

Executive Member for Culture, Recreation and Countryside - 19 January 2015

Hampshire Countryside Access Plan – Appendices

This document contains the following appendices to the draft Countryside Access Plan 2015-2025:

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Legal Background to the Hampshire Countryside Access Plan 2015-2025

The Hampshire Countryside Access Plan 2015-2025 fulfils the County Council's legal duty to provide and review a "Rights of Way Improvement Plan" under Section 60 of the [Countryside and Rights of Way Act 2000](#), which states

(1) Every local highway authority...shall...prepare and publish a plan, to be known as a rights of way improvement plan, containing—.

(a) the authority's assessment of ...

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

(b) a statement of the action they propose to take for the management of local rights of way, and for securing an improved network of local rights of way, with particular regard to the matters dealt with in the assessment.

NB: the definition given in the Act of 'local rights of way' includes cycletracks and the Act required local authorities to give particular regard to footpaths, cycletracks, bridleways and restricted byways

The Act also requires such plans to be reviewed at least every ten years, through making a new assessment of the matters described above, and to either amend and publish a new plan or to provide a report explaining why no amendments are needed.

Government Guidance

In addition to the primary legislation above, the Department for Environment, Food and Rural Affairs (Defra) published [statutory guidance for ROWIPs](#) in 2002, which remains in force.

This gives more detail on how authorities should fulfil this duty, in particular on carrying out a robust needs assessment, working with Local Access Forums and examples of actions, funding sources and possible partners.

Supplementary requests

In June 2014, the Parliamentary Under-Secretary of State for Water, Forestry, Rural Affairs and Resource Management wrote to all highway authorities to confirm that new guidance was not required. He asked however that authorities particularly consider:

- access to woodland, as well as other land types
- access for cyclists, in the context of the government's 'walking and cycling delivery plan' (which was later published as the 'Cycling Delivery Plan' and was in draft form at the time of the Hampshire Countryside Access Plan revision)
- access for equestrians and disabled users

Areas of Influence

The Countryside Access Plan should not be taken in isolation; it will influence and be influenced by other plans and strategies and by the work of other organisations. The table below illustrates some of the areas of influence for the Countryside Access Plan, as at 2015.

Planning	Transport	Health & well-being	Economy	Community	Environment & Biodiversity
Local Plans (District Councils)	Local Transport Plan (Hampshire County Council)	Hampshire's Joint Health & Wellbeing Strategy	Local Enterprise Partnerships	User group policies (eg Ramblers, CTC, British Horse Society)	AONB Management Plans (Landowners)
Sustainable Transport Plans (County, District and National Parks)	Highways maintenance policies (Hampshire County Council)	Government Health Strategy	Tourism strategies	Parish and Neighbourhood Plans and Village Design Statements (Parish and Town Councils)	Local Nature Partnerships
Development Mitigation Strategies (District Councils)	Hampshire Cycling Strategy (in preparation) (Hampshire County Council)			Hampshire Association of Local Councils	National Park Management Plans and Recreation Strategies
Strategic Infrastructure Statement (Hampshire County Council)	Hampshire Walking Strategy (in preparation) (Hampshire County Council)			Councils of Voluntary Services (District-based)	Green Infrastructure Strategies (District Councils)
Community Infrastructure Levy (District Councils)	Cycling Delivery Plan (Government)			(Community) Action Hampshire	Hampshire Biodiversity Action Plan Hampshire Biodiversity Partnership)
Major Development Areas (District Councils)	Green travel initiatives			Hampshire Sustainable Community Strategy	Coastal management plans

Assessment of Needs

1. Introduction

In order to inform the review of Hampshire's Countryside Access Plan (CAP), an assessment of the extent to which the existing access network meets the needs of the public was undertaken. The assessment was designed to find out whether there has been much change in the issues that people think are important, which issues are felt to be of greatest priority, and how well different types of access (e.g. access to woodland; access for cyclists) are provided for. This assessment took place between June and October 2014 and comprised the following:

