

Background Information

Appendix B: Analysis of Questionnaires

1. General User and Non User
2. Equestrians and Carriage Drivers
3. Landowners and Tenants
4. Town and Parish Councils

Appendix B: List of Town and Parish Councils who responded to the survey

Appendix C: Extract from LTP2 (2006 – 2011)

Prepared by:

Definitive Map Team
Corporate Policy and Strategy
East Riding of Yorkshire Council
County Hall
Beverley
HU17 9BA

**Welcome to the
Background Information
to the May 2008 Update
Rights of Way Improvement Plan
(ROWIP)
for the
East Riding of Yorkshire**

East Riding of Yorkshire Council will, on request, provide this document in Braille or large print.

If English is not your first language and you would like a translation of this document please telephone 01482 393939

Appendix A: Analysis of Questionnaires

1. General User and Non User

Note: where figures are shown as percentages and do not total 100% this may be due to some questions not being answered, multi-responses or rounding.

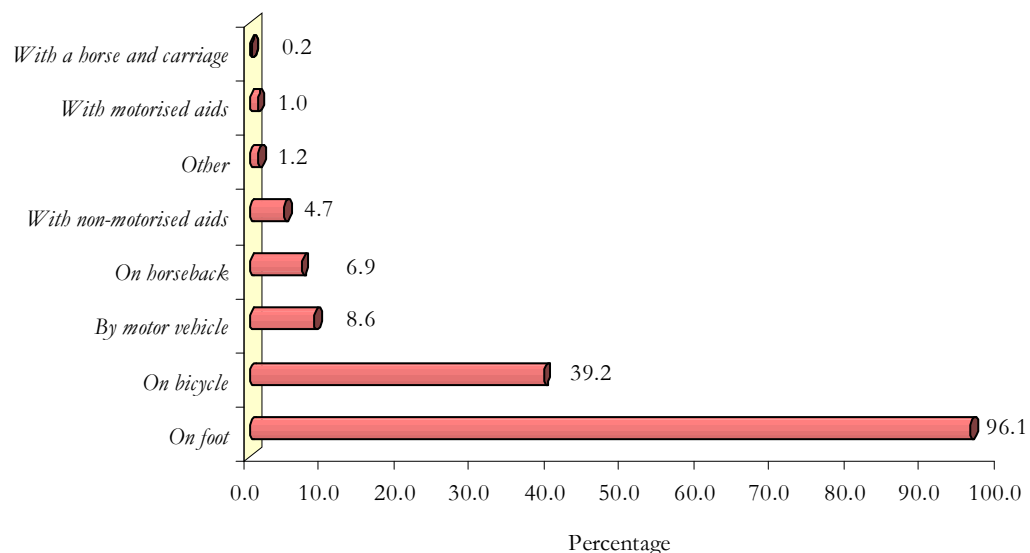
Q1 *Do you, or anyone in your household, use PROWs in the East Riding?*

	<i>Number</i>	<i>Percentage</i>
Yes	408	88.9
No	51	11.1

Q2 *How do you use the Public Rights of Way?*

	<i>Number</i>	<i>Percentage</i>
On foot	392	96.1
On a bicycle	160	39.2
By motor vehicle	35	8.6
On horseback	28	6.9
With non-motorised aids	19	4.7
Other	5	1.2
With motorised aids	4	1.0
With a horse and carriage	1	0.2

How do you use the Public Rights of Way?



Other comments included 'with a dog' and 'with a pushchair'.

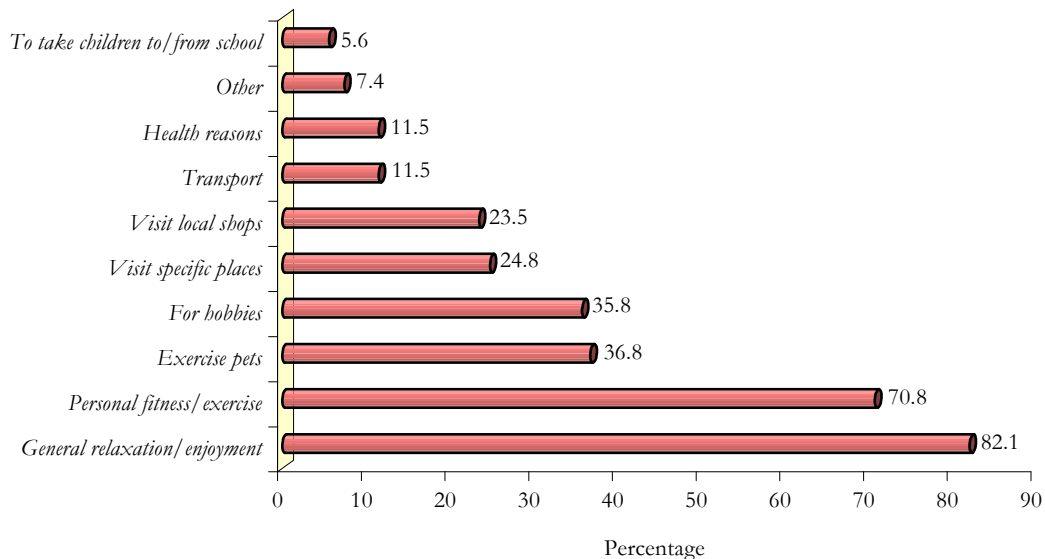
Q3 Which Public Rights of Way do you use?

	<i>Daily</i>		<i>Weekly</i>		<i>Monthly</i>		<i>Occasionally</i>	
	<i>Nr</i>	<i>%</i>	<i>Nr</i>	<i>%</i>	<i>Nr</i>	<i>%</i>	<i>Nr</i>	<i>%</i>
Footpaths	147	36	129	32	47	12	64	16
Bridleways	65	16	109	27	48	12	73	18
Cycleways/cycle tracks	20	5	52	13	31	8	65	16
Byways Open to All Traffic	17	4	27	7	29	7	57	14
Coastal footpaths	17	4	37	9	60	15	156	38
Open Access Land	16	4	42	10	44	11	111	27
Nature Reserves/Woodland	9	2	49	12	57	14	157	39

Q4 What do you use Public Rights of Way for?

	<i>Number</i>	<i>Percentage</i>
Relaxation/enjoyment	335	82.1
Personal fitness/exercise	289	70.8
Exercise pets	150	36.8
Hobbies (birdwatching etc.)	146	35.8
To visit specific places	101	24.8
To visit local shops	96	23.5
Transport (to/from work)	47	11.5
Health reasons	47	11.5
Other	30	7.4
To take children to school	23	5.6

What do you use Public Rights of Way for?

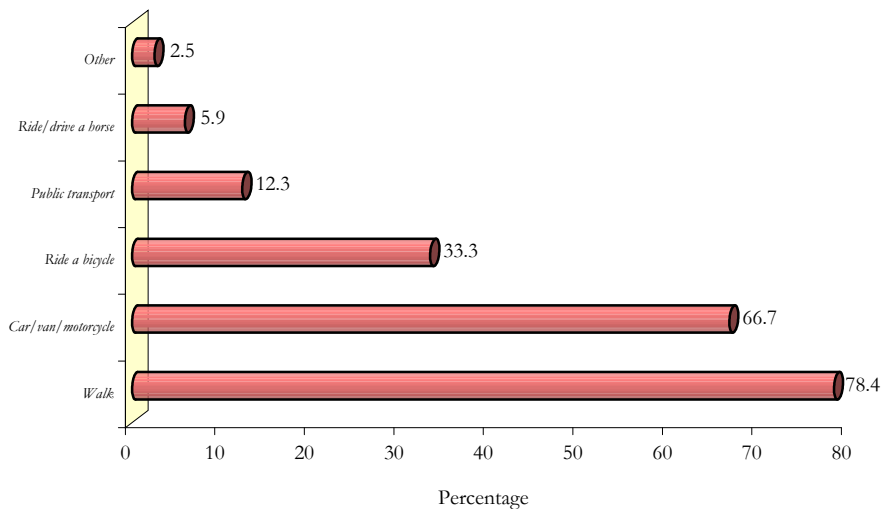


Other: comments included ‘fresh air for children without traffic danger’, use for access to fields in order to undertake role as an Agronomist’, ‘to relieve stress’, ‘seclusion’, ‘peace and quiet’ and ‘friendship’.

Q5 How do you usually reach the start of the Public Right of Way?

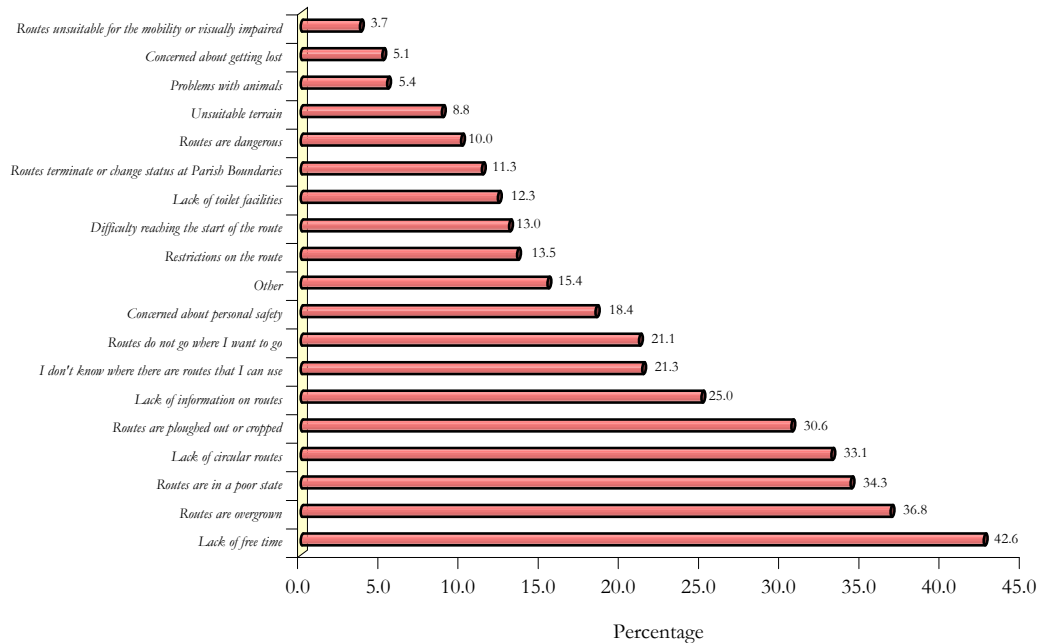
	<i>Number</i>	<i>Percentage</i>
Walk	320	78.4
Car/van/motorcycle	272	67.7
Ride a bicycle	136	33.3
Public Transport	50	12.3
Ride/drive a horse	24	5.9
Other	10	2.5

How do you usually reach the start of the Public Right of Way?


Q6 What prevents you using the Public Rights of Way network more frequently?

	<i>Number</i>	<i>Percentage</i>
Lack of free time	174	42.6
Routes are overgrown	150	36.8
Routes are in a poor state (e.g. litter, dog fouling)	140	34.3
Lack of circular routes	135	33.1
Routes are ploughed out or cropped	125	30.6
Lack of information on routes (e.g. maps/leaflets)	102	25.0
I don't know where there are routes that I can use	87	21.3
Routes do not go where I want to go	86	21.1
Concerned about personal safety	75	18.4
Other	63	15.4
Restrictions on the route	55	13.5
Difficulty in reaching the start of a route	53	13.0
Lack of toilet facilities	50	12.3
Routes terminate or change status at Parish boundary	46	11.3
Routes are dangerous (e.g. cross or along busy roads)	41	10.0
Unsuitable terrain (e.g. steep hills, uneven surfaces)	36	8.8
Problems with animals	22	5.4
Concerned about getting lost	21	5.1
Routes unsuitable for the mobility or visually impaired	15	3.7

What prevents you using the Public Rights of Way network more frequently?



