

## Results of Rights of Way Improvement Plan (ROWIP) Consultation 2018

Brighton & Hove Local Access Forum were involved in the creation of the draft Rights of Way Improvement Plan (drafted June – October 2017). The draft was then circulated to internal departments within the council for comment and input (October – December 2017):

City Infrastructure	City Transport Division
City Parks	Planning / Section 106 & CIL
Parks Projects	Central Policy Team
Biosphere	Tourism
Sustainability Team	Seafront Office

The draft ROWIP was taken to ETS Committee on 23/01/2018: permission was given to take the ROWIP to external consultation.

Information was put up on the council website; including the full draft ROWIP, a summary document and questionnaire

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### Rights of Way Improvement Plan - Public Consultation

People's opinions are being sought on Brighton & Hove's draft Rights of Way Improvement Plan for 2017 - 2027. Anyone with an interest in access issues is encouraged to express their views. If you like to walk, cycle horse ride or carriage drive in the countryside then it is very likely that you use the Public Rights of Way network.

The plan sets out how the authority intends to improve provision for walkers, cyclists, horse riders and those with mobility issues over the next ten years. The council is keen to hear your views to help prioritise areas for improvement.

The closing date for responses is Friday 18 May 2018.

Read the [full Rights of Way Improvement Plan \(PDF 7.1mb\)](#) and [Rights of Way plan appendices \(PDF 8.4mb\)](#), or alternatively

Read the [summary Rights of Way Improvement Plan \(PDF 6.5mb\)](#)

Take part in the [Rights of Way consultation by completing our online questionnaire](#)

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The statutory requirement for ROWIP consultation is to advertise the Plan for 12 weeks in two local papers. The consultation was advertised in the Argus and the Brighton & Hove Independent

The consultation ran from February 19<sup>th</sup> to May 18<sup>th</sup> 2018.

The Communications Team put information about the consultation out on social media & the website:

#### Have your say on rights of way!

Release date: Monday, 19 February 2018

Brighton & Hove's footpaths and rights of way provide important links to the city's countryside, parks and open spaces and are enjoyed by hundreds of people each day.

Countryside access affects a wide range of people including local residents and visitors to the area. Walking and riding contributes to peoples' well-being and helps reduce congestion and pollution.

The city council is responsible for maintaining around 159km of public rights of way all over the city, and has recently published a Rights of Way Improvement Plan (ROWIP) setting out its 10 year plan.

Now local people are invited to have their say.

The Rights of Way public consultation asks those with an interest in the countryside what they think of the council's proposals to manage footpaths and rights of way in the city.

The plan sets out how the council is planning to improve provision for walkers, cyclists, horse riders and those with mobility issues.

Proposals also include plans to create more opportunities for volunteering and explore new funding sources.

To see a copy of the Brighton & Hove Rights of Way Improvement Plan 2017 - 2027 and take part in the consultation visit the Rights of Way pages at:

[www.brighton-hove.gov.uk/rightsofway](http://www.brighton-hove.gov.uk/rightsofway)

The consultation closes on 18th May.



Website feedback

**In addition, 171 local stakeholder groups were contacted and asked to respond to the questionnaire**

**National & Regional Organisations:**

Natural England  
 South Downs National Park Authority (SDNPA)  
 SDNPA Local Access Forum  
 East Sussex County Council (ESCC) Rights of Way Team  
 ESCC Local Access Forum  
 West Sussex County Council Rights of Way Team  
 Sussex Wildlife Trust

**Local Stakeholder Groups (Transport / Accessibility / Sustainability / Green Space groups):**

Brighton Local Access Forum	Friends of Hollingbury & Burstead Woods
Brighton MTB (Mountain Biking)	Friends of Hove Lagoon
Bricycles	Friends of Hove Park
Brighton & Hove Healthwalks membership	Kipling Garden Volunteers
Biosphere membership	London Road Station Partnership
British Horse Society (local membership)	Mile Oak Rec Action Group (MORAG)
Byways and Bridleways Trust (local membership)	Norfolk Square Garden Project
Open Spaces Society (local membership)	Friends of Palmeira and Adelaide
Ramblers Association (local membership)	Patcham University of the Third Age
Living Streets	Pavilion Garden Volunteers
Sustrans	Friends of Preston Park
Cycling UK	Preston Manor Gardener Volunteers
Possibility People	Preston Rock Garden Volunteers
B&H Ranger Walks Database	Friends of Queens Park
B&H Volunteer Ranger Database	Brighton Permaculture
B&H Volunteer Looker Database	Rottingdean in Bloom
B&H Volunteer Tidy Up Team	Friends of Saltdean Green Spaces
B& H Volunteer Path Wardens	Friends of Saunders Park
Brighton & Hove Way Association	Friends of Sheepcote Valley
Friends of Beacon Hill Nature Reserve	Friends of St Anns Well Gardens
Friends of Bevendean Down	St Nicholas Green Spaces Association
Benfield Wildlife & Conservation Group	St Peter's Churchyard Volunteers
Friends of Blakers Park	Stanford & Cleveland Community Garden
Friends of Brunswick Square	Stanmer Preservation Society
Brunswick Road Community	Friends of Stoneham Park
Brunswick Town in Bloom	Friends of Surrenden Field
Brighton Conservation Volunteers	Friends of Turner Park
Brighton & Hove Wildlife Forum	The Grange Garden Volunteers
Brighton & Hove Green Spaces Forum	The Level Communities Forum
Brighton & Hove Archaeological Society	Friends of Three Cornered Copse
Brighton & Hove Food Partnership	Friends of Vale Park
Friends of Coldean Woods	Friends of Victoria Park
Friends of Craven Woods	Friends of Waterhall (Conservation Area)
Friends of Davis Park	Friends of Westdene Green
Friends of Dyke Road Park	William Clarke Park
Friends of Easthill Park	Friends of Wild Park
Easthill Garden Volunteers	Friends of Wish Park
Friends of Farm Green	Friends of Withdean Park
Keep the Ridge Green	Withdog (Withdean)
Friends of Brighton Greenway	University of the 3rd Age @ Withdean Park
Friends of Hangleton Park	TWWEACK (Withdean, Westdene and Eldred Avenue Copse Keepers
Friends of Happy Valley	Friends of Woodbourne Meadow

