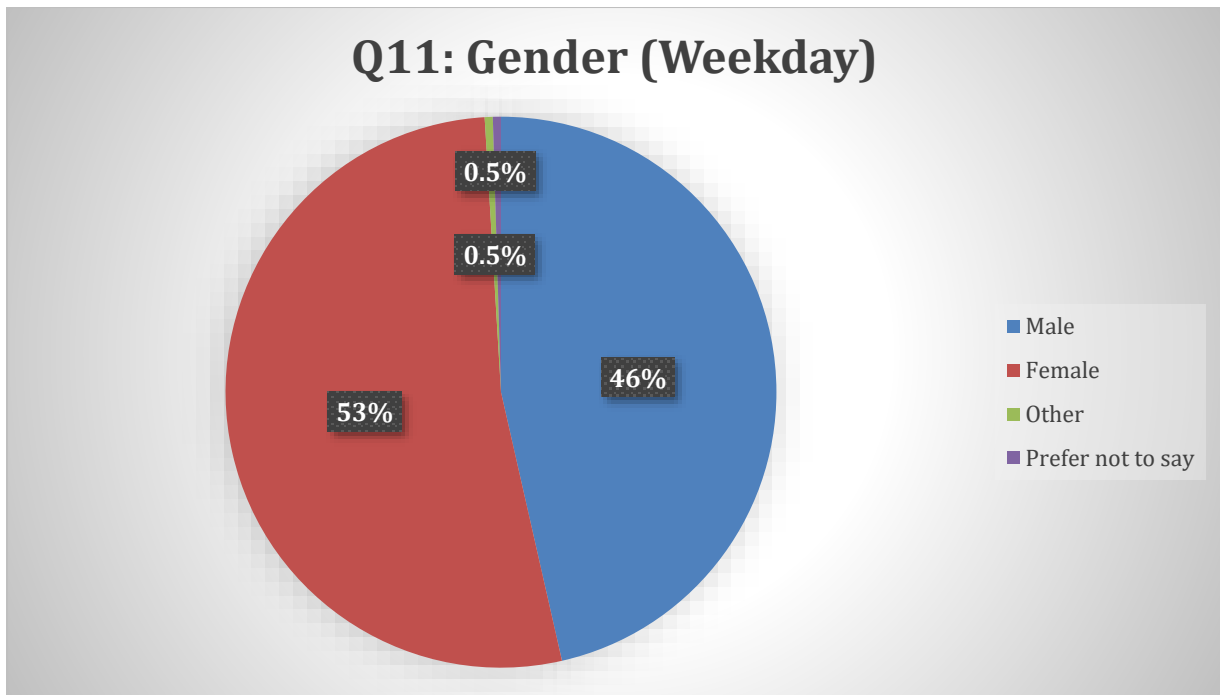


### Q10 Age (Weekend)

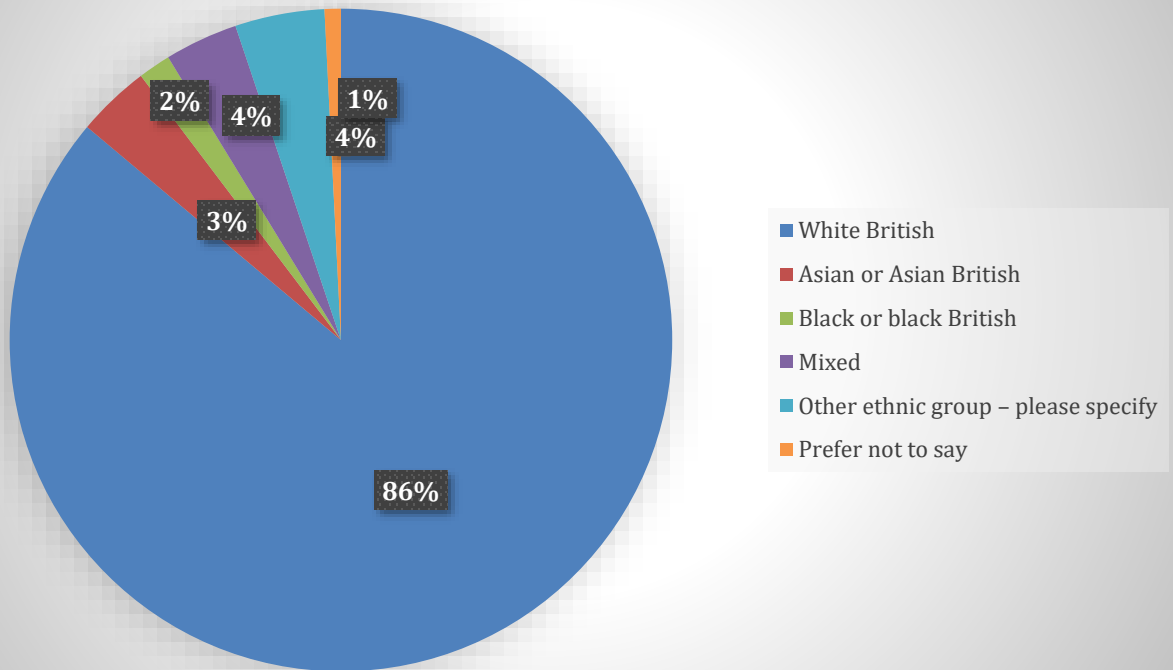


### Q11: Gender (Weekend)

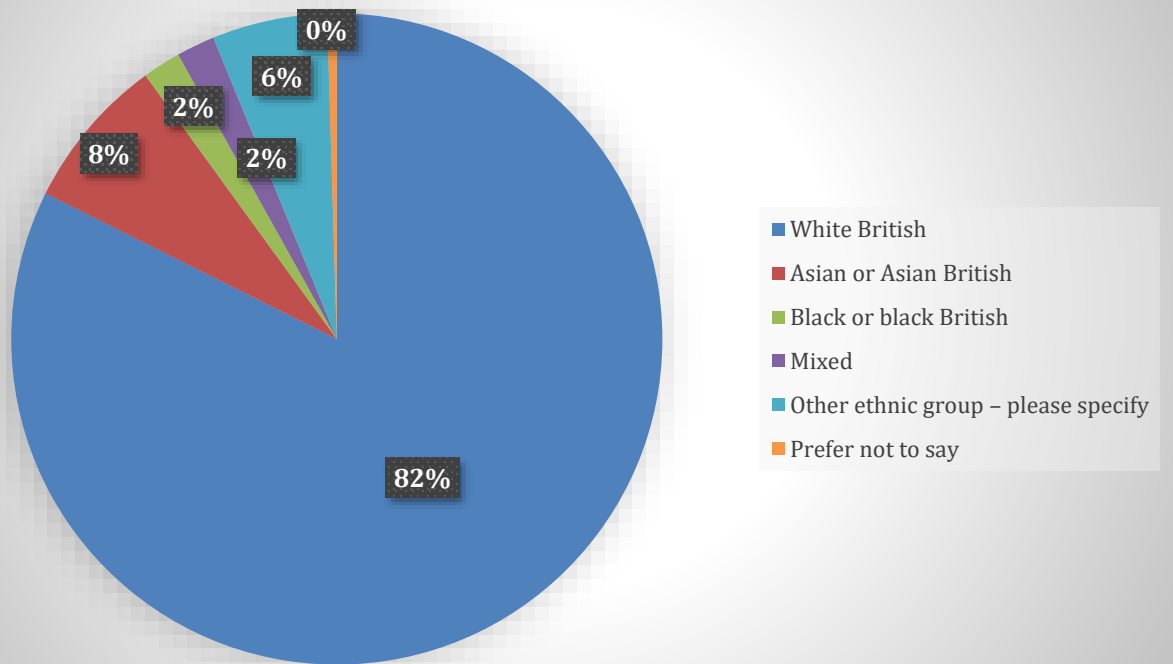





### Ethnicity Demographics (Weekend)



### Ethnicity Demographics (Weekday)



## Appendix F – Survey Count Data

Footpath ID (as per Location Plan): 1	
PRoW number: UH111/20/10	
Date of survey Spring: 08/06/2022 Autumn: 02/10/2022	Weather Spring: Dry, light breeze, partial cloud. 18°C Autumn: Overcast, light rain at times. 15°C
	
Photo taken facing north at spring survey, footpath shown in foreground extending north.	


S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	0	0	0	0	0	0	0	0	0	0	0
08:30 – 08:59	0	0	0	0	0	0	0	0	0	0	0	0
09:00 – 09:29	0	0	0	0	0	0	0	0	0	0	0	0
09:30 – 09:59	0	0	0	0	0	0	0	0	0	0	0	0
10:00 – 10:29	0	0	0	0	0	0	0	0	0	0	0	0
10:30 – 10:59	0	0	0	0	0	0	0	0	0	0	0	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
11:00 – 11:29	0	0	0	0	0	0	0	0	0	0	0	0
11:30 – 11:59	0	0	0	0	0	0	0	0	0	0	0	0
12:00 – 12:29	0	0	0	0	0	0	0	0	0	0	0	0
12:30 – 12:59	2	0	0	0	0	0	0	0	0	0	0	0
13:00 – 13:29	0	0	0	0	0	0	0	0	0	0	0	0
13:30 – 13:59	0	0	0	0	0	0	0	0	0	0	0	0
14:00 – 14:29	0	0	0	0	0	0	0	0	0	0	0	0
14:30 – 14:59	0	0	0	0	0	0	0	0	0	0	0	0
15:00 – 15:29	0	0	0	0	0	0	0	0	0	0	0	0
15:30 – 15:59	0	0	0	0	0	0	0	0	0	0	0	0
16:00 – 16:29	0	0	0	0	0	0	0	0	0	0	0	0
16:30 – 16:59	0	0	0	0	0	0	0	0	0	0	0	0
17:00 – 17:29	0	0	0	0	0	0	0	0	0	0	0	0
17:30 – 18:00	0	0	0	0	0	0	0	0	0	0	0	0



<b>Footpath ID (as per Location Plan): 2</b>	
PRow number: UH111/32/10 (Thames Path, National Cycle Network Route 4)	
Date of survey Spring: 08/06/2022 Autumn: 02/10/2022	Weather Spring: Sunny, slight breeze and warm. 18°C Autumn: Overcast, light drizzle. 15°C
	
Photo taken facing north-west in February 2022, footpath shown in foreground extending north-west. Photo courtesy of Enplan.	