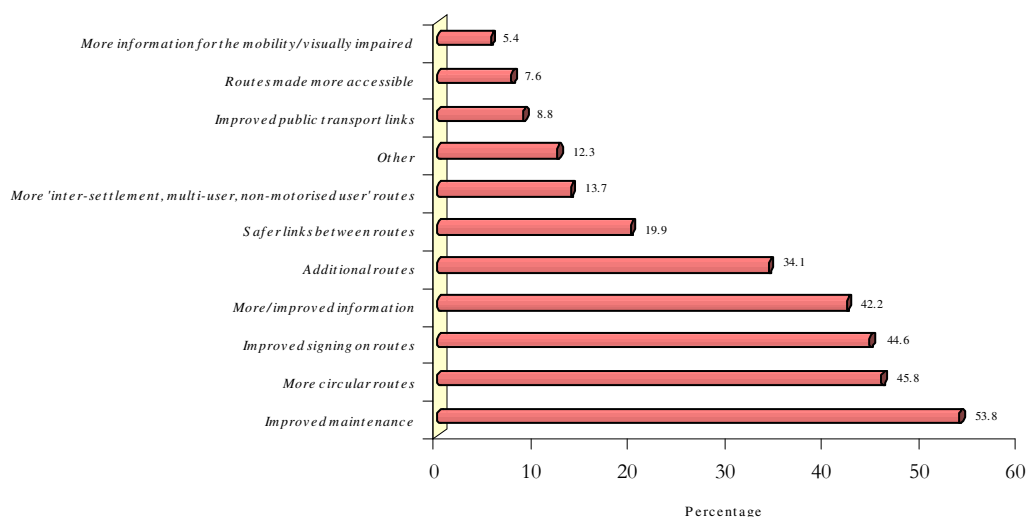
Other comments included: -

- difficult to find/follow – many signposts have been allowed to fall over
- no lighting so makes it difficult at night
- we use an all-terrain buggy so all routes not accessible
- 12000 miles – resident of Freemantle, Western Australia
- motorised vehicles churning up the paths
- small number of Byways Open to All Traffic in the East Riding
- routes closed illegally by landowners
- used by off-road motorbikes
- poor health
- shooting clubs at weekends, scares dogs/very noisy
- routes are overgrown/problems with animals (bulls)
- more disabled access please!
- routes very fragmented
- concern regarding safe area to park the car
- dirty and muddy in winter
- lack of safe cycle routes to get to start of routes
- fly tipping
- routes deliberately blocked by landowners
- unsuitable terrain – steep hills and uneven surfaces
- inadequate signing on long routes which means having to turn back
- the smaller number of rights compared with other Local Authority areas

Q7 What improvements would you like to see made to the PROW network?

	<i>Number</i>	<i>Percentage</i>
Improved maintenance	219	53.8
More circular routes	187	45.8
Improved signing of routes (e.g. distances, clarity)	182	44.6
More/improved information on the routes the public may use	172	42.2
Additional routes	139	34.1
Safer links between routes (e.g. cross or along busy roads)	81	19.9
More 'inter-settlement, multi-user, non-motorised user' routes	56	13.7
Other	50	12.3
Improved public transport links to the start and ends of the routes	36	8.8
Routes made more accessible for mobility or visually impaired (where possible)	31	7.6
More information on routes that are suitable for the mobility or visually impaired	22	5.4

What improvements would you like to see made to the PROW network?



Other comments included: -

- better policing of blocked, obstructed and difficult to use PROWs
- reduction of use by non-authorized vehicles on footpaths and bridleways
- integration of footpaths, bridleways and cycle tracks
- some routes need better drainage
- better safety – lower fences and hedges
- more motorised user routes
- improved maintenance
- divert cross field paths to field edge
- more ‘wheelchair user friendly’ routes and information
- signs to include points of interest on or along the routes
- more co-operation between landowners and users
- resolve outstanding ‘claimed routes’
- reduce dog fouling

Q8 *Finally, please tell us in your own words what would encourage you and your family to make more use of the Public Rights of Way network in the East Riding of Yorkshire.*

- I would like to see better maintenance of existing routes as a priority over creating new routes. If the Council is unwilling to provide the resources to adequately maintain existing routes then there is little point in creating more routes that need maintaining. I would like to see more prosecutions against landowners who deliberately block rights of way. A few high profile prosecutions can have a positive effect on all landowners. This has been proven by action taken by City of York Council.
- First, I would like to say I am the P3 co-coordinator for my parish - Watton where we have done a lot of physical works to improve the PROW and cut the grass etc three times a year. It would be good if the same standards of maintenance/signing could be extended across the East Riding. I think the ERYC's programme of publicity/guided walks etc should be increased as I am sure increasing use of PROW would help improve the health of the residents.
- I am a regular walker and use the network of Public Rights of Way. Would like more circular routes in the East Riding, as often as residents we think North Yorkshire walking is better in terms of landscape and attractions. Would definitely like to see more cycle routes that link safely to Bridleways. We have to use main roads, particularly from Beverley in order to access limited cycle ways. More should be made of safer routes to school/work and encouragement to use alternative means of transport. Walking The Riding is an excellent source of information. Additionally, I would feel happier walking some of the longer routes if I knew access through farms/similar was safe. I have been attacked by dogs, had obstacles in the way (barbed wire) and similar situations that put me off walking in more remote areas.
- Having more free time and knowing exactly where to go and what facilities were on route or at the beginning or end of routes (e.g. pubs, cafes, loos etc).



- I use local routes for walking my dogs. If I were to use other PROW I would travel by car and would need to be able to park - my mobility is limited but I do not use any mobility aids. Locally - if the routes were kept clear - overgrown grass cut more regularly - large tree trunks restricting access removed (the footpath marked no. 3 in Beeford has a large tree trunk cut in half placed across it which has only a small gap to get through). Generally in and around Beeford the ROW are generally useable.
- As a dog owning family we like to use the footpaths regularly, but find it frustrating to identify new route that are not clearly marked at junctions of fields for example. We do not want to trespass inadvertently. To help us explore more areas a pamphlet or small book clearly showing the routes of the footpaths would be great. The maps put on public display for new rights of way are fantastic, but non-portable. We would be willing to pay for a collection for certain areas. Some footpaths become impassable in summer due to vigorous plant growth. Currently our local footpaths are cleared once a year at the end of summer, therefore we lose use of them during the best time for walking. Twice a year would be preferable, or a mechanism to report trouble spots so a "rapid response" team could be called into action.
- Certainty when setting out that we'll be able to follow the route, without being hindered by absent signposts, seas of nettles etc.
- Better access and easier access to information about rights of way e.g. where they are, how long, difficulty etc.
- Could there please be a safe walking/cycling way between Kelleythorpe and Kirkburn to allow access to the Wolds and the vale of York from Driffield. If that is not feasible, there is a walking/cycling path between Driffield and Garton on the Wolds and then a country lane from Garton joining the A614 just outside Kirkburn. Could you please provide a safe path from this point into Kirkburn (through the dangerous road bent with curbs on either side)? It is only a stretch of a few hundred yards. Secondly there is a footpath from about Tophill Low nature reserve into Beverley but no continuous footpath between the reserve and Driffield. A continuous footpath between Driffield and Beverley would allow me to walk one way and then use public transport to get back.
- The Rights of Way currently depicted on OS maps do not necessarily indicate a viable route on the ground. There are problems in the East Riding where PROWs are blocked by crops and where inadequate enforcement action is taken against offenders. Tied gates, misleading notices, fences across paths and other disincentives to use are not uncommon. If policing and enforcement were improved, and complaints were promptly dealt with I would be more inclined to walk within the County. A well maintained, adequately signed and well-managed Rights of Way network is not only a health-giving asset to residents, but also an incentive to potential visitors to the area.
- Better signing, better maintenance i.e. Rights of way to be reinstated promptly (within the legal requirement) after being ploughed out. Legal action to be taken against offenders more promptly. Prompt action to be taken against landowners who illegally block rights of way.

- The connecting of some existing rights of way, which peter out at parish boundaries, so that there are more circular routes. The replacement of the footbridge on the Driffield - Wansford footpath which crosses the Main Drain at GR 045571. Its absence forces ramblers onto the busy, narrow main road. The creation of a cycle route crossing the River Hull at Brigham or Bethell's Bridge, allowing access to quiet country routes.
- A requirement for all dogs to be on leads.
- More information/publicity about routes.
- Too many public footpaths are now being used by youths on motorcycles, cutting up the surface of the paths.
- Improved direct cycle routes for commuting to work. (Wilberfoss to York).
- A bit more respect for Mountain Bikers from Walkers and Horse Riders and far more circular bridleway routes rather than 'road' routes which are dangerous. Why should a cyclist not be able to enjoy the more rural tracks?
- I live on my own - so safety comes into it. I'd like to know more details of where these routes are.
- Public Transport at both ends (or intermediate points) of any walk.
- I live alongside the old Withernsea rail track (at Station Road Burstwick). The track is in a very poor state of repair, compared with, say, the old Hornsea track. The access gates are vandalized by jobs on motorbikes. At weekends and at the end of the working day during the week, we are overwhelmed by the noise of illegal motorbikes ridden dangerously and (very often) by uninsured, underage children, usually with no helmets. The police very rarely patrol the track. There must be some way of erecting strong metal barriers onto the tracks which are negotiable by cyclists, horse riders, and walkers, but not by motorised vehicles. Farmers would, of course, need keys to the barriers.
- Just to know where they all are.
- If there was more lighting on the footpaths. I live on Butterfly Meadows and there is no lighting at all so I don't feel safe walking down them at night.
- Youth and better health!
- I use them 2 or 3 times everyday and appreciate what a fine facility we have on our doorstep.
- If the embankment on Garton Road/Willerby Square were better maintained, tidy and clean, I would use it. I also feel distances on signs would be very useful.
- Better access to/from them.
- If people would clear up their dogs mess.
- If they were safer and cleaner.

- Plenty of signs saying Public Right of Way as most people who do not live in the area may not know that they can't use or use area.
- I would like to see better integration of cycle paths, bridleways and footpaths. I would like to see thorns cleared up properly after hawthorn hedges have been trimmed, due to constant punctures which cost a fortune and can leave me stranded in the middle of nowhere- though I admit I don't know how this would be done efficiently. I would like dog walkers to be encouraged to use PROWs more responsibly - i.e. restrain their dogs in the presence of other users, and clear up after their mess. I would like less stiles and gates, especially in the Brantingham area, as they constantly interrupt a walk, run, or bike ride and appear to me totally unnecessary in fields which never contain livestock. I would use cycle paths rather than busy roads if they did not keep stopping at junctions- you have to stop and give way several times over the course of a journey which would be direct if taken on the parallel road.
- Better walking underfoot, as muddy paths don't encourage me to go out walking.
- More information that is easy to obtain.
- Short, circular routes, suitable for young children. More free time!
- More co-operation with landowners in the East Riding.
- More time.
- In my view the single most significant improvement would be an initiative to enable more routes to be classified as bridleways and thus usable by mountain bikes. During the original Definitive Map process many bridleways were reclassified from bridleways to footpaths, because mountain bikes hadn't been invented and horse riding was not as popular as it is now. Thus many bridleways were 'lost', even though their status as footpaths may not have been. This is particularly true of Enclosure (Act) roadways, some as wide as 30 feet, which now only have the status of footpaths! These and others would be ideal for mountain biking and horse riding, both sports with growing popularity, and ideal for the flatlands of the East Riding. An initiative to increase the availability of bridleways for riders of both sorts, with published maps showing circular routes would be a really exciting new initiative, and particularly encouraging of the younger age groups enjoying both sports.
- More information on where the network is. Suggested walks of varying lengths with maps available showing facilities e.g. toilets, rest stops etc. Better safety on routes in towns (i.e. lighting at night, lower hedges etc).
- Circular and routes with clear signing. But normal yellow arrows perhaps with a colour spot would often be enough (a small blob of paint). If the routes didn't disappear in the middle of a fields and ploughing and growing crops. If more money was spent on paths and signs.
- If more could be done to prevent motorcyclists and drivers of "off road" vehicles from using the footpaths. This is illegal, dangerous and causes damage to the path. Occasionally I come across paths that have been ploughed up or even cultivated.