**Local landowners / land managers / tenant farmers / Farm Cluster Group:**

Land at Mill Hill, Shoreham	Housedean Farm, Falmer
Lower Paythorne Farm, Fulking	Land at Ridge Road, Falmer
Pt. of Devil's Dyke Farm	Park Wall Farm, Falmer
Mile Oak Farm, Portslade	Land west of Falmer Road
New Barm Farm, Portslade	Court Farm, Falmer
East Hill Farm, Portslade	Upper Bevendean Farm
Hangleton Bottom, Portslade	Southdown Riding School
Land adj. Poynings / Fulking Rd, Poynings	Land north side of Warren Rd
Waterhall Farm & adj, land	Ovingdean Grange Farm
Patcham Court - Tegdown S.	'Ingleside' Warren Road
Patcham Court - Valley	Land adj. to Beacon Hill
Patcham Court - Tegdown N.	Paddock West Side of Falmer Road
Patcham Court - Scare Hill	Paddock East Side of Falmer Road
Deep Bottom / Patcham Rifle Range	Castle Hill Nature Reserve
Standean Farm	Balsdean Farm, Brighton & Kingston
Home Farm, Stanmer	Land at Saltdean
High Park Farm, Stanmer	Challoners & New Barn Farms
Home Farm, Moulescombe	Pickershill Farm
Land at Plumpton Hill	High Park Corner, Ditchling
Balmer Farm, Falmer	Savills Land Agents

**The Local Transport Partnership was presented to on the 27<sup>th</sup> February and asked to respond to the consultation:**

Brighton Area Bus Watch	PRA Health Sciences
Brighton Visitor	Churchill Square
Brighton Taxis	Powered Two Wheeler Campaign
Bricycles	Transport Consultancy
Freegle	Brighton & Hove Buses
Friends of the Earth	Rail Future
Brighton & Hove LAF	University of Brighton
Brighton & Hove Economic Partnership	Transport Campaigner
Brighton & Hove Community Works	Car Club South East
Business in Brighton	University of Sussex
Bike for Life Training	Brighton & Hove Radio Taxis

**Local Action Teams (LATs) for Brighton & Hove:**

Marina Local Action Team	North Laine Community Association
Bristol Estate Local Action Team	Coldean Community Forum
Craven Vale Community Association	Hollingdean Local Action Team
St James Community Action Group	Brunswick & Adelaide Local Action Team
Turner Area Partnership & Community Safety Action Gp	Central Hove Local Action Team
Hanover & Elm Grove Local Action Team	Preston Park & Fiveways Local Action
Bevendean Local Action Team	West Hove Forum
Coombe Road Local Action Team	Westdene & Withdean Local Action
Meadowview & Tenantry Community	Hollingbury Local Action Team
Moulsecoomb Local Action Team	Patcham Local Action Team
Clifton, Montpellier & Powis Community Alliance	Hangleton & Knoll Community Action
London Road Local Action Team	Portslade Local Action Team
West Hill Local Action Team	

## Responses to the Questionnaire:

In total 140 people responded to the questionnaire. This is a very similar response rate to the ROWIP consultation questionnaire sent out by West Sussex County Council last year.

77% of respondents were responding as individuals – as residents of Brighton & Hove; and 21% on behalf of organisations or groups and 2% as individuals outside of Brighton & Hove.

Organisations that responded include:

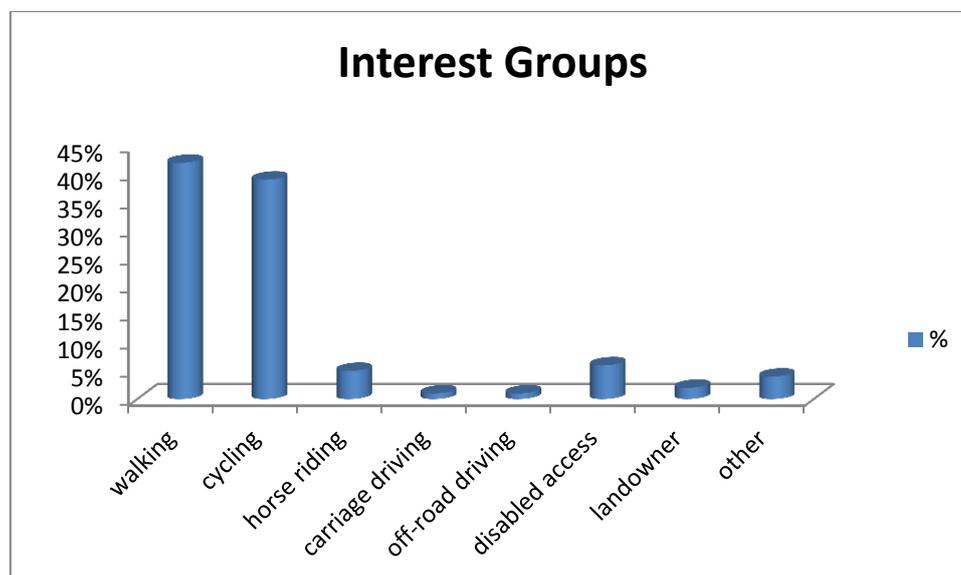
- Natural England
- South Downs National Park Authority
- Brighton & Lewes Downs Biosphere – The Living Coast
- Bricycles
- Brighton MTB (Mountain Bikers)
- Brighton & Hove Ramblers
- Brighton & Hove Archaeological Society
- Brighton & Hove Local Access Forum
- Brighton Conservation Volunteers
- Friends of Beacon Hill
- Benfield Wildlife & Conservation Group
- Cultures Club (Youth led arts organisation)
- Due East (residents organisation for Whitehawk, Manor Farm & Bristol Estate)
- Healthwalks
- Racehill Community Orchard
- Rhythm & Bikes
- Saltdean Residents Association
- Friends of Wish Park

68% of respondents read the ROWIP in full and 22% read it in part / the summary document

87% of respondents agree with the Vision for the Rights of Way Improvement Plan

*A city where people with diverse access needs have the opportunity to use a well maintained and joined up public Rights of Way network, connected to the varied green and blue spaces around the city: the seafront, city parks and gardens, open spaces on the urban fringe and the South Downs National Park*

Interest groups represented:



Other interests included: running, archaeology, protecting / restoring chalk grassland, nature / nature reserves

Views on the Five Main Aims of the ROWIP:

Aims	Agree	Disagree	Don't Know
1. Improve accessibility for diverse users in Brighton & Hove	89%	3%	8%
2. Make information more accessible to residents & visitors	84%	4%	12%
3. Improve connectivity to green spaces within Brighton & Hove	89%	3%	8%
4. Work with SDNPA & neighbouring authorities to improve access to the National Park and The Living Coast Biosphere	89%	4%	7%
5. Improve connectivity of the existing Rights of Way Network	89%	4%	7%

On average, 88% of respondents agree with the five main aims of the ROWIP

76% of respondents thought that the actions identified (in Table 1 of the ROWIP), associated with the aims and objectives, were appropriate (13% neither agreed or disagreed, less than 1% disagreed and 7% were unsure. 4% gave no response).

