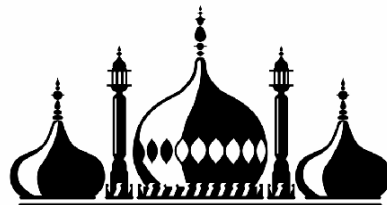


Brighton & Hove

# Rights Of Way Improvement Plan

2007-2017



**Brighton & Hove  
City Council**

## Foreword

The city of Brighton & Hove is well known as a vibrant, multicultural city, between the sea and the downs, with a wide range of leisure activities for everyone to enjoy. The rights of way network plays an important role in enabling people to enjoy the countryside, as well as a means of healthy travel around the city.

This Rights of Way Improvement Plan is a statutory document which aims to reflect the changing diversity of our city.

Copies are available from citydirect centres in Bartholomew Square, Brighton, the Town Hall, Hove, and Victoria Road, Portslade – call 01273 290000 for opening times. Copies are also in all city libraries and can be viewed on our website:

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

Alternatively you can request a copy by contacting us at the address below. You can also request a copy in alternative formats such as large print.

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## **I. Introduction**

1.1 The Countryside and Rights of Way Act 2000 places a statutory duty on all highway authorities to produce a Rights of Way Improvement Plan (RoWIP) for their area.

1.2 This 10 year strategic plan is the prime means by which the council will identify the changes to be made to the management and improvement of the local public rights of way network, including public open access land, in order to attain better provision for walkers, cyclists and equestrians. In particular the needs of users with disabilities will be addressed in order to provide access for a wide range of people.

1.3 In drawing up the plan, the council is required to assess:

- the extent to which public rights of way meet the present and likely future needs of the public
- the opportunities provided by public rights of way for exercise and other forms of open-air recreation and enjoyment
- the accessibility of public rights of way to blind or partially sighted persons and others with mobility problems.

1.4 The plan sets out a statement of action for the improvement of the public rights of way network.

1.5 The draft plan was prepared in consultation with Brighton & Hove Local Access Forum, an advisory body set up under the Countryside and Rights of Way Act.

1.5.1 A Rights of Way Improvement Plan Working Group was convened to set the vision, aims and objectives for the plan, and monitor the work of the Rights Of Way Improvement Officer.

1.5.2 The needs of users and potential users of the public rights of way network were surveyed, as well as wider interests relating to public rights of way, land manager views, current route provision and existing council policies.

1.5.3 Following this a statement of action was prepared to identify the needs and issues, make proposals to address these needs and how these proposals might be realised, including:

- proposed actions
- estimated costs
- key organisations involved in the actions
- consultation with Brighton & Hove Local Access Forum
- statutory public consultation (January 2007 – April 2007)
- report to Environment Committee for approval

## **Vision, Aims and Policy**

2.1 The vision for the Rights of Way Improvement Plan is:

- **More people using and enjoying a better rights of way and open access network to improve the health and wellbeing of residents and visitors.**

2.2 The main aims of the Rights of Way Improvement Plan, developed further in the Action Plan, are:

- A Improve the existing Rights of Way (ROW) network and maintain it to a high standard
- B Implement identified Missing Links (appendix 6.1) to improve route coherence, access to the network and reduce dependence on the car by meeting local transport needs
- C Develop and promote the access network to support and encourage healthy exercise for all
- D Make full use of the council's position as a major landowner to ensure that an holistic approach is taken towards access to the surrounding countryside and South Downs.

2.3 Implementation of the Rights of Way Improvement Plan will contribute to the four key priorities of Brighton & Hove City Council:

- to develop a safe city that values our unique environment
- to develop a prosperous and sustainable economy
- to ensure all our children and young people have the best possible start in life
- to develop a healthy city that cares for vulnerable people and tackles deprivation and injustice.

2.4 The Rights of Way Improvement Plan will be an important part of the Brighton & Hove Local Transport Plan (LTP) which aims to:

- tackle congestion
- improve accessibility to jobs and key services
- improve safety
- improve air quality
- address other quality of life issues.

2.5 Many of the aims of the Rights of Way Improvement Plan will also be delivered by the council's Walking and Cycling Programmes set out in the LTP. Walking and cycling in Brighton and Hove has seen substantial growth in recent years (walking 10%, cycling 47%) and the council is seeking to build on this success. 2009 has been nominated as the Year of Walking and Cycling and the council is committing considerable capital funds in 2008/9 towards this. Brighton and Hove has also been awarded Cycle Demonstration Town status resulting in funding for cycling projects over three years from 2005-8. A Cycle Freeways programme and improvements to the National Cycle Network will continue as part of the LTP post 2008.

The work outlined in the LTP and this Rights of Way Improvement Plan may complement each other on certain routes where it has been identified that improvements can be made. It is envisaged that urban routes can radiate out from the city into the surrounding countryside and also rural or urban fringe transport links can be achieved between different parts of the city.

This Rights of Way Improvement Plan and the next 5 year Local Transport Plan from 2011 will be fully integrated and can further develop these opportunities.

2.6 Brighton & Hove's Active Living Strategy (see appendix 6.2 for more details) states that 'brisk walking is the single most accessible, sustainable and effective physical activity'. For maximum effect in reducing health inequalities, we need to focus on the least active members of the population. Research shows these to be children, women and older people.

2.7 There are a number of further council policies and strategies relevant to public rights of way and the countryside:

- Downland Initiative Feasibility Study (published August 2006)
- Local Development Framework (currently in preparation)
- Local Plan (adopted 21 July 2005).
- Tourism Strategy (2004)

2.8 A summary of the team plan for Brighton & Hove City Council Countryside Service is as follows:

It is the responsibility of the service to protect & enhance the natural beauty of the countryside and parks including landscape, wildlife and historic features. The service also promotes quiet informal enjoyment in the countryside and parks including the management of Rights of Way network and generally aims to promote sustainable forms of economic and social development especially working with farmers and other landowners to encourage land management that supports the other objectives. Throughout it's work the team has a strong community and partnership focus. This plan has the following objectives:

- implementation of the Countryside and Rights of Way Act, including through the Local Access Forum
- contribute to the South Downs Strategic Access Plan
- produce, consult and publish a Rights of Way Improvement Plan
- ensure the introduction of open access to downland runs smoothly
- carry out statutory rights of way work with within target
- carry out and publicise 'easy access' projects (e.g. Whitehawk Hill Local Nature Reserve and Hollingbury Woods) where routes are improved for people with disabilities for example.
- produce attractive summer and winter 'Countryside Events and News' leaflets
- run specialist events targeted at council key themes as part of the events programme
- update trail leaflets with open access and health walks information
- provide up to date information about the service on the website
- investigate new open access opportunities.

2.9 The Disability Discrimination Act 1995 requires public bodies to promote equality of opportunity for disabled people. In carrying out access work the council will embrace this duty.

2.9.1 In addition the Defra Outdoors for All? Draft Diversity Review has a vision that all groups in society have the opportunity to enjoy the outdoors.

2.9.2 The Rights of Way Improvement Plan has a requirement to assess the needs of blind or partially sighted persons and others with mobility problems. It also seeks to identify and remove barriers preventing use of rights of way by all groups in society.

2.10 The council as highway authority has a duty to maintain public rights of way. Work implemented through the Rights of Way Improvement Plan may result in the current network being maintained to a higher standard than is currently achieved. Additional work to improve the network must not detract from the existing statutory duties.

2.11 Potential opportunities for funding the implementation of the ROWIP will continue to be regularly reviewed and included in the annual report to the Local Access Forum where appropriate.

2.12 The council will continue to influence development to maximise access opportunities.

### **3. Background to Rights of Way in Brighton & Hove**

3.1 Brighton & Hove City Council covers an area of approximately 8,267 hectares (20,429 acres) between the south coast and the South Downs, and from Portslade in the west to Rottingdean and Saltdean in the east, with a population of 247,817 in 2001. The city attracts over 8 million visitors a year.

3.2 The council also owns 4,045 hectares (9,991 acres) of farmland surrounding the city some of which is located outside the administrative area of the city. These areas will be covered by the East Sussex and West Sussex Rights of Way Improvement Plans.

3.3 The city has approximately 70 miles (110 km) of public rights of way (see map appendix 7.1) and 252 hectares (630 acres) of open access land. In addition over 200 hectares (nearly 500 acres) of access land was opened in 2005 in Stanmer Park. The South Downs Way National Trail, from Winchester to Eastbourne, passes just to the north of the city and the Monarch's Way and Sussex Border Path long distance routes begin/end in or near the city. No rights of way are currently available for use by motorised vehicles.

3.4 Most of the countryside surrounding the city is in the Sussex Downs Area of Outstanding Natural Beauty and the proposed boundaries of the South Downs National Park. Stanmer Park is a country park in all but name and the most important visitor gateway to the South Downs. There are a number of areas of national and local conservation importance in the area, including Castle Hill National Nature Reserve, Black Rock to Saltdean Site of Special Scientific Interest and five Local Nature Reserves. Other important features include Foredown Tower (Countryside Centre), Dyke Railway Trail, Chattri Indian War Memorial, Hollingbury hill fort, Whitehawk causewayed enclosure, Rottingdean Windmill and the Undercliff Walk.

3.5 The area is well served by public transport from the city centre, although areas on the edge of the city are less well connected. The Breeze up to the Downs bus services link Devil's Dyke, Ditchling Beacon and Stanmer Park to the city. The many other bus services, along with several railway stations, enable a wide variety of routes to be enjoyed without access to private transport. In addition there are a number of formal and informal parking areas around the edge of the city all linked by the A27 dual carriageway, Devil's Dyke Road, Ditchling Road and the B2123 Falmer Road, giving good access to and from the west, north and east.

3.6 Use of the public rights of way network is high, both by local people and visitors, as might be expected in and around a city. Routes are promoted by the council, the South Downs Joint Committee, National Trust, Sussex Wildlife Trust and neighbouring authorities, encouraging sustainable and enjoyable access to the countryside. Management of the network also addresses a small number of access issues which are often related to urban fringe areas, including illegal vehicular access, fly tipping, illegal gatherings (e.g. raves), land encroachment (e.g. garden extensions), stock worrying by dogs and issues relating to golf courses.

3.7 The council is the highway and surveying authority and it has both statutory duties and discretionary powers. Statutory duties include keeping the definitive map and statement under continuous review, the investigation of rights of way claims, the maintenance of the rights of way network and the protection and assertion of the public's rights. Discretionary powers include making changes to the network (creations, extinguishments and diversions) as well as



implementing schemes such as volunteer work groups and furniture surveys. All office-based work is conducted by the Rights of Way Officer who also carries out the majority of practical maintenance with assistance from other council officers and volunteers. Contractors complete some additional work.

3.8 The council will continue to work closely with the South Downs Joint Committee in preparing for the designation of the South Downs National Park.

3.9 The importance of the rights of way network (Defra, November 2002):

3.9.1 Local rights of way are both a significant part of our heritage and a major recreational resource. They enable people to get away from roads used mainly by motor vehicles and enjoy the beauty and tranquillity of large parts of the countryside to which they would not otherwise have access. They are becoming more important as increases in the volume and speed of traffic are turning many once-quiet country roads into unpleasant and sometimes dangerous places for walkers, cyclists and equestrians.

