

Name of User	Dates of Bicycle Use	Details of use
Mr. Nick Castle	1969-2010	<p>Lived in area for whole life; would visit friend via Hamble ferry, return along Footpath 3a depending on tide; path not made up when young, and could not get through where Chinese Bridge now is; used cycle to go angling from 1967 to 1970; allowed out by self from age of 11, fascinated by boatyards; treated footpath as cycle path, with courtesy to pedestrians; would dismount; kept off the roads; used several times a year, with constant frequency, though not currently cycling on it; always difficult at Universal, where had to navigate by slipway and find path, which sometimes ambiguous; has been stopped, twice by Mr. Tracy, once by occupant of cottage by Walled Garden; twice in teens; was always courteous, stood ground, saying that had always used path with cycle; use subject to tides; not many cyclists when first using; increased use when Chinese Bridge up; riders prefer river path to Barnes Lane, some going to ferry for work; saw lots of dog walkers, other cyclists all through time of use, for leisure and commuting; reduced own use in 1980s because became popular with mountain bikers; recalls no natural obstacles; recalls gate at Swanwick Shore end with curved top and pointed pales; can't recall whether open; if closed, would deviate around on foreshore; barrier at Universal recent and not encountered; ill-defined passage through Universal, but been upgraded; last continuous cycling trip from Botley Road to Lee-on-the-Solent and return, 10-12 years ago; recently accessed route from Crableck and gone south; no longer cycles through the Marina; seen 'no dog fouling' and 'no cycling' signs in about 2000, still in place; when path gravelled 1980s started to see 'no cycling' signs; before this route as continuous path was unviable unless adventurous; becoming viable co-incided with mountain bikes; doesn't recall any signage by Warsash car park; not sure if saw 'Footpath only' sign; negotiated Holly Hill Lane breaches very carefully; others smaller, and could jump across carrying bike; needed wellies; Holly Hill breach deep and had to turn back at times; can recall old ship's gangway crossing gap, but can't recall which one; possibly at Chinese Bridge; strong shingle bank and very muddy; dealt with mud as well as possible; when debris washed up on path, or very wet, would find another way around; exceptional tides in 2000 and 2001; does not recall planks/bricks being put into breaches, though some at rough places to ease access; no direct connection with any of landowners; houses have changed hands, owners lost interest in use being made of path, so have not succeeded in stopping cycling; has sympathy for those wishing to stop it, but have had many years when could have been achieved; has never been turned back; use without permission, not in exercise of private</p>

		rights; no indication that cycle use permissive, not aware of annual closures aimed at riders; thought own use borderline; thrilled when path made up; has gravel surface, good for biking; width originally 1 foot wide, up to 6-8 feet wide; challenging where narrow; have walked northern part in rising tide wearing wellies, wheeling bike; path not fenced both sides; increasing urbanisation of area, people looking to get away from it – Hambleside path very attractive
Mr. Alan Clack	1978-2009	Always lived in area, started to cycle at age of 10; not allowed out on own till 12 in 1978; always down by ferry as child; path improved since then, as was a gap at Chinese Bridge; generally went to breach at Footpath 5, up Brook Avenue to Winnards Copse; became a special constable 1985, cycled from Warsash to Park Gate Police Station; started cycling route straight away, as path complete; cycled all way along; special constables not allowed to drive; cycled from ages 13 to 16, and then from 1985; no recall of any waymarks on path; knew should not be cycling on path, but would do so in course of duty; part of patrol was the river; cycled more in last 10 years, about once a month, still using path on cycle; seen locals and strangers, mostly on foot, in past; can't remember people on cycles in past, but see them all time now, mostly in last 10 years; have not seen horses or motorbikes; do not recall gate at northern end of path, or at Bunny Meadows; aware of metal gate near Universal, and new kissing gate north of Marina since about 2009; old structure there of wood, could get bike through easily; pushes bike under bar of present structure; 'No cycling' signs on south side of Marina, and 2 poles to narrow path down with painted signs on, within last 10 years; no stiles; not seen 'Footpath Only' sign, or green sign; depends on angle of approach from Swanwick – difficult to see signs; new signs by Bunny Meadows, but thinks no longer there; police signs when trouble about cycling started, and stopped cycling for a while; thinks not in place long, does not know who took them down; not seen large green signs; no obstructions on path, and walks bike over Chinese Bridge put up in 1980s, before 1989; no connection with landowners, not been told not to use bike; do not know of anyone being stopped; not with permission, no-one to ask; no indication that bike use was permissive, no annual closures for cyclists, and not with private right; from Universal south path narrow, 3-4 feet wide, as now, with gravel surface – it has always been higher than water, only washed over by high tides; from Universal north, surface of gravel, always a muddy roadway, not usable on bike unless at low tide; if high tide, went through Crableck Lane; did not choose to cycle that section then; did not put down material to aid access, but would cycle there if conditions decent; old footpath, higher on bank; path a car's width, 2 metres, with compacted gravel surface; loose gravel near Marina which can't cycle through; path now fantastic; this has created problem of more people using it; little cycle use when first started, and leisure cycling boomed; mountain bikes make a difference; popular route, most cyclists stopping for pedestrians; always some who go fast; it has always been a cycle route