75% of respondents agreed that the ROWIP provides a good overview of how improvements to the Public Rights of Way network can be achieved (14% neither agreed or disagreed, 1% disagreed and 6% were unsure. 4% gave no response).

## Responses from Organisations / Groups

(Questionnaire Feedback in black / Actions in red / Responses to feedback in blue)

### South Downs National Park Authority

The Plan presents a very thorough overview of actions and delivery mechanisms and we welcome in particular the references to partnership working with the SDNPA and the acknowledgement of shared objectives identified in the Partnership Management Plan for the SDNP and in our Cycling and Walking Strategy. We support the proposed flexible approach to delivery which will enable BHCC and its partners to respond to funding opportunities as they arise whether this is via developer contribution or external grant aid.

We welcome the level of detail provided in the Action Plan which will enable us to more easily identify opportunities to work in partnership to deliver shared priorities. We welcome in particular the proposed approach to connecting urban areas with the National Park via improved green corridors and the identification of both key gateway locations and priority crossing points. We also support the aim of addressing missing links and gaps in the network and acknowledge the extensive work carried out to date to enhance the network via permissive paths and the establishment of new access land. We look forward to continuing to work with you to deliver better access experiences for residents and visitors to the National Park.

We strongly support the main aims of the plan and welcome the proposals to secure additional funds for the management of the network by working with partners and exploring a wide range of possible funding sources. We also welcome the proposals to communicate better with landowners and users.

We support the identified actions. With regards to the provision of more detailed online information via the online access map we recommend the inclusion of the location horsebox parking facilities. Some of this information is found on the National Trail website for the South Downs Way and the SDNPA intends to publish a more comprehensive list of horsebox parking facilities across the National Park in the near future.

#### Actions:

- continue to work with the SDNPA & surrounding authorities through the Rights of Way Accord
- Add horse box parking to the Access Map

## Biosphere

Good piece of work. The challenge is on its effective implementation with adequate resources, AND the scope for positive adaptation/evolution of it over the long 10-year period!

## Bricycles (Brighton & Hove Cycling Campaign)

We acknowledge the very good work that you are doing with the Local Access Forum and we are keen to see more funds allocated to Rights of Way Improvement. We strongly support your aims for collaboration, closing missing links, improving route coherence and development of the ROW network to support healthy exercise for all. We support your “Statement of Action”.

We were pleased to see the reference to Cycling UK’s campaign “Beyond the Green Belt”<sup>1</sup> to open up more of the rights of way network for cycling in England and Wales (para 2.2.8 on page 10, 3.1.2 on page 18.) As stated, only 20% of England’s rights of way network is available for cycling. We welcome multi-user paths to enable more cycling to take place.

Legal rights of way for cycling are often fragmented. Getting to a bridleway/cycleway or following a route often involves riding along busy roads. The hostile road environment is preventing many people from taking up healthy activity and exploring the countryside with all the public health benefits that this would bring.

Rural A roads carry only 3.5% of cycle traffic, but 28% of cyclist fatalities happened on them; and 11% of reported cyclist serious injuries. (DfT: Reported Road Casualties GB 2016 (2017) Table RAS30018.) Rural speed limits are often much too high, with many B, C and unclassified minor roads subject only to the national speed limit. This is the case even though they are often narrow and bendy with poor visibility. Those speed limits should be reduced. Examples of this are Ditchling Beacon Road and Devils Dyke Road where cyclists riding out to the countryside are unnecessarily overtaken very fast by motor vehicles. This is a massive disincentive to anyone cycling or considering whether to allow children to ride.

Local Walking and Cycling Infrastructure Plans (LCWIP) provide an opportunity for Rights of Way Officers and City transport officers to link town to country and enable greater access to and around the countryside by bike. ROWIP needs to link up with the LCWIP but unfortunately BHCC is making little progress in developing the LCWIP, which is essential for obtaining government funding. We were glad to see a reference in the draft ROWIP to collaboration with the City Transport Division, Highways (Paragraph 4.1 Internal (BHCC) Collaboration). This is most important. Cycle routes are often obstructed by motor vehicles and this should be prevented by greater enforcement.

LCWIPs should help authorities “take a more strategic approach to improving conditions for cycling and walking in order to support increases in travel on foot and by cycling.”

We need to see good on-road to off-road connections. Along with Cycling UK, we disagree with the interpretation of the law that pushing a bike on a footpath isn’t permissible.

We note the statement on page 16, section 2.4.13 concerning the Seafront Strategy that “One objective is to improve the ‘pinch-points’ where pedestrians, cycles and cars interact.” There are many issues here.

Bricycles strongly supports improvements at all the locations listed in “Table 2: Priority Crossing points (LAF)”

Welcome better partnership working between BHCC, WSCC, ESCC & SDNPA e.g. the Standean project (appendix 11)

There is possible cross over between the cycle rangers and the volunteer path warden schemes – **to be investigated**

### Actions:

- Specific issues on seafront access, East Street, Brighton Greenway, obstructions on cycle ways listed in the feedback will be taken to the Road Safety and Transport Planning teams and the Seafront Office.
- Concerns over DA3 to DA8 and SA1 to SA6 (City Plan) – will be communicated to Planning.

Further specific issues are covered in the response section below; themed on the main aims of the ROWIP.

## Brighton & Hove Living Streets

Pedestrians welcome the opportunity to respond to the Rights of Way Improvement Plan, and wish to express support for measures which aim to further the interests of people on foot, as well as other appropriate users of the City's Rights of Way network.

We support the stated aim of Brighton & Hove City Council, "to encourage walking in the city," since Brighton and Hove is a city where people with diverse access needs should have the opportunity to use a well maintained, joined up, and improving public Rights of Way network, which provides access to the varied green and blue spaces around the city: the seafront, city parks and gardens, open spaces on the urban fringe and the South Downs National Park (SDNP). And although around 40% of Brighton and Hove is within the SDNP, it is important that this does not overshadow the importance of the 60% of the city that is not within the SDNP.