S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	0	0	1	0	2	0	0	0	0	0	0
08:30 – 08:59	41	7	8	2	14	1	10	1	0	0	1	0
09:00 – 09:29	0	2	0	2	0	0	0	0	0	0	0	0
09:30 – 09:59	0	8	0	5	0	2	0	0	0	0	0	0
10:00 – 10:29	0	9	0	1	0	1	0	0	0	0	0	0
10:30 – 10:59	0	20	0	2	0	0	0	3	0	0	1	1
11:00 – 11:29	10	19	0	3	0	0	0	0	0	0	0	0
11:30 – 11:59	35	30	0	7	1	2	4	2	0	0	0	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
12:00 – 12:29	47	14	0	1	0	5	0	1	0	0	0	0
12:30 – 12:59	0	11	0	0	0	1	0	0	0	0	0	1
13:00 – 13:29	55	53	5	3	7	7	4	5	0	0	1	1
13:30 – 13:59	71	24	1	0	7	2	6	5	0	0	0	0
14:00 – 14:29	0	26	0	0	0	5	0	2	0	0	0	0
14:30 – 14:59	67	54	0	2	0	5	5	2	0	0	0	0
15:00 – 15:29	0	38	0	1	0	9	0	7	0	0	0	0
15:30 – 15:59	130	32	2	4	5	1	21	1	0	1	0	0
16:00 – 16:29	139	22	4	1	6	1	25	1	0	0	1	0
16:30 – 16:59	0	20	0	4	0	2	0	7	0	0	0	0
17:00 – 17:29	35	8	0	2	0	0	4	2	0	0	2	0
17:30 – 18:00	63	50	1	4	5	6	8	6	0	0	0	3

<b>Footpath ID (as per Location Plan): 3</b>	
PRoW number: UG105/32/20, UG105/32/30, UG105/88/10	
Date of survey Spring: 08/06/2022 Autumn: 02/10/2022	Weather Spring: Soggy underfoot, cloudy with occasional sun break. 16°C Autumn: Damp and soggy underfoot with light drizzle that cleared through the day. 12°C
	
Photo taken facing south-west at spring survey, footpath shown in foreground extending south-west.	


S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	1	0	0	2	0	0	0	0	0	0	0
08:30 – 08:59	0	0	0	0	1	0	0	0	0	0	0	0
09:00 – 09:29	0	0	0	0	1	2	0	0	0	0	0	0
09:30 – 09:59	0	2	0	0	4	0	0	0	0	0	0	0
10:00 – 10:29	0	0	0	0	0	0	0	0	0	0	0	0
10:30 – 10:59	0	3	0	0	4	2	0	0	0	0	0	0
11:00 – 11:29	12	0	0	0	1	1	0	0	0	0	0	0
11:30 – 11:59	0	0	0	0	0	1	0	0	0	0	0	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
12:00 – 12:29	0	0	0	0	1	0	0	0	0	0	0	0
12:30 – 12:59	0	0	0	0	1	0	0	0	0	0	0	0
13:00 – 13:29	0	0	0	0	2	0	0	0	0	0	0	0
13:30 – 13:59	0	0	0	0	1	1	0	0	0	0	0	0
14:00 – 14:29	0	0	0	1	1	0	0	0	0	0	0	0
14:30 – 14:59	0	2	0	0	1	0	0	0	0	0	0	0
15:00 – 15:29	0	1	0	0	0	0	0	0	0	0	0	0
15:30 – 15:59	0	2	0	0	2	0	0	0	0	0	0	0
16:00 – 16:29	1	0	0	0	0	3	0	0	0	0	0	0
16:30 – 16:59	1	0	0	0	0	3	0	0	0	0	0	0
17:00 – 17:29	0	0	2	0	0	1	0	0	0	0	0	0
17:30 – 18:00	2	0	0	0	5	0	0	0	0	0	0	0

Non-Motorised User (NMU) Survey Report

Footpath ID (as per Location Plan): 4	
PRoW number: UG105/49/10	
Date of survey Spring: 09/06/2022 Autumn: 24/09/2022	Weather Spring: Dry sunny with a light breeze. 11°C Autumn: Cool, breeze with sun. 11°C
	
Photo taken facing north at autumn survey, footpath shown in foreground extending north.	

S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	0	0	0	0	0	0	0	0	0	0	0
08:30 – 08:59	0	0	0	0	0	0	0	0	0	0	0	0
09:00 – 09:29	0	0	0	0	0	0	0	0	0	0	0	0
09:30 – 09:59	0	0	0	0	0	0	0	0	0	0	0	0
10:00 – 10:29	0	0	0	0	0	0	0	0	0	0	0	0
10:30 – 10:59	0	0	0	0	0	0	0	0	0	0	0	0
11:00 – 11:29	0	0	0	0	0	0	0	0	0	0	0	0
11:30 – 11:59	0	0	0	0	0	0	0	0	0	0	0	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
12:00 – 12:29	0	0	0	0	0	0	0	0	0	0	0	0
12:30 – 12:59	0	0	0	0	0	0	0	0	0	0	0	0
13:00 – 13:29	0	0	0	0	0	0	0	0	0	0	0	0
13:30 – 13:59	0	0	0	0	0	0	0	0	0	0	0	0
14:00 – 14:29	0	0	0	0	0	0	0	0	0	0	0	0
14:30 – 14:59	0	0	0	0	0	0	0	0	0	0	0	0
15:00 – 15:29	0	0	0	0	0	0	0	0	0	0	0	0
15:30 – 15:59	0	0	0	0	0	0	0	0	0	0	0	0
16:00 – 16:29	0	0	0	0	0	0	0	0	0	0	0	0
16:30 – 16:59	0	0	0	0	0	0	0	0	0	0	0	0
17:00 – 17:29	0	0	0	0	0	0	0	0	0	0	0	0
17:30 – 18:00	0	0	0	0	0	0	0	0	0	0	0	0

Footpath ID (as per Location Plan): 5	
PRoW number: UG103/6/10	
Date of survey Spring: 09/06/2022 Autumn: 24/09/2022	Weather Spring: Dry and sunny morning with very little cloud cover, cloudy and more breezy in the afternoon with occasional showers, heaviest rain at 5pm for 10 minutes. 19°C Autumn: Cool, breeze with sun. 11°C
	
<p>Photo taken facing south at spring survey, footpath shown in foreground extending south towards the M3.</p>	



S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	0	0	0	0	0	0	0	0	0	0	0
08:30 – 08:59	1	0	1	1	0	0	0	0	0	0	0	0
09:00 – 09:29	0	0	0	0	0	0	0	0	0	0	0	0
09:30 – 09:59	0	0	0	0	1	1	0	0	0	0	0	0
10:00 – 10:29	1	2	0	0	0	0	0	0	0	0	0	0
10:30 – 10:59	1	0	0	0	0	0	0	2	0	0	0	0
11:00 – 11:29	0	0	0	0	0	0	0	0	0	0	0	0
11:30 – 11:59	0	0	0	1	0	2	0	0	0	0	0	0
12:00 – 12:29	0	0	0	0	0	0	0	0	0	0	0	0
12:30 – 12:59	0	0	0	0	0	0	0	0	0	0	0	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
13:00 – 13:29	0	0	1	0	0	0	1	0	0	0	0	0
13:30 – 13:59	3	0	0	0	0	0	0	0	0	0	0	0
14:00 – 14:29	0	2	0	0	0	0	0	0	0	0	0	0
14:30 – 14:59	2	0	0	0	0	0	0	3	0	0	0	0
15:00 – 15:29	3	0	0	0	0	0	0	0	0	0	0	0
15:30 – 15:59	0	0	0	0	0	2	0	0	0	0	0	0
16:00 – 16:29	0	0	0	0	0	0	0	1	0	0	0	0
16:30 – 16:59	0	0	0	0	0	0	1	0	0	0	0	0
17:00 – 17:29	0	0	0	0	0	0	1	2	0	0	0	0
17:30 – 18:00	2	0	0	0	0	0	0	1	0	0	0	0



Footpath ID (as per Location Plan): 6	
PRoW number: UG103/5/10	
Date of survey Spring: 09/06/2022 Autumn: 24/09/2022	Weather Spring: Dry, sunny with light breeze. 15°C Autumn: Dry, mostly clear day, light breeze. 10°C
	
Photo taken facing east at spring survey, footpath shown in foreground extending east.	Photo taken facing east at autumn survey, footpath shown in foreground extending east.


S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	0	1	0	4	1	0	0	0	0	0	0
08:30 – 08:59	0	0	0	0	1	2	0	0	0	0	0	0
09:00 – 09:29	0	0	0	0	1	0	0	0	0	0	0	0
09:30 – 09:59	3	1	0	0	0	0	0	0	0	0	0	0
10:00 – 10:29	0	1	0	0	0	4	0	0	0	0	0	0
10:30 – 10:59	1	1	0	0	0	1	0	1	0	0	0	0
11:00 – 11:29	0	1	0	0	0	0	0	0	0	0	0	0
11:30 – 11:59	1	1	0	0	0	0	0	0	0	0	1	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
12:00 – 12:29	2	0	0	0	0	0	0	0	0	0	0	0
12:30 – 12:59	1	0	0	0	1	0	0	0	0	0	0	0
13:00 – 13:29	0	0	0	0	1	2	0	1	0	0	0	0
13:30 – 13:59	0	0	0	0	1	0	0	0	0	0	0	0
14:00 – 14:29	3	0	0	0	0	2	0	1	0	0	0	0
14:30 – 14:59	0	2	0	0	0	0	0	0	0	0	0	0
15:00 – 15:29	0	5	0	0	2	2	0	0	0	0	0	0
15:30 – 15:59	6	0	0	0	0	2	0	0	0	0	0	0
16:00 – 16:29	0	1	0	0	0	0	0	1	0	0	0	0
16:30 – 16:59	2	1	0	0	0	1	0	0	0	0	0	0
17:00 – 17:29	0	1	0	0	2	0	0	0	0	0	0	0
17:30 – 18:00	0	0	0	0	0	1	1	0	0	0	0	0

Non-Motorised User (NMU) Survey Report



Footpath ID (as per Location Plan): 7	
PRoW number: UG103/4/10	
Date of survey Spring: 09/06/2022 Autumn: 24/09/2022	Weather Spring: Dry, warm, cloudy spells. 20°C Autumn: Morning – calm, slight cloud cover, fresh but not cold, damp ground on parts of footpath. Afternoon – light breeze, mild temperature since footpath is shaded in a lot of areas, later into the afternoon cloud cover increased. 11°C
	
Photo taken facing north-east at autumn survey, footpath shown in foreground extending north-east.	