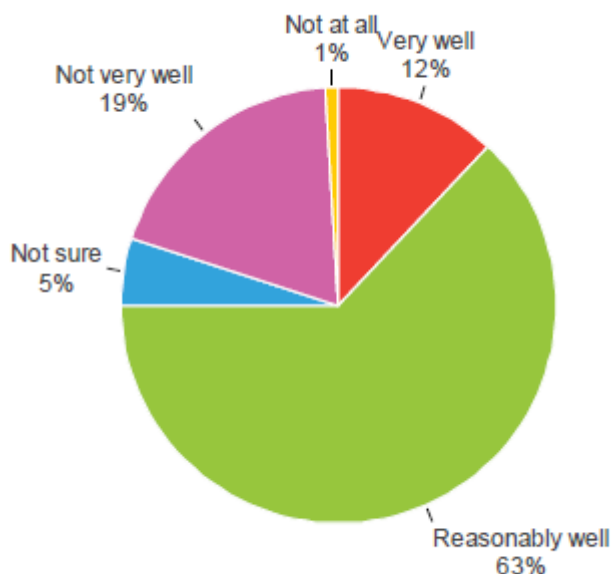
- Workshops were held with the three **Local Access Forums (LAFs)** who together cover Hampshire to explore the issues and what they would like to see in a revised CAP
- An **Oral Evidence Session** at which representatives of key stakeholder groups discussed their key issues with this Task and Finish Group
- A **survey of stakeholders** was sent direct to organisations, including all those required by legislation. This asked some detailed questions about both countywide and local issues, provision for different user types and different land types, awareness of funding and advice available and the structure of the plan. 78 responses were received, including 35 Parish Councils, 9 District Councils, 10 user groups and 2 conservation organisations
- A **survey aimed at members of the public**, advertised through a press release, social media, via user groups and made available at Country Parks and some local shows. 875 responses were received, and over a third of these made detailed comments on issues as well as answering the multiple-choice questions, generally showing a high level of understanding and a strong wish to see improvements. This survey effectively reached beyond those members of user or other interest groups to 'ordinary' members of the public
- **Feedback from Parish Councils** at a conference provided by the Countryside Service in June 2014. The volume of returns was relatively low as it was a busy event, but the views expressed were very consistent with the greater number of responses from Parish Councils to the stakeholder survey

2. Findings

The following describes the combined findings of all of the above research. More detail, for each of the surveys individually, is available on request.

How well are needs being met?

This question was asked in the public and stakeholder surveys, and there was strong agreement between the two. 71% of the public said that their needs were being met 'very well' or 'reasonably well' and 92% of stakeholders chose 1, 2 or 3 out of 5 (1 being 'very well').



Public survey:
How well does the access network currently meet your needs?

Although satisfaction is high overall, the surveys found considerable variation when answers from different user types are analysed.

In the stakeholder survey, walkers are seen as being far better provided for (59% voted 'good provision at present') than each of the other user types, who only 16% of respondents on average saw as having 'good' access at present. There were consequently calls for improvements particularly for cyclists (44%), horse-riders (33%) and those with disabilities (48%).

This effect was also present in the public survey, but was masked somewhat in that respondents were able to answer on behalf of more than one user type, so that for example the 400 cyclists who responded were largely also walkers. However, 43% of all respondents stated that off-road cycling provision needs to be better, making it the highest scoring user type in the survey.

Views on the adequacy of provision for motorised vehicle users were strongly polarised across all sources, with the majority of respondents seeing this use as inappropriate, some objecting to devoting resources to provision, and a significant number of comments stating that motor vehicle access is detrimental to path condition. However, for a minority this access is highly valued and users were willing to help maintain the resource themselves.

Outcome for the CAP: Whilst walkers are generally well catered for, all sources clearly stated a need for more multi-user paths and improved road connections between multi-user paths.

Are the issues identified in 2008 still appropriate?

This was thoroughly tested in the surveys, which found strong agreement across all user types and organisations that the county-wide issues identified in the 2008 CAP were still relevant and important. No new issues were strongly identified. There was inevitably some variation by user and by locality, for example "access from urban areas into the countryside" emerged as a higher priority among respondents in urban districts (Rushmoor, Fareham, Gosport, Havant) than in more rural ones. However, in total fewer than 10% of respondents felt that any of the 8 issues identified in 2008 were now 'not a priority'.

Therefore, there was sufficient agreement to be able to conclude that the issues identified in the first CAP are still valid at a county-wide level.

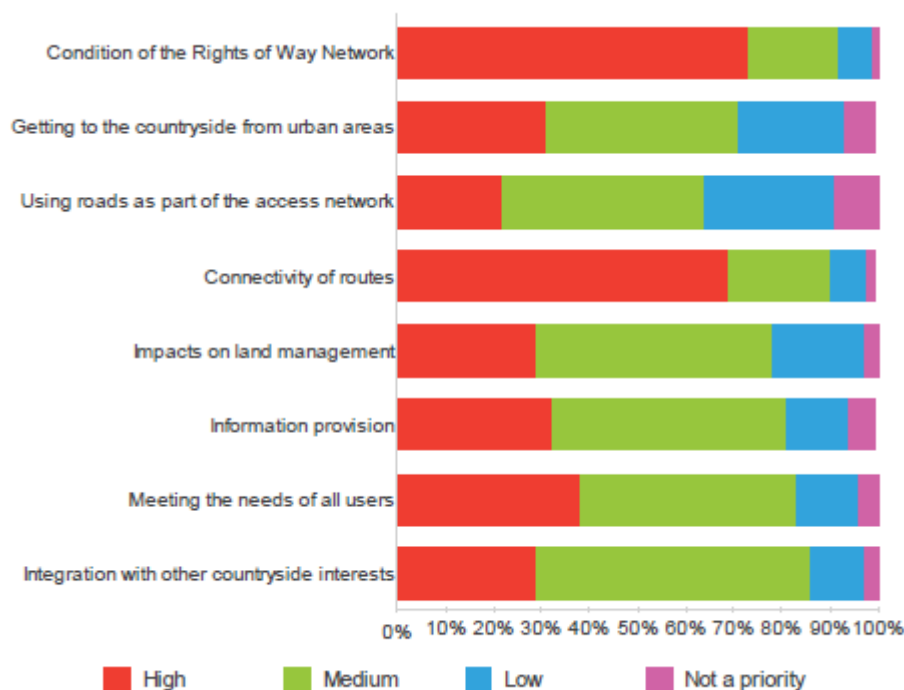
The three LAFs were given a free rein to discuss what the new CAP should contain and each was asked to put forward their top three issues. In fact, with some subtleties and variation in emphasis, the issues highlighted are contained within the eight county-wide issues. More detail on this is given below.