Given the specific geography and topography of Brighton and Hove, and because it is possible to reach most of the city central areas on foot within just 15 minutes, it is important that getting about and exploring on foot is a pleasant and safe as it can be for residents and visitors alike. With this in mind, BHCC should ensure that the necessary actions are taken to enable residents, workers and visitors to the city to walk, using the appropriate rights of way, whenever such an opportunity is available. This is particularly the case given that, according to data from the 2011 Census, B&H has one of the lowest rates of car ownership in the UK after London.

Brighton & Hove's rights of way are used by hundreds of people each day to provide important links to the city's countryside, parks and open spaces, but are also important in providing sustainable walking routes within the city. It is important that this aspect of the Brighton and Hove Rights of Way network is included in the improvement plan, since walking and riding contributes to peoples' well-being and helps reduce congestion and pollution: in particular, walking is great for people's mental health and wellbeing, it is the best way to get more exercise every day and it is good for the environment too.

It is important that, in Brighton and Hove, people are encouraged to go about their everyday lives on foot wherever possible. Walking should be the easy choice for any type of urban journey, whether trying to get from A to B or for recreation and relaxation. Brighton and Hove should aim to be a city with a high-quality, well connected, accessible network of paths and spaces that are rich in natural features to encourage walking and, in so doing, improve public health, boost the local economy and help create a safer, happier, more cohesive community.

To this end, it is important that rights of way are kept free from obstructions or other nuisances preventing or deterring the public from using a path. This includes maintaining the definitive map, assessing claims for new rights of way, sign-posting, vegetation clearance, surface improvements and maintaining, enhancing and promoting the existing network.

### Action:

- This feedback will be shared with the Road Safety and Transport Planning teams

## Brighton MTB (Mountain biking)

“I massively appreciate how hard BHCC works and how this rights of way improvement plan is being put forward. I wish it huge success and on behalf of the mountain biking community I hope we can all work together to create some amazing trails that improve the life for everyone using the downs, stanmer, wild park etc, and that mean more facilities for young and old cyclists alike. I think we all want the same things, namely to enjoy and protect our fantastic nature that's on the doorstep of Brighton and Hove.” (Brighton MTB member)

There was a strong response from the mountain biking community – particularly in relation to provision of cycle access in Stanmer.

- Support for the creation of a designated mountain biking area in Stanmer, as long as it is of sufficient size.
- There was equal concern that designated areas aren't too restrictive – reducing the amount of single track routes in Stanmer (currently there are 2 – 3 hours-worth of riding routes which makes it worthwhile travelling to Brighton for MTB activity).
- There is also the risk of concentrating mountain bikers into one area which will increase erosion and environmental impact instead of spreading it over a large area.
- Income generation potential of mountain biking visitors to the area / “outdoors economy” and promotes healthy lifestyle (physical & mental health - as an outdoor exercise and as a social / community endeavour)
- Concern over perceived anti-social behaviour of mountain bikers – it is a valid outdoor pursuit, a growing sport, offers many positive benefits. “It is an engaged community that is committed to helping to protect the forests it uses to ride in.”
- Local MTB members are a willing source of volunteers to help maintain tracks and would like to work together with the council. These volunteers could also get involved in environmental improvements e.g. litter picking
- Support for the creation of easy access bike trails to kids / families
- Support for the creation of a new BMX track – improve cycling provision within the city
- “I think a more official structure of cycle trails...would benefit cyclists and all other users and avoid safety issues, as well as making it much easier to repair and maintain damage caused.”
- “It's important to me and my family than I can use Stanmer to cycle around both as a family on the fire roads with my children, and as a mountain biker on the well maintained single track.”
- “As a mountain biker, I use a lot of the public rights of way around the downs area, and especially the south downs way, and stanmer areas. It's such an amazing resource, so thanks for looking after it. I would like to see the plan work more closely with the mountain bike community in Brighton, which is vibrant, and growing. There are also a lot of younger kids getting into cycling, and while there are some (naturally) who see this sometimes as a threat (ie: people going faster, trying jumps etc) this part of the sport should be nurtured, like the skatepark on the level has been, to give those who like that kind of riding a place to do it. Anyway, largely though I think the plan is great and I welcome any addition to the already fantastic network.”
- “My children love riding bikes on the informal trail network in Stanmer and I couldn't support any plan that degrades this network.”
- “I think that education is the key to tolerance and understanding, shared use cycle and pedestrian areas work in other parts of the city not because they have made mixing the activities any less hazardous but because the mix has been officially sanctioned there is tolerance towards people using the space differently to any other individual, and an increased sense of responsibility from the users of any particular type.”
- A public map showing permitted MTB trails in Stanmer & Wild Park. Let people know how the areas differ (Stanmer more cross country and Wild Park more endurance)

### Action:

- **Take this feedback to the Stanmer Restoration Project delivery team**

## Responses from Individuals

General responses from local residents was overwhelming supportive of the ROWIP:

“Residents of Brighton enjoy the proximity of beautiful countryside. Joining up pathways and green spaces makes for easier access and is also good as wild life corridors. The most noticeable improvements in the habitat round Brighton have occurred since grazing animals have been re-introduced.”

“Amazingly comprehensive document which must have entailed a great deal of work - it looks excellent”

“I really hope you can make good progress on this!”

“I am very appreciative that you are seeking to make these improvements, as we live in such a beautiful place and as Brighton and Hove is quite a small city, it is easy to walk / cycle onto the Downs and not have to drive and then park on the hills to enjoy them.”

“It's brilliant that B&HCC is doing this...The open access and signposting systems are largely excellent. It's good for improving physical fitness and mental health, is free (to the user) and, as someone who doesn't have a car, it's especially brilliant that you can get to and from some wonderful routes by bus. We are so lucky to have this on our doorstep and it's entirely right that B&HCC should invest in ways of encouraging more people to use it.”

“In times of extreme financial restraints and demands on budgets, I think the amount of time and effort devoted to the Improvement Plan is commendable. The obvious benefits of enjoying the countryside are often overlooked. I wish you well with your efforts.”

“Before reading the summary document I was unaware of how much effort and expense has and will be carried out by B&HCC for the benefit of residents. I think this council department is to be congratulated.”