S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	2	0	0	0	0	0	0	0	0	0	0
08:30 – 08:59	1	0	0	1	5	1	1	1	0	0	0	0
09:00 – 09:29	1	2	0	0	2	1	0	0	0	0	1	0
09:30 – 09:59	3	0	0	1	4	2	0	0	0	0	2	0
10:00 – 10:29	2	6	0	0	1	8	0	0	0	0	0	0
10:30 – 10:59	0	2	2	0	2	1	0	5	0	0	2	0
11:00 – 11:29	1	2	0	0	0	4	0	0	0	0	0	1
11:30 – 11:59	0	7	0	0	0	8	0	0	0	0	0	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
12:00 – 12:29	2	1	0	1	1	1	1	3	0	0	0	0
12:30 – 12:59	1	0	0	0	2	2	0	0	0	0	0	0
13:00 – 13:29	0	0	0	0	0	0	2	1	0	0	0	0
13:30 – 13:59	2	0	0	0	0	0	2	0	0	0	1	0
14:00 – 14:29	2	9	0	0	0	0	0	3	0	0	0	0
14:30 – 14:59	6	2	0	0	2	3	0	0	0	0	0	0
15:00 – 15:29	0	0	0	0	0	3	0	0	0	0	0	0
15:30 – 15:59	2	7	0	0	0	5	0	2	0	0	0	0
16:00 – 16:29	1	4	0	2	0	1	1	2	0	0	0	0
16:30 – 16:59	3	3	0	0	1	0	0	0	0	0	0	0
17:00 – 17:29	0	1	1	0	0	0	0	1	0	0	0	0
17:30 – 18:00	1	0	0	0	2	0	0	1	0	0	0	0


Footpath ID (as per Location Plan): 8	
PRoW number: UH111/52/10	
Date of survey Spring: 20/06/2022 Autumn: 24/09/2022	Weather Spring: Light breeze, pleasant day after heavy rain the day before. 21°C Autumn: Blue skies, sunny, dry, mild. 13°C
	
Photo taken facing west at spring survey, footpath shown in foreground extending north/south.	Photo taken facing south at autumn survey, footpath shown in foreground left extending south.

S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	2	0	6	0	0	0	13	0	0	0	0
08:30 – 08:59	0	1	2	1	0	1	1	3	0	0	0	0
09:00 – 09:29	0	3	2	2	0	4	5	15	0	0	0	0
09:30 – 09:59	0	12	0	6	2	4	6	6	0	0	0	0
10:00 – 10:29	4	5	1	3	1	1	2	0	0	0	0	0
10:30 – 10:59	6	4	0	1	4	2	7	0	0	0	0	2
11:00 – 11:29	0	5	0	2	1	2	7	3	0	0	0	0
11:30 – 11:59	5	5	0	0	1	5	6	0	0	0	0	1
12:00 – 12:29	3	0	0	0	0	0	7	0	0	0	0	0
12:30 – 12:59	2	4	3	0	1	1	3	1	0	0	0	9
13:00 – 13:29	5	2	1	1	1	1	4	6	0	0	0	0
13:30 – 13:59	6	0	2	1	1	1	3	0	0	0	0	0
14:00 – 14:29	5	12	2	0	0	2	2	2	0	0	5	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
14:30 – 14:59	1	3	0	1	0	2	7	3	0	0	0	4
15:00 – 15:29	2	4	0	0	0	2	4	1	0	0	0	0
15:30 – 15:59	2	5	0	1	0	2	7	4	0	0	0	0
16:00 – 16:29	4	3	0	3	0	1	9	3	0	0	0	0
16:30 – 16:59	3	5	1	0	0	4	5	2	0	0	0	3
17:00 – 17:29	1	2	1	0	0	0	9	0	0	0	0	0
17:30 – 18:00	6	4	2	1	0	1	9	1	0	0	0	0

Footpath ID (as per Location Plan): 9	
PRoW number: UH112/42/10	
Date of survey Spring: 20/06/2022 Autumn: 25/09/2022	Weather Spring: Dry, gentle breeze. 20°C Autumn: Dry and sunny with light breeze. 11°C
	
<p>Photo taken facing south-east at autumn survey, photo taken at fishing point along footpath which extends north-east/south-west.</p>	


S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	0	0	0	0	0	0	0	0	0	0	0
08:30 – 08:59	0	0	0	0	2	0	0	0	0	0	0	0
09:00 – 09:29	2	0	0	0	0	0	0	0	0	0	0	0
09:30 – 09:59	0	0	0	0	0	0	0	0	0	0	0	0
10:00 – 10:29	0	0	0	0	0	0	0	0	0	0	0	0
10:30 – 10:59	0	0	0	0	0	0	0	0	0	0	0	0
11:00 – 11:29	0	0	0	0	0	0	0	0	0	0	0	0
11:30 – 11:59	2	0	0	0	0	0	0	0	0	0	0	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
12:00 – 12:29	0	0	0	0	0	4	0	0	0	0	0	0
12:30 – 12:59	0	0	2	0	0	0	0	0	0	0	0	0
13:00 – 13:29	0	0	0	0	0	2	0	0	0	0	0	0
13:30 – 13:59	0	0	0	0	0	0	0	0	0	0	0	0
14:00 – 14:29	0	0	0	0	0	4	0	0	0	0	0	0
14:30 – 14:59	2	0	0	0	1	0	0	0	0	0	0	0
15:00 – 15:29	0	0	0	0	0	1	0	0	0	0	0	0
15:30 – 15:59	1	0	0	0	0	0	0	0	0	0	0	0
16:00 – 16:29	4	0	0	0	4	0	0	0	0	0	0	0
16:30 – 16:59	1	0	0	0	0	1	1	0	0	0	0	0
17:00 – 17:29	0	0	0	0	0	0	0	0	0	0	0	0
17:30 – 18:00	0	0	0	0	0	0	0	0	0	0	0	0



<b>Footpath ID (as per Location Plan): 10</b>	
PRoW number: UH112/43/10	
Date of survey Spring: 20/06/2022 Autumn: 25/09/2022	Weather Spring: Dry, sunny, bit windy. 23°C Autumn: Sunny, blue sky, mild, calm. 11°C
	
Photo taken facing north-west at autumn survey, footpath shown in foreground extending north-west.	

S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	1	0	0	0	0	0	0	0	0	0	0
08:30 – 08:59	2	0	0	0	2	0	0	2	0	0	0	0
09:00 – 09:29	35	0	0	0	1	1	0	0	0	0	0	0
09:30 – 09:59	1	0	0	0	0	2	0	0	0	0	0	0
10:00 – 10:29	41	1	0	0	2	2	1	0	0	0	0	0
10:30 – 10:59	4	3	0	2	1	1	0	0	0	0	0	0
11:00 – 11:29	9	5	0	0	1	3	0	0	0	0	0	0
11:30 – 11:59	0	1	0	0	0	2	1	2	0	0	0	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
12:00 – 12:29	3	4	0	0	1	1	0	2	0	0	0	0
12:30 – 12:59	1	9	0	1	0	0	0	2	0	0	0	0
13:00 – 13:29	4	0	1	0	1	0	1	0	0	0	0	0
13:30 – 13:59	40	1	0	0	0	1	0	2	0	0	0	0
14:00 – 14:29	1	2	0	0	5	0	0	0	0	0	0	0
14:30 – 14:59	9	2	0	0	2	0	0	0	0	0	0	0
15:00 – 15:29	119	9	0	0	6	3	10	0	0	0	0	0
15:30 – 15:59	7	2	0	0	3	1	1	0	0	0	0	0
16:00 – 16:29	2	0	1	0	1	0	0	0	0	0	0	0
16:30 – 16:59	2	3	0	0	0	1	1	4	0	0	0	0
17:00 – 17:29	4	7	1	0	3	4	2	0	0	0	0	0
17:30 – 18:00	1	1	0	0	0	1	0	0	0	0	0	0

<b>Footpath ID (as per Location Plan): 11</b>		No image available
PRoW number: Thames Path		
Date of survey Spring: 20/06/2022 Autumn: 25/09/2022	Weather Spring: Sunny with no cloud. 15°C Autumn: Dry, light breeze, partially cloudy. 8°C	

S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	8	4	0	3	1	1	3	0	0	0	0	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:30 – 08:59	2	2	4	2	3	3	6	1	0	0	0	0
09:00 – 09:29	5	13	5	12	1	2	3	0	1	0	0	0
09:30 – 09:59	13	7	3	4	3	0	2	0	0	0	0	0
10:00 – 10:29	7	27	2	14	1	8	3	0	0	0	0	0
10:30 – 10:59	11	16	1	6	2	1	1	0	0	0	0	0
11:00 – 11:29	15	41	1	3	0	11	6	0	0	0	0	0
11:30 – 11:59	10	28	0	3	1	4	1	5	0	0	0	0
12:00 – 12:29	14	14	2	3	1	6	3	7	0	0	0	0
12:30 – 12:59	7	16	2	0	3	5	4	13	0	0	0	0
13:00 – 13:29	0	23	1	0	1	7	3	5	0	0	0	0
13:30 – 13:59	16	17	0	1	1	6	3	13	0	0	0	1
14:00 – 14:29	16	15	0	1	2	6	1	3	0	0	0	0
14:30 – 14:59	12	13	0	0	2	1	3	2	0	0	0	0
15:00 – 15:29	1	14	1	0	1	2	2	2	0	0	0	0
15:30 – 15:59	11	14	0	0	1	0	9	0	0	0	0	0
16:00 – 16:29	16	7	0	0	0	0	1	6	0	0	0	0
16:30 – 16:59	16	10	0	0	0	1	3	2	0	0	0	0
17:00 – 17:29	4	11	0	3	3	0	0	4	0	0	0	0
17:30 – 18:00	4	10	0	1	0	1	3	5	0	0	0	0

Footpath ID (as per Location Plan): 12	
PRoW number: UB113/27a/10	
Date of survey Spring: 16/06/2022 Autumn: 25/09/2022	Weather Spring: Dry, sunny, calm and very warm. 20°C Autumn: Mainly clear sky, almost calm but there were moments of a slight breeze. 11°C




Photo taken facing east at autumn survey, footpath shown in foreground extending north-west/south-east. Footpath is not well defined due to open nature of land.