3.9.2 In many areas, local rights of way help to boost tourism and contribute to rural economies. The closure of public ways as a tool in the containment of the 2001 outbreaks of foot and mouth disease demonstrated the link between the use of public rights of way and rural economies. Many businesses reported losses of income in part because of the reduced numbers of people using rights of way. The 1998 UK Day Visits Survey recorded that in England 66 per cent of the population visited the countryside for a day trip at least once a year and more than 35 per cent of these visits involved walking, cycling or horse-riding. Each person spent, on average, £6.50 on each visit.

3.9.3 Local rights of way can also provide a convenient means of travelling, particularly for short journeys, in both rural and urban areas. They are important in the daily lives of many people who use them for fresh air and exercise on bicycle, foot or horse, to walk the dog, to improve their fitness, or to visit local shops and other facilities.

## 4. Action Plan

4.1 The four main aims of the Rights of Way Improvement Plan have been developed into an action plan, based on the survey results (appendix 6.3):

### **ROWIP Aim A**

#### **Improve the existing rights of way network and maintain it to a high standard**

AI Define and document current standards and practices relating to the existing rights of way network.

The current standard used to assess whether rights of way are properly maintained is Best Value Performance Indicator (BVPI) 178. This is a measure of the percentage of rights of way that are easy to use by members of the public. It measures the condition of rights of way, obstructions, furniture and waymarking.

AI.1 Table

| <b>Year</b> | <b>BVPI 178 (%)</b> |
|-------------|---------------------|
| 2001 – 02   | 93.30               |
| 2002 – 03   | 92.50               |
| 2003 – 04   | 93.83               |
| 2004 – 05   | 94.20               |
| 2005 – 06   | 93.29               |

Currently the council allocates the following staff and revenue funding per annum:

- Staff costs: one Rights of Way Officer
- Revenue costs: £8,500/annum to support this work and £11,000/annum for vegetation clearance.

Maintenance and enforcement issues are currently informally prioritised along the following lines:

- safety of users
- livestock security
- level of usage of right of way
- amount of obstruction of definitive line (partially obstructed or completely obstructed)
- benefit to public once resolved
- cost and time efficiency in solving problem
- number and level of complaints about problem
- potential for worsening of the problem.

## ROWIP Aim B

### Implement identified Missing Links to improve route coherence, access to the network and reduce dependence on the car by meeting local transport needs

BI Create at least two new routes from the Missing Links every year.

These Missing Links are desirable routes between existing rights of way that will enable more circular and/or varied distance routes to be opened up. They are based on routes identified by the previous Rights of Way Forum set up before the Local Access Forum. Improving the network will strengthen route coherence helping to increase access to the countryside by linking it to urban areas. This will also reduce physical or mental barriers, provide a variety of route lengths and reduce the dependence on using private transport to access the rights of way network.

Ten Missing Links prioritised in consultation with the Local Access Forum, are listed below. All Missing Links are listed in appendix 6.1 and maps of the top six priorities 7.3.

BI.1 Table

| Description / Location  | Order Making/ Contingency * | Countryside Furniture** | Estimated Additional Staff Costs*** | Total  | Annual Maintenance Cost**** |
|---|-----------------------------|-------------------------|-------------------------------------|--------|-----------------------------|
| No.1 Bridleway: Heath Hill Ave – Drove Road                     | £1,860                      | £2,000                  | £1,000                              | £4,860 | £82                         |
| No.6 Footpath: Saltdean nursery & Coombe Farm                   | £1,960                      | £2,000                  | £1,000                              | £4,960 | £100                        |
| No.10 Bridleway: Falmer Road – Balsdean Reservoir               | £2,760                      | £2,000                  | £1,000                              | £5,760 | £240                        |
| No.15 Footpath: Links two bridleways over Balsdean Farm         | £2,750                      | £2,000                  | £1,000                              | £5,750 | £240                        |
| No.33 Bridleway: Links two bridleways over Waterhall Farm       | £3,600                      | £2,000                  | £1,000                              | £6,600 | £390                        |
| No.36: Bridleway Pangdean Farm – nr Chattri                     | £2,260                      | £2,000                  | £1,000                              | £5,260 | £225                        |
| No.39: Bridleway North of bypass east of Benfield Hill          | £2,020                      | £2,000                  | £1,000                              | £5,020 | £110                        |
| No.22: Footpath/Bridleway Millbank Wood to road in Stanmer Park | £3,600                      | £2,000                  | £1,000                              | £6,600 | £390                        |
| No.23: Footpath Lime Kiln Wood to south of Ditchling Beacon     | £3,000                      | £2,000                  | £1,000                              | £6,000 | £460                        |

|  |                |                |                |                |              |
|--|----------------|----------------|----------------|----------------|--------------|
| No.24: Footpath<br>Ditchling Road –<br>Granny’s Belt | £2,900         | £2,000         | £1,000         | £5,900         | £266         |
| <b>Total</b>   | <b>£26,710</b> | <b>£20,000</b> | <b>£10,000</b> | <b>£56,710</b> | <b>£2503</b> |

(\* £1,400 advertising cost plus other legal cost contingency. \*\* estimated cost for stiles, gates, including installation, and fencing. \*\*\*officer time/consultant cost. \*\*\*\*cost of vegetation clearance)

This list is subject to change in consultation with users, farmers, Local Access Forum, council officers, other land managers and other interested parties. Work will be prioritised according to changing circumstances and opportunities that arise over the ten-year life of the plan.

B2 Seek cooperation with East Sussex County Council, West Sussex County Council and the South Downs Joint Committee where routes overlap authority boundaries and adopt common practice where appropriate.

B3 Respect occupier’s privacy and management needs when planning these new routes (for example, try to avoid farm yards).

B4 Work with council Sustainable Transport officers and within the Walking and Cycling Programme of works to consider the needs of cyclists when upgrading footpaths or bridleways. Seek assistance in providing safe road crossings. In particular assistance will be sought to improve the safety of major road crossings at the junctions with the A27. Also assistance to improve the safety of countryside users whilst on the rural roads network will be sought from officers including good maintenance of road verges.

B5 (also aim C7) Encourage people to walk, cycle and use public transport when accessing the countryside, therefore encouraging improved links between areas on the edge of the city.

## ROWIP Aim C

### Develop and promote the access network to support and encourage healthy exercise for all

C1 Create one 'easy access' route each year.

These routes are designed to improve access for all people, including people using wheelchairs and pushchairs, and embrace the Disability Discrimination Act. They provide a smoother route surface by resurfacing where appropriate. They also provide resting places including seats, accessible gates where required and ramps rather than steps. The routes require publicising to make users aware of the opportunities available.

New routes created on existing or newly created bridleways will also be valuable as cycle routes.

Identified areas for easy access improvements are shown on the maps appendix 7.2.

It may be possible to create more than one Easy Access route per year if extra funding and staff time becomes available.

Five priority easy access routes are listed below.

CI.1 Table

| Description/Location                 | Surfacing Costs * | Publicity Costs** | Total           | Estimated Additional Staff Costs*** | Annual Maintenance **** |
|--------------------------------------|-------------------|-------------------|-----------------|-------------------------------------|-------------------------|
| Falmer Road-Newmarket Plant.         | £35,000           | £4,000            | £39,000         | £3,900                              | £125                    |
| Drove Road (Warren Road-Falmer Road) | £81,500           | £4,000            | £85,500         | £8,550                              | £290                    |
| Rottingdean – Woodingdean            | £150,000          | £4,000            | £154,000        | £15,400                             | £532                    |
| Happy Valley                         | £92,500           | £4,000            | £96,500         | £9,650                              | £328                    |
| Ladies Mile – Upper Lodges           | £25,000           | £4,000            | £29,000         | £2,900                              | £89                     |
| <b>Total</b>                         | <b>£384,000</b>   | <b>£20,000</b>    | <b>£404,000</b> | <b>£40,400</b>                      | <b>£1364</b>            |

(\* surfacing in Fittleworth stone or similar, \*\* design and print of leaflets, \*\*\*officer time/consultant cost. \*\*\*\*cost of vegetation clearance)

Publicise these routes through the Downs on your Doorstep series of leaflets, see aim C5 below.

C2 Liaise with, and promote walks and routes to, all sectors of the community to improve the diversity of users of the rights of way network and improve accessibility such as neighbourhood renewal areas, black and minority ethnic groups, and groups representing people with disabilities.

C3 Continue to develop the relationship between the rights of way network and Healthwalks.

C4 Promote new work through health networks, groups and sites such as hospitals, osteoporosis, diabetes and cardiac rehabilitation clinics, doctor's surgeries and health visitors.

Healthwalks attempt to address health problems such as obesity, diabetes and heart conditions. They are a maximum of a few miles and are usually completed in around an hour. Urban areas are

walked as well as the countryside. They can be walked by someone on their own in their own time or as part of a regular group on a route that has been agreed in advance and risk assessed. This work includes marketing of new Healthwalk routes, promotion of walking as a healthy activity, training of volunteer leaders, and the production of a regular newsletter. Healthwalks require a high standard of publicity, including waymarking.

A five-year development programme for Healthwalks is outlined below.

C4.1 Table

| <b>Resources</b> | <b>Costs/year</b>                       | <b>Cost/5 years</b> | <b>Staff Time*</b> |
|------------------|---|---------------------|--------------------|
| Signs            | £1,000                                  | £5,000              |                    |
| Leaflets         | £1,200<br>(+£200/route/year thereafter) | £8,000              |                    |
| Newsletter       | £800                                    | £4,000              |                    |
| <b>Total</b>     |   | <b>£17,000</b>      | <b>£24,000</b>     |

(\*estimated 60 days/year @ £80 per day)

C5 Build on the existing ‘Downs on your Doorstep’ series of leaflets, the countryside events programme and partnership initiatives such as work with the BBC Breathing Places campaign.

Particular emphasis should be given to encouraging walking, cycling and horse riding, access by public transport, involvement from all sections of society and health information such as the benefits of regular walking.

C6 Produce a communication plan to include regular local and regional media updates on new work and therefore improve public awareness.

C7 (Also aim B5) Encourage people to walk, cycle and use public transport when accessing the countryside, therefore encouraging improved links between areas on the edge of the city.

C8 Promote the Countryside Code (Appendix 6.4) along with opportunities linking the public with food and farming as outlined in the Downland Initiative, including encouraging responsible behaviour on farmland.

## **ROWIP Aim D**

**Make full use of the council's position as a major landowner to ensure that a holistic approach is taken towards access to the surrounding countryside and South Downs.**

D1 Continue liaison with the council Property Services officers, their managing agents and tenant farmers.

D2 In partnership with Natural England encourage take-up of agri-environment schemes available to land managers and farmers which increase opportunities for public access.

D3 Encourage provision of open access land.

The recent work in Stanmer Park to create new public access is an exemplar to be followed on other land owned by the council as opportunities arise.

D4 New routes to be recorded as rights of way.

D5 The recommendations of the Downland Initiative Feasibility Study should be implemented, particularly those relating to access:

- Significantly expand the amount of access land adjacent to the urban areas of Brighton and Hove.
- Connect existing blocks of open access land into landscape-scale units.
- Achieve improved links between open access land and Rights of Way, including a range of 'easy access' routes, connecting the urban area into the countryside, for people with varied abilities and access needs.
- Provide for the needs of cyclists and horse riders, including an extension of the cycle path network onto the Downs.

D6 In implementing the above recommendations particular consideration will be given to the management of designated sites. Access to and protection of Local Nature Reserves, National Nature Reserves, Sights of Special Scientific Interest and Scheduled Ancient Monuments will be high priority.