Mr. B. Clyne	1961-2009	<p>Left RAF in 1960 and came to live in Warsash; cycled footpath to Hamble River Ferry daily for work; ferry took bicycles for extra charge; married in 1961; continued to use ferry on daily basis; cycled footpath for more than 40 years, for recreation until about 2007, because of recent restrictions; used for work commuting 1960-1969, exercise where possible and recreation; sometimes round trips; in 1960s footpath in three sections, divided by breaches; Warsash, to breach at Chinese Bridge; section only passable at low tide and Universal Shipyards to Shore Road; reached all from roads, Holly Hill/Crableck Lanes in Sarisbury, Passage/Brook Lanes in Warsash; in 1960s fewer users of the path; used in a practical manner, now used largely for recreation on foot and bicycle; has seen horses using path; previously houseboats on Swanwick Shore; was regular daily usage 1954-1955 of path by delivery vans, motorcycles; bicycles and horse riders, though low volume; late Bob Gingell towed dinghy along river with bike on path; has photo taken at Tidemark c.1978 showing no signs; no recall of any restrictions limiting access to footpath from Swanwick Shore during early use; access in 1950 to after 1979 not restricted; section from Universal north has always been narrow; path very poorly kept, frequently muddy and remnants of gateposts; these later replaced and more directional signage appeared; photographic record suggests no signage on path in 1960s; at Warsash end 4 places 'No cycling' notices visible – 4 inches wide and about 14 inches long; ended in tapering direction points; cast metal style, unpainted, with silver metallic lettering on black ground; these at each end of narrow path alongside Stone Pier works; one on a path leading to footpath 3a in 1960-1970; one on Cherry Walk path [Fareham Footpath 9]; another off Newtown Road on feeder path to 3a; of the opinion that all of these on feeder routes to claimed path, and restriction on cycling not applied to Footpath 3a; no connection with landowners, did not use on cycle with permission, or with private right; no annual closures of path to bicycles recalled; had good gravel surface 8-10 feet wide; 3a always used with vehicles, but not wide enough for two to pass; wider south of Universal, then narrows to Chinese Bridge; not fenced on both sides and often subject to tidal activity; has seen Council repair vehicles on it</p>
Mrs. J. Clyne	1945-2009	<p>Born and lived in Warsash; started cycling regularly in 1945 first with parents; lived Barnes Lane, regular route Brook Avenue to path for beach for swimming/picnics; father used daily at least throughout World War II; in weeks before D-Day, shore out of bounds; cycled all parts of route as adults, took own family there; saw people not from village, on foot and bicycles; gate at northern end, but not across path or locked; Universal changed the access to their boat yard; no signs on the path, no-one concerned about cyclists, no anti-cycling signs; path flooded for a long time – breach just before Chinese Bridge; late 1950s/early 1960s; physically difficult to use, not suitable for cyclists; manageable on foot and cycling by inland route; believes this lasted for 10 years; no bridge</p>

		in gap where Chinese Bridge now; easier to build bridge than mend footpath; only used this on foot; surface of path good from Brooklands Farm onwards, fair condition from Universal to Chinese Bridge; 1 metre for much of length; condition deteriorates south of Chinese Bridge; path not fenced on both sides anywhere; only fence on one side by Brooklands Farm; material washed on to path by tides, cleared periodically, perhaps by Brooklands Farm; would not have ridden on wet surface; have not seen 'Footpath Only' sign or noticed any other signs; no problem with cycling on footpath until particular owner arrived; no connection with any landowners, not used with bike with permission, in exercise of private rights; no recall of annual closures aimed at bicycle users
Mr. W. Coombes	1968-2009	Lived in Portsmouth, moved to Locks Heath in 1968; did not want to cycle on road, felt cycling pushed to one side; found path by exploring area; used path as part of circular route, to Warsash; cycling more flexible than walking – could come back a different way; took sons on cross-bar of bike; took ferry to Hamble, go through Old Bursledon, back over bridge; about twice a month, no break in use; has not cycled path since 2009, because of signs and contention about cycling; since 2009 'no cycling' signs have disappeared; path breached where Chinese Bridge now; could cycle across breaches between Warsash and Chinese Bridge, but could not cross Chinese Bridge breach unless prepared to go into mud; did not cross it; would go up track following Walled Garden boundary to Sarisbury Green; path now complete, with old path on bank for high tides, when would go inland; some cyclists worked at Universal; personal use was recreational; can't recall when path completed; track flooded at high tide in some places; more people started using path as area became built up; thinks bridge put up in late 1990s, but old breaches filled in first; carried bike over bridge; saw others, including cyclists, and mountain bikes made route easier to use; hasn't seen horses; now very popular, but problem between cyclists and walkers; low speeds because of roughness of track minimises this; recalls gate post at Tidemark, but not gate; does not remember gate at Bunny Meadows, but does know gate at Brooklands Quay; aware of kissing gate, and thinks it new, though vaguely recollects older structure; lifts bike over kissing gate; 'public footpath only' signs 2009; does not recall white 'Footpath Only' sign; green, apparently local authority, sign in place when trouble started; these stopped frequency of his cycling, as signs off-putting; suggestion that status of path might be altered, so kept away to await outcome; asked police if unlawful to push bike on a footpath, told was not, but owner might object; thought police might be cycling monitoring; no knowledge of landowners, no-one said couldn't cycle; not stopped, did not know of anyone else being stopped; only knew of problem from signs; not with permission, not in exercise of private right, nor annual closures for bikes; path now wide and well-made, though muddy track in past to Universal, flooding at high tide; could use at low tide, with high level shore footpath when wet; could walk through but could be 6 inches of mud at low tide; tended to push bike through; about 6-8 feet