Outcome for the CAP: The eight county-wide issues identified in the 2008 CAP are all still relevant.

Are any of the county-wide issues of significantly greater priority than others?

In the 2008 CAP, all issues were presented as being equally important. However, in order to direct future resources to best effect, it would be helpful to know any clear priorities that do exist. Therefore respondents in all three surveys were asked to categorise each of the county-wide issues as high/medium/low priority. In addition, as noted above, each LAF was asked for its top three issues.

Two priorities emerged strongly from all sources, being very prominent particularly in the LAF input and the stakeholder survey; in the latter, these two scored 30% more than any other issue: “Condition of the path network” and the need for “Greater connectivity of the network”



Stakeholder survey: What priority are the county-wide issues?

The top priority is “condition of the path network”, which 69% and 73% rated as ‘high’ in the public and stakeholder surveys respectively and all three LAFs put forward. Hampshire’s network is generally in a good condition (76.5% of rights of way were rated ‘easy to use’ in a 2013 audit of ease of use, and Hampshire came 2nd in a 2014 national Highways and Transport Survey for customer satisfaction with rights of way). Individual respondents were able to make comments on local issues through the use of free text fields; these comments have been supplied to the Area Teams responsible for maintenance of

the network. Multi-user paths generally receive higher levels of use, and use by horses, which are heavier than walkers and cyclists, can result in a deterioration of surfaces. Comments in the stakeholder survey, particularly, showed an awareness of decreased resources (staff and cash) and hence a greater reliance on volunteers and on external sources of funding to enable specific projects. One-off projects are welcomed, but the point was made by many that regular, basic maintenance is perceived as being of highest importance. Individual comments were made about overgrown paths, stiles in bad repair and paths which are not reinstated after ploughing. Several respondents were aware of local volunteer groups or Parishes themselves maintaining paths. Another frequent comment was that feedback after reporting a path problem was lacking after the initial acknowledgement, and respondents asked that information be made available on progress and likely timescales in resolving problems. **The strong message from all sources is that customers want most effort to be devoted to maintaining and improving path condition.**

The other priority which emerged strongly is **the need for greater “connectivity of routes”**, which 69% and 54% rated as ‘high’ in the stakeholder and public surveys respectively and again all three LAFs put this forward as one of their top three issues. This issue was mostly expressed as the need to link disconnected paths, particularly through many comments from cyclists and horse-riders in the public survey, through for example the use of road verges, shared use pavements and cycle/horse use of footpaths. It was also described by respondents as the need to identify and promote, with signage or on leaflets/webpages, through routes which already exist but may not be obvious from a map, for example if they comprise a variety of legal entities (eg right of way, permissive path, informal cut-through, pavement). The South Downs Local Access Forum noted that it was difficult for planners and highway engineers to ‘see’ and therefore protect through-routes if they are not identified as such (eg if the route changes designation, is partly on-road, or is just informal) and so there is a need to map both existing and potential through-routes. LAFs saw the Deregulation Bill, which is currently progressing through Parliament, as a potential opportunity to negotiate with landowners to improve connectivity, changing and upgrading routes to the benefit of both the public and the landowner.

Outcome for the CAP: There are two issues which have been identified as having the highest priority; these are ‘Maintaining and improving the condition of the path network’ and ‘Improving connectivity of the network’.

Should any of the issues prominent in the area CAPs be added to the county-wide list?

The 2008 CAP included seven area-specific sections, each listing around ten issues. Many of these were also captured in the county-wide issues, but some were particular to an area. The survey tested whether any of these were now more widely recognised, and therefore could be considered for addition to the county-wide list.

In the stakeholder survey, respondents were asked to nominate their top three issues from a range of eight of these area-specific issues. Responses were more or less evenly spread across the eight issues, and with one exception no more than 50% chose any issues as one of their top three. This shows that all are of equal relevance and none stand out as being of sufficient importance to be included in the countywide list.