## **5. Monitoring and Evaluation**

- 5.1 An online form should be made available for people to report hazards and any changes to the rights of way network and on access land.
- 5.2 Five counters per year (costed at £1,200 each) should be installed at strategic points on the rights of way network, along with other surveys. Monitoring will enable resources to be directed more appropriately and publicity to be amended as necessary. Figures already gathered by Transport Planning will inform this work.
- 5.3 The council should seek to work in partnership with neighbouring authorities and the South Downs Joint Committee in setting targets for increasing usage of the rights of way network.
- 5.4 An annual progress report on the achievements of the Rights of Way Improvement Plan should be submitted to the Local Access Forum and the Environment Committee. This should include any statistics gathered such as numbers of vehicles entering Stanmer Park and passengers using the Breeze up to the Downs bus services.



## **6. Appendices**

- 6.1 Brighton & Hove Missing Links, revised September 2007
- 6.2 Overview of Brighton & Hove Active for Life Strategy and Action Plan
- 6.3 User Survey
- 6.4 Countryside Code

## **7. Map Appendices**

- 7.1 Map showing Distribution of Rights of Way in Brighton & Hove and Missing Links
- 7.2 Three maps showing Easy Access Routes
- 7.3 Maps showing top six priority Missing Links

## 6.1 Brighton & Hove Missing Links, revised September 2007

### MISSING LINKS LIST

#### 3rd REVISED EDITION

Top 6 are priority

| <b>Path No.</b> | <b>Proposed Status/<br/>Relevant Highway Authority</b> | <b>From</b>   | <b>To</b>   | <b>Length km<br/>(mile)</b> | <b>Landowner/Occupier</b>  | <b>Route/Comments</b>  |
|-----------------|--|---|---|-----------------------------|--|--|
| 1               | Bridleway<br><br><b>B&amp;H Council</b>                | <b>Point A</b><br>Heath Hill Avenue,<br>Bevendean<br><br>TQ345062 | <b>Point B</b><br>Byway 21 - Drove Road<br><br>TQ345058 | 0.46<br>(0.23)              | Brighton & Hove Council - freeholder<br><br>Upper Bevendean Farm Tenancy | Possible creation.<br><br>Medium priority support from Sussex Downsmen<br><br>High priority support by Mid-Sussex Bridleways Group<br><br><b>Horse friendly anti-motorcycle</b><br><b>b</b><br>arriers supported |

|    |   |  |   |                |  |  |
|----|---|--|---|----------------|--|--|
| 10 | Bridleway<br><br><b>B&amp;H Council</b>                                       | <b>Point T</b><br>Falmer Road,<br>Woodingdean<br><br>TQ 362043 | <b>Point U</b><br>Bridleway 15, north of<br>Balsdean Reservoir<br><br>TQ 374048 | 1.36<br>(0.84) | Brighton & Hove<br>Council – Freeholder<br><br>Southern Water?<br><br>Balsdean Farm -<br>Leaseholder<br><br>Challoners and New<br>Barn Farms Tenancy | Possible creation with the consent<br>from the landowners/occupiers<br><br>Medium/high priority support from<br>Sussex Downsmen<br><br>High priority support from Friends<br>of Woodingdean<br><br>High priority support by Mid-Sussex<br>Bridleways Group<br><br>Not supported by Balsdean Farm |
| 15 | <b>Footpath</b><br><br><b>B&amp;H Council</b><br><br><b>Possibly<br/>ESCC</b> | <b>Point AE</b><br>Bridleway<br>Brighton 21<br><br>TQ 360064   | <b>Point AF</b><br>Bridleway Brighton 20<br><br>TQ 372068                       | 1.35<br>(0.84) | Brighton & Hove<br>Council – Freeholder<br><br>Balsdean Farm Tenancy<br><br>Natural England, Castle<br>Hill NNR - Leaseholder                        | Possibly an old route that has not<br>been used for many years<br><br>Very high priority support from<br>Sussex Downsmen<br><br>Supported by Mid-Sussex Bridleways<br>Group as bridleway<br><br>Not supported by Balsdean Farm   |

|    |                                     |  |   |                |  |  |
|----|-------------------------------------|--|---|----------------|--|--|
| 33 | Footpath<br><b>B&amp;H Council</b>  | <b>Point BO</b><br>Bridleway Brighton 84<br>TQ 281115        | <b>Point BP</b><br>Bridleway Brighton 78<br>TQ 290104 | 2.2<br>(1.4)   | Brighton & Hove Council – Freeholder<br><br>Waterhall Farm Tenancy | Possible creation with the consent from the landowners/occupiers<br><br>Low priority support from Sussex Downsmen<br><br>Supported by Mid-Sussex Bridleways Group as bridleway |
| 36 | Bridleway<br><b>WSCC</b>            | <b>Point BU</b><br>Bridleway near Pangdean Farm<br>TQ 293116 | <b>Point BV</b><br>BW 73/A<br>TQ 304111               | 1.27<br>(0.79) |  | High priority support from Sussex Downsmen.  |
| 39 | Bridleway<br><b>B&amp;H Council</b> | <b>Point BX</b><br><br>TQ 264077                             | <b>Point BZ</b><br><br>TQ 270078                      | 0.62<br>(0.39) | West Hove Golf Course - Freeholder                                 | Supported by Mid-Sussex Bridleways Group   |

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| 2 | <p>Bridleway</p> <p><b>B&amp;H Council</b></p> <p><b>WSCC</b></p> | <p><b>Point C</b><br/>Junction of<br/>Bridleways Hove<br/>12a, 8c,<br/>Portslade 12 and<br/>Footpath Hove<br/>8b</p> <p>TQ 259084</p> | <p><b>Point D</b><br/>Saddlescombe Road</p> <p>TQ 278098</p>                                  | <p>2.25<br/>(1.34)</p> | <p>Brighton &amp; Hove<br/>Council- freeholder</p> <p>New Barn Farm<br/>Tenancy</p> <p>Golf Farm – freeholder</p> <p>National Trust –<br/>freeholder<br/>Brighton &amp; Hove Golf<br/>Course – freeholder</p> <p>Waterhall Farm<br/>Tenancy</p> | <p>SDCB applied to upgrade to cycle track</p> <p>Upgrade to cycle track but not<br/>bridleway supported by Golf Farm</p> <p>Golf Course do not support<br/>upgrade</p> <p>Low priority support from Sussex<br/>Downsmen</p> <p>No objections to proposals from<br/>Benfield Wildlife Group</p> <p>High Priority support from Mid<br/>Sussex Bridleways Group as an<br/>upgrade to bridleway</p> |
| 3 | <p>Footpath</p> <p><b>B&amp;H Council</b></p>                     | <p><b>Point E</b><br/>Shepham<br/>Avenue, Saltdean</p> <p>TQ 386026</p>   | <p><b>Point F/Point G</b><br/>Greenbank<br/>Avenue/Coombe Rise</p> <p>TQ 386027 TQ 391030</p> | <p>0.86<br/>(0.53)</p> | <p>Coombe Farm -<br/>Freeholder</p>   | <p>The paths pass through the Quarry<br/>Field and one of the routes was<br/>subject to an unsuccessful footpath<br/>claim. Possible creation with the<br/>landowners consent.</p> <p>High priority support from Saltdean<br/>residents</p> <p>Medium priority support from<br/>Sussex Downsmen</p> <p>Not supported by Coombe Farm</p>   |

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| 4 | Footpath<br><b>B&amp;H Council</b> | <b>Point H</b><br>Shepham Avenue<br>Saltdean<br>TQ 386026                         | <b>Point I</b><br>Bridleway Brighton I<br>TQ388025                 | 0.19<br>(0.12) | Coombe Farm -<br>Freeholder  | Possibly an old route that has not been used for many years.<br><br>Medium priority support from Sussex Downsmen, Saltdean residents<br><br>Not supported by Coombe Farm |
| 5 | Footpath<br><b>B&amp;H Council</b> | <b>Point J</b><br>Looe's Barn,<br>Saltdean &<br>Bridleway 4<br><br>TQ 386034      | <b>Point K</b><br>Field margin, Coombe Farm<br><br>TQ 381036       | 0.43<br>(0.27) | Coombe Farm –<br>Freeholder<br><br>Brighton & Hove Council – Freeholder of a small area of land west of Looes Barn | Possibly an old route that has not been used for many years<br><br>Low priority support from Sussex Downsmen<br><br>Not supported by Coombe Farm                         |
| 6 | Footpath<br><b>B&amp;H Council</b> | <b>Point L</b><br>Saltdean Nursery,<br>Saltdean &<br>Bridleway 4<br><br>TQ 386034 | <b>Point M</b><br>Junction of<br>Bridleways 5 & 6<br><br>TQ 378036 | 0.56<br>(0.35) | <b>Coombe Farm – Freeholder</b><br><br><b>Saltdean Nursery</b>   | <b>Possibly an old route that has not been used for many years</b><br><br><b>Medium priority support from Sussex Downsmen</b><br><br><b>Not supported by Coombe Farm</b> |

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| 7  | Footpath<br><b>B&amp;H Council</b> | <b>Point N</b><br>Looe's Barn,<br>Saltdean<br><br>TQ 385033       | <b>Point O</b><br>Field margin,<br>Coombe Farm<br><br>TQ 384038       | 0.43<br>(0.27) | Coombe Farm -<br>Freeholder  | Possibly an old route that has not been used for many years<br><br>Low priority support from Sussex Downsmen<br><br>Not supported by Coombe Farm      |
| 8  | Footpath<br><b>B&amp;H Council</b> | <b>Point P</b><br>Coombe Farm field<br><br>TQ 384037              | <b>Point Q</b><br>Field margin,<br>Coombe Farm<br><br>TQ 380037       | 0.36<br>(0.22) | Coombe Farm -<br>Freeholder  | Possibly an old route that has not been used for many years<br><br>Low priority support from Sussex Downsmen<br><br>Not supported by Coombe Farm      |
| 9  | Footpath<br><b>B&amp;H Council</b> | <b>Point R</b><br>Bridleway 12,<br>Balsdean Farm<br><br>TQ 376043 | <b>Point S</b><br>Bridleway 12<br><br>TQ 382052                       | 1.32<br>(0.82) | Brighton & Hove Council - Freeholder<br><br>Balsdean Farm Tenancy<br><br>Southern Water - Freeholder | Possibly an old route that has not been used for many years<br><br>Medium priority support from Sussex Downsmen<br><br>Not supported by Balsdean Farm |
| 11 | Footpath<br><b>B&amp;H Council</b> | <b>Point V</b><br>Bridleway 27<br><br>TQ 354046                   | <b>Point W</b><br>Ovingdean Grange Farm field margin<br><br>TQ 353042 | 0.45<br>(0.28) | Brighton & Hove Council – Freeholder<br><br>Ovingdean Grange Farm Tenancy                            | Possibly an old route that has not been used for many years<br><br>Low priority support from Sussex Downsmen. Path 13 preferable                      |