S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	0	0	0	8	6	0	1	0	0	0	0
08:30 – 08:59	0	4	1	0	18	5	0	0	0	0	0	0
09:00 – 09:29	2	2	0	2	26	12	0	0	0	0	0	0
09:30 – 09:59	0	5	0	2	19	7	0	0	0	0	0	1
10:00 – 10:29	3	1	0	0	8	10	0	0	0	0	0	0
10:30 – 10:59	2	2	0	0	9	20	0	0	0	0	0	0
11:00 – 11:29	2	6	0	1	13	11	0	0	0	0	0	0
11:30 – 11:59	4	3	0	0	3	8	1	0	0	0	0	0
12:00 – 12:29	4	3	0	0	8	6	0	0	0	0	0	2
12:30 – 12:59	0	0	0	0	0	10	0	0	0	0	0	11

Non-Motorised User (NMU) Survey Report


Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
13:00 – 13:29	2	5	0	0	2	10	0	0	0	0	0	0
13:30 – 13:59	0	0	2	0	0	4	2	0	0	0	0	0
14:00 – 14:29	0	0	0	0	0	10	0	0	0	0	0	0
14:30 – 14:59	5	0	0	0	1	3	1	0	0	0	0	0
15:00 – 15:29	10	3	0	1	0	14	1	0	0	0	0	0
15:30 – 15:59	0	0	0	0	2	6	1	0	0	0	0	0
16:00 – 16:29	1	5	0	0	2	10	0	0	0	0	0	0
16:30 – 16:59	8	4	0	0	2	4	0	1	0	0	0	0
17:00 – 17:29	0	6	0	0	1	6	6	1	0	9	0	0
17:30 – 18:00	2	0	0	0	5	4	0	0	0	0	0	0

<b>Footpath ID (as per Location Plan): 13</b>		
PRoW number: UH112/56/10 (Thames Path, National Cycle Network Route 4)		
Date of survey Spring: 16/06/2022 Autumn: 01/10/2022	Weather Spring: Hot, dry, clear. 25°C Autumn: Dry, light breeze, no cloud. 12°C	
		Photo taken facing north-west at autumn survey, footpath shown in foreground extending north-east/south-west.

S = Spring (weekday) A = Autumn (weekend)

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	12	11	6	9	9	8	9	7	0	0	0	0
08:30 – 08:59	5	7	8	21	7	6	10	14	0	0	0	0
09:00 – 09:29	11	21	9	21	11	14	7	15	0	0	2	0
09:30 – 09:59	23	15	4	5	8	10	10	11	0	0	1	0
10:00 – 10:29	32	37	2	13	3	10	7	13	0	0	2	1
10:30 – 10:59	31	35	3	4	1	7	5	8	0	0	0	0
11:00 – 11:29	30	53	1	6	5	15	12	9	0	0	0	0
11:30 – 11:59	26	61	1	7	5	14	11	16	0	0	1	0
12:00 – 12:29	43	48	2	2	3	9	12	10	0	0	0	0
12:30 – 12:59	39	51	2	4	3	5	21	1	0	0	2	0
13:00 – 13:29	9	41	1	4	1	7	2	7	0	0	0	0
13:30 – 13:59	19	28	3	1	1	12	7	11	0	0	0	0
14:00 – 14:29	20	56	0	1	1	11	9	5	0	0	3	0
14:30 – 14:59	33	38	1	0	1	7	10	3	0	0	0	0
15:00 – 15:29	10	57	0	4	1	11	4	8	0	0	0	0
15:30 – 15:59	13	75	0	1	0	11	11	20	0	0	0	0
16:00 – 16:29	23	51	1	1	1	5	15	20	0	0	0	1
16:30 – 16:59	15	61	4	5	1	2	8	6	0	0	1	0
17:00 – 17:29	31	48	6	2	0	3	13	11	0	0	0	0
17:30 – 18:00	40	26	6	3	4	3	14	10	0	0	0	0

<b>Footpath ID (as per Location Plan): 14</b>	
PRoW number: UB113/27/10 (Thames Path)	
Date of survey Spring: 16/06/2022 Autumn: 01/10/2022	Weather Spring: Sunny with no wind. 20°C Autumn: Sunny, calm, no cloud. 12°C
	
Photo taken facing north at spring survey, footpath shown in foreground extending east/west.	


S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	2	0	5	0	1	0	0	0	0	0	0
08:30 – 08:59	0	2	3	10	1	7	0	7	0	0	0	0
09:00 – 09:29	10	8	8	15	16	3	7	3	0	0	0	0
09:30 – 09:59	15	5	7	8	8	10	9	2	0	0	0	0
10:00 – 10:29	6	6	3	7	12	2	12	2	0	0	0	0
10:30 – 10:59	27	14	3	4	2	4	3	5	0	0	0	0
11:00 – 11:29	17	1	2	5	0	7	9	11	0	0	0	0
11:30 – 11:59	20	9	3	3	3	5	5	10	0	0	0	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
12:00 – 12:29	12	35	2	1	5	2	5	8	0	0	0	0
12:30 – 12:59	4	24	0	4	0	3	0	11	0	0	0	0
13:00 – 13:29	11	14	2	2	3	7	4	3	0	0	0	0
13:30 – 13:59	3	33	0	0	0	6	11	10	0	0	0	0
14:00 – 14:29	11	4	0	0	0	5	5	4	0	0	0	0
14:30 – 14:59	11	0	0	0	0	0	8	0	0	0	2	0
15:00 – 15:29	6	30	0	1	0	16	5	9	0	0	0	0
15:30 – 15:59	0	27	0	0	0	7	1	13	0	0	2	0
16:00 – 16:29	5	27	1	4	1	8	6	5	0	0	0	0
16:30 – 16:59	4	24	1	4	0	5	5	0	0	0	1	0
17:00 – 17:29	10	9	1	1	0	17	11	6	0	0	0	0
17:30 – 18:00	6	11	1	3	3	3	3	7	0	0	0	0



Footpath ID (as per Location Plan): 15	
PRoW number: UB107/1/10	
Date of survey Spring: 16/06/2022 Autumn: 01/10/2022	Weather Spring: Sunny and dry with no cloud. 18°C Autumn: Mostly clear throughout the day, with moments of slightly increased cloud cover, very light winds, no rain. 18°C
	
Photo taken facing north at autumn survey, footpath shown in foreground extending west/south-east.	

S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	0	6	0	8	0	10	0	4	0	0	0	0
08:30 – 08:59	25	4	11	9	40	12	35	4	0	0	0	0
09:00 – 09:29	34	11	2	6	28	27	8	9	0	0	0	0
09:30 – 09:59	25	11	1	10	28	18	12	14	0	0	2	0
10:00 – 10:29	26	24	3	5	10	30	19	8	0	0	0	0

Non-Motorised User (NMU) Survey Report


Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
10:30 – 10:59	32	34	3	13	17	31	16	18	0	0	11	0
11:00 – 11:29	39	37	2	9	5	40	20	4	0	0	1	0
11:30 – 11:59	53	38	6	2	10	29	9	11	0	0	0	0
12:00 – 12:29	0	30	0	4	0	22	0	8	0	3	0	0
12:30 – 12:59	8	44	0	2	0	41	4	26	0	0	0	0
13:00 – 13:29	17	41	2	4	10	10	19	12	0	0	0	0
13:30 – 13:59	35	59	2	4	2	14	10	5	0	1	1	0
14:00 – 14:29	25	57	0	4	4	22	18	18	0	0	0	0
14:30 – 14:59	20	39	0	0	0	18	5	7	0	0	2	0
15:00 – 15:29	28	60	0	1	1	32	15	36	0	0	0	1
15:30 – 15:59	26	52	0	3	0	8	18	15	0	0	4	2
16:00 – 16:29	12	18	0	2	2	17	2	7	0	0	0	0
16:30 – 16:59	28	35	0	3	7	23	19	15	0	0	15	0
17:00 – 17:29	18	12	4	1	8	0	11	9	0	0	16	0
17:30 – 18:00	8	11	9	3	4	9	14	3	0	0	4	0

<b>Footpath ID (as per Location Plan): 16</b>		No image available
PRoW number: 07/276 (Thames Path)		
Date of survey Spring: 27/06/2022 Autumn: 01/10/2022	Weather Spring: Sunny, dry, no cloud. 18°C Autumn: Sunny, mild, dry. 16°C	

S = Spring (weekday) A = Autumn (weekend)

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	51	0	1	1	13	0	157	0	0	0	2	0
08:30 – 08:59	32	2	5	1	30	2	80	0	0	0	3	0
09:00 – 09:29	55	0	3	0	18	2	33	0	0	0	0	0
09:30 – 09:59	14	1	2	4	20	4	11	0	0	0	0	0
10:00 – 10:29	46	0	5	0	24	3	25	0	0	0	0	0
10:30 – 10:59	53	0	2	3	25	0	22	0	0	0	1	0
11:00 – 11:29	27	2	0	0	15	0	16	0	0	0	0	0
11:30 – 11:59	14	1	1	0	11	1	12	0	0	0	0	0
12:00 – 12:29	2	39	0	0	0	6	3	4	0	0	0	0
12:30 – 12:59	0	139	0	7	0	21	0	42	0	0	0	0
13:00 – 13:29	54	47	5	7	8	14	16	48	0	0	0	0
13:30 – 13:59	72	28	1	5	15	17	22	17	0	0	0	0
14:00 – 14:29	53	92	1	6	15	22	31	46	0	0	0	0
14:30 – 14:59	38	83	4	2	8	11	19	34	0	0	0	1
15:00 – 15:29	72	50	2	12	5	7	101	41	0	0	0	0
15:30 – 15:59	58	64	1	3	12	8	42	28	0	0	0	0
16:00 – 16:29	55	80	3	0	17	6	65	31	0	0	0	0
16:30 – 16:59	33	98	1	0	6	9	30	12	0	0	0	0
17:00 – 17:29	70	154	7	10	17	11	71	48	0	0	1	0
17:30 – 18:00	71	82	5	5	10	9	46	24	0	0	0	3

Footpath ID (as per Location Plan): 17	
PRoW number: 133 (Thames Path)	
Date of survey Spring: 27/06/2022 Autumn: 01/10/2022	Weather Spring: Dry start to the day, cool in the shade, breezy. Heavy rain showers between 11am and 3pm with bright spells in between. 19°C Autumn: Fine, gusty increasing as day progressed. 18°C
	
Photo taken facing north-west at spring survey, footpath shown in foreground extending north-west.	