The issue which was selected by 54% of respondents was “more consideration for, and understanding of, the needs of others”. On a similar theme, in the public survey, one county-wide issue scored much higher than in the stakeholder survey: “Meeting the needs of all users” was seen as a high priority by 53% of

public survey respondents but only 38% of stakeholders. This becomes clearer when viewed in the context of responses to another question in the public survey, where a relatively low 34% agreed that provision for those with disabilities or mobility difficulties should be improved but 62% agreed that provision of shared use paths (walking, cycling, horse-riding) should be better. Whilst the need for physical provision of multi-user routes has been recognised in the first section above, the behavioural aspects have not. The Local Access Forums also raised issues around better understanding of needs, between different user types, between motorists and non-motorised users on roads and between landowners and users.

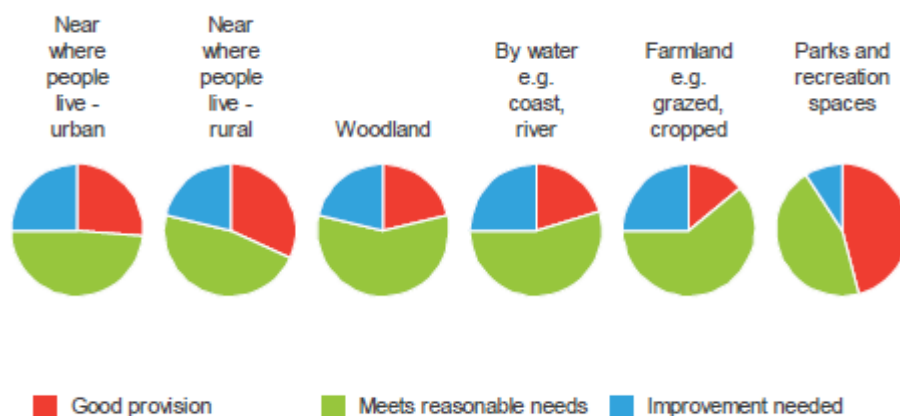
These findings are on a similar theme and so it is suggested that the existing county-wide issue “Meeting the needs of all users” be expanded to incorporate initiatives promoting the awareness of the needs of other users, particularly on shared use paths and on roads, and those of landowners.

Outcome for the CAP: The existing county-wide issues should be retained with no additions. However, it is suggested that the county-wide issue “Meeting the needs of all users” be expanded to incorporate initiatives promoting the awareness of the needs of other users, particularly on shared use paths and on roads, and those of landowners.

Is there a greater need for access improvements within certain land types?

This was asked in the stakeholder survey and in less detail in the public survey. Woodland was specifically included in both, as recently requested by government.

Stakeholders were asked about provision on each of urban land, rural land, woodland, by water, farmland and parks/recreation land. Answers were consistent across all of these, with around 70-80% stating that provision was good or reasonable and around 20-30% asking for improvements. Parks and recreation spaces were the only exception, where provision was felt to be better and only 9% saw the need for improvements.



Stakeholder survey: How good is the provision to or on different types of land?

In the public survey, respondents were asked for their views on access to woodland, farmland and access by water. Here, provision in woodland was seen as good by 41%, considerably more than for farmland (25%) and land by water (20%). There was a significantly greater call across the board for improvement than in the stakeholder survey: 43% of respondents seeking improvements in access to woodland and 48% for farmland. The call for improvements to access to water seems at first glance to be lower at 30%, but 36% of respondents stated that this did not affect them (a much higher figure than for woodland or

farmland, presumably as they do not live near the coast or rivers). Therefore, the public survey too did not highlight any land type above another.

Outcome for the CAP: In Hampshire, there is no significantly greater need to improve access in any of the major land types. Therefore, the county-wide issues should not be changed or added to.

Is there a willingness to work in partnership?

Partnership working has become increasingly important since the first CAP was published, and has enabled countless locally-important 'small' improvements as well as the larger, more prominent projects. The stakeholder survey showed that there was a very strong willingness to work in partnership with the County Council to provide and maintain access, with 94% of respondents saying that their organisation was able to do so (or continue to do so) and some detailed examples given.

"We have worked together very well in the past on a number of issues and I hope it will continue in the future." (stakeholder)

" Communicate and see what can be done; at least we are the local point of contact and there are many in the village who will volunteer if the cause is just." (Parish Council)

All three LAFs voluntarily expressed a desire to work with the County Council and to communicate with stakeholders, taking the lead on projects themselves where appropriate.

Awareness of a range of the Access Team's current initiatives was generally good among stakeholders, with approximately 50% of respondents aware, 30-40% thinking them effective (many having used one or more) and a willingness to promote these schemes to others. Therefore, there is support for schemes such as the Small Grants Scheme, the Waymarking Scheme, Vegetation Cutting Scheme, Parish Reference Guide and Priority Guidelines to be retained and built upon as appropriate.