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| 12 | Footpath<br><b>B&amp;H Council</b>  | <b>Point X</b><br>Ovingdean Grange Farm field margin<br>TQ 353043 | <b>Point Y</b><br>Longhill Road?<br>TQ 356040         | 0.40<br>(0.25) | Brighton & Hove Council – Freeholder<br><br>Ovingdean Grange Farm Tenancy                    | Possibly an old route that has not been used for many years<br><br>Low priority support from Sussex Downsmen. Path 13 preferable                             |
| 13 | Footpath<br><b>B&amp;H Council</b>  | <b>Point AA</b><br>Bridleway Brighton 28<br>TQ 352042             | <b>Point AB</b><br>Farm buildings<br>TQ 355039        | 0.49<br>(0.30) | Brighton & Hove Council – Freeholder<br><br>Ovingdean Grange Farm Tenancy                    | Possibly an old route that has not been used for many years<br><br>Medium priority support from Sussex Downsmen  |
| 14 | Bridleway<br><b>B&amp;H Council</b> | <b>Point AC</b><br>Bridleway Brighton 18<br>TQ 375062             | <b>Point AD</b><br>Bridleway Brighton 21<br>TQ 379062 | 0.38<br>(0.24) | Brighton & Hove Council – Freeholder<br><br>Balsdean Farm Tenancy                            | Possibly an old route that has not been used for many years<br><br>High priority support from Sussex Downsmen<br><br>Not supported by Balsdean Farm          |
| 16 | Footpath<br><b>ESCC</b>             | <b>Point AG</b><br>Bridleway<br>TQ 359075                         | <b>Point AH</b><br>Loose Bottom<br>TQ 365083          | 1.28<br>(0.80) | Brighton & Hove Council – Freeholder<br><br>Court Farm Tenancy<br><br>Housedean Farm Tenancy | Possible creation with the consent from the landowners/occupiers<br><br>Medium priority support from Sussex Downsmen<br><br>Dependent on creation of path 17 |



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| 17 | Footpath<br><b>ESCC</b> | <b>Point AI</b><br>South Downs Way,<br>Newmarket Hill<br><br>TQ 368078 | <b>Point AJ</b><br>Court Farm, Falmer<br><br>TQ 355087   | 1.83<br>(1.14) | Brighton & Hove Council – Freeholder<br><br>Court Farm Tenancy<br><br>Housedean Farm Tenancy  | Possible creation with the consent from the landowners/occupiers<br><br>High priority support from Sussex Downsmen<br><br>Housedean Farm willing to consider depending upon Court Farm<br><br>Court Farm reluctant |
| 18 | Footpath<br><b>ESCC</b> | <b>Point AK</b><br>Housedean Farm field margin<br><br>TQ 365085        | <b>Point AL</b><br>South Downs Way, A27<br><br>TQ 375091 | 1.4<br>(0.88)  | Brighton & Hove Council – Freeholder<br><br>Housedean Farm Tenancy                            | Possible creation with the consent from the landowners/occupiers<br><br>High priority support from Sussex Downsmen<br><br>Dependent on creation of path 17<br><br>Housedean Farm not agreeable                     |
| 19 | Footpath<br><b>ESCC</b> | <b>Point AM</b><br>Public Bridleway near Bunkershill Plantation        | <b>Point AN</b><br>South Downs Way                       | 2.9<br>(1.8)   | Brighton & Hove Council – Freeholder<br><br>Balmer Farm Tenancy<br><br>Housedean Farm Tenancy | Possible creation with the consent from the landowners/occupiers<br><br>Medium priority support from Sussex Downsmen<br><br>Housedean Farm/Balmer Farm not agreeable   |

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| 20 | Footpath<br><br><b>ESCC</b>                                | <b>Point AO</b><br>Bridleway, Ridge Road<br><br>TQ 351099               | <b>Point AP</b><br>Bridleway, Balmer Farm<br><br>TQ 358099          | 0.8<br>(0.5) | Brighton & Hove Council – Freeholder<br><br>Balmer Farm Tenancy  | Possible creation with the consent from the landowners/occupiers<br><br>High priority support from Sussex Downsmen<br><br>Supported by Mid-Sussex Bridleways Group as bridleway<br><br>Not supported by Balmer Farm Tenancy |
| 21 | Bridleway<br><br><b>B&amp;H Council</b><br><br><b>ESCC</b> | <b>Point AQ</b><br>Bridleway Brighton 57, Lower Lodges<br><br>TQ 343087 | <b>Point AR</b><br>Mill Street, Falmer<br><br>TQ 351090             | 1.1<br>(0.7) | Brighton & Hove Council – Freeholder<br><br>University of Sussex - Freeholder                          | Possible creation with the consent from the landowners/occupiers<br><br>High priority support from Sussex Downsmen  |
| 22 | Footpath/Bridleway<br><br><b>B&amp;H Council</b>           | <b>Point AS</b><br>Bridleway, Millbank Wood<br><br>TQ 342089            | <b>Point AT</b><br>Bridleway, Road in Stanmer Park<br><br>TQ 337108 | 2.2<br>(1.4) | Brighton & Hove Council – Freeholder<br><br>University of Sussex – Freeholder<br><br>Home Farm Tenancy | Possible creation with the consent from the landowners/occupiers<br><br>Bridleway status known to be objected to in the past by the tenant<br><br>High priority support from Sussex Downsmen                                |

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| 23 | Footpath<br><b>ESCC</b> | <b>Point AU</b><br>Bridleway, Lime<br>Kiln Wood<br><br>TQ 335102 | <b>Point AV</b><br>Bridleway south of<br>Ditchling Beacon<br><br>TQ 331123 | 2.6<br>(1.6) | Brighton & Hove<br>Council – Freeholder<br><br>Home Farm Tenancy<br><br>Housedean Farm –<br>Freeholder | Possible creation with the consent<br>from the landowners/occupiers<br><br>Known to be objected to in the past<br>by the tenant<br><br>Medium priority support from<br>Sussex Downsmen<br><br>Housedean Farm willing to discuss<br><br>Not supported by Home Farm, High<br>Park Farm |
| 24 | Footpath<br><b>ESCC</b> | <b>Point AW</b><br>Ditchling Road<br><br>TQ 323111               | <b>Point AX</b><br>Bridleway, Granny's<br>Belt<br><br>TQ 335105            | 1.5<br>(0.9) | Brighton & Hove<br>Council – Freeholder<br><br>Home Farm Tenancy                                       | Possible creation with the consent<br>from the landowners/occupiers<br><br>Known to be objected to in the past<br>by the tenant<br><br>Medium priority support from<br>Sussex Downsmen<br><br>Not supported by Home Farm   |

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| 25 | Footpath<br><b>ESCC</b>                              | <b>Point AY</b><br>Ditchling Road,<br>Ditchling Beacon<br><br>TQ 334129     | <b>Point AZ</b><br>Bridleway<br><br>TQ 344119                           | 1.5<br>(0.9) | Brighton & Hove<br>Council – Freeholder<br><br>High Park Farm<br>Tenancy<br><br>Housedean Farm -<br>Freeholder | Possible creation with the consent<br>from the landowners/occupiers<br><br>Low priority support from Sussex<br>Downsmen. Path 26 preferable<br><br>Not supported by High Park Farm |
| 26 | Footpath<br><b>ESCC</b>                              | <b>Point BA</b><br>High Park Farm<br>Tenancy<br><br>TQ 334128               | <b>Point BB</b><br>Footpath/Bridleway<br>Highpark Wood<br><br>TQ 335110 | 2.1<br>(1.3) | Brighton & Hove<br>Council – Freeholder<br><br>High Park Farm<br>Tenancy                                       | Possible creation with the consent<br>from the landowners/occupiers<br><br>Medium priority support from<br>Sussex Downsmen<br><br>Not supported by High Park Farm                  |
| 27 | Footpath<br><b>WSCC</b>                              | <b>Point BC</b><br>Footpath,<br>Perchinghill Barn<br><br>TQ 241103          | <b>Point BD</b><br>RUPP, Hazleholt<br>Bottom<br><br>TQ 235093           | 1.3<br>(0.8) | Brighton & Hove<br>Council – Freeholder<br><br>Lower Paythorne Farm<br>Tenancy and<br>freeholder?              | Possible creation with the consent<br>from the landowners/occupiers<br><br>Used at present<br><br>Very high priority support from<br>Sussex Downsmen, Trail Riders<br>Fellowship   |
| 28 | Footpath<br><b>B&amp;H<br/>Council<br/><br/>WSCC</b> | <b>Point BE</b><br>RUPP/Bridleway/<br>Footpath<br>junction<br><br>TQ 247101 | <b>Point BF</b><br>RUPP, Hazleholt<br>Bottom<br><br>TQ 236086           | 2.0<br>(1.2) | Brighton & Hove<br>Council – Freeholder<br><br>Mile Oak Farm Tenancy   | Possible creation with the consent<br>from the landowners/occupiers<br><br>Medium/high priority support from<br>Sussex Downsmen  |

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| 29 | Footpath<br><b>B&amp;H Council</b>                    | <b>Point BG</b><br>RUPP, Mile Oak Farm<br>TQ 249091  | <b>Point BH</b><br>Footpath, north of A27<br>TQ 248080  | 1.2          | Brighton & Hove Council – Freeholder<br><br>Mile Oak Farm Tenancy | Possible creation with the consent from the landowners/occupiers<br><br>Medium priority support from Sussex Downsmen |
| 30 | Footpath<br><b>B&amp;H Council</b>                    | <b>Point BI</b><br>RUPP, New Barn Farm<br>TQ 250101  | <b>Point BJ</b><br>Bridleway, New Barn Farm yard<br>TQ 256078                                   | 2.5<br>(1.6) | Brighton & Hove Council – Freeholder<br><br>New Barn Farm Tenancy | Possible creation with the consent from the landowners/occupiers<br><br>Medium priority support from Sussex Downsmen |
| 31 | Footpath<br><b>B&amp;H Council</b><br><br><b>WSCC</b> | <b>Point BK</b><br>Devil's Dyke Road<br>TQ 262103    | <b>Point BL</b><br>Footpath, near Brighton & Hove Golf Club and Dyke Railway Trail<br>TQ 268092 | 1.4<br>(0.9) | Golf Farm – Freeholder<br><br>Devil's Dyke Farm – Freeholder      | Possible creation with the consent from the landowners/occupiers<br><br>Medium priority support from Sussex Downsmen |
| 32 | Footpath<br><b>B&amp;H Council</b>                    | <b>Point BM</b><br>Bridleway Hove 4d<br>TQ 270083    | <b>Point BN</b><br>Bridleway Hove 4d<br>TQ 273078   | 0.9<br>(0.6) | Golf Farm – Freeholder  | Possible creation with the consent from the landowners/occupiers<br><br>Low priority support from Sussex Downsmen.   |
| 34 | Footpath<br><b>B&amp;H Council</b>                    | <b>Point BQ</b><br>Footpath Brighton 53<br>TQ 334085 | <b>Point BR</b><br>Coldean Lane<br>TQ 336085  | 0.2<br>(0.1) | Brighton & Hove Council – Freeholder<br><br>Highways Agency       | Possible creation with the consent from the landowners/occupiers<br><br>High priority support from Sussex Downsmen   |