		wide; narrower from Universal south, 2-4 feet wide, flooding in places, from both sides; lower than now, as culverts have been put in; surface mud and shingle, with hard core; less mud and flooding on this section of path
Mrs. Felicity Cory	1954-2009	Living in area from 1958; not possible to use whole length of path because of Bunny Meadows breach; wellies needed at low tide, in 1960s-1970s; some walked through it; did not go through breach until path made up; one or two gaps north of this, including Chinese Bridge gap; don't recall previous bridge there; difficult walk for mother with children because path condition; path completely made up between mid-1970s-mid-1980s; when started walking path also started cycling, used path 3 or 4 times a year; if path impassable would turn back, so did not use whole path; part of circular route over on ferry to Hamble, up western bank and back over bridge; thinks little done during world war two to keep holes in path closed; has not used path on bike since 2011; use has been mainly walking, as tends to cycle in village on roads; not cycled path much in last 20 years, most used between 1980-1989; smaller number of people using path when first used it, seeing locals and strangers on foot and with bike; hasn't noticed big difference in user volume over the years; introduced own children to path; no recollection of gate at northern end, but open HCC gate down at Bunny Meadows; no recall of any other gates, or stiles; may have noticed 'Footpath Only' sign at north in passing, but recall 'no cycling' sign in 2009, which felt cross about; did not affect behaviour - continued to cycle; path obstructed at southern end, though can't recall when - still obstructed; holes in path a nuisance; no signs suggesting permissive use; no connection with landowners; not stopped, not told should not use path with a bike; not turned back, not heard of anyone being stopped, or aware of annual closures aimed at cyclists; path south to Universal 3-4 feet wide, with poor surface of gravel; can't recall using stones or planks to use path, did not use higher path; from Universal south path 6 feet wide, not fenced, with gravel surface; step to one side to let cyclists through; carried bike over 3 steps at Chinese Bridge; Harbour Master kept heap of gravel to make minor repairs
Mr. Mike Cummins	1978-2009	Spent all life in Warsash, route always accessible; parents had boat moored near Pink Ferry; cycled to boat with parents from age 8-9; started independent cycling to school from 1978; accessed path because road dangerous, came from southern end; cycled to see friend in Swanwick; no Chinese Bridge then, and breaches in the path; breach prior to bridge being installed main problem; breaches after Bunny Meadows which could be crossed; to avoid all breaches went through Bunny Meadows, and inland routes on user map cover long period of time; alternatives to shore path at various times of cycling; frequently couldn't get along footpath at main breaches, so went to Crableck Lane; some parts of path only passable at low tide, would get muddy; 'to be independent meant coming inland'; inland routes and footpath safe alternative to busy roads; northern section

		<p>subject to tidal inundation; recalls cycling through few inches of water at times; harder core base to path close to shore where could cycle; occasions when couldn't use path; used not quite weekly; think Chinese Bridge in place in 1980s, as last gap filled; about 1982 started working in Woolston, cycled to work 3 times a week, via Ferry out, returning by claimed route from north; never had to cycle through more than a couple of inches of water; no break in cycling use; used regularly, also with family; has been using whole route to cycle; path needed shoring up in places, particularly in 1980s; this before mountain bikes available - made things much easier; did not feel need to put down planks etc. in tricky places; saw locals and strangers, on foot and with bikes – lot of people commuting by bike, even Police; many people using path at weekends on bikes; used on Christmas and Boxing days walking and cycling; no gates, but aware of kissing gate at Universal, in mid 1990s; carries bike over this; barrier at Warsash, by toilet block; recalls dispute about fence; went round barrier, if not open; no recall of gate at Tidemark, remembers open gate at Brooklands Quay; no obstructions; little signage, no recall of 'Footpath Only' sign at northern end; nothing seen ever gave pause for thought; in mid-1980s accosted by a member of Fareham Borough staff, saying should not be cycling on footpath, at the south end by river entrance; grabbed bike and very aggressive; ignored person and went on; green signs all new; aware of 'No Cycling' signs and poles with discs past Warsash Sailing Club further south, not on claimed path; no connection with landowners, doesn't know who they are; not told not route for cyclists, though knows people who have been; not encountered hostility, and not turned back; not asked permission, didn't think it was needed; no indication that cycling is permissive, not aware of annual closures directed at cyclists; no trouble before one particular landowner came; then green signs went up; volume of use grown, with population of the area; path of reasonably good quality throughout, families use it with pushchairs; will always cycle route; 6-8 feet wide in south, with gravel surface, some hardcore; path more complicated in places, with mud, gravel, sometimes under water; does not cycle over Chinese Bridge; very worn by Wendleholme Nature Reserve, bank about 18 inches wide; need to go on beach where surface hard; this the worst part; narrow north of Universal, land boggy; northern end wide and driveable; has been built up; very low on the northern bend, where concrete blocks; water laps curve at high tide; at Brooklands Quay never that low, with gravel and shingle surface;</p>