“The improvement plan has a very positive statement, and encourages people to get out and look at our wonderful countryside. I am interested in our heritage and ancient landscapes. We have many beautiful landscapes in Brighton and Hove and the surrounding area. It is good to see positive action being taken to see access to these valuable assets being made available to all” (Local Access Forum)

“A comprehensive document detailing the importance of Public Rights of Way and how these can be improved for the benefit of all. An ambitious range of improvements.” (Local Access Forum)

In addition there was very useful feedback on specific aims and objectives within the Plan that will help us prioritise projects resulting from this piece of work...

### Aim 7.1: Improving Accessibility

- Gates may be necessary to stop unauthorised vehicles and fly tipping, however, they can also be restrictive. They should be accessible for buggies and wheelchairs / mobility vehicles. “Paths should be created and maintained to have a wider range of users as possible whether it be riders walkers cyclists or those with mobility issues.” [The aim is for least restrictive access whenever improvement works are carried out. Sometimes gates are unavoidable for stock proofing.](#)
- Need for seating at regular intervals & level access where possible. [The Ranger team works with Friends of groups in areas to improve amenity e.g. seating](#)
- Improve parking for disability vehicles / a WAV with rear access in Stanmer. [Feedback to Stanmer Restoration Project](#)
- Gates need to be kept in better condition and some paths need upgrading where shared use with Farm traffic causes poor access for the wider community. [There is a rolling maintenance schedule for PRoW](#)
- There was much support for the new multi-user paths put in along the Ditchling Road (South) and the Flamer Road. However, concern that these surfaces would be maintained into the future as they are starting to erode. [This is on the radar for future funding bids](#)
- Some concern over multi-user paths – dangers of cyclists and surfaces being churned up by horses in the winter. There was concern over the speed of cyclists and the need to share the path. [The width of a path and surface choices are considered when creating a multi-user path](#)
- “How about behind-the-hedge-paths where there is no grass verge along busy roads.”
- It's essential that off-road cycling is supported.
- Need to increase lock-up facilities for cyclists across the city
- Speed humps on the back land at Stanmer are a danger to cyclists (Bricyles) – [Feedback to Stanmer Restoration Project](#)
- More hard surfaced paths across the Downs for road cyclists. [Feedback to SDNPA](#)
- “Equestrian use of bridleways is not entirely recreational. Some people breed, train and sell horses as a business. There are a few riders who are professional competitors and/or train racehorses. They need to exercise their horses to complete their training and keep them fit.” [Text altered](#)
- Often the roads leading to bridleways are dangerously full of traffic so riders need to take their horses by horseboxes or trailers. So parking places near the access points of bridleways are needed in many places as well as Stanmer. [Action point added to 7.1.5](#)
- Safe parking for horse boxes and trailers would greatly improve access and use by horse riders. [Action point added to 7.1.5](#)
- “I believe a farmer at Stanmer Park has installed kissing gates on bridlepaths, meaning horses cannot access these rights of way. I believe he claimed he lost animals because of horse friendly gates. A solution must be find that does not block horse riders rights of way.” [Kissing gates have only been installed on open access land, not across bridleways. They may be on the edge of bridleways – leading on to open access land. There is no authorised access for horse riding on access land.](#)
- Negative feedback to the idea of introducing some Toll Routes for riders as it was felt that access should be free and this further marginalises some users. [This has been amended in the Plan](#)
- “I would urge you to consider improvements for horse riders. We have lost many permissable bridleways due to withdrawal of grants. The roads are getting ever more dangerous with new housing developments leading to increased traffic... I have a book called Highways and Byways in Sussex by E V Lucas published in 1923, who says 'The Downs ... will probably be the last stronghold of the horse when petrol has ousted him from every other region.' Your plan covers the 100th anniversary of this book.”

### Aim 7.2: Make Information more Accessible

- Signposting the coastal path route. [This is part of the England Coastal Path project – signposting due 2018/19](#)
- Better signposting ‘green’ links to the countryside and general support for better signage. [These are actions covered in 7.2.2, 7.4.2, 7.4.3](#)
- More advertising / walk guides for possible routes – using technology for phones and tablets. [This action is covered in 7.2.6](#)
- Clear signage is definitely needed as to who has the right to use a particular pathway. [This action is covered in 7.2.2](#)

- Need for a system to report problems. A PRow problem reporting form can be found on the Rights of Way page of the council website <https://www.brighton-hove.gov.uk/content/leisure-and-libraries/parks-and-green-spaces/rights-way>
- “Am I correct in thinking access land still requires walkers to keep to the footpaths?” [Walkers are free to roam on access land – they do not need to stick to designated Rights of Way.](#)
- There could be greater emphasis on protecting biodiversity and wildlife around the improved access, particularly increased provision of litter and dog waste bins and effective signage about where pathways adjoin vulnerable habitats. [Rights of Way provision within the council sits alongside our Ranger service that looks after our Natural Spaces. Better interpretation of our natural habitats is part of the remit of this team.](#)
- “Just would like to stress the importance of educating the people who visit the South Downs occasionally, so that they understand its uniqueness and do not leave rubbish behind, harm wildlife or destroy the land.”
- “What is planned to be done to educate those who are not used to the countryside in the way that they should conduct themselves when they find themselves in it?”
- To help the green spaces be beautiful for all there is a need for bigger poo bins on the main routes and stronger enforcement of disposal of excrement.
- Need to educate dog walkers on leaving poo bags - greater focus on increased dog control. “The enjoyment of the rights of way network can be, in my opinion, much diminished by anti-social dog ownership.”
- There was strong support for more education to dog walkers on the need to control dogs (for wildlife) and pick up after them. [Publicising a ‘code of conduct’ for users is an integral part of the ROWIP, as well as working with land managers](#)
- “Some routes are almost hidden from some parts of the community, or seem overly 'local'.” [The new online access map should help publicise lesser known routes to the wider public](#)
- Running and jogging trails. [This will be covered in Action 7.2.6](#)
- Advertise one-off volunteering opportunities on social media. [The new Volunteer Path Warden scheme is being launched in 2018. Ranger volunteer activities are advertised on the website. The Ranger team are soon to be getting social media training.](#)
- Keep landowners / managers onside. [This is covered in Action 7.2.3](#)
- “It would be useful if farmers use signs to alert dog walkers where livestock are grazing (as they do around Lewes).” [The Conservation Manager is working with the local Farm Cluster group on this issue](#)
- Bicycles appreciate signage of ‘Share with Care’ rather than ‘pedestrians have priority’ – to remind walkers to not take up the entire width of a path. [Feedback to Road Safety Team](#)