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| 35 | Bridleway<br><b>B&amp;H Council</b> | <b>Point BS</b><br>Bridleway<br>Brighton 26<br>TQ 355052                   | <b>Point BT</b><br>Falmer Road<br>TQ 358050           | 0.52<br>(0.84) | Brighton & Hove<br>Council – Freeholder<br><br>Ovingdean Grange Farm<br>Tenancy | High priority support from<br>Rottingdean PC, Sussex Downsmen<br><br>Friends of Woodingdean would only<br>support footpath status |
| 37 | Footpath<br><b>B&amp;H Council</b>  | <b>Point BS</b><br>Bridleway<br>Brighton 26<br>TQ 355052                   | <b>Point BT</b><br>Falmer Road<br>TQ 358050           | 0.27<br>(0.17) | Brighton & Hove<br>Council – Freeholder<br><br>Ovingdean Grange farm<br>Tenancy | Supported by Friends of<br>Woodingdean  |
| 38 | Footpath<br><b>B&amp;H Council</b>  | <b>Point BT</b><br>Falmer Road<br>TQ 358050                                | <b>Point BW</b><br>Bridleway Brighton 26<br>TQ 357046 | 0.47<br>(0.29) | Brighton & Hove<br>Council – Freeholder<br><br>Ovingdean Grange farm<br>Tenancy | Supported by Friends of<br>Woodingdean  |
| 40 | Bridleway<br><b>ESCC</b>            | <b>Point CC</b><br>Highpark Corner<br>TQ 326115                            | <b>Point CD</b><br>Upper Lodges<br>TQ 325099          | 1.95<br>(1.21) | Brighton & Hove<br>Council – Freeholder<br><br>Home Farm Tenancy                | Upgrade from footpath to bridleway<br>supported by Mid Sussex Bridleways<br>Group   |
| 41 | Bridleway                           | <b>Point CB</b><br>BW 41   | <b>Point CA</b><br>BW 30/A                            | .01            | Brighton Racecourse –<br>Council freeholder,<br>Race Course<br>leaseholder      | Supported by Ingleside Racing<br>Stables  |
| 42 | Bridleway<br>BHCC                   | BHCC Public<br>BW 69A jctn<br>with Railway<br>Bridge 172<br>TQ 29474 09674 | BHCC Public BW 79A<br>jctn with A23<br>TQ 29260 10145 | 0.55           | Network Rail<br>Highways Agency   |   |

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| 43 | Bridleway<br>BHCC<br>ESCC | BHCC Public<br>BOAT 23 jnctn<br>with Falmer<br>Road<br>TQ 35645 06368 | Park Street, Falmer<br>TQ 35371 08613 | 2.5  | BHCC – freehold<br>Court Farm Tenancy<br>Ovingdean Grange<br>Tenancy |  |
| 44 | Footpath<br>BHCC          | Ditchling Road<br>TQ 32331 08656                                      | BHCC Public FP 58<br>TQ 32860 08375   | 0.63 | BHCC – freehold<br>Home Farm Tenancy                                 |  |
| 45 | Footpath<br>BHCC          | BHCC Public FP<br>58<br>TQ 32422 08405<br>or near                     | BHCC Public FP 54<br>TQ 32514 09464   | 1.08 | BHCC – freehold<br>Home Farm Tenancy                                 |  |

## 6.2 Overview of Brighton & Hove Active for Life Strategy and Action Plan

Brighton & Hove has an 'Active for Life Strategy and Action Plan'. Locally much is being done already and even more is being planned. Active Living is an area in which all sectors, public, private and voluntary, have an interest and a role: from developing parks and open spaces to creating safer places for walking and cycling, from modernising gyms and sports clubs to creating jobs in leisure, from meeting the needs of the disabled to running dance groups for the over 60s.

In 2003, 'The Health, Lifestyle and Social Capital Survey' made the following findings for Brighton & Hove:

- only 15% (19% men and 12% women) take the nationally recommended level of a minimum of 30 minutes physical activity five times a week
- 44% of men and 40% of women over 75 years of age never exercise, or have less than, 30mins in a given month
- the 18-24 age group for men (27%) and the 55-64 age group for women (15%) are the most active, achieving at least the minimum recommended level of physical activity per week.

In general, exercise can provide the following health benefits:

- reduce the risk of developing long-term diseases
- increase life expectancy and improve quality of life in later years.
- reduce the risk of heart attack, and the risk of death after heart attack
- improve posture
- provide natural pain relief
- improve appearance. Muscle definition is improved, body fat reduced and skin improves in appearance as more oxygen is delivered to body tissue
- increase confidence
- have a positive effect on breathing, blood supply, muscles and bones.

The benefits of an active lifestyle are well documented and the document 'Coronary Heart Disease: Guidance for Implementing the Preventative Aspects of the National Service Framework' (2000), published by the Health Development Agency, shows that active living is a major contributor to:

- preventing and reducing **obesity**
- preventing and managing **diabetes**
- reducing the risk of **CHD, stroke and hypertension**
- reducing the risk of **osteoporosis**
- reducing the risk of **cancer**
- preventing **stress, anxiety and depression**
- improving **psychological well-being**
- prolonging **independence** for older adults
- reducing the risk of developing **lower back pain**.

And additionally for young people, active living:

- helps build and maintain **healthy bones, muscles, and joints**
- helps reduce **crime and substance misuse**
- improves **educational attainment**.



## 6.3 User Survey

In March 2005 three thousand copies of the Rights of Way Improvement Plan User Survey were printed and distributed by post and made available from main council offices and libraries. The survey was also available on the council's website. The mailing lists included members of the Local Access Forum, rights of way statutory consultees, members of the Open Spaces Forum, the Public Transport consultation list and the Health Walks mailing list.

Within these consultation groups are a mix of existing user groups and individuals as well as non-users and under represented groups such as people with disabilities, people with particular health requirements and ethnic minority groups.

A total of 254 completed questionnaires were returned giving a response rate of 8.5%.

### Main findings

Q.1 How often do you use footpaths, bridleways or byways?

- The majority of respondents were regular users of footpaths, bridleways or byways with 73% using these at least once a month or more.

Q.2. Which activities do you use rights of way for?

- 94.5% said they used rights of way for walking
- 19% cycling
- 6% horse riding
- 1.5% motor vehicle
- 1 person said horse drawn vehicle
- 1 person said motorcycle.

Of those that gave responses in the 'other' category all gave the reason rather than a mode of locomotion, e.g. 3% said dog walking, 2% said running/jogging & 1 person said golf.

Q.3 Distance traveled

- 1.5% travelled under 1 mile
- 21.5% 1-2 miles
- 42.3% 2-5 miles
- 25% 5-10 miles
- 6.5% 10 miles and over
- 2.5% no reply.

If this is looked at by activity then, of those walking, 44.5% averaged 2-5 miles, of those cycling 33% averaged 2-5 miles (26.5% averaged 10+ miles), and of those horse riding 75% travelled 5-10 miles.

Q.4 Do you use rights of way as much as would like to?

- 66% (167 replies) of all respondents said they did not use rights of way as much as they would like to
- 32.5% said Yes
- 1.5% did not reply.

Q.5 Participation – considering only those who answered ‘No’ to Q.4 respondents were asked the main reason for not participating:

- 21.5% said it was not enough time
- 5.5% getting to the paths
- 4.5% ‘don’t know where’
- 4% health reasons
- 2.5% work pressures
- 2.5% routes have poor surfaces
- 2% other interests
- 1% poor waymarking/stiles/gates
- 1% routes too far way
- 1% too dangerous.

For those who had replied that they did use rights of way as much as they would like to still indicated barriers:

- 5% not enough time
- 3.5% work pressures
- 3.5% other interests

Where respondents added comments they gave ‘lack of public transport’, ‘paths overgrown’ and ‘lack of companionship’.

Q.6 Satisfaction with routes

- 52% of all respondents said if the surfacing and signing were improved they would use them more often
- 23.5% said No
- 22.5% did not know
- 1.5% did not reply.

Q.8 Type of route

- 41% of all respondents said they preferred circular routes
- 33% had no preference.
- 10% open access areas
- 3.5% linear routes
- 3% linear & circular routes
- 0.5% linear and open access areas
- 6.5% circular and open access areas
- 1.5% linear, circular and open access areas
- 1% did not reply.

Q.9 What do you use rights of way for?

- 79.5 % said they used rights of way for leisure
- 0% said they used rights of way for utility
- 18.5% said both leisure and utility
- 2% did not reply.

Q.10. How do you travel to start point of routes?

- 38% of respondents said they drove to the start point of a route

- 21% walked or rode from home
- 18.5% took public transport
- Of the remaining 23%, 10.5 % said they both walked, rode or drove, 4% said they used all three options to get to the start of the route, 3.5% said they walk/ride from home & use public transport, and 3.5% said drive to start & use public transport.

Q11. Have you encountered the following:

|   | <i>Frequently</i> | <i>Sometimes</i> | <i>Never</i> | <i>No reply</i> |
|---|-------------------|------------------|--------------|-----------------|
| Vegetation encroaching upon the path surface?                   | 14.5%             | <b>68%</b>       | 9%           | 8.5%            |
| Poor sight lines at junctions?                                  | 8%                | <b>51.5%</b>     | 23.5%        | 17%             |
| Bridleways that turn into footpaths?                            | 4.5%              | <b>42%</b>       | 27.5%        | 26%             |
| Muddy / boggy / flooded routes?                                 | 21%               | <b>64.5%</b>     | 5.5%         | 9%              |
| Rough surfaces/deep ruts/v-shaped paths?                        | 19.5%             | <b>60%</b>       | 8.5%         | 11.5%           |
| Roads used as public paths or byways that turn into bridleways? | 2.5%              | <b>42%</b>       | 29%          | 26.5%           |
| Poor gates or stiles?   | 9%                | <b>59.5%</b>     | 17.5%        | 14%             |

Q12. Upgrading

Of those who added comments people wanted footpaths to remain for walkers (believing off road bikes and horses churn up the ground).

#### General comments:

- Requests for improved signage, publication of up to date rights of way maps or general information sheets
- Request that access for disabled users is catered for, with specifically marked routes
- Improved links with public transport
- Better control of 'off road' vehicles, which churn up tracks
- A belief that landowners and farmers knowingly block / obscure paths.
- Improved access at stiles for dogs & their walkers / request for dogs to be kept on leads

#### Profile of respondents:

##### Gender

31.5% were male, 65.5% were female, 3% did not reply

##### Age

| 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75+ |
|-------|-------|-------|-------|-------|-------|-----|
| 0.5%  | 7%    | 17.5% | 20.5% | 27.5% | 18%   | 9%  |

**Disability**

12.5% of respondents said they had a disability with over half of these (51.5%) saying it affected their mobility.