Mr. G. Fuller	1946-2011	<p>At present address for 57 years, known area all life; cycled on path from 1946, with group of local boys; northern section 'iffy' and not hard-and-fast path, where used depended on state of tide; path down on shore, but higher path to scramble to for first 100 yards; used whole route when able to, but breaches, and couldn't get through after flood; thought fine to cycle there, saw others doing the same; hard to say how often, use spasmodic and dependant on tides; path part of river scene; use</p>

		<p>when working on moorings or salvage jobs; access path for work on the river; worked at Stone Pier for 6 years; cycled or motorcycled to work, depending on tides; use predominantly for leisure; saw others doing the same; more people going to work at start of cycling use and therefore 'purposeful'; more leisure cycling now; did see some motorcyclists on path; fun to go through the mud; sense of enjoyable freedom associated with being on shore; heyday years just after world war two; no stiles or gates, and not familiar with gateway near Tidemark; gate at Brooklands Quay open and derelict; kissing gate at Universal very recent; not cycled path lately so not negotiated this; last cycled 2011 and did not use whole of path; only seen recent signs prohibiting cycling; appeared in last 3 years, don't know if still there; no recall of 'Footpath Only' sign; would not take notice of such signs; map of breaches matches own recollection of path; crossed breaches with bike and seldom turned back by them; bike could help crossing, made them more fun; some breaches trickles of water, others cavities; complete breach by Bunny Meadows; wheeled bike over Chinese Bridge; don't recall a bridge there before, but recalls scaffold boards and flotsam from boatyards in gap; path now complete, thinks from 1970s; traffic increased since made up; used by students from Bursledon to Navigation College; only connection with landowners is that worked at Stone Pier; didn't need their permission to cycle there; no connection with any other landowner; didn't see need to seek permission, accepted as public right of way; no-one said not to cycle there; never stopped; did not know of others stopped; different attitudes then about rights of way; not in exercise of private right, and not aware of annual closures to bikes; when first cycling on path, locals patching up path to get through; really the remnants of footpath and not being maintained; would not know what conditions could be like to Universal; difficult spots south of Universal, and path has variable widths, though can't recall specifically where; surface variable, mainly shingle with gravel, compacted mud, off-cuts of driftwood, lumps of concrete; from northern end to Universal about 2 metres wide, and south one metre; not fenced, though iron railings by Brooklands Farm; only hostility to cyclists by two people, but not experienced it directly</p>
Dr. P. Gibson	1979-2009	<p>Lived at current address for 34 years, also in Hamble; as student, used path as training run; first use of path for running, but cycled it since at current address; run or cycle every day along path, no break in use; recalls diversion of path at Universal; secondary path above river when floods at northern end; able to cycle from either end in 1979; something over breach by Chinese Bridge; cycling for exercise and recreation; weekends most hectic if good weather; locals and strangers seen, on foot and bikes; saw no horses; saw cyclists every time cycled path, but more cycling at weekends now; not seen vehicles; does not recall gate by Tidemark; may have been one, but no recollection, or of gate at Bunny Meadows; shown photo of gate at Brooklands Quay and vaguely recalls; kissing gate at Universal there 5-7 years; no structure there before; takes bike under cross-</p>

		<p>bar; no stiles; 'no cycling' signs from first use 1979 at north at Moody's boatyard; looked like piece of street furniture; old stamped metal sign; listed conditions of use of path, including no cycling, looked like local authority sign; on post, near gate told was there; assumed had some bearing, but path wide and accommodating, everyone cycling on it; cyclists respected pedestrians; felt no harm being done; natural use of beautiful trail; stopped if met pedestrians; some cyclists do consider themselves on higher level than walkers; never seen any conflict on path, people slow down; more recent signs for 'no cycling' relate to current difficulties – original sign there for several years; don't remember any others until recent signs; no sign at south end of path; found out about current issues in Warsash, some doubt about status of path; people quietly using it to get to work; can be obstructed by flooding, north most prone; this section greatly improved; was shingle pathway 10-12 feet wide, used as vehicular access; cycled through water when tide in; regular shore-clearing parties; pea shingle put down on a section, carries bike over Chinese Bridge; did not need to do that before current bridge; no connection with landowners, don't know who they are; not been told not to cycle, no confrontation, only amiable exchanges; not asked for permission, no indication cycling with permission; not with a private right, not aware of annual closures for bikes; cycles on Christmas and Boxing Days, when always open; in 1979 section south of Universal 6-7 feet wide, could accommodate four people alongside; some diversion south of Marina where a car park; not been stopped, not heard of anyone being stopped; not involved in any trouble; why stop cyclists if they are behaving?</p>