- More free car parking places available at start of route with access to free public toilets at that location or on route.
- In most cases have to use busy main roads to get to the routes.
- We live in North Ferriby and use the foreshore paths to either old pond place and the land/routes that extend to Hessle or the paths through the river bank to Ferriby woods and cappa pass/Brough river ways on a regular basis, the fouling is bad and in the summer smells. Along the riverbank there is a lack of bins especially the paths in the woods and towards Brough. These areas have incredible history, info on the ancient history of Ferriby, the mud bank where the iron age boat works is sited etc would be lovely.
- Better information about routes, especially shorter, circular routes.
- More public transport- especially buses to the main attractions in the area e.g. Sledmere. Buses are very few and far between. Without a car many people are unable to visit many areas and only know their 'bit' of the East Riding e.g. parks, national trust properties and stately homes. I am a retired teacher aged 73, disabled due to kidney failure and arthritis but try to be as active as possible.
- I have been an ambassador for the Wolds Way. Beautiful scenery, remote yet close. Some great history and friendly warm people. Don't get too many trampling this gem!!!
- Some areas of the East Riding have very few footpaths marked on the OS maps. Some footpaths appear to end in the middle of nowhere. Paths are often very overgrown in summer. More links between different paths are needed, e.g. to avoid walking along main roads. Most East Riding villages off the main roads do not have buses at suitable times to start or finish a walk. A continuous path along the River Hull would be a benefit, particularly between Beverley and Driffield. Also continuation of the cycle/ footpath along the old Hull to Withernsea railway beyond Keyingham into Withernsea.
- More routes please, more signage along those routes, and an update of the new access routes. I would love to be able to buy a booklet, or decent map of all the routes available in the East Yorkshire area. Also a lot of the routes around me are edge of field, and can tend to be ploughed up by Farmers. Could more routes for bicycles be set? Meaning those with gates you can get bicycles through easily. I think a revamp of routes in the east riding area is needed. Along with easy access to the border area routes- i.e. when you are walking along the East Riding border with N Yorkshire.
- A balanced multi-use approach to suit all should be encouraged/permitted. Designated areas for e.g. off road motor cycling, mountain biking - which are not environmentally sensitive sites. Improved footpaths where too many regular visitors cause soil damage and erosion from "over walking". Closed periods for mountain bikes/motor vehicles during winter/wet weather to protect flora & soil structure. (Gated Access?) Improved information for a given right of way e.g. what flora/fauna is likely to be present. History of the rights of way etc. Parking facilities which do not obstruct the openings to rights of way and reducing them to Quagmires! Keeping motor homes/caravans off the green lanes, removal of litter and scrap.

- Improving the maintenance, on all of the routes.
- Part of Wolds Way near Market Weighton (access just off York road going out of Market Weighton towards York) is sometimes ploughed over, making ground very uneven and difficult to walk up. More circular routes would help.
- I get as much exercise as I want or need at present.
- Simply more of them.
- The bridleways that I have access to are frequently used by motorised vehicles, leaving ruts in the road, these dry out and often make the way dangerous for my horse to walk on. This leaves me struggling along the edges and encroaching on farmland. I would use more different ones if I had more information on where they are.
- More information about the routes.
- Warmer Weather.
- I use the network extensively from Preston (home) to Patrington, Paull, Humbleton, Burstwick (Rail track), Lelley, Sproatley. I enjoy all the walks in this area and since my retirement in the year 2000, I have a genuine recorded mileage of 8000+ miles. I find the farmers in the Preston and Lelley area very helpful. I take great pleasure from all my walking in these areas.
- Better information and sign posting.
- Better Signing. Better maintained paths and crossings. Make sure paths are not ploughed and sown.
- More availability of BOATs across the East Riding would allow greater use for the leisure and enjoyment of the countryside by off-road motorcycle.
- Although not part of this survey my main complaint is that the footpaths beside the roads around Market Weighton, are not designated for cycle use as are those around Molescroft. If they were so designated they would give safe access to a wide network of minor roads for cyclists. Market Weighton Town Council has supported this proposal but there has been no response from ERYC. The footpaths in question are: York road to Shiptonthorpe, Londesborough Road to A613 and Sancton Road to Sancton.
- Fewer Stiles and larger dog friendly gates.
- Publicity of routes (easy access to maps/info) particularly in the Internet when downloads could be available. Circular routes advertised. Routes from A to B not suitable usually because of lack of transport back to where car is parked or where a bus might be available. Varying lengths of routes/difficulty/etc for public to choose from.
- More circular routes, length 1-2 hours suitable for dog walking (need swing gates rather than stiles which can be difficult for some dogs). Better car parking facilities at route accesses. More interesting paths-especially through woodland. Preventative measures to stop vehicles churning up paths in the winter. Some become so muddy that they are impossible.

- Improved maintenance. Also I would like more information on public right of way, in form of leaflets, pamphlets etc, in and around Stamford Bridge.
- The weather.
- Would particularly like to see more cycle routes - not just made lanes on the main roads! Some of the local cycle routes are in a terrible condition. Surely something could be done to provide cycle paths between Beverley and Hull and Beverley and Skidby.
- I would like to know where the rights of way are. Maps and leaflets should be locally available and details should include any hazards or obstacles on the route. Better maintenance of the routes would encourage us to use them more especially where they quickly become overgrown with nettles etc. If the paths were clearly laid out it would mean people didn't accidentally stray onto farm or private land.
- We do make good use of PROW in East Yorkshire but it would be nice to see the vast amounts of rubbish that is deposited in the countryside collected on a more regular basis and also the strimming of paths brought back into the general maintenance regime. When I was ranger on the Heritage Coast paths were strimmed twice a year but this never seems to happen nowadays. Why couldn't people on Community Service be used to keep the PROW in some kind of acceptable order?
- We would use them more if they were looked after better.
- If public transport stopped near to footpaths it would encourage particularly the elderly to go by bus with their new passes.
- Shorter working day and shorter working week. Longer holidays. BST all year round, double summertime May - Oct. More circular routes to save using two cars.
- I would like to see more Bridleways linked together to enable off-road cycling. It is very difficult to plan rides that don't include roads and it is unsafe to lead a dog in such circumstances. Also I dislike road riding due to car drivers disregard for cyclists.
- More improved information so that we could know how and where to find them. Better signing and keeping paths etc. Up to date maintenance wise (especially in wet weather), Circular routes are a good idea, so that you can plan an hour's walk or half an hours walk.
- More circular routes locally.
- I would like to see public footpaths better maintained mainly in the summer as many we use for running get very overgrown. I would like to see a clean up and a more care awareness to poorly discarded barbed wire fencing. I would like to see the farmers and landowners being made aware, and held responsible for barbed wire, poorly discarded shotgun cartridges and scrap they leave around. They should be learning the country code! We need a cycle path on the A1079 from Pocklington to York!

- Clearer indications of where the public are allowed to go, and where they're not, more facilities along routes - litter bins, toilets etc., better surfaces so paths are walkable even when it's been raining heavily, less litter along routes.
- Better signage and access - I have often experienced footpaths that have crops growing across them and no sign to tell you exactly where the path goes. Plus more leaflets showing the routes. I still have some very old leaflets published by Humberside County Council which show all the rights of way in a given area - it is then easy to link these up yourself to come up with a circular route of whatever length you fancy. They show a range of circular routes in different colours with directions in text - excellent. I have used these a lot and they are now pretty scruffy and I've lost some over the years. East Riding should publish a new set covering the whole County and showing the new open access areas.
- If all the rights of way in the county were to be opened up. The biggest problem is when a farmer has ploughed them out.
- I'd use more public rights of way if they were better sign posted. I'd also make more use of the East Ridings Web site page for walks, however, it always appears to take ages to download the information. I'd also like to see more toilet facilities it's okay for men to pop behind a hedge not quite so easy for us ladies. I also sometime have difficulty in finding a decent place to park my car.... especially at Raywell lovely walks but lack of parking facilities.
- More free time.
- All weather routes if it were possible.
- Although the East Riding has many miles of footpaths, the majority of which are well maintained and well signposted there are still many that are marked on OS maps but are non-existent on the ground and as such can spoil a day's walking. It would be nice to see all paths well maintained and marked. It is also disappointing when a footpath stops abruptly at a parish boundary.
- Even walking surfaces for the majority of the year, less barriers to promote access for buggies, more publicity on where different rights of way are - perhaps the Council should spend more in conjunction with landowners to maintain paths etc with acceptable access (i.e. gates etc) so that landowners feel more positive about people using PROWs on their land because they will not incur costs or suffer damage if correct routes are adequately maintained by the Council.
- Greater advertisement of routes in my area (Pocklington).
- Even more information on routes and somewhere easy to park or good bus links to a pleasant circular walk with nice views of about 5 miles with probably a pub at the end of it! First starting using the w@lking the Riding information that we liked, and wish had more walks on it. We discovered Millington from this, which is almost perfect from our point of view, but wish it was closer to Driffield! We also appreciated the work that has been done to bridge over the muddy parts near the beck – this does make it easier and less dangerous and you don't then need such heavy-duty spats or walking boots.

- Clearer signs telling what is allowed on each route. More routes opened up. Cycle tracks from village to village.
- If the routes were safer and used more often by other walkers/cyclists.
- I/we use footpaths daily, and generally find them well marked and maintained. - It would improve things if you/we took a much harder line with those who do not clean up after their dogs have toileted. Heavy, regular and publicized fines would work (Where there are dog owners!). Consistently muddy sections had improved drainage.
- Visit your local beauty spots. To get healthy and fit.
- If the hedges were kept cut back and tidy, as well as the bushes etc. Also if there wasn't dog dirt on the footways.
- Litter bins on Rail Trail. Sigglesthorpe station - nature reserve in a very sorry state. Fencing around nature reserve, very bad workmanship. The orchid bed has been ruined!
- More publicity as to where they are...but I do like maps anyway! Accessibility in regard to car parking linked to paths in more out of the way spots. Linkage to points of interest - views, history, pub for lunch etc.
- I think the Public Right of Way is pretty good and find very few difficulties when out walking.
- Better maintained (overgrown in summer/wet in winter) our footpaths are cut maybe twice a year, which is not adequate. More circular routes/better signposts. Stop farmers ploughing the footpaths up.
- No gun clubs near footpaths.
- Less dog fouling-either provide more bins or make it unlawful. Stop motorbikes and cycles using paths. Improve information-history of the area, things to observe on route.
- Roads and lanes not ploughed up so much by users of motorbikes or tractors. Although I have my mobile on me, phone boxes and information areas could be of use.
- More spare time. Longer summer - Shorter winters.
- Toilet facilities, refreshment facilities and provide facilities for taking a rest.
- Better signing on routes, some routes are marked on the ground as bridleways but are BOATs and not marked as so. More information on Green lanes suitable for 4x4s when weather and ground conditions are suitable, to stop damage to other routes. Provide guides with Glass for East Riding. Some drainage on footpaths, very wet when walking dog out and about. Fair usage for all not anti 4x4 some of us are not mad damaging lanes.
- If I was aware of where the routes are.
- Availability of leaflets detailing circular walks.

- Some very busy roads don't have proper pavements, which make my family, and I feel unsafe, also cars/vehicles never seem to obey the speed limits. I would like to see more cycle routes marked out on roads. I think this would encourage more people to use the road network.
- The pathway down Boothferry Road used to be kept in good order. It is not overgrown on all the pathways and generally not kept in very good order. It used to be a nice walk. It is not anymore. The pathways could be kept in better order and not all overgrown as it is now. There should be more dog litterbins to encourage people to put dog waste in and not just leave it.
- Better maintenance and accessibility.
- Greater information on the walks. Currently use OS maps- can be a faff when a small card might do just as well. However, the biggest problem is lack of free time. More info on PROWs near hometown Cottingham would help walking on summer evenings, morning jog etc.
- Signposted more clearly, also the safety of female walkers is a major concern otherwise I'm happy with my walks.
- Maps and information on the terrain.
- Free car parking and toilets at beginning/end of pathway.
- Time and the weather.
- Stop vehicle use of bridleways. Better/clearer signage of Rights of Way. More circular routes.
- Better information regarding the location of these.
- Provision of seats in suitable places would be helpful to the infirm and elderly. Vandalism and litter are also a discouragement in some instances (although this seems to be a universal problem).
- I use the footpaths at the side of Bridlington Priory that runs from Priory walk (Hanover Grange) through to the side of the vicarage to the shops/pubs. It gets in a disgusting state with dog fouling. I have written to the Council and Bridlington Free Press to no avail. I think all dog fouling should be prohibited on public footpaths/pavements even if owners clean up the scent remains for other dogs. There should be fenced off designated areas for dogs. Please do something about dog fouling on footpaths, I had to dodge half a dozen heaps today and I am too old for this hassle.
- Knowing where they are, are pets allowed, how far (and to where) the route goes.
- We are lucky here at the moment in that the paths are well maintained and signed however farmers ploughing fields and not leaving the footpaths clear is very frustrating. We jog a lot and it would be lovely to be able to jog on footpaths instead of roads but they are just too uneven.
- Mainly increased knowledge of where routes are without having to buy ordnance survey maps and good weather.