**Ethnicity**

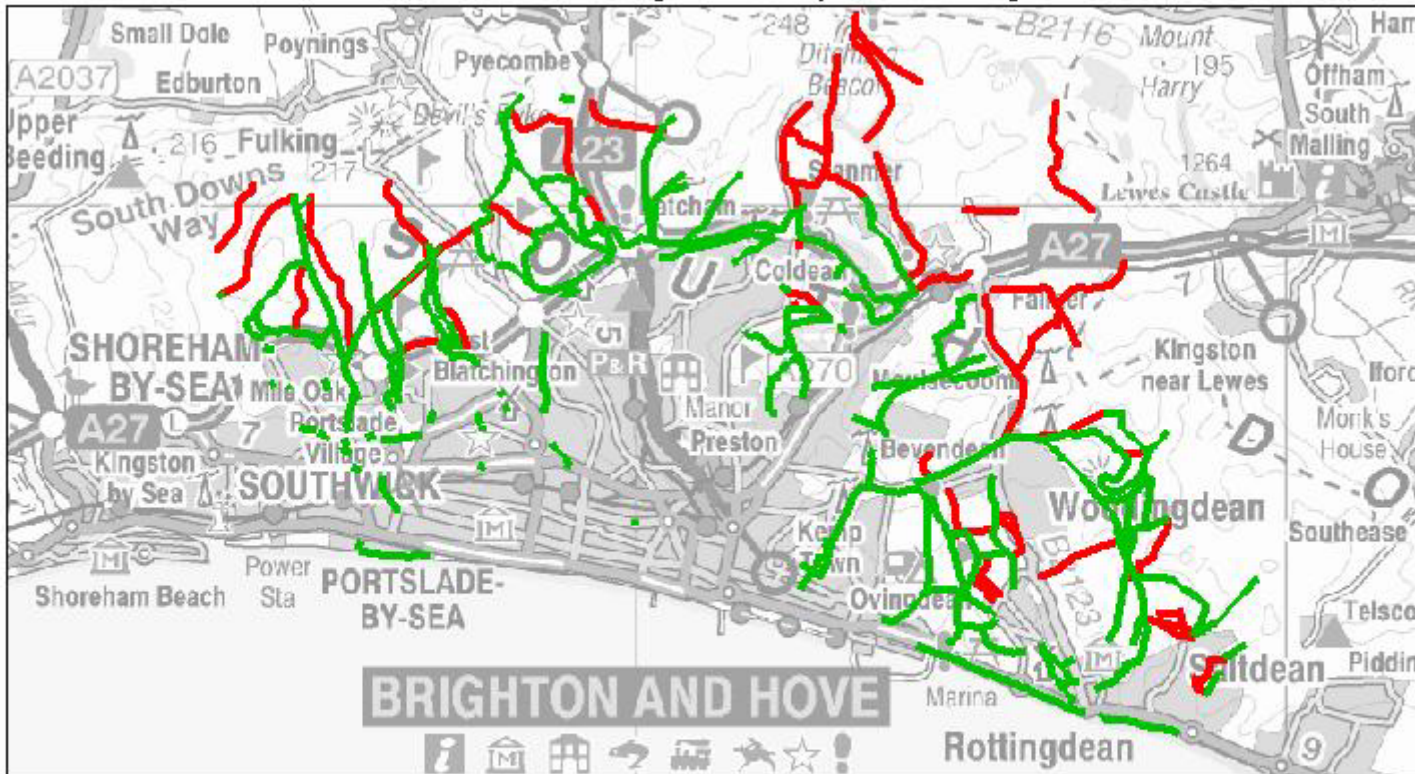
95% were white British, white Irish or from another white background, 1% were from minority ethnic groups and 4% did not reply.

## **6.4 Countryside Code**

- **Be safe – plan ahead and follow any signs.**
- **Leave gates and property as you find them.**
- **Protect plants and animals, and take your litter home.**
- **Keep dogs under close control.**
- **Consider other people.**

[www.countrysideaccess.gov.uk](http://www.countrysideaccess.gov.uk)

### 7.1 Distribution of Rights of Way and Missing Links

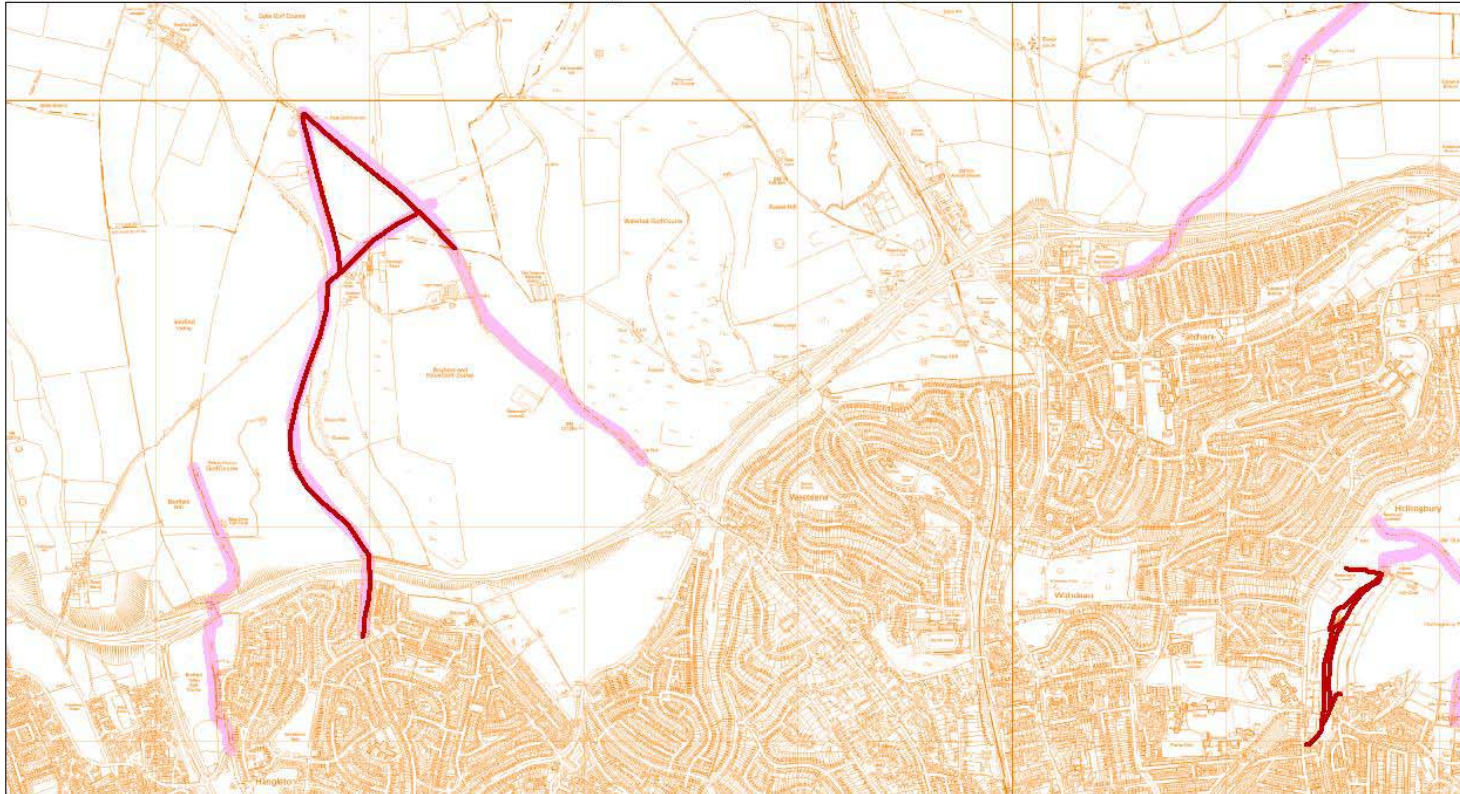


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**Date: 16/11/07      Scale 1:80000**



- Right of Way
- Missing Link

Map 1. Easy Access Routes

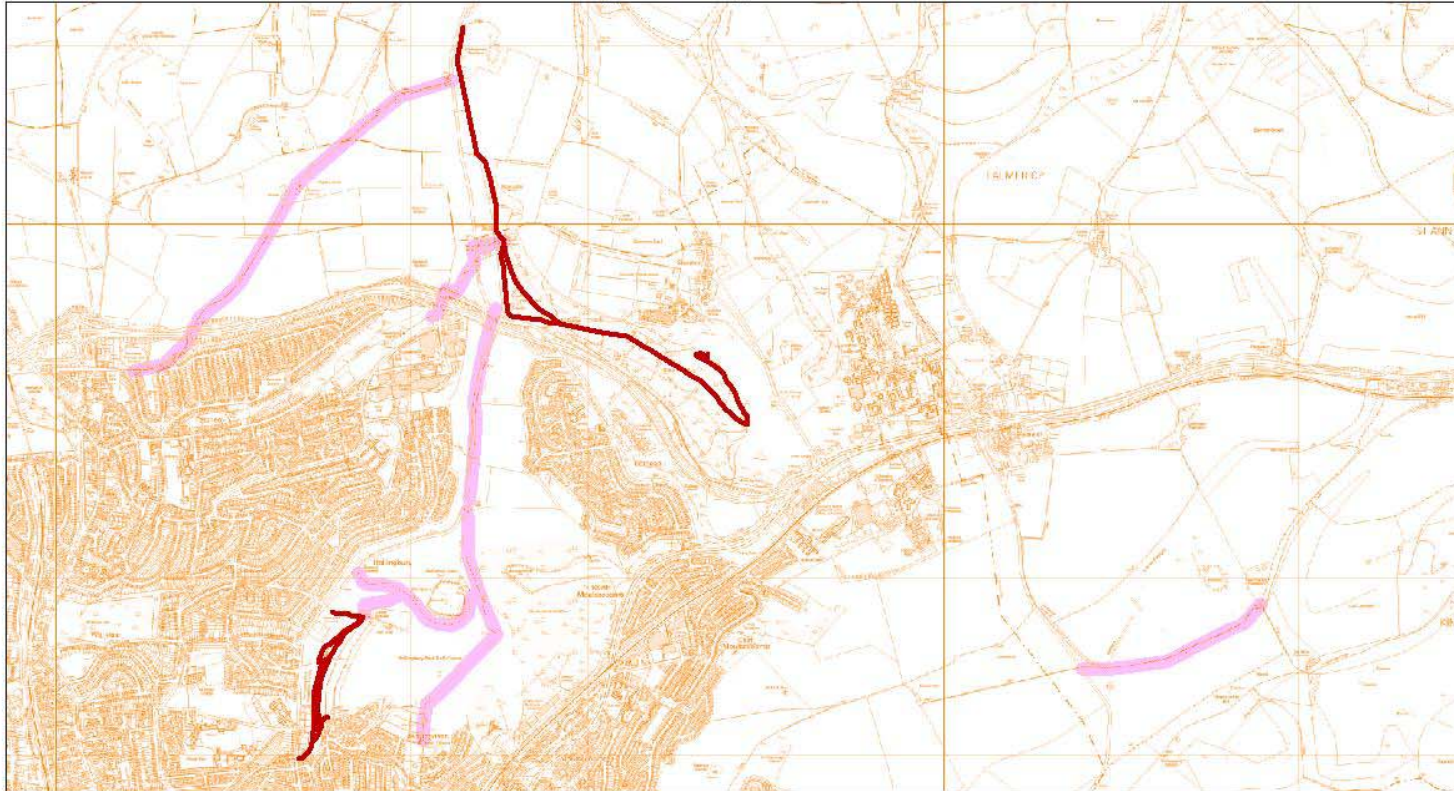


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Date: 08/01/07 Scale 1:25000