Outcome for the CAP: There is a strong need to continue to work in partnership, and partners and potential partners strongly welcome this. An emphasis should be placed on initiatives and specific projects which do so effectively.

What structure should the new CAP take?

The effectiveness of any strategy is dependent on how much it is read, incorporated into other organisations' strategies and how it influences the split of resources.

Stakeholders were asked for their views: this proved a complex issue. 56% voted for area-based plans, 22% felt that a Hampshire-wide plan was more appropriate and significantly 21% did not favour any particular approach.

However, examples were sought on how area plans have worked well, and these show that very local action (eg on a Parish basis) has been effective and the CAP has been well used, but no examples were given where an area-based plan has achieved something that a county-wide plan could not.

There was also some confusion over the clarity of boundaries of the existing CAPs and conflicting suggestions on whether the CAP areas should reflect the boundaries of National Parks, Districts or designations such as SPAs.

Respondents have clearly said they would like to see resources concentrated on improving the condition and connectivity of the network. Revising each of the seven area-based plans would require significant resource and the evidence does not demonstrate a strong justification for doing so. A revised county-wide plan is more efficient to produce and will integrate with and influence other strategies more easily.

Outcome for the CAP: For the future, a revised county-wide plan should be produced. However, the existing area CAPs should remain available for reference.

Record of Local Access Forum and Parish Council input

Hampshire Association of Local Councils (representing Parish and Town Councils)

Key Issues:

- Need for more information about how to resolve problems – e.g. what a Parish Council is allowed to do; what a landowner should do; where to go for guidance
- There is a lack of knowledge about land ownership – many PCs are prepared to approach landowners if they know who they are
- The process for claiming new rights of way is lengthy and onerous; this can lead to stress between the community and the relevant landowner(s)

South Downs Local Access Forum

Key Issues:

- Need to keep the network of paths in good condition i.e. properly recorded, reasonably passable, full width available, properly marked, and cross-boundary routes managed consistently as through routes
- Use of roads as part of the access network is helpful, but busy roads can also be a barrier to access. Use of cars to get to the countryside should be discouraged as cars can be visually and aurally intrusive
- The existing rights of way network doesn't necessarily meet modern needs. Some routes that may have historic importance are not as important now, and there are gaps in the network. There may be scope to promote some minor and unmetalled roads as part of the access network

Hampshire Countryside Access Forum

Key Issues:

- The existing network of paths should be kept in usable condition for all users, although the high cost of this was recognised especially on byways where damage has been caused by vehicle use. Enforcement of landowner responsibilities is important – but less important than regular maintenance. Some temporary closures, particularly where they relate to bridge repairs/replacement, are perceived as being too lengthy
- The most effective way of improving the network would be to improve connectivity, including getting out of towns and villages on foot and by bike. Some connections could be made by using road verges and permissive paths
- Rights of way, and their use, have a significant impact on land management – both in terms of landowner responsibilities and irresponsible or ill-informed use by the public. More could be done to address this through education and the provision of information, including on-site information provided by the land owner

New Forest Access Forum

Key Issues:

- The condition of the rights of way network affects the use it gets. The more usable the network is the wider the use is spread. It is important to have up-to-date information about the condition of routes so that people can decide where to go to walk, cycle and ride. People would be willing to help address some of the problems if there was guidance to follow about what they could do
- Better access to the countryside from urban areas is needed. For example, more crossing places on major A roads. Too many people use cars to travel relatively short distances to go for a walk or bike ride
- There is an opportunity to use quieter roads as part of the access network. Roads could be promoted as an integral part of the path network by using signage and road markings. Education about sharing the roads is needed, especially in relation to speed of travel when passing

Hampshire Countryside Access Plan Review Stakeholder Consultation

We are currently reviewing the Hampshire Countryside Access Plan (CAP) and consulting stakeholders for their views on what the revised CAP should contain and how it might be structured. We are also seeking views on the extent to which the access network meets the needs of the public. The Hampshire Countryside Access Plan is the statutory Rights of Way Improvement Plan (ROWIP), as required by the Countryside and Rights of Way Act 2000.

If you are not already familiar with the CAP, it can be downloaded from www3.hants.gov.uk/countryside/access-plans.htm

A shorter survey for individual members of the public is also open for responses. The results from both surveys will be available later this year on the countryside access web pages www.hants.gov.uk/row

For more information contact row.notices@hants.gov.uk

The CAP was first published in 2008. The CAP addresses the provision of rights of way, access land, permissive paths and other public open space (the "access network") primarily for recreation and enjoyment, but also for utility purposes (getting from A to B). We would like to know what you think about the extent and/or quality of the access network provision in Hampshire, and whether the needs for that provision have changed since 2008.