- Restrictions placed on 4WD vehicles (as many as 14 at a time in convoy). Ruining a very nice lane i.e. Garton green lane A166. At times this is very dangerous for walkers.
- There needs to be more footpaths that allow for circular trips. Too many of them stop at parish boundaries (because when the Act came in the adjacent Parish didn't get their claim in). Appeals by landowners have been allowed far too often. There is a route between Roos and Burton Pidsea including a bridge (demolished during the war) which has been and is regularly used by people but was appealed against and just put on hold. It is a dead end because of being no bridge. I have a copy of a letter which the then Rector wrote to the Council in 1969 asking for the path to be reinstated and nothing has been done by you since then.
- Access via Ricketty Bridge made safer.
- I would like to be able to pick up a small plan of local routes from my customer service centre.
- Only improved health and fitness.
- Would like more circular walks or varying distance. Otherwise for those further a field (e.g. Wolds Way) we end up taking 2 cars to leave one at the end of a section. Enjoyed walks around Hutton Cranswick, have done some from website.
- Time and company restricts usage. Being female one has to be careful where to be but with family and friends I go all over and it's lovely to be able to wander, more people should do it!
- Better facilities and routes need to have dog bins to stop fouling and better maintenance needed.
- I would like to see a footpath along or near to Danes Dyke Flamborough. To adjoin the coastal footpath at each end. This would make a complete circular route and would be a classic 13 and half miles. I would like to see the footpath at Water Lane Flamborough to Danes Dyke made into a Bridleway. This would make a safe route for cycle riders to reach Bridlington without using the main road, which gets very busy during the holiday period. From Danes Dyke to Bridlington is a bridleway.
- I do not want to interfere too much with the right of way across the countryside and spoil the general feeling of being away from the rest of the world. Just keep discreet signage up to date and keep them clear of obstructions.
- Already make frequent use of PROW.
- Winning the lottery, being able to retire and more free time.
- More advertising of local networks.
- Improved maintenance e.g. duck boarding on muddy routes etc. More information on local walks - particularly circular ones. More cycle paths (off road).

- Free parking at Flamborough for permit holders and residents within E. Yorkshire.
- The provision of better car parking facilities at the beginning or end of routes, along with additional circular routes that do not entail walking along the Highway. Notification/signage at the beginning of a route that informs of stiles especially where this is combined with no access for dogs (on leads) near the stile.
- More free time. Up to date information on range of routes available.
- More seating for the elderly people to have a rest when walking out to the shops. Mostly in the Hedon main shopping area. Improved lighting and surfacing.
- One guide to all the PROWs for a particular area of East Yorkshire.
- More information about where we can go.
- Safe areas where we could take young children under the age of 5 years old. To have facilities like toilets along the routes, for paths to have clear signs and clear warning signs for things like water ahead (i.e. rivers, ponds) so we can keep our children away. I don't feel safe to take my children on my own if it is overgrown after what happened to the lady down south with her little boy and was stabbed in the neck.
- More routes. I believe we should have access comparable to Scotland or better i.e. access to all arable land.
- Free leaflets on walks available in local outlets. Use of permissive paths to create circular routes, or to link with other paths. Rest stops on long distance paths ensuring paths are clear and passable and properly signposted there is nothing more annoying than starting a walk only to find the path overgrown, blocked, or it disappears.
- Better disabled access and/or information within the East Riding of Yorkshire. Please!
- Generally the footpath systems are very good, in particular the coastal pathways. I'm surprised that cyclists in Bridlington are officially not permitted to ride along the sea front on the North Side, whilst on the South Side no such restrictions appears to exist. There is more than adequate width for safe use by both cyclists and pedestrians. I have always been under the apparent misapprehension that bicycles should be fitted with a warning bell.
- Used to maximum now.
- Better/more extensive cycle ways that provided complete links between towns and villages. More information on finger posts, i.e. directions to villages or places rather than just the basic uninformative 'public footpath'. Properly maintained footpaths in all parishes rather than the 1st rate paths in one parish that turn to cultivated land without clear paths in the next.
- More time to enjoy them.

- A less antagonistic attitude from landowners. Footpaths better maintained at the height of summer i.e. grass and undergrowth cutback during period of maximum growth. More continuity of footpaths i.e. many gaps between footpaths some of only little distance.
- A more consistent approach to the overall maintenance, provision of information and sensible route of paths throughout the county and not just in those parishes involved in the footpaths partnership scheme.
- I would use the Public Rights of Way network if there were more information about where we were able to go. I live in Driffield and have two dogs and I feel I am surrounded by all this beautiful countryside and yet have very little knowledge on where I can go.
- More publicised information.
- We don't need much more encouragement as since we got our dog 2 years ago we have been making excellent use of the public rights of way network. As I was originally from West Yorkshire (moorland and hill top aplenty) I have been enjoying the difference of walking across public rights of way in a flatter and more agricultural landscape. I am, however, unsure sometimes if I am actually trespassing as there is a lack of signage - there are some very well trodden paths but sometimes locked gates, I have always (hopefully correctly) assumed that the gates are to stop vehicular access and not pedestrians. As a dog walker I am keen to ensure that my dog leaves no waste where feet would land and I always carry poop bags, I do however leave his mess if he goes in the long grass or hedge row where no foot would fall. I do think that one significant improvement could be made to the footpath alongside the main road from Cowick to Snaith please widen the path and put in a cycle marked track. Bicyclists always ride on the footpath and this means that I often have to jump out of their way, sometimes they make me jump out of my skin when they ride up behind me quickly and don't have a bell!! Many thanks for the survey.
- Better information, maps issued with council tax bills, all public rights of way published in the East Riding News.
- Repair footpaths to get to them e.g. Bedale Road up hill down into Market Weighton etc.
- There should be more all-weather public rights of way around the towns. This would be better for mobility and visually impaired people and would deter people from leaving dog mess and litter if it was obvious that people were using them more. More litterbins would also be useful at the points where rights of way link onto the public footpaths. The all-weather routes would also be better for cyclists and families with pushchairs. I strongly believe that these pleasant walks around peoples towns make them feel more pride in where they live and this will be passed down to their children, etc.
- More info on routes e.g. a map of the routes open to the public and circular routes would be good for walks we do for pleasure. If you are on an under-used route on your own you do worry a bit about safety but hopefully if more people start using them this will be less of a problem.

- More information regarding routes, distances and access and on some routes improved access especially vegetation growth being checked. Also restriction on far as possible regarding cyclists and horse riders.
- Better/improved up keep of footpaths especially in areas prone to be excessively muddy underfoot.
- Although a lot has been done over the last few years there is still a lot to do to ensure that the existing rights of way are usable. Sadly many rights of way in the East Riding have been ploughed up over the years and have probably disappeared forever.
- All weather surface thus enabling us to use these pathways to walk to the Doctors, to link the village of Cowick and Snaith, and work towards an all weather ring pathway around Snaith so everybody old and young may enter at any point and exit at any point, without being covered in mud.
- If we had more time.
- Suitable routes in close proximity to where we live. A greater Right to Roam!
- More information on location of different routes and more information on routes themselves i.e. where they go to/how far they stretch etc. Occasional seating would help these with difficulty walking far.
- More signs on the routes so it's clear where they go and which route to take without having to use OS map.
- In Hook many gardens are not fenced off therefore a constant vigil has to be maintained to prevent our dogs entering gardens. They should (the residents) be fenced off. This is mainly on the riverbank of the house.
- I believe the use of fencing on Public Rights of Way will discourage people from walks in East Yorkshire.
- We tend to stick to the walks we are familiar with, which eventually becomes boring. So new information would be good. Also free time is rare, and these are many demands on it, but again improved routes with highlighted facilities would be appealing. Better weather!
- Rubbish/litter is still a great problem within the Town boundaries. We use Minster Way most days - Waste bins? Community Service Offenders? More seats or occasional benches would be appreciated greater awareness of where the rights of way are. Better weather.
- More information on different networks around the ERY. At present I am only aware of certain local footpaths and bridleways, which I currently use. Also circular walks would be appreciated for family walks at the weekends.
- Very well used at present, but an improved path network close to main centres of population, would encourage younger members of my family to walk. (Short distance dog walkers may become more confident and try routes in less handy areas).
- Maintaining health, fitness and pride in our lovely East Riding Countryside.

- I really enjoy getting out in the countryside and I think we ought to stop looking for lost rights of way, they were lost for reason nobody used them (in most cases the historic reason died out) and look for and encourage new ways with landowners and user co-operation. Few more carrots and less stick.
- More information, signs on routes and more circular routes. Anything that would make the walks and bike rides safer and more enjoyable.
- An improvement to the track surface of sustrans route 66 between Shepherd Lane and Wanless Farm (Beverley to Cottingham section).
- Some of the routes are a bit overgrown or very muddy in places i.e. 'The Hudson Way' has deteriorated over the years and the path is getting narrower.
- More policing of routes used by motorcycles. This can cause major problems for horse riders and ramblers who simply want to enjoy the peace and quiet of the countryside. This causes problems for landowners too who are being verbally abused when trying to stop motorcyclists.
- Knowing where they are, where they go and how to get back to start point etc. Type of terrain easy or difficult etc. Definitive maps showing Rights of Way. Write up with suggested walks shown in following categories Rights of Way with parking for cars etc, rest and picnic area(s) where possible, walks of significant interest i.e. history, architecture, scenic beauty, heritage etc. Walks leading in a circular direction and graded as follows suitable in terrain and distance for young people, suitable in terrain and distance for older people with limited physical conditions, suitable for fit and healthy people of all ages and suitable for disabled vehicles or wheel chairs where accompanied by helper. Walks of a local nature (e.g. to Hornsea or other specific areas) could be issued via the Council/ offices/library/tourist etc say charged @ 5p per map. Part could hold sponsorship details and perhaps lead to a booklet entitled "Walks in the E. Riding" at a low cost to encourage use of PROW.
- Improved signs at the beginning of each route. Improved drainage so routes can be used all year round. Litterbins and dog waste bins at regular intervals. Circular walks.
- We live right on the main road and the amount of traffic that uses these roads are increasing and they don't stick to the speed limit at all, if the motorway is closed this increases even more with heavy goods wagons breaking speed limit it's too dangerous to cross these roads - we have seen 7 accidents of people trying to cross the roads here. We need more speed limit signs up along the road and those signs that flash when someone is doing more than the speed limit. You recently put cycles lanes along the bridges these are still not safe we still have wagons and dock workers and cars cutting into these lanes – sorry but until I see it safe to use these me and my family will carry on using the paths.
- All stiles to be as well designed as that on situated on the Mount Airey (S.Cave) walk from their private road to the village below across the fields. Excellent. A very poor example is the stile from Spout Hill Brantingham across the field to the church. Dogs have to be physically lifted over which needs two people!

- Circular routes. More bridleways (for mountain biking). Better maintenance.
- I believe that stricter controls need to be in place to prevent Rights of Way being used by horses, which turn the surface into mud, particularly in the winter. They also are a danger on narrow rights of way e.g. there have been occasions when I have found it very difficult to use the path from Priors Road Cottingham leading to a public bridleway at the rear of Kingston Road Willerby and emerging due to the Willerby Road Municipal Golf Club. There are stables nearby who use the public right of way to exercise horses.
- More publicity about them what is available - routes, amenities etc.
- There are certain footpaths and other Rights Way, which are quite heavily used by dog walkers. We would use these paths more frequently if some dog owners were more responsible in keeping dogs under control.
- It is as a family when they visit that paths are used and only by me on my own. So really in this section I have no real view.
- More information available (maps and leaflets). Better maintenance and drainage over fields.
- Publicise routes to families. Information leaflets required and to be readily available. Routes from different locations, villages, towns required - becoming unknown. Consider offering small leaflet holders in post offices, with a different walks available.
- In particular access directly onto a Public Right of Way from Little Weighton where we live making it capable of being used by a pushchair. Such a route would be used daily.
- I would like to see a map of routes in the area, perhaps available as a PDF through the ERYC website. Where I live in Patrington there are a number of farm tracks and also the old railway line that could be used to create circular routes, which are currently lacking.
- Motorcyclists riding on footpaths and bridleways destroying peace and quiet and the safety which should obtain in the East Ridings countryside, as well as damaging the surfaces of the tracks and endangering walkers, dogs and horses. Gates installed on e.g. Minster Way and elsewhere are little good - bikes can get through! Bird-shooting machines placed near PROW without warning can frighten and intimidate walkers who don't know they're there or cannot judge timing between the loud bangs.
- I have a life style that permits me to use. The restrictions are not within any control -time and climate!
- More designated routes that link footpaths, villages e.g. Path along River Derwent in Bubwith ends at the parish boundary this is nonsense. Greater efforts to keep motorbikes off ROWs. Greatest deterrence is poor signing and poor maintenance, very badly overgrown routes make walking exceedingly unpleasant, especially if a path is badly overgrown with nettles/brambles. PROWs are exactly that and the contempt they are treated with by some landowners whose land they cross is not acceptable.