S = Spring (weekday) A = Autumn (weekend)

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
08:00 – 08:29	8	0	18	0	8	0	11	0	0	0	0	0
08:30 – 08:59	7	0	9	0	7	0	12	0	0	0	0	0
09:00 – 09:29	15	0	10	0	7	5	7	0	0	0	0	0
09:30 – 09:59	13	0	9	0	16	0	3	0	0	0	0	0
10:00 – 10:29	11	150	5	595	7	9	12	82	0	0	0	0
10:30 – 10:59	27	60	1	22	6	44	10	28	0	0	2	0
11:00 – 11:29	12	78	4	9	9	11	9	38	0	0	0	0
11:30 – 11:59	39	67	2	8	6	19	6	15	0	0	0	0

Non-Motorised User (NMU) Survey Report

Time	Walker		Jogger/ Runner		Dog-walker		Cyclist		Horse-rider		Other	
	S	A	S	A	S	A	S	A	S	A	S	A
12:00 – 12:29	28	55	3	11	2	8	6	24	0	0	0	0
12:30 – 12:59	12	64	5	5	1	1	16	17	0	0	0	0
13:00 – 13:29	18	62	3	5	5	7	3	16	0	0	0	0
13:30 – 13:59	10	59	8	3	3	12	8	17	0	0	0	0
14:00 – 14:29	15	45	3	3	7	6	7	14	0	0	1	0
14:30 – 14:59	5	28	0	1	2	1	2	20	0	0	0	0
15:00 – 15:29	12	61	3	4	1	4	6	19	0	0	0	0
15:30 – 15:59	7	115	1	7	7	5	5	37	0	0	0	0
16:00 – 16:29	8	65	4	5	0	1	3	9	0	1	0	1
16:30 – 16:59	24	104	4	4	2	6	4	27	0	0	0	1
17:00 – 17:29	20	19	3	0	1	2	7	3	0	0	0	0
17:30 – 18:00	5	0	13	0	0	0	8	0	0	0	0	0

## Appendix G – Survey Questionnaire Data

For Footpaths 1 and 4 no questionnaire data was collected due to no or negligible users of these footpaths. For Footpath 9 no questionnaire data was collected due to users being unwilling to stop.

Footpath ID see Location Plan

S = Spring (weekday) A = Autumn (weekend)

Q1. Approximately how far have you travelled to use this footpath/ byway/ bridleway?																														
Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17			
Spring/Autumn	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
a) Less than half a mile (less than 10 minutes to walk on average)	13	10	5	5	2	2	7	15	8	3	6	2	9	8	1	18	2	0	10	7	2	7	2	2	7	5	17	9		
b) 0.5-1 miles (10-25 minutes to walk on average)	5	5	1	0	1	0	1	1	8	1	8	1	5	6	1	9	1	1	8	10	2	8	2	1	5	3	14	9		
c) 1-2 miles (30-60 minutes to walk on average)	0	2	0	0	2	0	0	1	3	0	4	4	3	2	2	15	0	3	4	5	0	6	0	4	1	2	6	7		
d) 2-5 miles (1-2 hours to walk on average)	3	5	0	0	0	0	0	0	0	0	0	5	1	0	1	5	0	1	5	7	2	2	2	0	1	7	2	7		
e) 5+ miles (1.5+ hours to walk)	2	0	0	0	0	0	1	0	1	0	2	5	0	0	0	5	0	0	3	5	0	1	0	0	1	3	2	1		
Q2. How have you travelled to this footpath/byway/bridleway?																														
Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17			
Spring/Autumn	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
a) Walked from original destination (e.g. home/work)	17	16	6	5	1	2	7	15	17	4	10	9	14	16	4	43	2	0	11	18	4	16	6	2	10	11	28	25		
b) Cycled from original destination	0	1	1	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	1	0	4	0	0	5	2	0	1		
c) Driven from original destination	5	4	0	0	2	0	1	1	2	0	6	6	3	0	1	9	1	5	19	14	1	3	0	5	0	5	8	4		

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d) Public transport from original destination	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	1	1	0	0	0	2	1	3
e) Other (please state)	0	1	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
ID 2 (A) – Mobility scooter ID 8 (A) – Ran from home																												

**Q3. On average, how often do you use this footpath/byway/bridleway?**

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17			
Spring/Autumn	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
a) More than once a day (e.g. commuting to and from work)	3	4	1	1	0	0	4	3	1	0	1	0	6	5	1	4	3	0	3	0	0	0	0	1	3	3	8	0		
b) Once a day	8	0	3	3	1	0	1	8	7	2	6	4	5	2	1	9	0	2	5	4	1	5	3	3	8	4	5	0		
c) Multiple times per week but not everyday	6	10	2	1	0	2	3	4	7	1	1	2	5	5	2	17	0	2	5	13	3	8	3	1	4	2	8	11		
d) 1-2 times per week	2	5	0	0	0	0	0	1	2	1	2	5	0	2	0	10	0	0	10	8	1	6	0	1	0	4	5	7		
e) 1-2 times per month	2	2	0	0	2	0	0	1	3	0	3	1	1	0	1	9	0	0	3	7	0	5	0	0	0	2	1	4		
f) Less than 1-2 times per month	2	1	0	0	2	0	1	0	0	0	8	5	1	2	0	3	0	1	5	2	1	0	0	1	0	4	6	11		

**Q4. How did you come to know, or find information, about the local footpath network?**

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17			
Spring/Autumn	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
a) Local knowledge	22	21	6	5	3	2	8	17	17	4	19	14	17	16	5	50	3	4	28	34	6	22	6	7	15	16	37	30		
b) Surrey Council website	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
c) Other Local Authority website (e.g. Runnymede / Spelthorne)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
d) Signage / way-marking	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1		
e) Local notice boards	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

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f) Ordnance Survey (OS) mapping	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
g) Definitive map	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
h) Other (please state)	0	0	0	0	1	0	1	0	2	0	2	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3	1
ID 5 (S) – Komoot – navigation app ID 6 (S) – Through work via maps ID 7 (S) – Botany surveys, walking routes ID 8 (S) – Found it during lockdown; Thames Path walking the whole thing ID 8 (A) – Rowing club ID 12 (A) – Professional dog walker mentioned it ID 13 (S) – Google maps ID 16 (A) – Google ID 17 (S) – Friend told him about it; Guidebook to Thames Path; Discovered during Covid. ID 17 (A) – Kingston; Friend																												

**Q5. What is the purpose of your journey specifically today (please tick all that apply)?**

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17		
	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S
a) Convenience / to explore / fresh air	8	8	2	0	1	0	0	0	2	0	3	4	3	4	5	0	1	4	16	0	2	5	6	1	12	8	3	23	
b) Exercise – walk	14	6	4	2	2	1	6	6	7	1	14	10	4	4	3	34	3	4	9	21	3	17	5	7	11	3	11	20	
c) Exercise – run	1	0	0	0	0	0	1	1	1	0	2	1	1	0	1	0	0	0	0	1	0	1	3	0	5	1	1	0	
d) Exercise – cycle	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	1	5	1	1	1	
e) Exercise – horse ride	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
f) To go to / from shops	5	6	0	0	0	0	0	0	2	0	1	0	3	2	1	21	0	0	0	3	0	1	2	0	0	2	0	2	
g) To use local facilities / amenities (e.g. visit doctor / library / train station)	5	4	0	0	0	0	0	0	1	0	0	0	1	1	1	13	0	0	1	3	0	0	0	0	1	3	1	0	
h) School run	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	
i) To walk the dog	5	3	5	5	0	2	4	10	10	3	2	7	6	7	1	14	3	5	6	11	2	8	1	6	0	6	20	3	



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j) To commute to / from work	1	1	0	0	0	0	1	1	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0
k) To visit friends / relatives	3	2	0	0	0	0	1	0	2	0	1	0	0	1	0	2	1	0	6	1	2	1	0	1	0	4	0	1
l) Other (please specify)	1	1	0	0	2	0	1	0	4	0	8	1	2	2	0	0	0	0	8	1	0	1	0	1	0	4	5	1
<p>ID 2 (S) – Walking baby in pram to encourage sleep                      ID 2 (A) – Take baby out                      ID 5 (S) – Fishing; RTS surveys                      ID 7 (S) – Work, RTS bird surveys; Mental health; Horse riding; Taking baby for walk to see the ducks                      ID 8 (S) – Fishing; Walking to the pub, Sending baby to sleep; Retired friends walking the Thames Path together; Exploring the river; Walking the Thames; Walking the Thames Path slowly; Uses the path to use the free gym equipment at Laleham Park                      ID 8 (A) – Rowing                      ID 10 (S) – Taking kids to Scouts, Beavers                      ID 10 (S) – Take toddler out into nature; Smoking break                      ID 13 (S) – Walked from Addlestone to Teddington; Visiting grandkids, Take baby for walk; Visit pub; Cricket; Paddle boarding; Rowing                      ID 13 (A) – Fishing                      ID 14 (S) – Get the baby outside to sleep                      ID 16 (A) – Swimming; Photography; Funeral                      ID 17 (S) - Visit Ham House; Chat with a friend; On a boat going to talk to the lock keeper; Walking Thames Path; Walking back to Richmond from somewhere he drove to, Never uses it otherwise and is only now because of bus pass not working yet</p>																												

**Q6. Do you use this footpath for any other reasons (please tick all that apply)?**

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17		
	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S
a) No (only use is as above)	1	3	0	4	3	0	3	0	11	1	15	4	6	4	4	14	3	5	8	14	1	11	5	4	15	3	12	8	
b) Convenience / to explore / fresh air	8	5	2	0	1	1	3	0	2	0	0	5	5	1	1	3	0	0	3	3	1	2	0	1	0	6	2	2	
c) Exercise – walk	10	3	6	1	1	0	4	11	5	0	2	4	4	2	0	15	0	0	6	4	2	6	1	0	0	8	8	1	
d) Exercise – run	2	11	0	0	0	0	2	0	4	0	1	0	4	3	0	3	0	0	10	6	1	5	0	1	0	6	5	7	
e) Exercise – cycle	2	4	0	0	0	2	3	6	2	0	0	4	3	2	0	2	0	0	7	4	1	1	0	1	0	7	9	18	
f) Exercise – horse ride	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
g) To go to / from shops	3	7	1	0	0	1	2	2	1	0	2	1	4	7	0	22	0	0	13	4	1	4	0	0	0	8	5	3	