<p>Mr. C.P.M Hobbs</p>	<p>1998-1999 2003-2009</p>	<p>Lived at present address since 1995 having come from Kent; discovered path using the Ferry; came up path from south; cycling from 1998, to work in Hamble for 6 months; later to go to Universal and Swanwick 6-8 times a year 2003-2009; using whole path; carried bike over Chinese Bridge; no breaches, complete by late 1990s; occasionally saw other cyclists, but not often; cycling during the day; open path, not sure there was waymark indicating status; assumed could cycle it; used for recreation, to help look after boat, to get to Swanwick; have used path since 2009, though not cycling much now; saw locals and strangers, most walking, occasional cyclist; always cycle to ferry; not seen horses; no recall of gate at Tidemark; gate at Bunny Meadows, no recall of a bar across it; not familiar with iron gate near Marina; kissing gate near Universal, installed about 5 years ago; get bike under bar; nothing as substantial before this; bar allowing access for bikes implies accommodation of these users; southern access restricted by toilets 10 years ago; not seen 'Footpath Only' sign at northern end by Tidemark; would probably have ignored it; familiar with 'no cycling' signs at south, put up 4 years ago; cannot recall metal 'no cycling' sign; saw sign by Swanwick car park, which ignored; has seen large green signs, still in place; no connection with landowners; not told not public for cyclists; only discovered by discussing with others; not stopped,</p>

		or heard of others stopped; no permissive cycling signs; no annual closures for cyclists; from Universal south 1.5-2 metres wide in places, compacted gravel or hoggin; higher than water, though floods at times; north of Universal, similar width, wider at Swanwick end – almost like roadway at 3 metres; when first in Warsash, this part wet, but made up 10 years ago; this work made route there viable to cycle on
Mrs. J. Hobbs	1995-2009	Lived at present address for 17½ years; from Kent; familiar with path from sailing in area for 10 years previously; not cycled before moving; still using with cycle; 2-3 times a year; depends on weather; has used whole route; saw locals and strangers, on foot and with bikes; not seen horses or vehicles; saw people most of time, including regular bike users; lot of commuters/recreational use; go to Chinese Bridge and back again; fine weather cyclist; not for last 2 years – no need to go there; usually from south, go off route or turn back; only used whole route once; early use with neighbour's children; not really used back over last 10 years, or regular bike user; no recall of gate post at Tidemark, or gate at Bunny Meadows being across route; seen gate near Marina, not across route; aware of kissing gate near Universal; never tried to get bike under it; not there long; no stiles; nothing on path before kissing gate apart from Chinese Bridge; dangerous culverts near Pink Ferry; 'no cycling' signs still there; not seen 'no cycling' signs before trouble with cycling on path about 5 years ago; upset when path closed off by work at south end; general signs about not using path on bikes; owner towards northern end has increased garden, put down pea shingle; rumours he wanted to stop people walking there; no recollection of 'Footpath Only' sign or metal 'no cycling' sign at northern end; seen round 'no cycling' sign at Warsash; saw signs at Bunny Meadows, thought them a cheek because thinks footpath can be used on bikes; within last 5 years; not sure has seen large green signs; seen 'Walkers Only' sign in north, but don't recall 'no cycling' roundel; wouldn't have stopped cycling, as already doing it; more people on bikes now than in 1995; mountain bikes make use easier; more children on bikes; path no obstructed other than by kissing gate; no connection with landowners; not told not to cycle; not permissive, no permissive signs, or annual closures; only a plethora of signs against cycling; not stopped, though heard of another being stopped; not by a private right; up to 2 metres wide at south, wide enough for 4 people to use; lets cyclists by with no problem; traffic not too heavy, with room for manoeuvre; some riders use bell; earth and shingle, pretty hard; path shored up with concrete sandbags; from Universal north, pea shingle section makes cycling hard; wide outside Brooklands Quay, narrows by Tidemark; was pretty wet in past, like quagmire; not cycled there, walked when wet, up to 2 inches; not sure when repairs made – more than 5 years ago; very grateful for them
Mr. M. Lush	1955-2009	Lived in area all life, apart from 5 years in Southampton and 7 in Bursledon; born in Warsash, at present address for 28 years; started using bike at age 9; parents showed path; cycled to ferry and