- Pathways cleared or gravelled to allow all users all year usage. There are lots of times (even in winter) when you would like to use the pathways but because they are in a poor condition, you don't feel like walking/trudging in mud. I also think more litter bins/patrols and stiffer penalties would encourage people to use the paths, who normally would be cautious to walk alone etc.
- If the lane and walkways were cleaner.
- I use them as much as I want or need to, and can see no major improvements that would encourage or enable me to use them any more.
- Additional time and feeling safer.
- More bridleways.
- New pair of legs would be very nice!
- The roads are very dangerous. All of my family would love to cycle far more if there was a huge improvement i.e. safe cycle ways. It would be nice to use our cars much less. Bridlington seem to have miles of hardly used footpaths that could be converted to cycle ways. Compared to Berkshire and York where we have lived before this area does not seem to encourage cyclists.
- As stated more bridleway routes - we have hardly any circular routes in areas where there is a huge horse population. Most routes start off as bridleways and then have a stile or gate that we cannot open. Some routes become footpaths suddenly. We don't want to have to ride horses on the roads but we have no option if the council won't provide us with bridleways. Routes from village to village would ensure we left our cars at home and saved the 'ozone layer'.
- Leaflets on local routes. Found out most by word of mouth. Because of use of motorbikes and stolen vehicles a lot of or rides have been blocked and we can't get the horses through.
- My only problem is the lack of time or other demands on my time that means that I cannot walk the paths as often as I would like.
- Improved maintenance by which I mean monthly checks on the footpath and bridleway. Problems are constant with seasonal litter louts, broken glass, empty cans etc: also by overgrowth and loss of sight of the paths due to farmers ploughing. Constant checks would help.
- I am a keen horse rider but for such a rural area I find bridleways few and far between. We stable in Woodmansey and have to either take the trailer and car to bridleways or negotiate very busy roads. More bridleways that take riders off roads would improve safety greatly. Also more info on existing routes would be really useful. The British Horse Society (bhs) had local representatives and groups that would be worth liaising with to improve local facilities for riders. Re: using footpaths to walk the dog. Some get very muddy and the surface breaks down and is not maintained. However the choice and variety of footpaths in EY is second to none and we really enjoy using them to walk the dog.

- I would like to cycle to work in Beverley but feel unable to use the main link - Hull Road due to traffic. The cycle route recommended - Long Lane is not good - cars go fast and there is nowhere to go off the road. Also as a woman it feels a bit lonely. If some of the paths could be designated alongside Hull Road for cycle use it would help. Also I'm not sure about the route through the fields from Wawne to Beverley whether it is a designated route or not? I must say that compared to Hull the lack of cycle paths in EY is noticeable - the only decent ones are the old railways lines, which are excellent, but no good for day-to-day use such as getting to work.
- As a daily horse rider in the area of Wilfholme (where my horse is kept) there is a network of bridleways, but not all are accessible to horse riders due to obstacles such as a narrow footbridge to cross, which is of wooden construction). Therefore when wet is extremely slippery and the horses will not go across it (very sensible). The bridge is too narrow for big horses to cross, and even if you dismount it is too narrow to lead the horse across, therefore making what would be a very pleasant ride inaccessible to horse riders. This is a designated bridleway! What a shame the bridge is only wide enough for walkers and not horse riders. A wider bridge with some sort of non-slip surface would be great.
- We find that the routes we wish to use are usually over grown, for our local path we have to ring each year to ask for it to be cut back, no one comes until autumn which is not very good for people wanting to walk in the nice summer weather.
- A clearly defined network of footpaths free from interference by farmers and selfish tenants. The availability of maps and leaflets, drawing attention to walks and sites of local interest.
- Better maintained, going around instead of through farmyards, more toilet facilities, and better public transport to and around the rural areas.
- I don't need to be encouraged to use public rights of way. They are there to be used and I find they are a free way of exercise, hobby etc.
- I have arthritis. Very rough ground is painful - ploughed up paths are a no-no. Suggests circular routes as you start a walk.
- I rely on my son to push me in my wheelchair, anything which would improve access e.g. relatively even surfaces and information would help me.
- I will always use PROW in whatever form you provide. However unless this is a paper exercise, please give what is practical and what people want/need to enhance the system.
- Footpaths we could walk on without having to take the car. Currently we can walk to the Hudson Way or on the road.
- Clearly marked, safe routes.
- Reviving walks leaflets - originally issued by Humberside CC. More aggressive approach to farmers who repeatedly plough up paths. Stop encroachment!



- More information i.e. directory of available routes with a map. Also more free time.
- Routes are well marked and cleared of overgrown weeds, need more circular routes.
- Better maintenance, re-instatement of footpaths crossing fields after ploughing, etc, footpaths along field edges need to be of sufficient width to walk comfortably, hedges adjoining footpaths need to be kept trimmed. Better surfacing for cycling on e.g. Hudson Way (the Hull-Hornsea trail is very good). More off-road paths for cycling - many "footpaths" would be suitable but cannot be used by cyclists, e.g. Banks of River Hull, Welton to Wauldby Manor. Eliminate the "gaps" in bridleways, e.g. around Woodhouse Farm.
- Clarifying who can use the routes and by preventing unlawful use of the routes. For example the use of motorcycles on bridleways and footpaths.
- More paths and better maintenance of existing paths and particularly bridleways.
- If something were done about the deep ruts and mud caused often by horse riders and vehicles.
- Living in a rural area (Cherry Burton) we have always been disappointed at the restricted areas for walking in the local countryside. Busy roads and arable farming limit the number of safe routes around the village. We would like to have routes linking into the wider network of footpaths and providing safe walking routes to neighbouring villages.
- Many of the existing footpaths/cycle ways require some (or a lot) of roadwork. There is usually no provision for bikes and walkers must try to walk on rough grass verges. Please construct separate bike/walk ways alongside roads - as in Holland etc. Cycling or Walking alongside of the road traffic is frightening and dangerous.
- Some footpaths are overgrown with nettles, branches etc others are ploughed up before constant use flattens them. On the railway/bicycle tracks like the Hudson Way the route is too narrow for 2 bicycles and quite dangerous to balance in some places (again nettles and branches are a problem especially when wearing shorts!) There should also be more cycle tracks alongside busy roads (try coming from Bishop Burton to Beverley crossing the roundabout - it can take 20 minutes).
- I am concerned that current paths, which are a fantastic asset but are not maintained well enough e.g. some bridle paths are almost too narrow to walk down because of overgrowth of blackthorn brambles etc. Farmers destroy bridle paths leaving deep tractor ruts (these are not 4x4 and m/cycle drivers). More circular routes are needed and "dead-end" paths should be extended. Dogs at farms that attack is discouraging e.g. Mount Airey Farm at South Cave. The maintenance (mowing) should occur more often - sometimes nettles are higher than small children. Wearing shorts leaves you with incredible nettle rash.



- Encouraging wildlife interest for users on existing routes, including wild plants. Too much stripping of vegetation, strimming of hedges or artificial surfacing makes paths uninteresting to walk on and also impoverishes the footpaths as wildlife habitat.
- Information maps on walks in parishes. Available on the website. Local area maps on village notice boards showing the walks available in the particular village.
- I have used and enjoyed public rights of way in the East Riding and many other parts of the country for many decades and hope to be able to continue to do so.
- From weekly experience our group of walkers find that a lot of signposting has been damaged and not replaced or simply removed by farmers? making depicted walks difficult to follow. On some occasions pathways previously signposted have been deliberately blocked off/fenced across to prevent access therefore making a depicted circular walk impossible to complete. This applies to some of the circular walks researched and listed on the East Riding Walks website. We also find that some pathways that are shown on maps cut across fields have been ploughed over virtually blocking off the route off to walkers following a depicted route. This means that walkers have to find their own way across the field (possibly causing undue damage to crops) or take some lengthy alternative route around it. A similar situation occurs when pathways along field edges are ploughed so tight up to the edge that walking without damage is virtually impossible. Walkers are inherently people who appreciate the countryside and would not intentionally wish to cause any damage or inconvenience to landowners. Surely with co-operation all round it would benefit both parties to keep pathways clear and well signed. There are often occasions when walkers could pass helpful information on to landowners if noted en-route.
- Paths linking Open Access Areas to path and road network. More stiles/gates over field boundaries in Access Areas.
- Maybe some nice open paths for family/dog walks (i.e. not too severe/extreme), but leave things similar to how they are now, mainly making the effort to raise public awareness over how paths can be used (by signs/promotion etc) Ramblers, cyclists, equestrians, and vehicle users can all co-exist. Leave some tracks overgrown or unsurfaced, its the thing 4x4/bike users enjoy, leave some tracks open and muddy, ramblers seem to enjoy that, in all, help all of us countryside users to co exist, and peaceably continue enjoying our hobbies. Thanks for listening.
- Personally I would like to see more BOATs, i.e. routes that are open to motorised vehicles. Off road driving is a hobby, which my family and I enjoy together with several friends. We carryout this hobby with respect to both the environment and other users. I certainly would not wish all routes to be open to motorised vehicles, as it would detract from the enjoyment of others who wish to "get away from it all" and enjoy a peaceful day in the country. However I do feel that open access should be available to all who wish to participate as long as they do so in a responsible manner.
- A better signing of the rights of way and improved maintenance.

- In addition to the boxes ticked, descriptive boards en route giving flora and fauna information that may be observed and perhaps the background to the origin of the byway and footpaths.
- A clear notice at both ends of each right of way describing what its designated state means. I run, cycle and use my car on rights of way. Due to poor public knowledge I sometimes feel demonised for doing something perfectly legal both on the bike and in the car. I think clearer signs depicting use would help to clarify this and stop ill informed individuals forming the wrong opinion.
- We would like to know about the public rights of way. We often take a friends dog for a walk but don't know where to go. We would like to be able to do a variety of different walks from Cherry Burton.
- More access to closed routes, the more remote the better if I'm using my Landrover so as not to cause conflict with other users, as has been in the past. I walk also in and around lots of green lanes and find that many have been closed by undergrowth etc although I have organized lane clearing days with like minded 4x4 users, although we only receive bad press usually, we want the lanes open for everyone. Open more lanes to motorised users and reduce the impact on the currently overused ones.
- An increase in and improvement to cycle ways without destroying the natural setting, which is one of the main reasons for using them. For example the use of fine gravel or grit on a firm sub-base free of potholes, particularly in a rural setting, rather than the tarmac lanes used in town and cities.
- A friendly open use of countryside with information for all users to know who/what they will find on tracks/paths, and indication of difficulty.
- Better sign posting, more mowing and clearing, farmers sued for ploughing and cropping.
- To use the public rights of way more there could be more interesting sites to see and knowledge of where they are.
- Used daily. Motorbikes sometimes spoil the route along the River Hull from Weel to Hull and four wheel drive vehicles using the path and therefore making large ruts and a slippery muddy surface. This has been reported to the local council and the environment agency.
- To safely and with consideration to the environment and local residents, be able to enjoy the variety of the great outdoors.
- Right of way should be open to all ages and abilities, so the whole family and friends can use them safely, without having to keep track of safety issues.
- Well-defined, interesting routes within the county would encourage us with a readily available map for walking and off-road 4x4 access.
- I would like to see more cycle paths that are separated from the main roads which finish at a safe and logical place e.g. if I want to cycle from Beverley to Cottingham the cycle way from Beverley finishes near Morrisons and restarts near Skidby. The section from Morrisons to Skidby is along the main road.