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h) To use local facilities / amenities (e.g. visit doctor / library / train station)	3	5	1	0	0	2	0	11	3	1	2	4	6	7	0	17	0	0	14	4	0	4	0	1	0	7	6	2
i) School run	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0
j) To walk the dog	2	2	5	0	0	1	4	6	3	1	1	2	2	1	0	3	0	0	3	3	2	0	0	0	0	2	1	1
k) To commute to / from work	1	2	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	2	0	0	0	4	0	4
l) To visit friends / relatives	3	1	2	1	0	0	3	3	1	0	0	0	2	0	0	10	0	0	0	1	0	3	0	1	0	2	1	0
m) Other (please specify)	2	1	0	0	0	0	0	0	3	2	1	2	0	0	0	0	0	0	7	4	0	0	0	0	0	3	5	2
ID 2 (S) – Fishing ID 2 (A) – Busking ID 7 (S) – Go to lake to fish; Take children to lake; Botany; Bird watching ID 7 (A) – Botany ID 8 (A) – Fishing ID 13 (S) – Kayak (x2); Paddle board; Boating; Swimming; Ferry; Fishing ID 13 (A) – Rowing (x2) ID 16 (A) – Swimming ID 17 (S) – Walk with family; Paddle boarding; Bringing school groups along path too, Educational visits; Swimming ID 17 (A) – Richmond																												

**Q7. What is the main benefit or enjoyment from using this footpath / byway / bridleway (please tick all that apply)?**

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17		
	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S
a) Relaxation	15	0	5	2	0	1	1	10	6	0	10	0	0	3	4	43	0	3	6	33	4	16	4	0	11	2	0	1	
b) Health reasons / exercise	13	13	3	2	1	1	3	15	8	1	5	8	3	6	4	21	3	4	12	22	1	13	4	7	12	8	2	3	
c) To enjoy the location	16	17	3	0	1	1	2	11	12	4	3	14	11	7	4	20	3	5	27	22	3	17	5	3	8	15	18	13	
d) Solitude	2	1	1	0	0	0	0	7	2	0	0	0	4	1	2	2	1	0	1	13	2	2	2	1	5	0	0	1	
e) To take the children out	5	2	0	0	0	0	0	7	3	0	0	2	2	2	1	4	1	0	8	7	0	2	0	1	0	0	0	0	
f) Exercise pet / animal	5	4	5	5	0	1	5	12	12	3	0	6	5	7	1	5	3	5	8	13	1	6	1	6	0	6	7	1	

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g) Fresh air	12	2	6	1	0	2	5	13	6	0	9	2	7	2	1	18	3	4	2	21	3	6	1	3	1	5	17	2
h) Tranquillity (peace and quiet)	11	11	5	0	1	0	4	10	9	1	0	4	12	5	1	15	1	0	9	20	2	1	0	0	1	8	9	9
i) Particular point of interest	2	0	3	0	0	1	0	4	9	0	0	0	0	0	2	13	0	3	10	17	1	4	0	0	1	3	0	0
j) Meet people / socialise	4	1	3	0	0	0	5	9	1	0	2	1	0	0	0	13	1	0	3	15	2	4	0	1	2	4	1	0
k) Other (please specify)	1	6	0	1	2	0	2	0	5	1	7	6	2	6	0	0	0	0	17	0	0	0	0	1	0	10	16	9

ID 2 (A) – Convenience, Going into Staines; Access cafes; Away from traffic  
 ID 3 (A) – Get natural supplies for craft club  
 ID 5 (S) – Reach fishing lake; Bird watching on Thorpe Park lakes  
 ID 6 (S) – Work but enjoys wildlife; Seeing the wildlife  
 ID 7 (S) – Birds; Historical interest, old abbey, heritage; See Loch Ness monster sculpture with baby, feed ducks, see Shetland ponies; Fishing  
 ID 7 (A) – Study the ecology of the site  
 ID 8 (S) – Like being near the river; Come out with the baby on the bike; Walking with a friend time to catch up; Discovering the river, birds and how its character changes; Openness feels lucky to be able to enjoy the Thames  
 ID 8 (A) – Bird watching; Access to river; Mental health; Feed ducks; Near the water  
 ID 10 (A) – Convenience, Shortcut (x2); Convenient shortcut, very pretty if it snows in winter  
 ID 13 (S) – Convenience; Safe and easy access to river; Feed swans, be close to water; Feeding ducks; Close to water; Access to water (x5); Paddle boarding, access to river; Fishing; Watching boats, houses, swans; Pubs; Get to Weybridge; Walk to Hampton Ct; Easy access to river  
 ID 15 (A) – Free parking nearby, so easy access  
 ID 16 (A) – Birds, nature, river access; General shortcut to Hampton Court that avoids cycling along A3; Access to Hamlands open land; Flat for running; Access to river, dogs allowed off leash; Photography; Avoid traffic; Access for kayak; Convenience  
 ID 17 (S) – Enjoy watching the people on the river; River; Heritage; Seeing the boats, dog swim; River life, boats; Wildlife quiet no traffic; Safe for the dog, no traffic; Green nice path; Good condition; Away from traffic; Smooth path; History; Lack of traffic; Nice to be by the river  
 ID 17 (A) – Kew bridge long enough stretch; Ham house, cafe in Richmond; Good surface not muddy; No cars, nice next to the river; No cars; Green no cars; Next to river green; Wide looked after; By the river; Away from the road; Mental health

**Q8a. How safe do you feel using this footpath / byway / bridleway during daylight hours?**  
 [Please give reason for your answer, e.g. presence or visibility of hazards]

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17			
Spring/Autumn	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
a) Extremely safe	18	18	3	4	3	0	9	13	21	3	17	13	0	9	5	27	3	4	20	23	5	23	6	5	14	14	35	28		
b) Fairly safe	4	3	3	1	2	2	0	4	0	1	3	4	18	6	0	22	0	1	11	8	1	1	0	1	1	6	4	3		
c) Neutral	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	1	0	0	2	1		
d) Fairly unsafe	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1		

e) Very unsafe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reasons for answer	<p>ID 2 (S) – Fine in summer but slip hazard on bridge when icy or wet; Occupied area a lot of public around                      ID 3 (S) – Always have felt safe here; Never know of any problems                      ID 5 (S) – Quiet in the day                      ID 6 (A) – Needs to be managed                      ID 8 (S) – Very clean, lovely                      ID 13 (S) – Cyclists being aggressive; Don't like dogs; Would prefer dogs on leash, mobility scooter                      ID 13 (A) – Bike issues (x3)                      ID 15 (A) – Mostly safe, although there are a few areas very close to the water, concerned about falling in (comment from children)                      ID 16 (A) – Bikes, scooters                      ID 17 (S) – Crowded not great as its mixed use difficult with the dog. Sunny Friday get a lot of teenagers; Dog has to be on lead too many cyclists otherwise; Many dogs off leads because Richmond Park stopped allowing dogs so people use this space instead; Isolated as a women; Its busy; Recently heard that some stuff has been going on but the police have been getting it under control; Bikes.                      ID 17 (A) – Cyclists go fast; Cyclists too fast, bridge. Dangerous with small son on bike; Cyclists whizz too fast; Bikes shared use issues</p>																											

**Q8b. How safe would you feel using this footpath / byway / bridleway outside of daylight hours (i.e. at night)?**  
 [Please give reason for your answer, e.g. presence or visibility of hazards]

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17			
Spring/Autumn	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
a) Extremely safe	1	0	0	3	2	0	1	7	1	1	3	0	0	0	2	0	0	0	0	1	2	2	4	0	10	1	8	3		
b) Fairly safe	7	9	0	1	0	0	1	3	3	1	4	2	0	2	1	14	0	1	7	3	0	8	2	0	1	13	6	4		
c) Neutral	7	7	4	1	1	0	5	6	10	1	2	12	13	5	2	25	3	1	22	25	3	7	0	1	3	3	2	7		
d) Fairly unsafe	8	6	1	0	1	1	1	1	6	1	4	3	6	8	0	12	0	2	2	4	0	5	0	3	1	2	4	7		
e) Very unsafe	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	2	0	3	0	0	4	2		
Reasons for answer	<p>ID 2 (S) – Doesn't use at night (x5); Dark, Quiet; No lights (x2); Antisocial behaviour                      ID 3 (S) – External factors; Not lit but wouldn't want it to be lit at all; Do not use at night; Don't use at night; Wouldn't walk down it at night                      ID 3 (A) – Wouldn't come at night due to darkness                      ID 5 (S) – Teenagers and pit bikes                      ID 5 (A) – Wouldn't come down at night due to kids, lighting fires and breaking into Thorpe Park. Unsure who you are going to meet down on the path                      ID 6 (S) – Comes at dawn and feels safe; Not used at night                      ID 6 (A) – Lighting                      ID 7 (S) – Dark, isolated (x3); Don't use (x2); Use it at night but feel safe as am tall man; No Lighting                      ID 7 (A) – Don't use path at night; Wouldn't want to use it at night, has a dog but still wouldn't feel the safest                      ID 8 (S) – Busy with people walking running etc; Have no reason to use it at night, not well lit; Not used it at night (x4); Not used at night but concerns over drug users; Path narrows ahead unsafe scared of falling in river; No reason to use at night                      ID 8 (A) – Antisocial behaviour; Don't use at night</p>																													

ID 10 (S) – Isolated, dark, overgrown; Wouldn't use at night, too remote  
 ID 10 (A) – No lighting; Dark, overgrown; No lighting and lots of undergrowth; Unlit, overgrown, isolated; Dark, foxes; Would not use at night no visibility; Would not use  
 ID 11 (S) – Not well lit; Don't use it at night  
 ID 11 (A) – Lighting  
 ID 12 (S) – Wouldn't use at night (x3)  
 ID 12 (A) – Footpath around the edge feels quite off, wouldn't feel safe at night; Rumours surrounding suspicious activities at night; Less safe, than in the day because of teenagers and drugs; Claims she isn't usually scared of much; Hasn't been here in the night, but wouldn't really want to; Not been here at night before  
 ID 13 (S) – Some lighting in sections; Car park bays attracts youths at night, leave litter and cannisters, antisocial behaviour; Don't use it  
 ID 13 (A) – Wouldn't walk alone at night; Not used at night  
 ID 14 (S) – Wouldn't walk at night anywhere not just here; Doesn't walk anywhere at night  
 ID 14 (A) - Lack of lighting at night; Don't run at night; Never been at night; Try to avoid coming in winter months at night; Not a lot of lighting but can always choose the more open areas; Quiet at night and not well lit; Don't use at night  
 ID 15 (A) – Hasn't been here at night, would not really want to; No particular reason, just wouldn't want to come here at night; Would never go here at night, seems very unsafe; Heard many bad things about the area at night, wouldn't feel safe at all; Would feel okay on this part of the path, but not further west, said its narrow and has female friends who do not feel safe there (even at day) - rape occurred in the area recently  
 ID 16 (A) – More lighting; Traffic, cyclists; Unlit, bad visibility; Haven't used at night; Shuts at dusk; Path closes at night, not ideal  
 ID 17 (S) – Wouldn't use (x19); Not lit; Youth near the bridge alcohol; Less safe early morning evening  
 ID 17 (A) – Wouldn't use (x2); Want someone else around; It's alright depends on the day; Not used (x2); Female wouldn't use it, it was like a festival when it was very busy. Male would it's fine