### **Aim 7.3: Improve connectivity to green spaces within the city**

- Please keep working with B&H buses to really emphasise the need for outlying areas to be best connected, eg. the 84 service has recently become even more limited between Woodingdean & Universities at Falmer, (no longer serves Rottingdean) although this route actually holds massive potential for connectivity to green spaces. [Work with the Bus companies on the new online access map \(Action 7.2.1\) – promoting bus routes and showing bus stops in relation the network / access land.](#)

### **Aim 7.4: Improved links between the city and National Park:**

- “I think it is particularly important to look at safe links from the city to bridleways and footpaths on the National Park...I think safe routes out would encourage a lot more people to walk and cycle on to the South Downs.”
- “there’s a lot of opportunity here (in development projects) to ensure that access to the National Park is improved”
- “I’d like to see better access to the downs. More circular routes for runners and cyclists. I think the access from Dyke road to the Dyke path is shocking and very sad that less able members of the community are excluded from enjoying the countryside.”
- “Access to the Downs from the top of Dyke Rod is disgraceful. There should be better cyclist and pedestrian provision...”
- Improved cycle access along the Dyke Road – so not forced down into the valleys at Patcham / Waterhall. [BHCC is working with Toads Hole Valley developers / Highways England to improve pedestrian / cycle crossing at the A27 / Dyke Rd junction. Changing the Chalk bid encompasses improved cycle link along the Dyke Road](#)

- “Do not allow the Highways Agency to block proper crossings at the interchange level.” [BHCC is currently working with the Highways Agency to improve crossing points at the A27 interchanges](#)
- “Whilst I realise that the Row Improvement Plan only applies within the boundary of the city I would like an assurance that the principles within it relating to rights of way will be applied to the City Council's landholding outside their statutory boundary.” [Rights of Way outside the Authority are the responsibility of our neighbouring County Councils. However, the council Estates Team and Savills \(Land Agents\) are currently working with SDNPA on a Whole Estate Plan which will look at all land holdings.](#)
- “I would like to see more public footpaths become bridleways so that cyclists have more access to the South Downs Way from the city without needing to use roads.” [BHCC, National Trust and SDNPA are working together on Changing the Chalk bid – part of which is to provide off road paths for cyclists to access the SDW](#)
- “RC1 should be a pedestrian crossing, not just a refuge.”
- “Put a pelican crossing on Falmer Road where it meets Drove Road and Bexhill Road. It's really hard to cross Falmer Road because of vehicle traffic.”
- “A shelter at the Drove Road/Falmer road junction won't help people get across the street safely. A pedestrian crossing would.” [Feedback to City Transport Division & altered in the ROWIP](#)
- “I find that crossing the roads, especially at RC4 & RC6 exceptionally difficult due to speeds of the traffic and that you cannot see the oncoming traffic until the last possible moment. So accessing Stanmer Park and/or the Sussex border path up past the Chattri, quite difficult. RC8 is also very difficult.” [This is covered in Action 7.4.1](#)
- “Trying to cross Mill road to head along past Waterhall, is quite dangerous too as traffic races up that road.” [Add to list of crossing points](#)
- “More provision needs to be made to provide safe access from the Downs to the seafront for cyclists and pedestrians. Currently the A27 and busy cut through roads make circular routing very hazardous. There needs to be more collaboration between West, East Sussex and Brighton to ensure connectivity and routing options.” [Add action point to 7.4.1 on better partnership working with neighbouring authorities and SDNPA through PROW Accord](#)

#### **Aim 7.5: Improve connectivity of the PROW network**

- Use development money to improve the rights of way network e.g. Toads Hole Valley. [This is being worked on with Planning and developers](#)
- It is excellent that claims for 'new' rights of way are to be investigated promptly. However, I think that the word 'new' should be reworded as 'unrecorded'. [Text altered in 7.5.1 of the ROWIP](#)
- “Horses need bridleway to be linked so that they don't have to go on dangerous stretches of road to get to the next bridleway. Same with footpaths, some just go nowhere Maintain paths that we have in the countryside to the same level as the city ones!” [This is covered in Action 7.5.1](#)
- “In an ideal world, to cancel out uncertainties, incorporate all permissive paths and bridleways into the Definitive Map.” [A survey of the permissive network is being carried out in 2018.](#)
- “As a resident of Woodingdean, I completely support ML10 & ML53 - they'll enable easier access the Downs.”
- “I live near the proposed changes ML10 and ML53 and strongly support them. Both are in a field that has been used for over 20 years by residents to walk their dogs.”
- “In particular - I strongly agree with the creation of missing links 10, 53, 46 ML10 would be hugely important as it a natural route and passes the site of the 'huns mere pitt' in woodingdean which is historically significant but, at the moment, not on a public rights of way.” [Feedback to Savills & SDNPA](#)
- “Deal with the interface of the bridleways/ footpaths across the golf courses – too often you find them over grown and active attempts made to block bike access.” [BHCC has/is working with Hollingbury, Brighton & Hove and Benfield Valley Golf courses – putting in new and safer access routes and better signage](#)
- The default position should be that all paths are bridleways unless a well founded case, independently adjudicated is proven. [The ‘rights of access’ given to a specific Right of Way are founded on historic evidence. The designation as a footpath or bridleway is recorded on the Definitive Map & Statement of Public Rights of Way. This is a legally binding document.](#)
- There was going to be a path that opened up when the put the mounds in along the A27 at Hove golf course but when enquiringly about it looks like it's not going to happen. [This is still going ahead – it will be a new bridleway. Delays due to changes to the Planning application to SDNPA by the golf course.](#)
- There was considerable support for upgrading footpaths to bridleways to get cyclists and equestrians off busy roads. [This will be looked at as part of Action 7.5.1 \(reduce fragmentation\)](#)