- Often walk along Hudson Way. Steps either side of Malton Road is very difficult for bicycles. A bridge over the main road would enable easier use. No footpaths on Etton-Cherry Burton road linking to Hudson Way. 60mph cars endanger walkers. Better signposting and leafleting would encourage use by local people. Why not take the information in to local schools? Pester power is an effective form of communications, if annoying at times.
- Non adopted road - carr Willerby gated and locked Willerby link gated but unsecured Hull/Wold Road allowing access by motor vehicles and consequent fly tipping and abandoned burnt out vehicles with overgrown, polluted open drainage ditch. Infested with rats that have been seen in nearby gardens.
- There should be planned extension of existing routes to make more varied walks/rides possible, away from traffic.
- A clean up of the areas e.g. dog fouling, rubbish, graffiti. Better policing of bye-laws to prevent antisocial behaviour of persons who flagrantly disregard laws concerning, dog fouling, litter, unauthorised use of footpaths by motors and powered cycles, and areas where no dogs are permitted e.g. nature reserves. Maintenance of paths.
- Quite simply - safer access. There are no rights of way accessible directly from the village, and the roads that have to be used have no footpaths so traffic passing is a real hazard. Agile dog walkers can leap to safety on the grass verges but not parents with young children/pushchairs etc!
- ERYC do not have a footpath cutting policy...90% of P.Footpaths are never walk able. Farmers use them and make deep ruts. More linked or circular walks. Less stupid signs. Loop path? See the 'loop sign' never see another.
- Knowing what is available in my local area and where the routes are (Seaton Ross), is there a website? I often find that routes are unclear particularly on farmland - often feel as though I am trespassing!
- Whilst the Council's "walking the riding" is excellent for those who have Internet access there are many people who have no computer even in 2006. I believe it is time for the re-introduction of small information packs such as those published by former Humberside County Council. Any weekend walkers can be seen using the old cards. Bring them back and then we shall truly have "access for all". I should also like to see more circular "parish" walks so that less able people can enjoy a stroll without having to walk far from home. New rights of way needed to join with land locked open access areas.
- We used to have a circular bus. Via bus station, to West Hill to Eastern Road to Quay Road. Now I have to have 4 buses to get to the cemetery from West Hill. West Hill to town. Then the bus to Bempton Lane or Watson Avenue and repeat these buses to get back home.
- I use the rights of way network for both hiking and 4x4 off road driving. I believe that the ROW can be utilised by all demographic groups (walkers, cyclists etc.) without difficulty. I believe that improved maintenance is the way forward and that 4x4 groups should be utilised more in this respect.

- Cleaner environment reduced fly tipping (in Cottingham).
- Clear information about where public rights of way are. Confusion regarding farmer's paths especially after the foot and mouth scare - signs vanished e.g. North Lane Welwick. More paths - area around Welwick seems to be a blank - have to use roads or riverbank. Found useful leaflets when visiting Bridlington Info but Withernsea area = bad walking. Former railway line great but gets confusing around Keyingham and Burstwick and many people don't know where is the Patrington starting point. I would use PROW several times a week but there aren't any! Walk on road. Concerned about personal safety in Ottringham Railway section due to walking alone not much you can do. Concerned about getting lost around Burstwick/fishery lakes. Problems with animals - signs warning of bulls in field.
- Keeping paths open and of a well maintained standard. More circular, shorter routes for evening ambles.
- Occasionally paths are overgrown. In general I have found the information on the ER website very helpful, have recently followed walks that have not done for years. As keen walkers, we use footpaths regularly although spend a greater time in N Yorks more spectacular scenery! Footpaths often get overgrown with nettles etc in summer, if they could be cleared/cut it would make easier walking. Also bikes can be a nuisance. More free time! Clarity of signs, well-maintained footpaths - but don't advertise too widely - too many folks would spoil it! We already use footpaths and appreciate the improvements that have been made in East Yorkshire over the last years. Keep up the good work!
- I think that the Public Rights of Way is fine as it shows every walk. I would be encouraged to take more walks if there were better information as to where you can go etc.
- Reclaiming the footpaths from crops and vegetation, uneven surfaces, for example where there is set aside or crops growing and being able to pass without obstruction.
- If more would stay open for the use of greenlaning.
- Being made felt welcome.
- We used the Public Rights of Way more when my husband was fit and well, now he is disabled we can only use very limited routes that we know of. We are in our sixties and do not drive. We used to walk along the cliffs but that is now out of the question. My husband has a mobility scooter but he can only ride on fairly even ground. We think everything should be done to encourage people to use our rights to enjoy our country safely.
- Access to open access land, better maintenance of existing paths. Lower styles or improved gates to allow elderly ramblers easier mobility. Cut grass and weeds on paths more frequently.
- A comprehensive leaflet outlining all of the PROW network together with the attractions of each route. Like many people I believe I live in the area but know very little of some of its attractions in this particular field.

- There is no public footpath in Cherry Burton there are no pavements except on main roads. The cycle path to Beverley is a disgrace. Our experience of Hudson Way suggests that maintenance should be your priorities and maybe that would encourage greater use! Compared to the large city (Sheffield) where we lived in the suburbs - it is a joke round here for access.
- Better access for the less able or new access for the less able. When a person is fit and healthy no thought is given to walking ploughed fields, climbing styles and pushing through undergrowth - I used to enjoy it and experience the countryside -now I arrive by car and use a wheelchair that restricts the distance because paths peter out after a few hundred yards.
- The only real problem is during wet weather when the large ruts made by farm machinery are full with water. It is usually deeper than walking boots and the choice is to turn back or try to go round it by going well off the official paths. This is mainly around Hornsea mere, which we use most frequently.
- I already use it whenever I have free time to enjoy walking and riding. As I have already said, planning and walking/riding your route would be much easier if you could rely on all the paths on the map actually being there when you get there. I know this would be a tremendous task and don't want to be over critical but most paths that do exist are well signed and well maintained, and I have enjoyed many happy hours on them. Thank You!
- A greater number of PROW or permissive footpaths within the area of Market Weighton.
- Make open access areas more accessible through signed footpaths. Keeping footpaths open throughout their entirety (too many trails are blocked at some point along the route (e.g. ploughed/cropped/obstacles/overgrown etc). The integrity of mapped PROWs to be maintained and acknowledged at all time and not compromised by local councils (e.g. Elloughton FP4).
- More green-lanes. All motorised rights of way included on the definitive map and toilets that are open, not closed/knocked down.
- A booklet would be nice that the public can purchase at a reasonable cost £5? With clear maps and perhaps a little bit of information about landmarks or little known facts about the area. Perhaps stop off points such as cafes or public houses on the route with opening times. Or pop all the information on the website in easily printable pages.
- Personally as a Senior Citizen I think we need more done to encourage younger people to use facilities but more thought is needed when planning improvements for example we have a park and skateboard area but no facilities for parents/children and youths to get refreshments or toilets to use within the area and the small motorbike menace on the pathways/grass areas are a danger to everyone using them. If more facilities are provided for youths/parents etc then surely this will make safer environment for us older generation. I'm not saying spend money willy nilly but encourage the youths to fund raise and help pay for what they need including a decent facility that could be used by all of Withernsea for indoors. Not everyone wants or can walk for miles.

- When cycle routes are along the sides of roads they continue and go somewhere. They often have glass on in certain areas and some have many potholes (not talking about tracks).
- More safer routes for taking children on cycles, walking. More circular routes that do not involve too much road walking.
- More PROW around Driffield e.g. along canal more long distance paths in ER I have already walked the Wolds Way.
- More information on the on the available network of routes close to each town or village in the East Riding together with distances etc. Perhaps these could be delivered to individual households in each area.
- Why not publish in East Riding News each month, four suggested routes of the months, each route being a circular and of variable distances to suit the fitness of participants. These should cover different areas of the East Riding.
- Real Progress has been made in improving the PROW network in the East Riding in the past 20-30 years. Some landowners do not reinstate cross field paths, so that these paths are almost impossible to walk in winter because of the mud, or in summer because of crops. Progress in investigating problem paths (e.g. Crabley Creek) or missing links at Parish Boundaries where links almost certainly existed. For the visually impaired and mobility impaired some paths with good surfaces and few barriers such as a stile could be identified for their use.
- Needs better maintenance and more interlinking to allow variation of jaunts.
- More circular routes for horses. Better maintenance and prohibition of 4-wheel drive vehicles, motorbikes etc. these create deep ruts and make it unsafe for horses to use the routes except at a slow walk.
- Would it be possible to look into the route from Rotsea (Cranswick) across the River Hull to Hempholme, Burshill finally to Brandesburton for the use of cyclists only? Thank you.
- More access to ROW so that children and grandchildren can enjoy the fresh air and freedom away from diesel and other fumes of the Highway, and all the dangers thereof and enjoy our wonderful countryside and wildlife. Also to make the family more aware of the benefits of exercise for a healthier lifestyle to prevent health problems in later life.
- Better maintenance of routes, cut down view restricting trees nettles weeds etc, clear village to town walk/cycle routes.
- More PROW 'circular routes' in Cherry Burton Parish. If the current network was maintained more often i.e. pathways clearer in the growing season.
- If the PROW network was maintained in a better state i.e. routes were cleared more often. More enforcement required on obstructed routes such as crop obstruction. I tend not to use routes in the summer months because of this. More circular routes advertised/publicised to encourage users on shorter routes, for families etc.

- Knowing where routes go to and their length, having circular routes and being able to park vehicles nearby so that it doesn't interfere with access to fields etc.
- If the paths were away from motorised traffic, only one inconsiderate motorist can ruin a peaceful walk - if routes could be used without wellies and nettles or breaks. If routes joined pavements and allowed you to 'go somewhere' but circular is good too. Clear information which tracks paths and roads can be used - litter bins would be useful - educating everyone to clear up after their dogs (and bins) would allow children to enjoy the paths without me constantly shouting warnings (I have two dogs that I clear up after but I don't want to walk miles with dog poo in bags).
- More circular routes and more free time.
- If there were more routes available for horse riders and circular routes.
- Parking facilities or alternative transport e.g. bus.
- Less dead-ends i.e. paths stopping in the middle of nowhere
- Small maps of routes, long walks not always required.
- The creation of obvious gaps in otherwise attractive circular routes e.g. Atwick Road to Bewholme Lane, Hornsea. The reinstatement of paths, which have evidently once existed but have not been claimed e.g. Shackles Lane to Queens Gardens Hornsea. Routes which come to an end at a parish boundary should be investigated and if it is likely that they continued into the next parish, should be reinstated e.g. Hornsea Freeport to Great Hatfield boundary.
- More leisure time would be the main requirement. Another frustration is misuse e.g. cycle, motorcycles and horses ruining footpaths-they are too muddy to use in winter. Having to dodge leisure 4x4s on bridleways is another hazard.
- A campaign to highlight the PROW network (e.g. in the East Riding News), information into schools? Leaflets made easily available in bookshops, newsagents, libraries etc rather than Tourist Information Outlets (that is if leaflets do exist - we haven't actually noticed any). Maps and signposts in strategic places would be useful.
- Problems with people letting dogs run loose - had experiences of people saying, "It wont hurt you!" It's not good enough I have grandchildren who enjoyed walking and now won't go. If there were more wardens or volunteer wardens to take people around the Wold.
- Better attitude to status and importance of PROW. Enforcement action when obstructed, maintenance or stronger signs (deliberately moved by landowners). More action on creating new routes in areas with little ROW, education in schools.
- We are new to the area and using PROW as much as possible to discover our surroundings both locally and a few miles distance, so no encouragement needed.