Click on 'Next' to begin the Consultation.

How well do you think the access network as a whole (including rights of way, access land, permissive access, and other public open space) meets the needs of the public?

Very well 6 (8%) 28 (36%) 34 (44%) 6 (8%) 0 (0%) Very poorly

And is this any different to how things were in 2008?

The network is better now 14 (18%)
 It's much the same 46 (59%)
 It's worse now 16 (21%)

Please explain how things are different:

42 (54%)

Thinking about different users of the access network, how well do you think the following activities are provided for:

	Good provision	Meets reasonable needs	Improvement needed
Walking	44 (56%)	20 (26%)	11 (14%)
Cycling	12 (15%)	30 (38%)	33 (42%)
Horse-riding	13 (17%)	36 (46%)	24 (31%)
Vehicular (non-motorised)	8 (10%)	41 (53%)	17 (22%)
Vehicular (motorised)	15 (19%)	39 (50%)	9 (12%)
Specific needs (e.g. disabilities, families)	8 (10%)	28 (36%)	33 (42%)

Please use the box below to add further comments, to give specific examples of how you think improvements could be achieved, or to explain how needs may have changed over the last few years:

51 (65%)

And how good is the provision to or on different types of land:

	Good provision	Meets reasonable needs	Improvement needed
Near where people live - urban	18 (23%)	33 (42%)	17 (22%)
Near where people live - rural	24 (31%)	35 (45%)	16 (21%)
Woodland	16 (21%)	43 (55%)	16 (21%)
By water e.g. coast, river	14 (18%)	37 (47%)	17 (22%)
Farmland e.g. grazed, cropped	10 (13%)	44 (56%)	18 (23%)
Parks and recreation spaces	35 (45%)	34 (44%)	7 (9%)

Please use the box below to add further comments, to give specific examples of how you think improvements could be achieved, or to explain how needs may have changed over the last few years:

37 (47%)

The CAP 2008-2013 consists of a County Overview plus 7 area-specific plans. The County Overview identifies 8 main issues affecting access to the countryside. Since the Plan was first published, in addition to meeting statutory requirements, the HCC Countryside Access Team has focussed its work on addressing these issues. We would like to know if you think the main issues are still those previously identified, and how well you think our initiatives to address those issues have worked. More information about the 8 issues and how they might be addressed can be found in Section of 4 of the County Overview document.

What priority are the following issues today?

	High	Medium	Low	Not a priority
Condition of the Rights of Way Network	55 (71%)	14 (18%)	5 (6%)	1 (1%)
Getting to the countryside from urban areas	24 (31%)	31 (40%)	17 (22%)	5 (6%)
Using roads as part of the access network	16 (21%)	31 (40%)	20 (26%)	7 (9%)
Connectivity of routes	52 (67%)	16 (21%)	6 (8%)	1 (1%)
Impacts on land management	22 (28%)	37 (47%)	14 (18%)	2 (3%)
Information provision	25 (32%)	38 (49%)	10 (13%)	4 (5%)
Meeting the needs of all users	29 (37%)	34 (44%)	10 (13%)	3 (4%)
Integration with other countryside interests	22 (28%)	43 (55%)	8 (10%)	3 (4%)

If there any other issues of equal or greater priority, please explain below - or use the space to comment on the above 8 issues, for example work that your organisation is doing or planning to do:

35 (45%)

We have introduced, or are introducing, the following initiatives to help us manage the access network in a way that best addresses the needs of the public, and makes efficient use of available resources. We would like to know what others think of these initiatives - please tick the relevant boxes to indicate your awareness, involvement etc. Leave boxes blank where you are unaware of the initiative, or have no view.

	Am aware	Think effective	Do NOT support	Have used	Would promote
Small Grants Scheme - offers up to 50% funding for parish or landowner projects	44 (56%)	24 (31%)	1 (1%)	18 (23%)	30 (38%)
"Stiles to Gates" - pilot project with Ramblers, installing gates to improve accessibility	37 (47%)	27 (35%)	5 (6%)	6 (8%)	28 (36%)
Waymarking Scheme - supporting volunteers to replace waymarker discs	27 (35%)	23 (29%)	1 (1%)	6 (8%)	36 (46%)
Priority Guidelines - reported problems are allotted a priority based on the effect the problem has on the public	36 (46%)	19 (24%)	3 (4%)	9 (12%)	16 (21%)
Vegetation Cutting Programme - cutting seasonal overgrowth on nominated paths	37 (47%)	25 (32%)	2 (3%)	10 (13%)	20 (26%)
On-line problem reporting - using interactive mapping; we will soon be introducing a 'self-service' facility	34 (44%)	28 (36%)	0 (0%)	16 (21%)	29 (37%)
Design Standards - guidance on the creation of new access infrastructure	30 (38%)	12 (15%)	5 (6%)	6 (8%)	21 (27%)
Parish Reference Guide - source of information on access management and improvement	22 (28%)	17 (22%)	2 (3%)	4 (5%)	25 (32%)

Please use the space below to comment on the access management initiatives listed above, to suggest other ways of addressing the main issues for countryside access, and to tell us about any relevant work you are doing or considering:

41 (53%)

The CAP 2008-2013 uses landscape characteristics as the basis for defining the 7 area plans. We would like to know your views on how well this approach has worked, and whether a different Plan structure might enable more efficient ways of working. For example, the Plan could be structured to address issues at a county-wide strategic level, and at a locally important level.