		<p>to get row boats; would go everywhere, less traffic then; continue to use path for cycling; early use concentrated in school holidays; not allowed on path because child had drowned in the breach; could get through at low tide, and got through other breaches; no planks in breaches; when worked at Hamble from 1994, rode bike to ferry and back down footpath; cycled route regularly then; regular use on Sunday nights, to cycle to pub; father a postman who drove down route as part of round, delivered on foot; avoids dangerous roads; not a through path in 1950s; always saw people going to ferry; always bicycles; people left them in ferry hut; ferry boat originally a rowing boat, with bicycles carried across front; used high level path beyond Universal if tide high; open gate on Crofton Way, never locked, possible to walk around; doesn't recall gate by Tidemark, or Brooklands Quay; kissing gate near Universal, very recent; takes bike round on back wheel; previous simpler structure there; Universal tried to deter walkers, had landing craft and slipways; landing craft incentive to get up path over breaches on foot; does recall seeing 'Footpath Only' sign at Tidemark; felt as cars used path, would use it on bicycle; also so HCC 'No cycling' signs; didn't stop from cycling; used footpath more to get reaction from landowner; signs came and went quickly; previous landowners tolerated bicycle use; path fully made up in 1980; Chinese Bridge last link; before this no-one could use whole path on bicycle, only up to Universal, where many people worked; would cycle whole path if tide low before it was completed; was involved with cyclo-cross; how far could cycle depended on time of day and state of tide; still swampy between start of path and Universal, sometimes hard to get through, so used upper path; could be difficult to pass on foot; no connection with landowners; not told could not cycle on path; not with permission; not with a private right; not stopped; heard landowner had berated others for doing so; no signs bicycle use permissive, not aware of annual closures for bikes; at northern end very muddy, particularly at Brooklands Farm, where planks and bricks on path to aid passage or used higher path; was gravel path, now superb, forming good cycleway 8-10 feet wide, and built up; from Universal south 6 feet wide, narrow by Chinese Bridge; definite causeway, above the water; carried bike over bridge; surface gravel and shingle; fence by Brooklands comparatively new</p>
Mr. G. Mott	1955-1960	<p>Lived on Sarisbury Hill, and grandmother lived in Lower Swanwick; whole family worked in boatyard, now Universal; uncle ran Brooklands Farm; had contact with river throughout life and also work in boatyard; 3-wheeled bike from age of 3 or 4, rode round Brooklands Farm; choice was shore path, rusting bike from seawater, or potholed Crableck Lane; Solent boatyard had slipways across path; possible to get from Swanwick to Warsash, but big breach in south; needed wellies to get through this; at Brook Avenue; boy living close drowned there; used section from Swanwick to Universal most, but has used whole route; northern section a play area because land all belonged to farm; 9 or 10 when first rode path; whole path rebuilt by Fareham Borough Council, though can't</p>

	<p>recall when; recalls breaches flooded at spring tides, or wash from vessels; number of vessels increased; used path to reach Solent boatyard 1955-1960 4 times a day, with bicycle or motorbike, going to work; everyone came that way; thought it part of foreshore, thus Crown property; used top path when lower path flooded; impossible to use top path now; used for recreational purposes, about 100 times a year; occupant of Tidemark tried to stop use, put up gate to prevent people driving on path; gate locked with gap for walkers, pillar put in gap to stop bikes; pulled up pillar with rope, threw it into river in 1958 or 1959; Brooklands Quay was the old milking parlour, and uncle lived behind this; agreement between owner of Brooklands Quay and Tidemark owner to take gate down; not cycled on path since 2009; saw locals and strangers, on foot, cycling and with motorbikes right from time of first use; busier now, especially at weekends, lots of mountain bikes; this in last 15 years; path hard to cycle on old-fashioned bikes; metal fence by Brooklands Quay, post may still be there; had gateway to get through; this in 1950s; carried bike over breaches, though not over Chinese Bridge; first use before path made up; now a good footpath; remembers council putting in blocks; path completed about 25 years ago, bridge about 20 years; work on section down to Universal about 15 years ago; condition before work bad; de Selincourts put in concrete and had walk there, but water would come over boots; rode through water; no recall of barrier at Bunny Meadows; kissing gate by Universal upset horse riders; there for 15 years; goes round with bike on end; no structure there before; not told by anyone that had permission to ride; 200 employees at boatyard took use of path for granted; recalls 'Footpath Only' notice at Tidemark; thinks there 15 years ago; no recall of pressed metal sign 'No Cycling'; seen green HCC sign; doesn't think lasted long; owner Brooklands Quay put up notice which torn down; people upset when all trouble started; signs at southern end; didn't take notice of any of them; had cycled there for many years; felt people trying to make land private; never been told not to ride on path; working at RK Marine, told by Andy Ball of trouble and that couldn't ride on path; said this was rubbish; had heard of others stopped in last 15 years; cycled route openly; no signs implying permission; no annual closures against cyclist; path between Swanwick and Universal rough, with sedge at margin at start of use; part of foreshore; tide would come up over it occasionally; no maintenance done; removed damaging debris; path 6 feet wide, shingle surface, muddy and unstable; now path motorway standard, a lot wide, scalplings surface; with car parking at Moody's 10-12 years ago, about three times more people using path; from Universal south path 3-4 feet wide, eroded by backwash from boats in places; boats go past at 10 knots; path got worse before better; most of it much better now, but some parts going again; also eroded by people; can be a queue at bridge; with 200 people at boatyard, path used by cars, horses and motorbikes (20 or 30 a day) predominantly to get to work; when using path for recreation have seen horses 3 out of 20 times</p>
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		when walking along