**Q9. Are there any facilities/measures that would improve accessibility and your use of the footpath (please tick all that apply)?**

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17	
	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
a) Improved surface (e.g. fixing potholes/damage to the path)	3	4	0	0	0	0	0	4	1	1	1	6	0	1	3	12	0	0	3	5	0	0	0	1	5	2	0	0
b) Enhanced surface (e.g. making it suitable for all weather conditions, e.g. tarmac instead of mud/gravel)	3	2	0	0	0	0	0	0	2	0	0	6	7	1	1	1	0	0	4	3	0	0	0	0	1	0	3	4
c) Better maintenance of vegetation	5	2	4	4	2	0	7	16	6	1	2	4	15	7	3	11	0	2	0	2	1	6	0	0	2	2	1	0
d) Better general maintenance / management (e.g. removal of litter, graffiti or vandalism, CCTV, lighting)	8	7	0	1	0	0	0	1	3	1	2	1	3	4	0	0	0	3	6	1	0	7	0	0	8	3	1	2

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e) Provision of ramps or other measures to assist disabled access (e.g. gates instead of stiles, ramps instead of steps)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
f) Provision of general litter bins and/or dog waste bins	8	4	3	0	2	1	6	0	11	0	1	1	6	8	5	6	2	2	9	1	1	1	0	0	4	6	13	8
g) Provision of amenities (e.g. benches and/or public toilets)	12	3	0	0	0	0	1	1	0	0	1	6	0	2	4	3	0	0	8	5	2	1	4	0	4	6	4	2
h) Better signage and way marking	2	0	5	0	1	0	0	4	6	0	0	2	3	6	0	4	0	0	6	1	1	1	0	0	0	2	2	1
i) Better information elsewhere (e.g. council websites / parish notice boards etc.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
j) Information boards / maps	1	0	0	0	0	0	1	0	3	0	0	0	0	3	0	1	0	0	2	0	0	1	1	0	0	2	1	0
k) Better footpath connectivity to wider area or facilities	4	2	0	0	0	0	0	1	2	0	0	0	2	4	0	2	0	0	2	0	1	0	0	0	0	2	0	0
l) Shared use (e.g. separate cycleway to footpath)	0	4	0	0	0	0	0	0	1	0	1	3	2	0	0	1	0	0	13	3	1	6	0	0	0	6	1	7
m) Nearby parking	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	0	0	1	0	0
n) Other (please specify)	7	6	0	0	2	0	3	0	3	1	11	6	3	3	0	27	1	2	4	18	1	3	0	2	0	3	14	16
<p>ID 2 (S) – Lighting x3; Real issue with vandalism, water feature and sculptures damaged and subsequently removed by council which is a shame; Access to life belts, buoys, more water fountains, public toilets; Wooden footbridge becomes dangerously icy and slippery in winter and autumn; Zebra crossing from housing estates; Designated swimming areas                      ID 2 (A) – Water features were removed, vandalism; Used to be children’s play area, fountain but council closed it; Sheltered benches for some privacy, breastfeeding, toilets or shelters for nappy changing; Very narrow section, bridge, slippery, CCTV to deter vandalism; Path is disjointed along parts and detours away from river, also difficult at slipway                      ID 5 (S) – Would like the footpath gone, unsafe at night attracts pit bikes and teenagers swim from Abbey Lake bridge; Lives in Chertsey and would rather avoid at night                      ID 6 (S) – No suggestions think it’s a well maintained lovely footpath                      ID 7 (S) – Noise reduction M3; Wooden bridge slippery; Chicken wire needed on ground; Emergency phone call points</p>																												

ID 8 (S) – Ideal as it is; Not the best for cycling, would be better to have a solid surface and then would bring the little ones cycling here rather than driving to Virginia Water etc; Nothing litter is down to people!; Toilets; Footpath gets too narrow for pushchair; Widen path where narrows opposite Laleham campsite; Some stretches of the Thames Path need more benches, this bit is fine though; There are sections where it is fully overgrown and so can't use the path further towards Chertsey; Toilet at Laleham park is needed, used to be there but was closed; Bins near the turning at Thameside  
 ID 8 (A) – Footpath widening; Puddles, unusable in winter, more play equipment, coffeeshop; Signs to discourage BBQ and littering; Narrow path; Quite narrow in parts  
 ID 10 (S) – Dogs should be on leashes; Lights and CCTV; Walk baby  
 ID 10 (A) – Lighting (x2); Encourage owners to keep dogs on leads.  
 ID 11 (A) – Lighting (x18); Broken bollard replacement (x2)  
 ID 12 (S) – None, likes it just as it is  
 ID 12 (A) – Some areas can become quite muddy, however wouldn't want too much work done because she likes the natural feel of the path  
 ID 13 (S) – Too narrow and crowded in some sections; Way for wheelchairs to get around steep footbridge; Better maintenance, clearing of dead birds, keep it cleaner, more attractive; Policing, council to be more involved with river based crime, clearer authority for reporting, more cooperation between councils, river authorities etc  
 ID 13 (A) – Lighting (x5); Bins  
 ID 16 (A) – Steps slippery, maintenance; Improve safe access to river; Hazard signs, barriers to river for children  
 ID 17 (S) – Cycle across the river rather than walk would be good; Very happy, keep it nice; Gets busy especially in the summer and with tourists, wants it to be a locals only space; Lighting (x2); Enforcement of dogs on leads; Toilets (x3); More info about the lock would be interesting; Need a usage code, better sharing etiquette needed; Improve surface towards Richmond; People who cycle over the bridge; Stop people cycling on the bridge despite the signs  
 ID 17 (A) – Toilet high usage; Notice for cyclists needed to be aware of walkers; Needs better shared use; Dogs should be on leads; Benches, don't want lighting added in; More toilets; Cafe!; Big gap; Around Hamlands surface isn't great; Advertise nice cafes; Already improved! Don't overdo it; Police needed when it's hot and busy with teenagers; Think about smoother surface but like it natural; Bench about a mile down needed; Toilets

**Q10. Age bracket**

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17			
Spring/Autumn	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
a) Under 18	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	1
b) 18-29	2	1	0	0	1	0	0	0	2	0	1	0	2	2	0	2	0	2	0	2	2	9	2	1	4	1	6	2		
c) 30-39	5	6	1	2	1	0	1	0	4	0	4	0	5	1	0	2	0	0	6	3	0	5	2	0	3	3	2	5		
d) 40-49	4	4	1	1	0	0	0	1	3	0	2	3	3	7	2	7	1	0	4	5	0	4	0	1	2	6	4	5		
e) 50-59	5	7	0	1	2	2	2	4	3	1	4	7	2	3	3	9	1	1	12	12	2	3	1	2	2	5	13	9		
f) Over 60	6	4	4	1	1	0	6	12	9	3	10	6	7	3	0	32	1	2	7	12	1	3	1	3	4	5	14	8		
g) Prefer not to say	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Q11. Gender**

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17			
Spring/Autumn	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A

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a) Male	15	10	3	2	4	1	4	8	10	3	11	9	11	10	2	27	1	2	10	22	2	13	2	3	5	11	18	12
b) Female	7	12	3	3	1	1	5	8	11	1	10	8	8	6	3	25	2	3	20	12	4	10	4	4	10	8	23	18
c) Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
d) Prefer not to say	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Q12a. Do you have a long-standing illness or disability (physical or mental)?**

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17			
Spring/Autumn	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
a) Yes	3	2	3	0	0	0	0	6	3	0	0	0	2	1	3	10	0	0	6	8	0	3	0	2	6	0	2	2		
b) No	20	18	3	5	5	2	9	11	17	4	19	16	17	15	2	41	3	5	24	25	6	21	6	5	9	20	35	27		
c) Prefer not to say	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0		

**Q12b. If yes, does this limit your day to day activities?**

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17			
Spring/Autumn	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
a) Yes	1	2	3	0	0	0	0	4	2	0	0	0	2	1	2	6	0	0	4	3	0	0	0	1	0	0	0	1		
b) No	2	0	0	0	0	0	0	2	1	0	0	0	0	0	1	3	0	0	27	5	0	3	0	1	6	0	36	1		
c) Prefer not to say	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0		

**Q13. Ethnicity**

Footpath ID	2		3		5		6		7		8		10		11		12		13		14		15		16		17			
Spring/Autumn	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
a) White British	14	17	6	5	5	1	7	17	19	4	15	14	16	13	4	50	3	4	28	31	4	17	5	7	13	18	34	19		
b) Asian or Asian British	4	1	0	0	0	0	1	0	2	0	2	2	2	2	0	0	0	0	0	1	2	3	1	0	1	0	1	0		
c) Black or Black British	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	0	1	1	1	1		
d) Mixed	2	1	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	2	0	0	0	0	1	3		
e) Other ethnic group (please specify)	3	3	0	0	0	1	1	0	0	0	3	0	1	0	0	1	0	1	1	1	0	1	0	0	0	0	3	3		