#### Chapter 4 on Delivery & Action Plan:

- “B&HCC has a terrible record on effective delivery. You are only worried about photo opportunities and cliché's so unless something of substance is actually delivered, it is safe to say this will be no different to any other grandiose scheme you come up with.” Chapter 5 of the ROWIP outlines the considerable achievements in access provision over the last 10 years since the first improvement plan. This includes 43km of New Public Rights of Way, 30km of new permissive paths and 329 hectares of Open Access Land. Work has already begun on delivering aspects of the new Plan e.g. improved crossing points over the A27, new multi-user paths linking to the South Downs Way, improved information provision in the form of an online access map.
- As many of the features in the Improvement Plan are aspirational and it equally recognises that funding them could be difficult, it would have been helpful to have had the features prioritised so that the most important are dealt with first. Part of the reason for the consultation was to gauge attitudes of residents to help prioritise areas of work to focus on. Once the ROWIP is officially adopted by the council a prioritised list of projects will be developed.
- Appendix 16 - We note that the survey is from 2005. The respondents were predominantly middle-aged with only 7.5% aged between 18 and 34. 65.5% of the respondents were female. Whilst the survey was a valuable undertaking, it would be good to run a new survey with new ways of gaining responses aiming to get wider response. (Bricycles) See below to the profile of respondents for this questionnaire: They represented a broad range of users, 62% were male and 24% were aged below 40. (more detail below)

#### Suggested Route Improvements:

“It would be great to get a path linking Mill Road to the top field near Dyke Road A27 roundabout to provide runners/walkers/cyclists with more loop options around the Waterhall/Dyke road area.” Improvements are planned in conjunction with the Toads Hole Valley development.

“I would like to petition for improvements to a footpath currently running from Dartmouth Close (Bevendean) uphill to Bear Road. It is in terrible condition - muddy, rocky and dangerous to walk on. . If the path were improved we, and many other families from the area, would be able to walk or cycle to school each day rather than driving round via Lewes Road.” This is on the radar for improvement but due to its position and gradient it will require considerable funding.

“Better signposting of the route between Ditchling Beacon and Stanmer Park – it is very difficult to find on the ground.” Feedback to SDNPA

“A path through St Peter's church linking Preston Drove and Preston Park (used by many people) is in poor condition and needs some maintenance. It becomes waterlogged after prolonged rain.” Feedback to Cityparks Operations

“The connection of existing rights of way and green spaces in ways that are useable by cyclists is important - the Hove Park, three Cornered Copse, Waterhall route is a good example of where there is a green route available to the Downs but it's not clear that all of it is legally accessible to off road cyclists (mainly the green ridge and the bridge over the A27), the 'cycle path' beside Mill Hill is not fit for purpose and it is a long fast descent not suitable for unconfident/young cyclists.” Improvements planned through the Toads Hole Valley development

“The priority should be to improve the surface from Coldean Lane "through the wall" to the Easy Access Trail in Stanmer Park which is a busy route but awful in the winter.” Feedback to Stanmer Restoration Project

“There are also still areas where better cycle paths are needed in the city to enable safe passage. eg The Ditchling Road cycle path ends at Varndean School and there is then a dangerous stretch of road until the gravel cycle path at Woodbourne Avenue. Drivers overtake very closely on this stretch. This needs to be looked at as a whole to make the routes work in a manner that will encourage families and wheelchair users out because they are confident the route is safe for its whole length, rather than just a section.” Feedback to Road Safety Team

“Major gate at bridleway path at Benfield/west hove golf course needs strong adjustments - have tried to fix but still needs adjustment as cannot be opened easily by horse riders.” Add to maintenance list

Bricycles: “Appendix 10: Rights of Way Improvements at Saddlescombe Road - a shame it's only a footpath and wasn't also for cycling.” This was an extension to an existing footpath with stiles. The farmer insists on stiles as this is a busy section of the Saddlescombe Road and cattle are kept in the field.

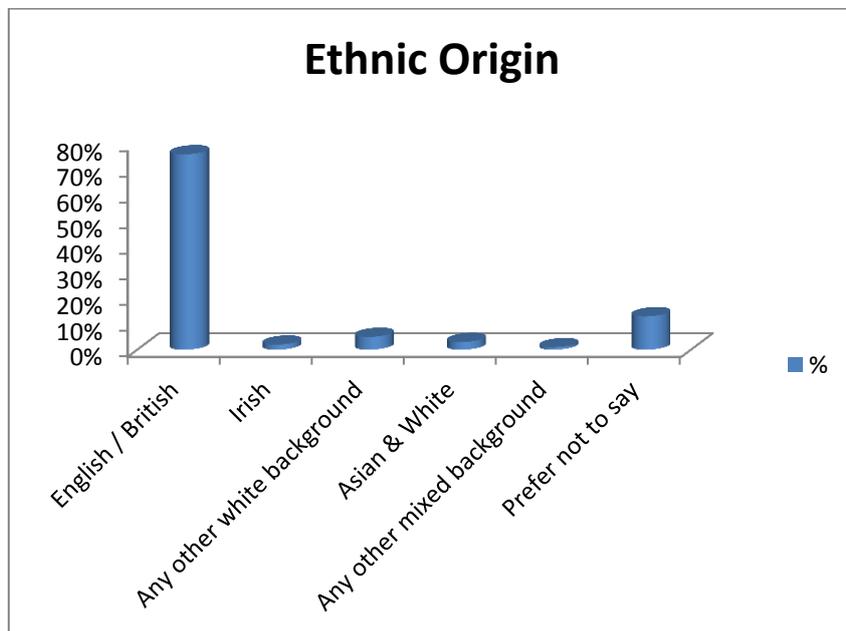
## Profile of Respondents:

The age of respondents ranged by 27 years to 81 years (24% under 40 and 76% aged 40 and above)

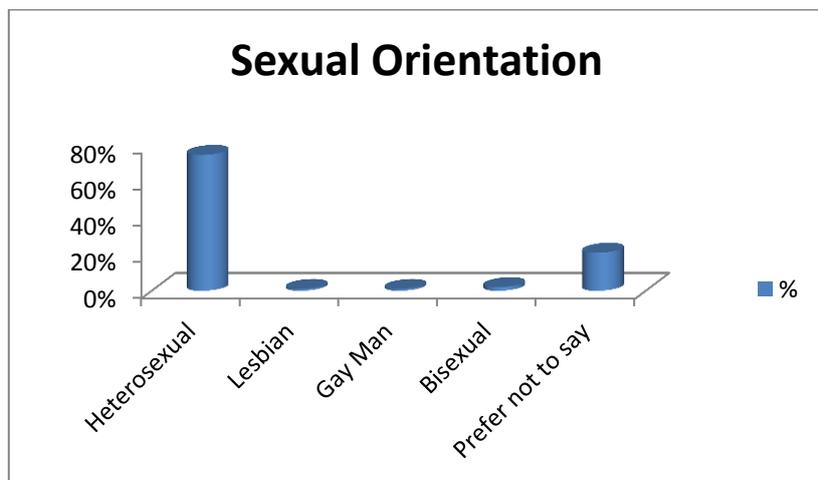
62% of respondents were male, 27% female, 11% preferred not to specify