Mr. B. Rice	1957-2009	In area whole life, learned to ride a bike at 10 or 11; school chum living at Brooklands Farm; his father managed farm, and cycled down to play there; whole route open since 1980s; in 1960s working at Stone Pier; couldn't use path to get there; original path on sea wall, broken through and path washed away in places; hard to walk on northern section due to flooding and gaps; people put planks across to get through; woman fell off plank into mud up to her waist; used path possibly every day when young, going to farm; if tide up pushed bike along higher alternative path, now overgrown; moved away 1970-1980; used path very rarely when at home; 1960s could only cycle as far as Bunny Meadows from southern end because of breaches; school friend drowned by breach at Footpath 5; may have gone across some breaches, probably only at low tide, where a hard base to path; original path washed away for years in 1960s; still using path, to go to Warsash Sailing Club; seen others on foot and with bikes; present conflict sparked by a few people; because of need to be courteous when cycling on a footpath, has ever experienced any antagonism; cycling and walking increased markedly over years; 1950s and 1960s path only used to get to Universal and Crableck Lane, because couldn't go any further; not sure when path became continuous entity, because away for 10 years; think culverts put in place 1970s; when restarted cycling in 1980s path completely usable; passed through unlocked gates at Tidemark, at north end; no recall when gates disappeared; kissing gate at Universal recent, push bike under barrier gap; think put in place in last 10 years; saw signs about Brooklands Park, 'private drive' and 'footpath only'; latter at north end, but no recall when put up, how long in place; doesn't think still there; did not affect actions; had been cycling footpath since 1957; not stopped; if owners did not want cycling there could have stopped it 60 years ago; signs caused antagonism; no other signs; huge developments in area, increasing demand for shore path 10-20 fold; used path to get to Farm, then shipyard, as did workers in yard; worked at Stone Pier and Moody's in early 1960s, but couldn't cycle there because of breaches; not told not to cycle, not used with permission, or with private right; no signs indicating bike use permissive, or annual closures against bikes; path to Universal muddy when first cycled, on the foreshore; now vehicle-width to Brooklands Quay, but footpath-width before then; mud and shingle surface; from Universal south path 5 feet wide, shingle surfaced; no bridge before Chinese Bridge; pushed bike over this; bridge being hollowed out under steps by spring tides; path never fenced; fence by Brooklands recent
Mrs. S. Rice	1931-2009	Born in 1919 and lived on or near Swanwick shore whole life; at present address since 1939; played on shore and used path to get milk from Brooklands Farmhouse; cycled on path since 1931, when learned to ride bike, and gave up riding it in 2009; not many people using it when first started; rode from Swanwick Shore Road to Universal; last rode when trouble started about cycling use on

		path; police involved, and told would be fined if cycled on footpath; when 2 or 3 men rode from south, applauded them for trying to keep path open for cyclists; path altered at Brooklands Quay and approach to Universal; cycled most days in school holidays; mainly in the evenings, and fetched milk at weekends; saw people on foot and bikes when on path, mostly going to work at boatyard; gate south of Tidemark, which was unlocked; saw signs saying 'no cyclists' (only recently) and 'private drive'; tide came over path preventing cycling; this rough and not made up; no gaps down to Universal and higher path as alternative when tide high; no connection with landowners; not with permission, because path free to use, until new owner of property who doesn't like cyclists; not with private right; not stopped, but knew that others were; path wide enough for 1 or 2 people to walk along; part on foreshore when first using, had a mixed surface; path never fenced and always open
Mrs. A. Steele	1962-2009	At address for 25 years, but has lived at Locks Heath for 50 years; moved in 1962; cycled a lot then; path very attractive; safe route for children to cycle; about 3 or 4 times a month; to be by water, to get to other routes; sometimes rode a circular route; not used on bike since July 2009; doesn't feel safe riding on main road; where path narrow, got off bike; couldn't use whole path in 1960s; breach where Chinese Bridge is now; could not go further south; cycled in late morning, when saw more people on foot; busy at weekends; more people around now; didn't notice cyclists much in past, but use built up tremendously now; can't recall gates; recalls Universal kissing gate; don't know when put in place; not negotiated with bike; probably saw signs, but did not question what for; saw others using path on cycles; always material washed up on path by tides; did not put off cycling; gap too big to get over at wooden bridge, with or without bike; very muddy and just could not get through; doesn't recollect any other parts being impassable, but path difficult when tides high; did not use shore path in these circumstances; no obstructions on path; finds it difficult to carry bike over bridge, which has done; thinks path completed 30 or so years ago in 1980s; has cycled whole length; no connection with landowners; not with permission, not with private right; not aware of annual closures against bikes; an owner said couldn't come along path on bike; he didn't even like people walking there; doesn't think she was personally involved, may have heard about it; always assumed could cycle on a footpath; can't understand the fuss; gravel path alongside the water; when younger, would just get over breach, depending on tide; or turn around and go back; riding on path an adventure; about 6 feet wide; cannot recall a fence
Mr. D. Tee	1940-2006	At present address since 1972; lived in area since 1937; used with bike from age 5; learned to ride with father; Universal fenced off during war and path diverted through woods; gaps in the path; could cross first easily at low tide, second deeper, longer and muddy; no gap originally by Chinese Bridge; when opened up, it was enlarged; path to Holly Hill where went off; path by Walled Garden