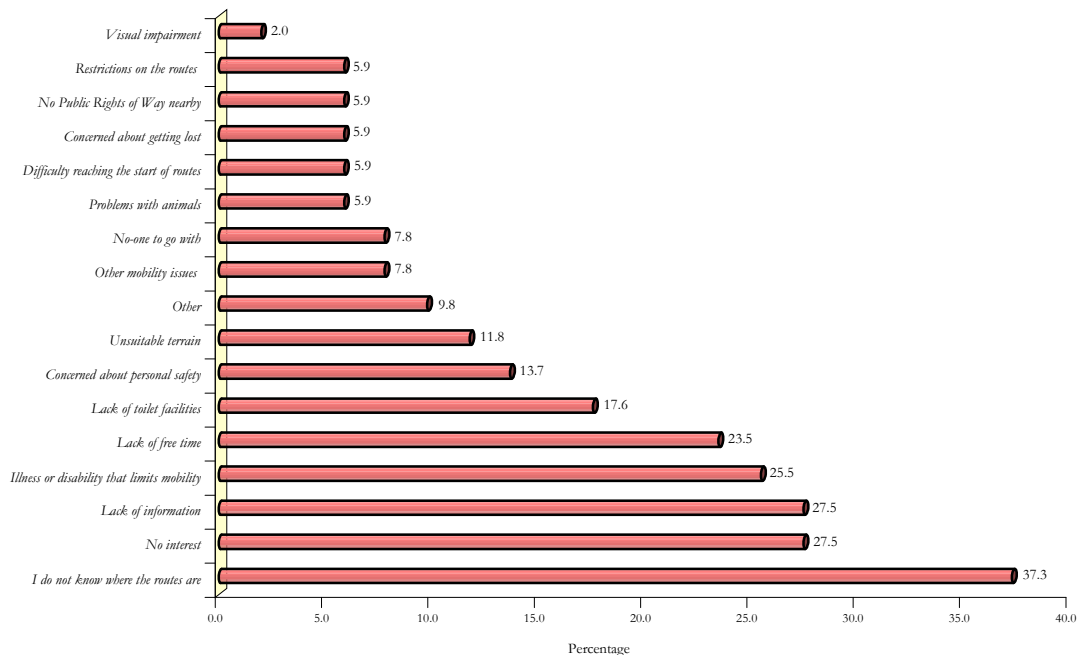
- I have lived in Bridlington for 70 years and still do not know where most of the PROWs (up to 5 mile radius) are. If you come across one away from Bridlington you have no idea where it goes. A map of the area showing all PROW would be a great idea. They have one for Flamborough Head but nothing else at the information centre. Lots of places you go to on holiday do have such maps or leaflets.
- An increase in the PROW, particularly for residents of the rapidly increasing population of Market Weighton, by making the old railway track from Market Weighton to Goodmanham (to join the Wolds Way) and onwards. Although walked by locals who know it, it does not appear on footpath maps (since not a PROW) being privately owned by (mostly) farmers with adjoining land. Furthermore it becomes overgrown with brambles in summer. It is very muddy in places in the winter. Very little expenditure could improve it as a footpath.
- The route we use is overgrown, uneven surface with potholes, no lighting, muddy, and floods in wet weather. Dangerous as it is an ideal place to attack women and children. The route is Sparkmill Lane in Beverley, which is used by adults and children. It is badly in need of an upgrade.
- Public Transport at both ends (or intermediate points) of any walk.
- The PROW near us (Sparkmill Lane) is a disgrace. We use this as a family to get to school/work/shops and it is uneven with large potholes which when it has been raining makes it inaccessible and means that clothing gets splattered with mud. This lane is frequently used by the residents of Beverley Parklands as the main walking route onto Flemingate and into the town centre. Dog mess also frequently fouls it. As a lot of school children use this route it needs to be made safer for them by improvement of the lane surface and lighting.
- I think I make fair use of the network by virtue of being a member of a walking group and we walk each week throughout the year, so we use the rights of way in a varied weather cycle.
- I would like to see two or three more parks each with a lake, trees, flowerbeds and a bird feeding area with plenty of benches to sit on and a cafe and toilets, similar to the Allerthorpe Lakeland Park.
- Paths that lead to farms and through farms. The dots on some maps stop at farm roads, one doesn't know if the farm road is a right of way. Some routes have private signs is this just for traffic? Some farmers remove signs or dislodge them with farm implements and don't put them back, need clearer signs near farms and buildings. Routes are less obvious when you reach the boundary where short walkers e.g. dog walkers turn back. Farmers spraying their field headlands can be confusing with the actual sprayed footpath. Paths that lead through farms have become a no go area for fear of irate farmers. I am not going to walk many miles and then turn back because no clear route signs. Farmers are now paid to look after the countryside it should be up to them that all way markers can be seen and not overgrown and are clear. Perhaps larger signs near farm buildings.

Note: the following results are from respondents who **DO NOT** use the Public Rights of Way network.

Q9 What prevents you from using the Public Rights of Way network?

	<i>Number</i>	<i>Percentage</i>
I do not know where there are routes I can use	19	37.3
I have no interest	14	27.5
Lack of information on routes	14	27.5
I have an illness or disability that limits my mobility	13	25.5
I have a lack of free time	12	23.5
Lack of toilet facilities	9	17.6
Concerned about personal safety	7	13.7
Unsuitable terrain (e.g. steep hills, uneven surfaces)	6	11.8
Other	5	9.8
I have other mobility issues (e.g. pushchair)	4	7.8
I have no-one to go with	4	7.8
Problems with animals	3	5.9
Difficulty reaching the start of routes	3	5.9
Concerned about getting lost	3	5.9
There are no Public Rights of Way nearby	3	5.9
Restrictions on the routes (e.g. stiles, gates)	3	5.9
I have a visual impairment	1	2.0

**What prevents you using the PROW network?
(Non Users)**

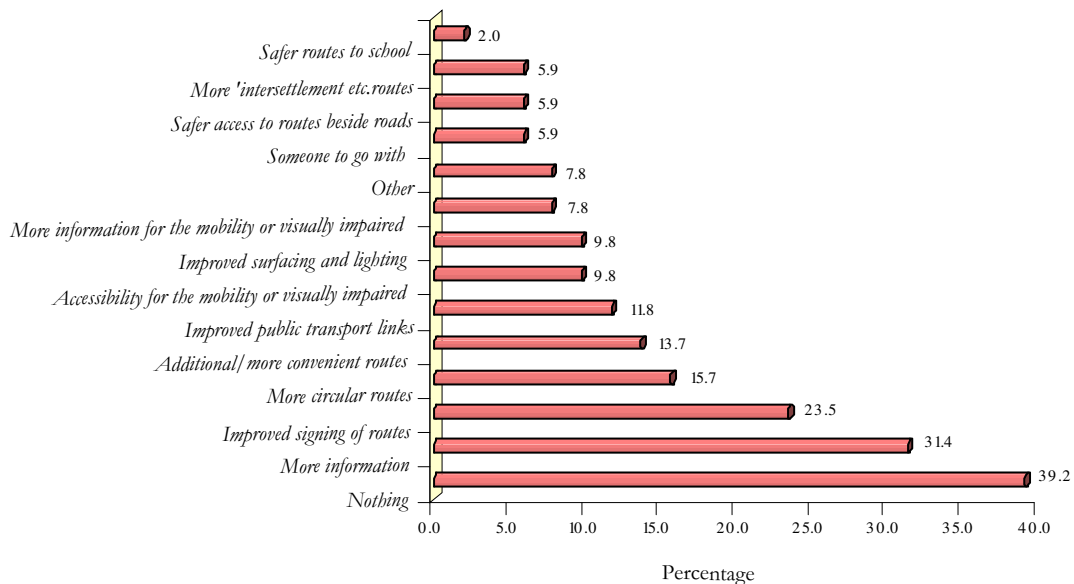


Other: comments included ‘too old’, ‘over 85’, ‘age restricts mobility’ and ‘no need to use Public Rights of Way’

Q10 What would encourage you to use the Public Rights of Way network?

	<i>Number</i>	<i>Percentage</i>
Nothing	20	39.2
More information (e.g. maps/leaflets)	16	31.4
Improved signing of routes (e.g. distances, clarity)	12	23.5
More circular routes	8	15.7
Additional/more convenient routes	7	13.7
Improved transport links to start and end of routes	6	11.8
Routes made more accessible for the mobility or visually impaired	5	9.8
Improved surfacing and lighting (where possible)	5	9.8
More information on routes that are suitable for the mobility or visually impaired	4	7.8
Other	4	7.8
Someone to go with	3	5.9
Safer access to routes beside roads	3	5.9
More 'inter-settlement, multi-user, non-motorised-user' routes	3	5.9
Safer routes to school	1	2.0

What would encourage you to use the PROW network?
(Non Users)

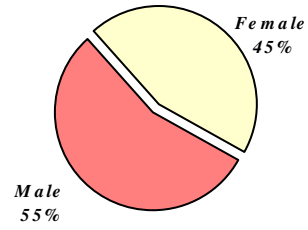
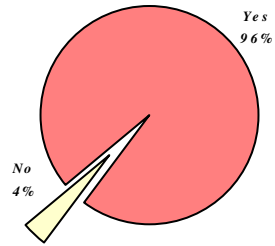


Other: comments included 'less dog fouling', 'more time', 'better health' and 'more countryside walks in walking distance of my home'.

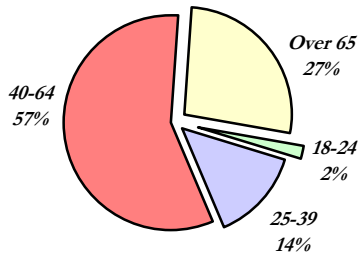
Q11 *Finally, please tell us in your own words what would encourage you and your family to make more use of the Public Rights of Way network in the East Riding of Yorkshire.*

- Nothing
- I don't know what there is available locally and had never really thought about it but would be interested in local walks and cycle rides that were away from busy roads.
- To be able to use my scooter safely. I have already been tipped out on the pavements in Beverley and dare not visit it on unsurfaced paths.
- It needs to be publicised more and there needs to be information about the variety, length and time the walks would take. Also grading the walks in terms of their difficulty or restrictions in terms of accessibility. Thank you.
- I don't use it through physical incapacity, so there's not really much you could do.
- Don't know.
- I am 84 years of age, no one else to use Public Rights of Way network and can't get about.
- Not interested.
- We just don't know where they are. If we know locations and had maps we would use them.
- Unfortunately at present I am unable to use the rights of way available in my area, but should enjoy them shortly, therefore as indicated on Question 10 these would help. (I am currently pushing a child's pushchair - so accessibility is of main concern!!).
- Being in my eighties, I have no need or interest in using Public Rights of Way.
- If there was more information and publicity as to where these Public Rights of Way were. Then I would probably make more use of them. It's often nice to get off the beaten track for a walk.
- More time, more information/maps.
- Better information about where the routes are. Information about length of route.
- Knowing where any suitable rights of way are, of any toilet facilities, being disabled has more problems than most routes accommodate for.
- Availability of Public Rights of Way near to my home.
- Reduced working hours and more free time!
- I have always used the M/W Railway routes until operations on my legs have restricted my walking but am generally in favour of the rights of way and hope they continue.

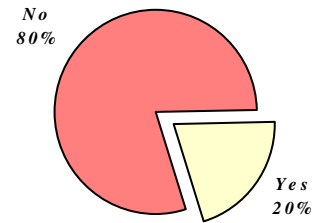
About the Respondents



Do you live in the East Riding?



Gender?



What is your age group?

Member of a 'User Group'?

Appendix A: Analysis of Questionnaires

2. Equestrians and Carriage Drivers

Note: where figures are shown as percentages and do not total 100% this may be due to some questions not being answered, multi-responses or rounding.

Q1 *Do you, or anyone in your household, use PROWs in the East Riding?*

	<i>Number</i>	<i>Percentage</i>
Yes	216	98.6
No	3	1.4

Q2 *How do you use the Public Rights of Way?*

	<i>Number</i>	<i>Percentage</i>
On horseback	210	96.8
With a horse and carriage	0	0
Both	6	2.8

Q3 *How often do you use Public Rights of Way?*

	<i>Number</i>	<i>Percentage</i>
Daily	102	47.0
Weekly	85	39.2
Monthly	11	5.1
Occasionally	16	7.4

Q4 *Do you own or operate a livery yard/stables/riding school?*

	<i>Number</i>	<i>Percentage</i>
Yes	27	12.3
No	189	85.9

Q5 *Do you own your own horse?*

	<i>Number</i>	<i>Percentage</i>
Yes	212	96.8
No	7	3.2

Q6 *Do you keep some or all of them at a livery yard/stables/riding school?*

	<i>Number</i>	<i>Percentage</i>
Yes	126	61.2
No	80	38.8

Q7 Where do you keep your horses?

This information is being treated as confidential.

Q8 If you ride/drive other people's horses where are the horses normally kept?

This information is being treated as confidential.

Q9 Do you hack out/drive from where the horses are normally kept?

	<i>Number</i>	<i>Percentage</i>
Yes	213	96.8
No	3	1.4
Sometimes	3	1.4

Q10 Do you use a trailer or horsebox to transport your horses to hack elsewhere?

	<i>Number</i>	<i>Percentage</i>
Yes	85	38.6
No	63	28.6
Sometimes	68	30.9

Q11 If Yes or Sometimes, which location(s) do you usually hack/drive from/to?

This information is being treated as confidential.

Q12 How long do you spend on an average hack?

	<i>Number</i>	<i>Percentage</i>
1-2 hours	136	61.8
2-4 hours	66	30.0
Over 4 hours	15	6.8

Q13 Do you have access to a bridleway or BOAT (Byway Open to All Traffic) close to where the horses are kept?