How do you think the CAP should be structured?

Area-based, same areas (i.e. based on landscape characteristics)	32 (41%)
Area-based, different areas	10 (13%)
Hampshire-wide plan, based on strategic and locally important access	14 (18%)
Hampshire-wide plan, based on something else	2 (3%)
No particular view	16 (21%)
Something else	1 (1%)
Please describe: 1 (100%)	

Please give an example of how an area plan has worked, or would work, well:

22 (52%)

Please tell us more about your thoughts on how the CAP should be structured:

17 (63%)

Each area plan identifies the issues that are important to that area. Many of the issues are common to several plans. Please rank your top three issues in order of importance (1 = most important, etc) - please do not select more than one issue for each priority as multiple selections will have to be discarded.

	1	2	3
Shortage of routes between centres of population and the countryside	15 (19%)	6%4	(18%)
Need to use or cross busy roads to link up off-road routes	15 (19%)	17%14	(14%)
Insufficient information available that is easy to find and understand	9 (12%)	15%13	(13%)
High reliance on cars to get to the access network	6 (8%)	12%7	(22%)
Greater understanding of impacts of access for landowners is needed	13 (17%)	10%10	(10%)
More consideration for, and understanding of the needs of, others is needed, especially on shared use routes (e.g. path used by walkers, cyclists and horse-riders)	14 (18%)	19%17	(17%)
Insufficient or limited amount of access for higher rights (cyclists, horse-riders and carriage drivers)	13 (17%)	8%7	(9%)
Insufficient or limited off-road access for motorised vehicles	1 (1%)	3%4	(18%)
Physical accessibility, including path surfacing, should be improved	22 (28%)	15%5	(5%)
Access improvements should not adversely affect wildlife or heritage value	21 (27%)	10%5	(6%)
Insufficient access to coastal and other waterside areas	4 (5%)	13%10	(10%)
Other	6 (8%)	5%1	(1%)
Please specify other important issue:	9 (82%)		

The following information will help us to understand the range of organisations who have replied to the survey.

Please select the type of organisation you represent:

Local Access Forum	1 (1%)
Parish Council	35 (45%)
District/Borough/City Council	9 (12%)
Highway Authority (non-HCC)	1 (1%)
National Park Authority	1 (1%)
Government Body (NE, FC, EA, etc)	0 (0%)
User Group (Ramblers, BHS, CTC, TRF, etc)	10 (13%)
Land Management Organisation (NFU, CLA, etc)	0 (0%)
HCC Department	4 (5%)
Individual	10 (13%)
Other	7 (9%)
Please specify type of other organisation:	7 (100%)

What is the name of your organisation and/or department? 68 (87%)

Is your organisation able to work with us on locally important issues? Yes 63 (81%)
No 4 (5%)

Please give details of how we could work together:
53 (84%)

Has your organisation published any related plans or strategies that we should be aware of, or link to? Yes 33 (42%)
No 32 (41%)

Please give details of related plans or strategies:
32 (97%)

Please provide your contact details so that we can contact you for further information if necessary:
62 (79%)

Thank you for your participation in the survey.

The results of the survey will be published on our website, www.hants.gov.uk/row later this year, and we hope to publish a draft version of the revised Countryside Access Plan in early 2015.

The information you have provided will not be used for any other purpose and is subject to the terms and conditions of the Data Protection Act 1998.

Countryside Access Plan - your views matter

We are reviewing and updating our Countryside Access Plan (CAP) for Hampshire which was first published in 2008. We want to know what you think about public rights of way and access to the countryside, and how much the main issues may have changed since 2008.

The original Plan identifies 8 main issues across the county, along with our aims to address them. These are:

1. Condition of the Rights of Way network - aims include prioritising routes for repair, raising awareness of responsibilities, and using best practice maintenance methods
2. Getting to the countryside from urban areas - aims include providing, maintaining and promoting local routes and routes linking towns and rural areas
3. Using roads as part of the access network - aims include providing good alternatives to roads, and improving safety for non-motorised road users
4. Connectivity of routes - aims include identifying and securing new access that will provide high quality, useful missing links
5. Impacts on land management resulting from public access - aims include encouraging better understanding between parties, and minimising financial burdens of access management
6. Information provision - aims include ensuring information is well designed, placed and targeted
7. Meeting the needs of all users - aims include addressing limiting factors, improving physical accessibility, and encouraging wider participation
8. Joint working with other countryside interests - aims include encouraging wider involvement, and minimising any negative impacts of access improvements on wildlife or heritage interests

For more information contact the Access Team by email or telephone 01962 847354

The results of this survey will be available here later this year.