		<p>provided an escape route if breach too big to cross; went round Universal boatyard to Crableck then to first big gap; 2 serious breaches in second section; 2 big outfall pipes; first breach negotiable at low tide and second too muddy; went over first gap into Holly Hill Lane; this in late 1940s; late 1950s/early 1960s before breaches filled, can't recall exactly when; in Navy late 1960s; 1963-1965 cycled path visiting family; last use on bike 2006; used 30-40 times a year; good off-road route; locals rode to ferry for work at Hamble and Fairey Aviation; avoids big hill at Sarisbury; once gaps in path filled, returned to shore route; mid southern end not really used between war and completion of path; most heavily used part always northern section; path on edge of Brooklands used most commonly as shore path muddy; alternative path very narrow; before objector to cycling was living on path; owner of Brooklands knew using bicycles, but said nothing; saw locals and strangers, more after path made up; cycling became popular after 1960s; hundreds of cyclists and path constantly used; saw others on foot and with cycles; some horseriders; stile at Universal in 1970s to stop horses; taken down by locals; able to get bike through; always gate at Tidemark, and phase when it was locked; one unlocked gate for pedestrians and cyclists and wider one for traffic; this locked; gate at Brooklands Quay on boundary; over wooden bridge path wide in 1980s and did not go through remaining Brooklands gate; walked around kissing gate at Universal, a recent addition, and negotiable with bike; are signs saying 'no cycling' put up by owner of Brooklands Quay; signs directed at cyclists and walkers; parked 4 x 4 vehicle across path to stop them; also CCTV and police signs; signs all along path which were taken down in 2009; no longer cycling when this happened; concerned someone wishing to affect pleasure of many users; cycling on path well-established use; determined to shut down cycling; cyclists put up signs giving information; no signs seen recently; did not see 'Footpath Only' sign at Tidemark; no-one takes any notice; Warsash Cats cycling group asserts a right to cycle on path; only obstructions were breaches; path used by people from all around, very popular; used by children; heavily at holiday times; no connection with landowners; wife worked at Universal from 1970s to 1990s; not aware that she had a private right or rode cycle with permission; used car to get to work; not told not to cycle; not stopped; not with permission; no signs suggesting permissive use seen; heard of others being stopped 2 or 3 years ago; no annual closures to bikes; only gate closed against motor traffic at Tidemark; suggestion that car park at Swanwick Shore Road an old coach road; used higher route when path muddy; this section uplifted and improved; farm traffic used it causing ruts; part of foreshore; shingly at Brooklands, then muddy especially at high tides; don't recall path being cleared of debris; if foreshore path clear used on bike, higher path if flooded; only spring tides flooded path; wide enough for a tractor or two to pass; boatyards small, but expanded; path diverted slightly; path narrower south of Universal; not wide enough for motor traffic; 8-10 feet wide;</p>
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		could be used with horse or bicycle; walk over Chinese Bridge; children rode over it; Chinese Bridge put in when gap filled; thinks this was 1960s; gravelly path, always elevated above water
Mrs. C. West	1964-2010	Lived in area since 13; then lived further away, walked some of path; don't remember it as being complete; started cycling as a teenager; still use it; aware that cyclists can annoy walkers, but not case on this path; takes grandchildren on it; cycled to meet friends; 12 times a year at start; use more often now retired; use weekly; safe route; lived abroad, 1990-1993 and 1997-2000; no use or rare in those periods; used for pleasure, saw locals and strangers; Boxing Day usually very busy; on foot and with bicycles, not as much cycle use in 1960s; not as well kept as now, not as easy to use; biking more popular now; don't recall seeing any horses; cannot recall where gate mentioned in user evidence form is; may be at Hook Park, not on claimed path; think stiles were at entry points, further south; thinks saw 'no cycling' sign, but can't recall where or when, none currently; has seen 'Footpath Only' sign but can't recall when; lifts bikes over kissing gates at Universal; uses whole path, but mostly uses southern section; thinks it all right to use footpath on bikes to keep up fitness, provided cyclists are sensible and courteous to walkers; path not always complete; recalls breaches; turned bike around to come back, or tried to go round; did not try to cross breaches; cycled over Chinese Bridge; can't recall when put in place; thinks a flat bridge there before; can't recall when could first cycle from one end of path to the other, and not deviate for gaps; goes down path one way, comes back a different way; before 1970s lot of debris on path, washed in by tides; found that off-putting for cycling; likely not to use path in that condition and gone round; not seen any clearance of debris; path brilliant even in very wet weather; no connection with landowners; not been told not to cycle; not with permission; not in exercise of private right; no indication bike use with permission, not aware of annual closures for bikes; path in north gravelled, easy for wheelchairs to use, 4 feet wide; south of Universal in good state, but one person wide in some places; some concrete surface and edge; lower and narrower by Bunny Meadows; northern section has fencing on one side; otherwise unfenced; always seen people on bikes there