80% of respondents identified as the gender identified at birth, 1% did not and 19% preferred not to specify

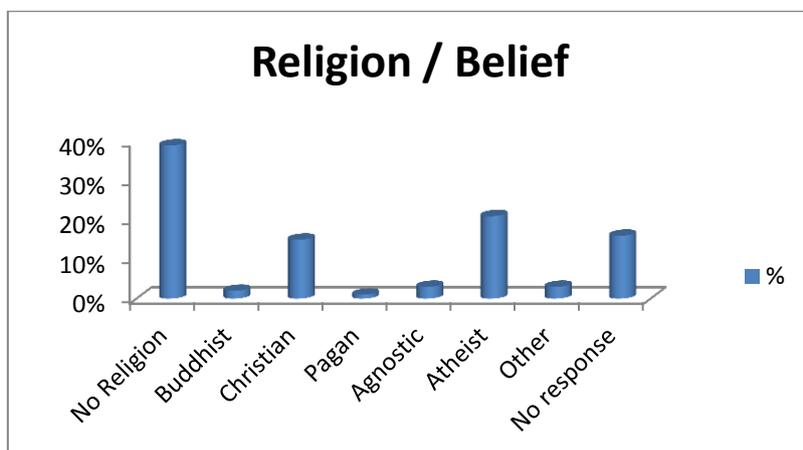
Ethnic origin:



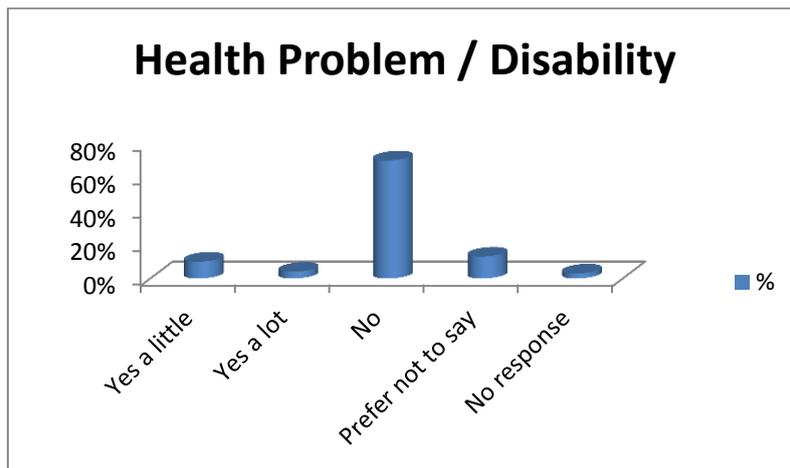
Sexual Orientation:



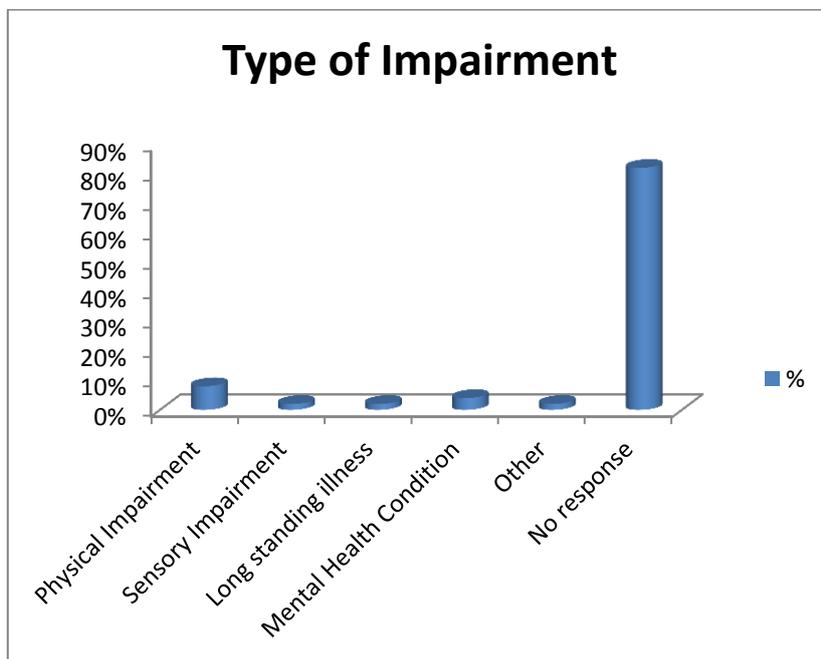
Religion / Belief:



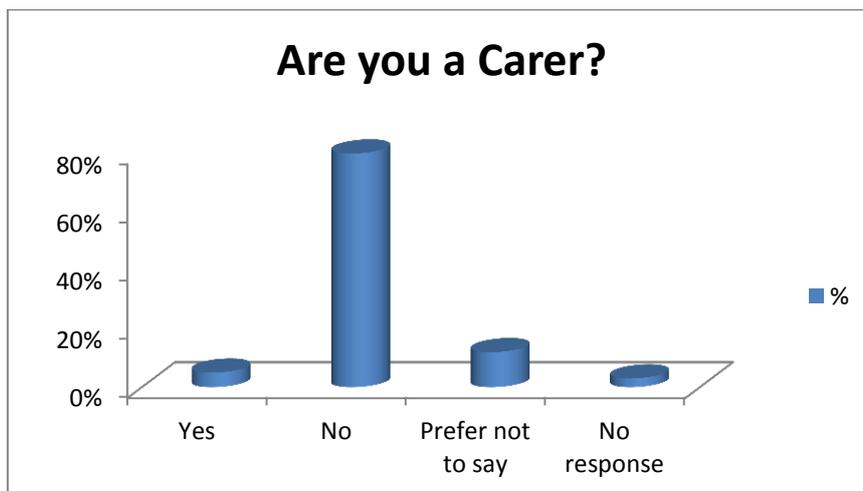
Are your day-to-day activities limited because of health problems or disability:



Type of Impairment:



Caring Responsibility:



Caring for...parent 2%, child with special needs 1%, Partner / spouse 2%, Friend 1% (95% no response)

No respondents were currently in the Armed Forces, though 4% served in the past and 2% were a member of service personnel's immediate family (current or former)