Please click 'Next' to start the survey.

We want to know if the main priorities for rights of way and access to the countryside have changed since the Hampshire Countryside Access Plan was published in 2008. Please tell us what priority you think each issue is now:

	High priority	Medium Priority	Low Priority	Not a priority
Condition of the Rights of Way Network	602 (69%)	196 (22%)	47 (5%)	11 (1%)
Getting to the countryside from urban areas	235 (27%)	331 (38%)	220 (25%)	68 (8%)
Using roads as part of the access network	137 (16%)	369 (42%)	295 (34%)	51 (6%)
Connectivity of routes	476 (54%)	294 (34%)	61 (7%)	26 (3%)
Impacts on land management	254 (29%)	431 (49%)	146 (17%)	15 (2%)
Information provision	278 (32%)	402 (46%)	142 (16%)	24 (3%)
Meeting the needs of all users	465 (53%)	273 (31%)	100 (11%)	25 (3%)
Joint working with other countryside interests	410 (47%)	352 (40%)	76 (9%)	13 (1%)

Please use the box below to comment on any of the identified issues, or tell us about another issue that is important to you:

291 (33%)

Some other issues are more important in particular areas. Thinking about where in Hampshire you live, or work, or have visited (your locality) how would you rate the following aspects of your use of rights of way or enjoyment of the countryside?

	It's good	It needs to be better	It doesn't affect me	Not sure
The provision of off-road cycling access	162 (19%)	376 (43%)	290 (33%)	26 (3%)
The provision of off-road equestrian access	94 (11%)	252 (29%)	476 (54%)	27 (3%)
The provision of off-road vehicular access	66 (8%)	125 (14%)	564 (64%)	93 (11%)
The provision of woodland access	361 (41%)	373 (43%)	69 (8%)	48 (5%)
The provision of access on farmland	218 (25%)	417 (48%)	119 (14%)	90 (10%)
The provision of access by water (e.g. coast or river)	179 (20%)	266 (30%)	312 (36%)	85 (10%)
The ability of the access network to meet specific needs (e.g. disability buggy, pushchair, partial sight)	64 (7%)	300 (34%)	400 (46%)	80 (9%)
Sharing paths with different types of users (e.g. walkers / cyclists / horse-riders)	218 (25%)	541 (62%)	40 (5%)	41 (5%)

If you answered 'it needs to be better' to Q3 - please explain how things could be made better? Or tell us more about the things that affect the way you access the countryside, and what you think should be included in Hampshire's Countryside Access Plan.

441 (50%)

Which District/Borough is your locality in?

Rushmoor	48 (5%)	Winchester	194 (22%)	Havant	34 (4%)
Hart	45 (5%)	East Hampshire	126 (14%)	Eastleigh	68 (8%)
Basingstoke & Dean	73 (8%)	Fareham	50 (6%)	New Forest	108 (12%)
Test Valley	112 (13%)	Gosport	17 (2%)		

And please tell us which parish or parishes you consider to be in your locality: 599 (68%)

Overall, how well does the access network in Hampshire (including linear routes and open spaces) currently meet your needs?

Very well	Reasonably well	Not sure	Not very well	Not at all
100 (11%)	523 (60%)	42 (5%)	162 (19%)	9 (1%)

How do you currently enjoy Hampshire's countryside?

On foot	711 (81%)
By bicycle	399 (46%)
With a horse or horses	214 (24%)
Using a vehicle	269 (31%)
None of the above	4 (0%)
Other - please tell us	26 (3%)
	26 (100%)

Please indicate which, if any, of the following apply to you:

Member of user group (e.g. Ramblers, CTC)	198 (23%)
Member of other interest group (e.g. RSPB)	113 (13%)
Own/manage land with public access	32 (4%)
Work for HCC Countryside Access Team	7 (1%)
	253 (29%)

Additional information e.g. name of group

Please tell us a bit more about yourself to help us ensure we get the views of a representative sample of people. This section is optional.

What age are you?

Under 17	5 (1%)
17 - 30	49 (6%)
31 - 50	376 (43%)
51 - 65	293 (33%)
66 +	141 (16%)

Do you consider yourself to have a limiting long term illness or condition, if so, how would you describe this?

None	686 (78%)
Mobility	50 (6%)
Seeing	4 (0%)
Hearing	13 (1%)
Learning	2 (0%)
Mental Health	6 (1%)
Other - please tell us	22 (3%)
	22 (100%)

Thank you - please click on the Submit button when you have completed the survey.



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