-  Existing Easy Access
-  Proposed new Easy Access



## Map 2. Easy Access Routes



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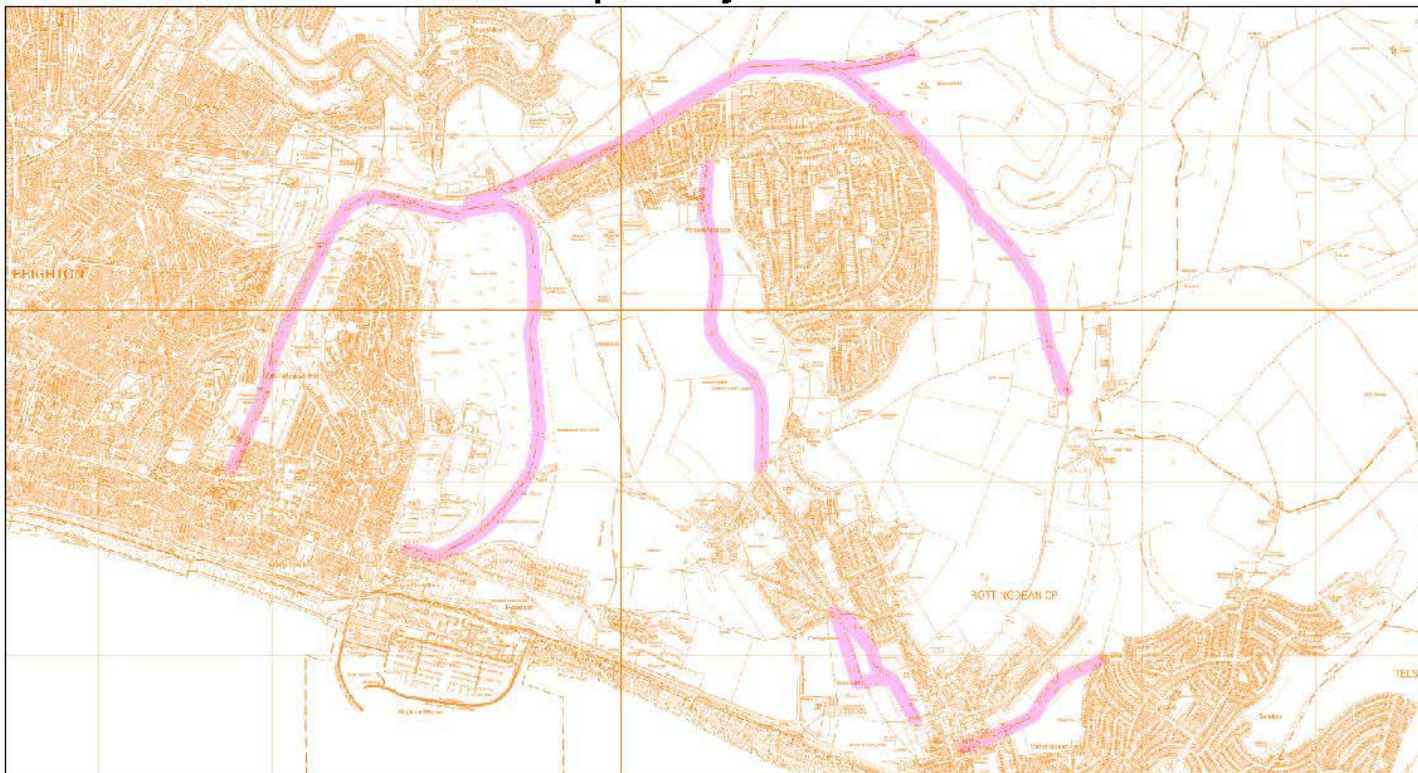
**Date:** 08/01/07

**Scale:** 1:30000

-  Existing Easy Access
-  Proposed new Easy Access



### Map 3. Easy Access Routes



**Brighton & Hove**

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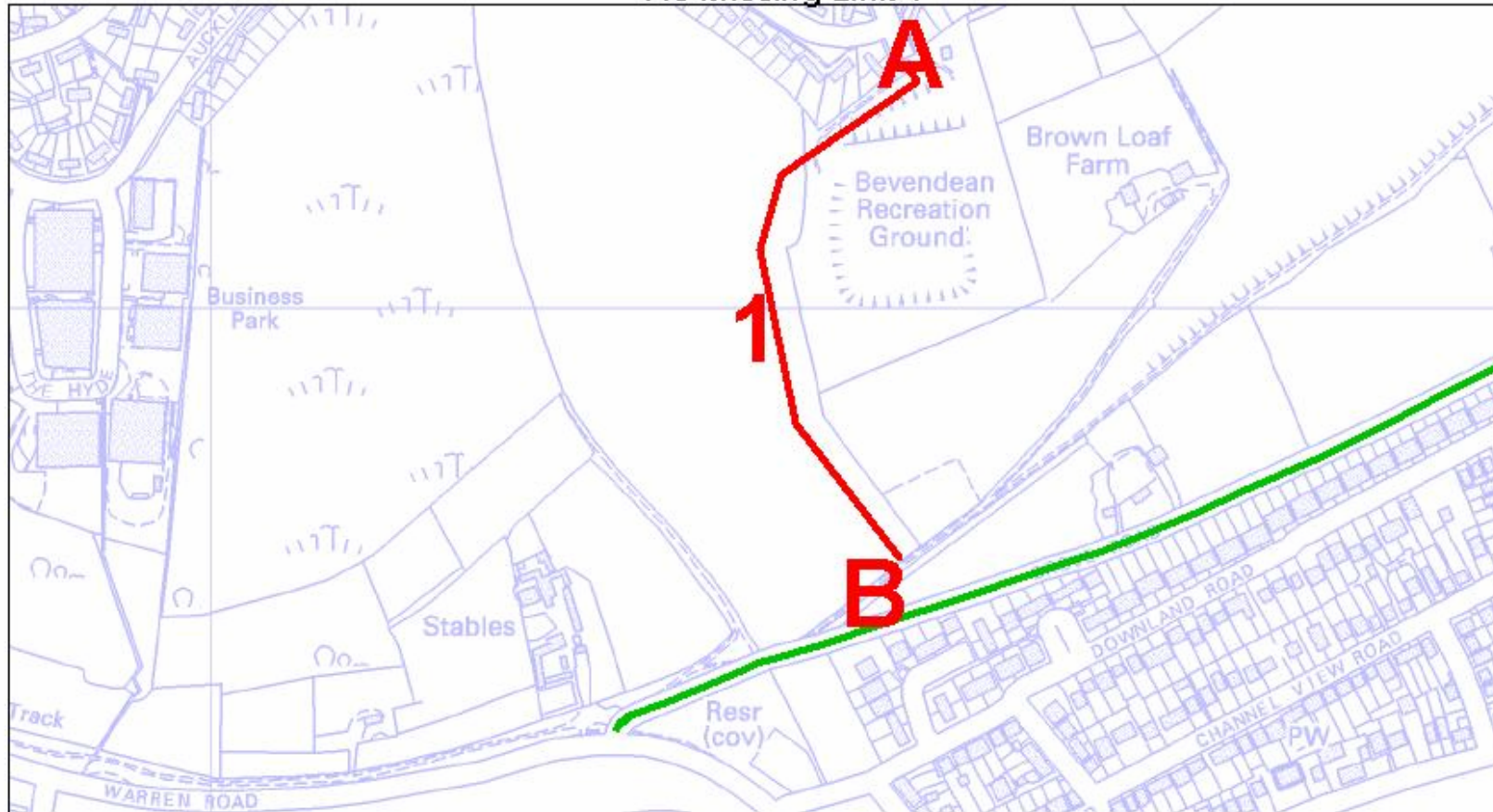
**Date: 08/01/07**

**Scale 1:30000**



**Proposed new  
Easy Access**



### 7.3 Missing Link 1



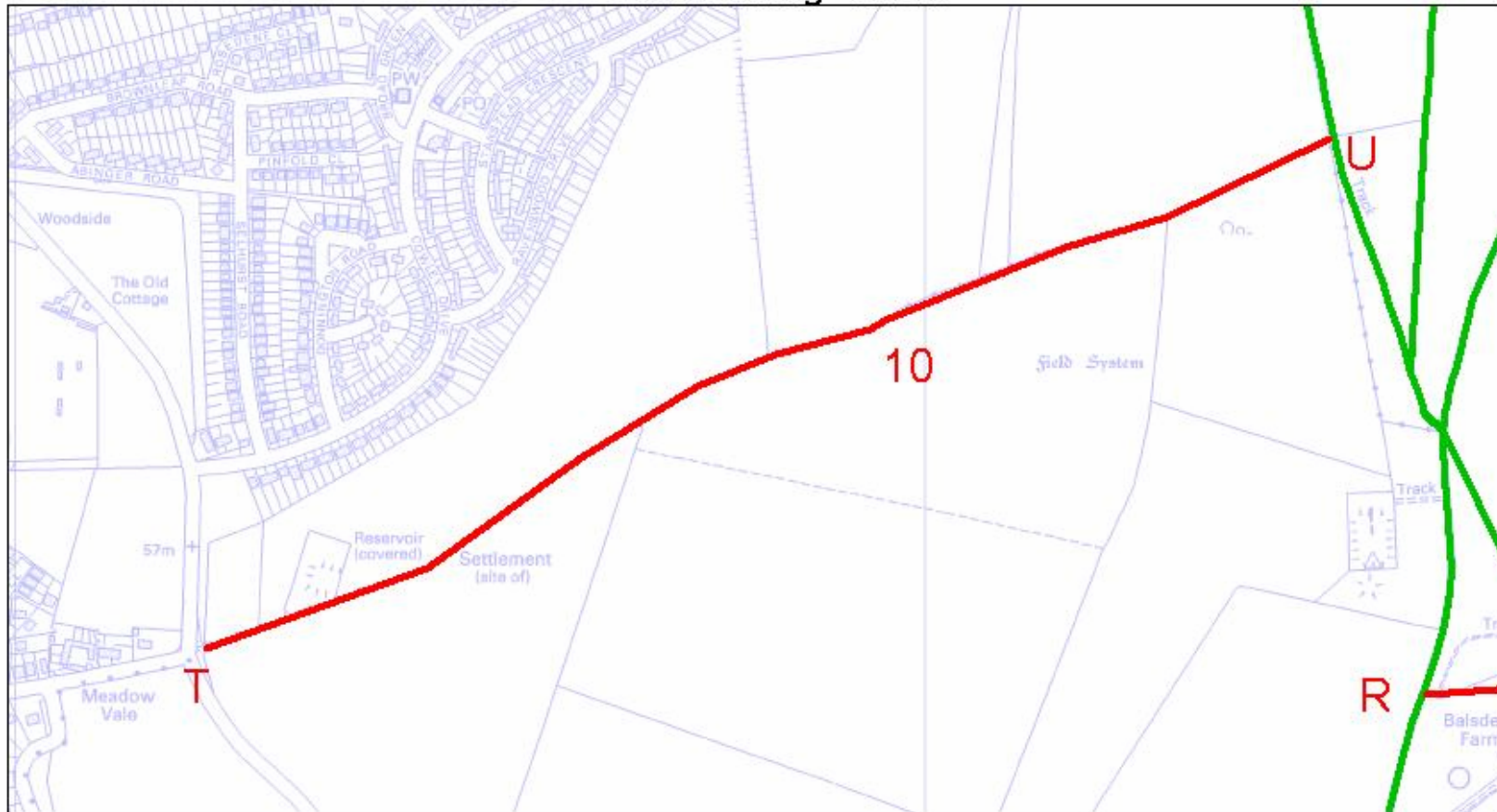
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Date: 21/11/07