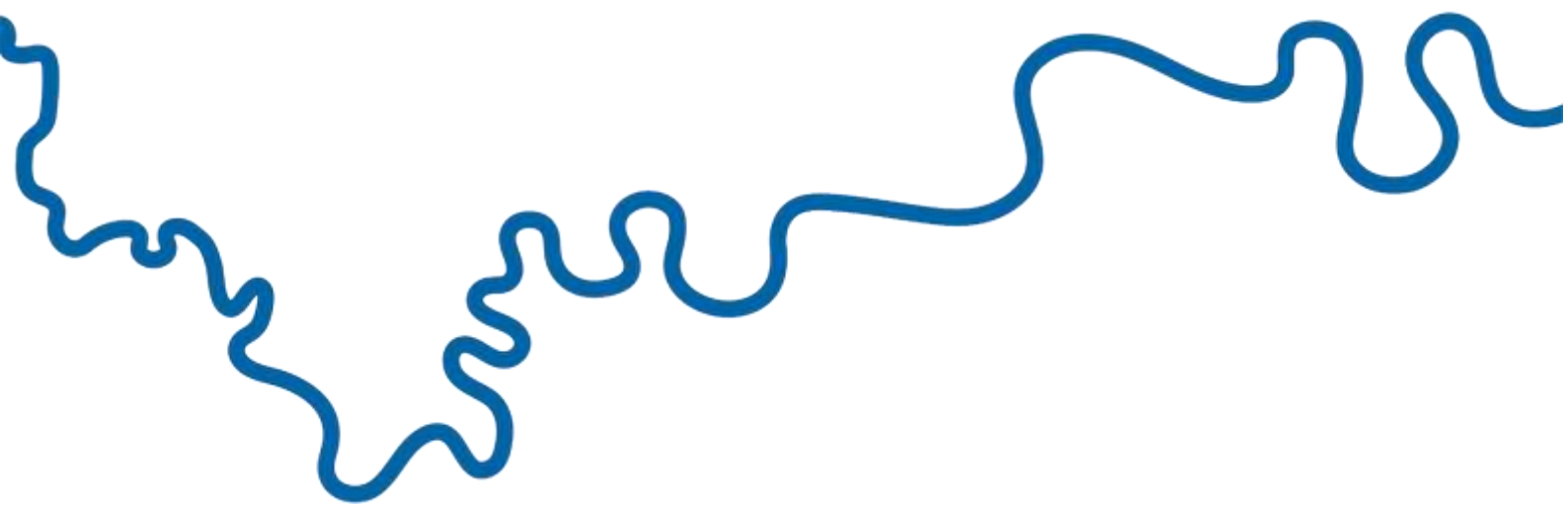
f) Prefer not to say	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
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**Q14. Are there any other comments you would like to make?**

Footpath ID	Spring/Autumn	Comments
2	S	No just thoroughly enjoy the area for lunchtime walk; Council recently removed water features which is a shame as children enjoyed them and they provided a lovely amenity in warm weather, would be nice to see them reintroduced. Encouraged walking over lockdown; Wider path or separate bike path; More signage to keep dogs on leash, pick up poo, more lights; Very accessible, various walk lengths possible, nicely kept and maintained. More lighting along certain sections would be nice; Access for disability ,wheelchair; Path gets muddy along certain sections; Travelled from Somerset, down in London to visit family and enjoy Thames, love the Thames Path facility, aiming to walk entire Thames Path, walked from Laleham today; Scruffy sometimes, not enough police presence to prevent antisocial behaviour, water features and sculptures damaged and vandalised which is a shame; Nice quiet spot to walk, need more spots like this; Like Staines as a place, more investment needed nice to see government is caring about the area; Issues with local flooding too; Some refreshments would be nice in summer, ice cream parlour, water features, water fountains; Fine as it is, seems to be underutilised, no need for more developments, concerns raised about river front high rise developments.
	A	Stage is rarely used, potential is lost; Shame of water features being removed by council; Cyclists and scooters showing very little consideration of others, maybe signs or CCTV to deter antisocial reckless behaviour; Path past hotel needs widening and extend path to join up and not split at hotel, overgrown parts, extend path over slipway.
3	S	Support any survey to maintain greenspaces and PRoW like this; Bikes a problem in the winter near Devils Road but something is being done about it; Love being near greenspace and London; Maintenance of pass ways to stop the motorbikes and the vegetation around it would be good; Bit tricky to get round to walk past the playing field.
	A	Brilliant footpath, used it for years, perfect for the dog.
5	S	None
	A	A lot of the paths in the area need cutting back as they are unable to be used, particularly at Green Lane and Norlands Lane.
6	S	Footpath used lots by walkers as runs from the caravan park to the only stretch of publicly accessible river here at the Thames. Council meant to strim pathway and riverside but don't do very often. Provision of a dog bin at the river end would be good. Lots of vegetation possibly prevents older caravan park residents using footpath and accessing river; Provision of a dog bin at river end would be good. Council need to strim more regularly as vegetation gets very dense and makes the path very narrow; Dog bin down near the river would be good and vegetation needs strimming. Planning permission dur to be put in on the old club house area for 4 luxury houses to divert the existing road and to put the houses on the river front; Bench overlooking river and maintenance of vegetation would be good to encourage older residents at caravan park to walk down and look out over the river; Information boards on what wildlife is present here and botanical features of the site (lots of interesting flora species here) and site information in general would be nice; Love the footpath.
	A	Very important footpath, needs more maintenance. Flood control along the Abbey River, choked up, not deep enough or wide as it was. Flooded in past with access being limited to the use of waders, no cars could be used. Building concern on the land nearby. Change is inevitable, but it depends on how its funded. Burway ditch, natural water course. Ancient monk ditch nearby. Historical significance. Infilled and blocked at the Abbey River end. Can't drain away. Act of parliament to keep Burway ditch clear. Burway Ditch reinstatement would be an easy process due to golf course no longer being active. Ponds empty with liners deteriorating problems with microplastics. Could be a window on the Thames, only place between Chertsey and Penton Hook lock, where the public can go.
7	S	Youths leaving litter, dog walkers leaving poo, also worried about habitats being ruined and replaced; Nice walk, but littering can be an issue, sometimes noisy due to M3; Youths littering by the water are a problem; Very much needed for mental wellbeing. Would be lost without this footpath; Like the lakes, sections of path become

		unpassable when rain too muddy. Abbey River needs clearing out; Not clear that route exists and is accessible from Chertsey unless you are local and know about it, some signage would help; Love the walk, well paved and good connectivity; More people have started using this path since lockdown.
	A	Living here a long time, hadn't heard about the scheme before so keen to know more about it. Studies the wildlife and plant life of the area, so wouldn't want any changes to be made which would cause an impact. General maintenance of the local area has improved recently (in terms of litter and staying on top of vegetation so the path stays clear), would appreciate this being held up in the future. Would potentially like to see some restoration/improvements to the ecology of the local area, in particular the golf course.
8	S	Spanish staying at Laleham campsite for 2 months, expects to use this path regularly.
	A	Overgrown willows on bank obstruct view, debris. Drives to path then uses bike to go up and down and coach rowers. Small weatherproof pathway that doesn't affect the already beautiful scenery. Security, policing. Thames Path generally well kept; Thames path well maintained. Toilets, coffeeshop, recycling, surface improvement. Visitors to keep things tidy; Like the clear water.
10	S	Too muddy when wet; Smelly, littering; Need better access to water, lake overgrown, invisible; Some landscaping to make path more attractive, improve visibility across ditch, footbridges, reduce fly tipping at Sheepwalk, improve path surface as too muddy for prams in winter; Path recently maintained by volunteers, keep it up.
	A	Signs showing where path leads, possible to cross ditch? Is there a dead end? Sign or something to tell users they can walk all the way to Littleton. Not clear unless you explore or already know. Signs to show where path leads, how long to walk to Littleton and housing estates; People not picking up dog poo sometimes. Was unaware of path until lockdown, could perhaps be better advertised, signposted. Littering, kids leave rubbish, be nice if more people used it as quite hidden.
11	S	Footpath gradient down on the tow path could be improved (aware this is not that location); Concerned about flood risk, appreciates the green space and wildlife.
	A	Hydroelectric control gates.
12	S	Love it here.
	A	Seems a really nice route so far, walking our puppy here for the first time; Would like to see the local authority become more engaged in the maintenance of the green space, and would like to see it remain natural. Litter and dog waste is a large problem here; Recommended that the EA find alternate ways to get access to the site, current methods aren't as efficient. Is slightly concerned that local schemes would negatively impact the area, she was confused in the past with other local scheme activities and the purpose of them. Would appreciate being more in the loop about the scheme. Also mentioned people swim across the channel, looks risky and someone actually died in early September during the drought when attempting to swim across the channel; Popular location, has only seen 2 dog waste bins, and not many general litter bins, on more popular days such as a Monday, people tend to have picnics and will leave litter on the ground, personally carries a pouch for his full dog waste bags due to lack of bins, and would prefer not to do this.
13	S	Sometimes difficult to get pram up on far edge of path; Bike path separation, signage for what to do with dead or injured birds, emergency number, information board; Cyclists need to be more considerate; Need signage to tell cyclists to be more considerate especially with dogs, also larger bins that close to stop foxes and overflowing litter; Lovely location by the water; Antisocial behaviour at night, road prioritised over footpath access from cafe to river can be improved; Cyclists go too fast sometimes; Signpost distances to pubs or other points of interest; Love the marina and boats, appreciate free parking provided by council; Too many prams, bikes sometimes dangerous for small children and small dogs; More benches would be nice; Cyclists crowding, difficult with pram, rowdy drunk river gypsies; On mobility scooter from Hampton Ct, would like dogs on leash; More controlled fishing, control noise from rowers with speakers; Council should take better care of it, benches; More segregation of bike lane, electric charging points; More benches, bins, littering; Dusty, lack of shade, children jumping off bridges dangerous.
	A	Staines needs more disabled access.
14	S	To improve the path, have a defined cycle lane.

	A	Recently vegetation and general appearance tidied up and it is much appreciated. Would like separate paths so dog can be let off without being in the way of cyclists; More public toilets on the cycle path; Great stretch of path to run long distance on as flat and good scenery.
15	S	None.
	A	Don't like the 'slum boats' moored up along the river banks, blocking the view; Wouldn't want much change to the footpath; Sticks to the path, wouldn't want any changes as it is great how it is, sees it as a waste of money to try and enhance the site; Really likes the wooded areas in the park, doesn't usually just stick to the path; Does not like the moored boats alongside the path, EA had involvement in controlling the mooring, but claims they didn't have much of an impact (i.e. boats apparently ignored the EA regulations).
16	S	None.
	A	Hope to maintain character of weir. Walking Thames Path, from Kent; Private residents trying to make path look private to put off walkers and the public, gated off, signs, needs more signs so people are aware of PRow. PRow closes at dusk, shouldn't do, overly silted banks etc; Bridge maintenance.
17	S	Path being used every day at the moment because Bushy Park is closed; Works for River Thames boat project; Busier because Bushy Park is closed; Parked at Ham House; Staying with sister in Kingston uses regularly when here; Big loop from Kingston; Cyclists go too fast, dogs don't come to. Issues with being shared path; Previously lived in Kingston and wanted to come back and see how it is. Used daily in lockdowns; Bins need emptying more frequently. Do walk on this path for Kingston shops but not Richmond; Walk to Kingston shops; The path has been recently improved anyway so no complaints. Can now use all the winter too; He was collecting rubbish that he can't bear to see when walking; Towards Richmond surface is not so good gets muddy; Because dogs must be on lead in park everyone is now on this path instead; Feels responsible; Another crossing at Twickenham would be great.
	A	None.



The River Thames Scheme, delivered in a partnership led by the Environment Agency and Surrey County Council, will reduce flood risk for residents and businesses and improve the surrounding area.