Scale 1:4000

-  Missing Link
-  existing right of way

### 7.3 Missing Link 10



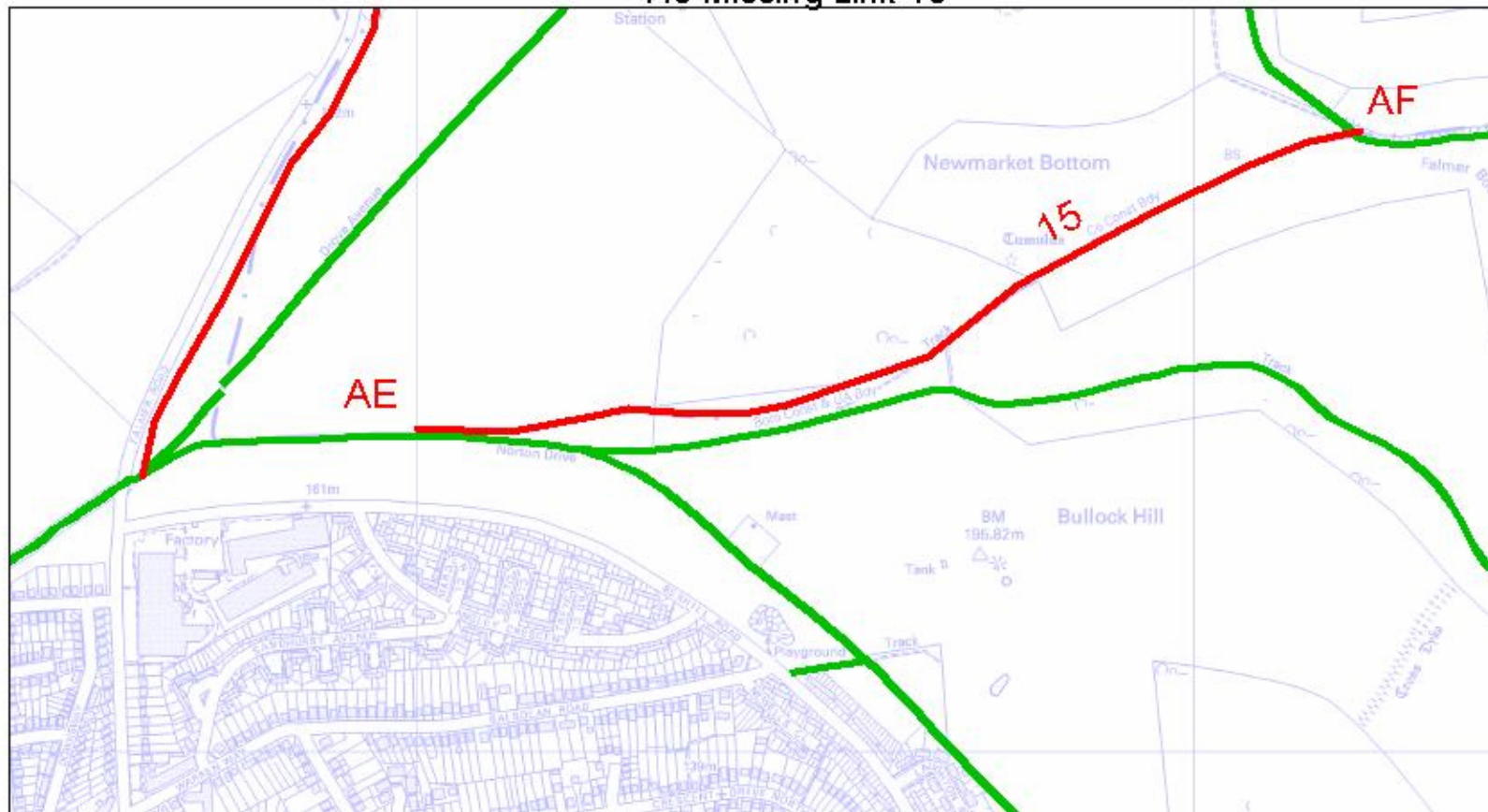
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— Missing Link  
— existing right of way



Date: 19/11/07 Scale 1:6000



### 7.3 Missing Link 15



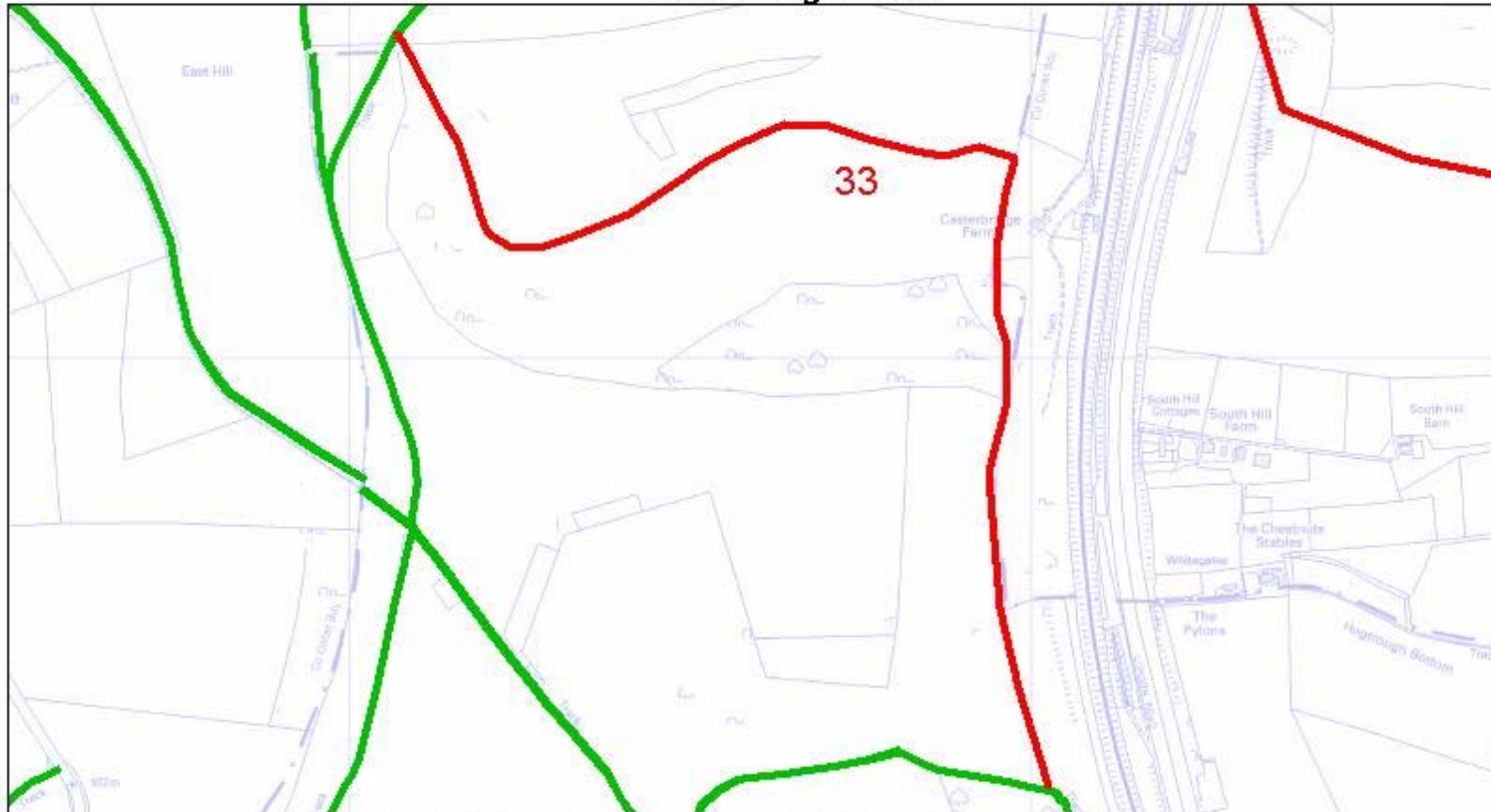
**Brighton & Hove  
City Council**

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Date: 19/11/07      Scale 1:7000



-  Missing Link
-  existing right of way

### 7.3 Missing Link 33



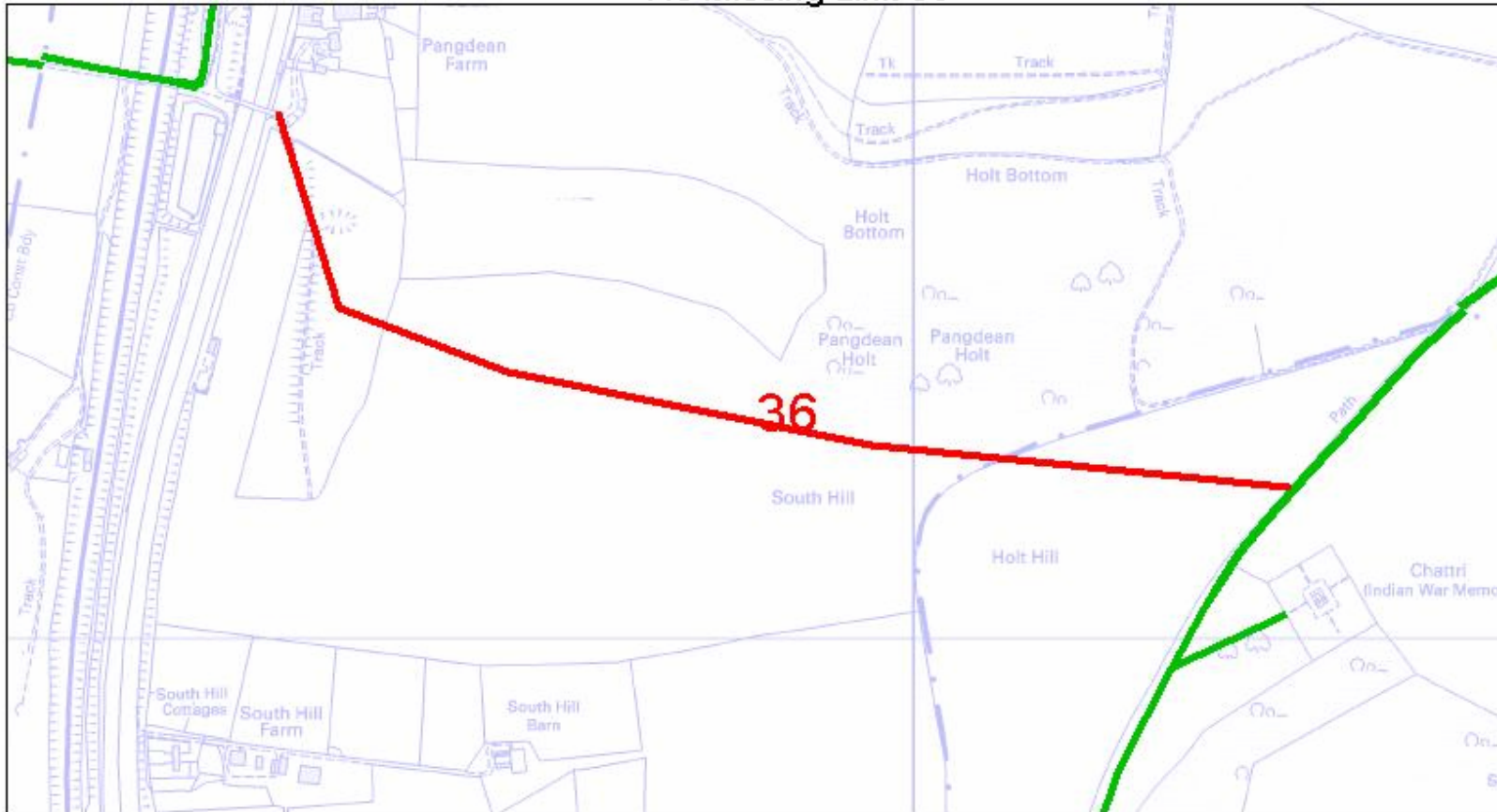
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Date: 21/11/07 Scale 1:8000

-  Missing Link
-  existing right of way





### 7.3 Missing Link 36



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Date: 19/11/07      Scale 1:6000

-  Missing Link
-  existing right of way



### 7.3 Missing Link 39



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Date: 19/11/07 Scale 1:4000

— Missing Link  
— existing right of way