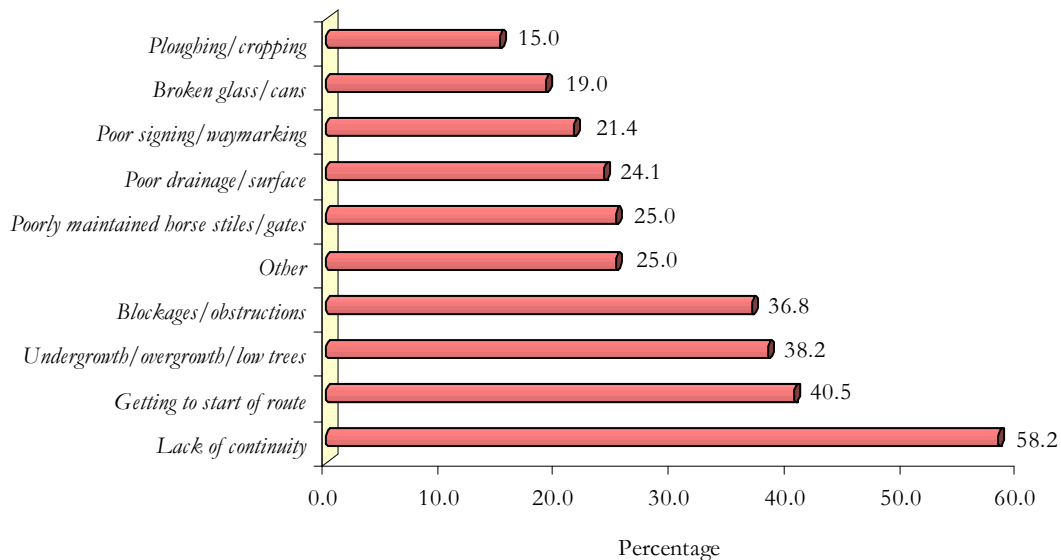
	<i>Number</i>	<i>Percentage</i>
No	22	10.0
Within 1 mile	117	53.2
Within 1-2 miles	62	28.2
Within 2-3 miles	12	5.5
Further afield	4	1.8

Q14 Does a typical hack involve travelling along or across any of the following?

	<i>Number</i>	<i>Percentage</i>
Dual carriageway	19	8.6
A class road	108	49.1
Other busy roads	145	65.9

Q15 Please indicate which three issues, from the following list of bridleway and track hazards, are of most concern to you:

	<i>Number</i>	<i>Percentage</i>
Lack of continuity	128	58.2
Getting to the start of the route	89	40.5
Undergrowth, overgrowth and low trees	84	38.2
Blockages and obstructions	81	36.8
Other	57	25.0
Poorly maintained horse stiles/gates	55	25.0
Poor drainage/surface	53	24.1
Poor signing/waymarking	47	21.4
Broken glass or cans	42	19.1
Ploughing and cropping	32	14.5

Which bridleway and track hazards are of most concern to you?

Other: sample comments included: -

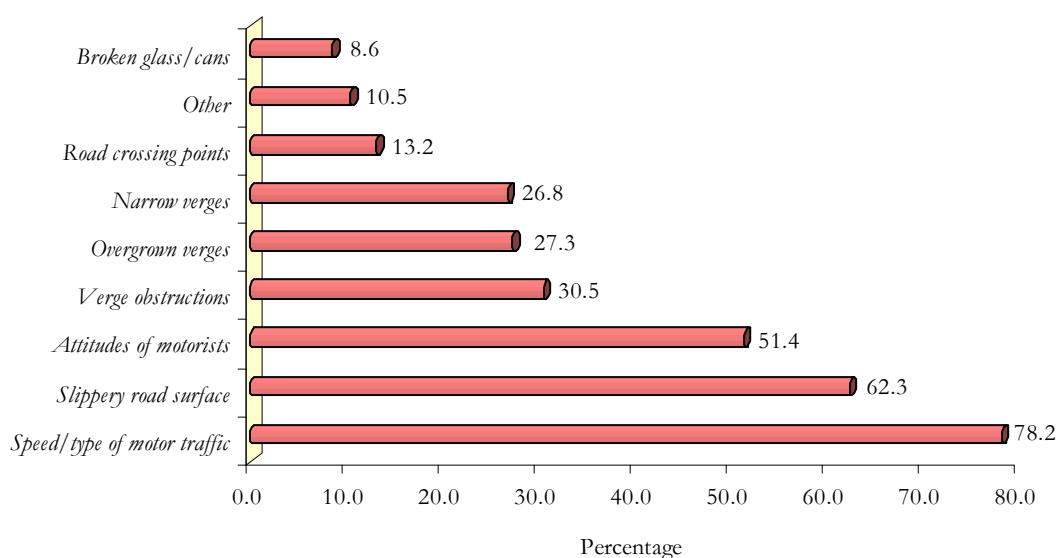
- No bridleways in the area.
- Bridleways used by farm machinery making them unusable.
- Motorbikes using trans Pennine Trail – this was the only safe place to ride traffic-shy horses.
- Surfacing of bridleways to suit other users (i.e. bikes and farm machinery).

- Motorbikes and shooting.
- Poorly reinstated utility trenches.
- Unfenced cattle grids.
- Barriers that cannot be operated without dismounting.
- Use of routes by trail bikes and 4x4s.
- Having to cross major roads.
- Rubbish (fly tipping) and burnt out cars on routes.
- Electric fencing or barbed wire alongside bridleways.
- Lack of trailer parking.
- Narrow wooden bridges.
- Lack of courtesy from other users.
- Dogs not under control.
- Fragmented network of bridleways.

Q16 *Please indicate which three of the following road hazards are of most concern to you:*

	<i>Number</i>	<i>Percentage</i>
Speed/type of motor traffic	172	78.2
Slippery road surface	137	62.3
Attitudes of motorists	113	51.4
Physical obstruction to the verge (e.g. road signs)	67	30.5
Overgrown verges	60	27.3
Narrow verges	59	26.8
Road crossing points	29	13.2
Other	23	10.5
Broken glass or cans	19	8.6

Which road hazards are of most concern to you?



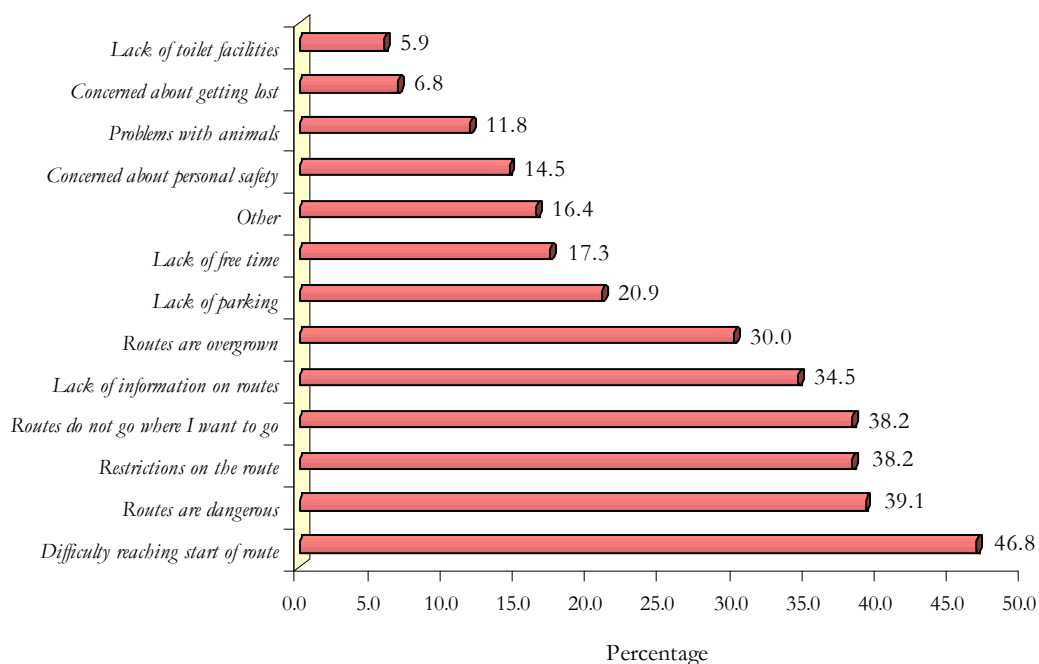
Other: sample comments included: -

- Farmers incorporating verges into their fields.
- Heavy lorries (especially army ones) travelling in convoy.
- Rabbit holes in verges.
- Motorists not observing the Highway Code in relation to horses.
- Bird scarers in adjacent fields.

Q17 What prevents you using the PROW network more frequently?

	<i>Number</i>	<i>Percentage</i>
Difficulty reaching the start of the route (e.g. traffic)	103	46.8
Routes are dangerous (e.g. cross or along busy roads)	86	39.1
Restrictions on the route (e.g. stiles, gates)	84	38.2
Routes do not go where I want to go	84	38.2
Lack of information on routes (e.g. maps, leaflets)	76	34.5
Routes are overgrown	66	30.0
Lack of parking for horseboxes/trailers	46	20.9
Lack of free time	38	17.3
Other	36	16.4
Concerned about personal safety	32	14.5
Problems with animals	26	11.8
Concerned about getting lost	15	6.8
Lack of toilet facilities	13	5.9

What prevents you using the PROW network more frequently?





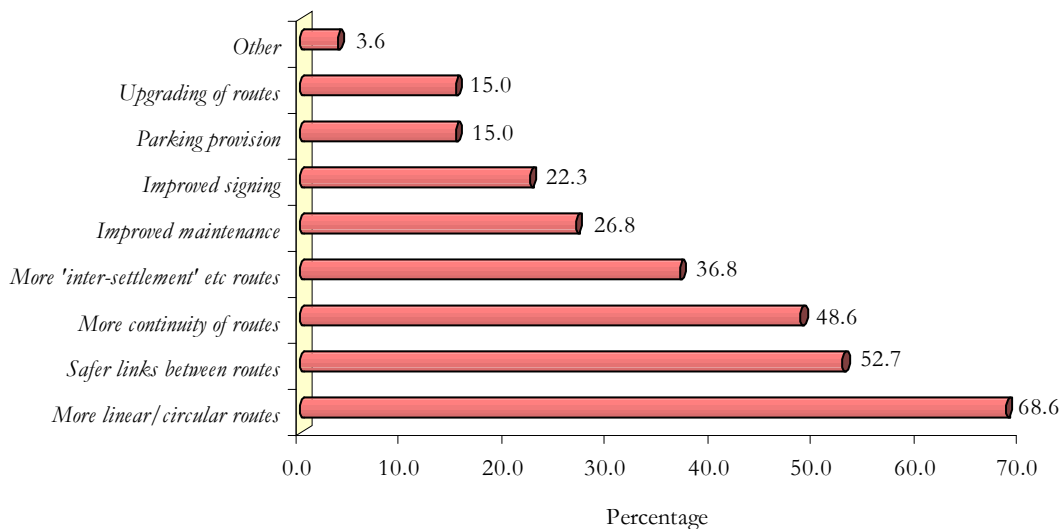
Other sample comments included: -

- What routes? None near here.
- Lack of enforcement when problems are identified.
- Not enough continuity.
- Attitudes of some landowners.
- Lack of horse awareness signs.
- It is boring riding the same route every day.
- Having to cross a railway line.
- Quite happy with our rights of way.
- People in rights of way office do not understand issues and do not do anything if you complain.
- Grazing sheep and cattle (especially on river banks).
- Vicious dogs.
- Lack of circular routes (especially for short hacks).

Q18 What improvements would you like to see made to the PROW network?

	Number	Percentage
More linear/circular routes	151	68.6
Safer links between routes (e.g. along busy roads)	116	52.7
More continuity of routes (e.g. status)	107	48.6
More 'inter-settlement, multi-user, non-motorised-user' routes	81	36.8
Improved maintenance	59	26.8
Improved signing of routes (e.g. distances, clarity)	49	22.3
Parking for horseboxes/trailers	33	15.0
Upgrading of routes	33	15.0
Other	8	3.6

What improvements would you like to see made to the PROW network?





- I would use my horse for transport but there are no routes so I have to take the car.
- Safer links and more bridleways.
- More Circular Bridleway routes and horse ways along busy linking roads.
- To upgrade footpaths where possible to bridleways and bridleways to green lanes. To keep as much horse traffic off roads as possible. Many villages are being built upon with no regard to the road structure or non-motorised transport.
- I have learnt where the bridleways go from other riders, but would really like a clear map of where you can ride a horse in my area around Harswell, Everingham and Holme-on-Spalding-Moor. Some farmers tend to ignore the bridleways across their land; riding over the ploughing is not easy. Circular routes are more interesting if you could make some, going up and down is not as exciting!
- Better parking facilities. Better maintained routes. Prevention of routes being used as farm access tracks making them unusable. Legal action against people who obstruct routes: - locked gates etc. More understanding of equine needs: - bridleway signs attached to footbridges, staircases on bridleways, gates that cannot be opened on horseback. All these things are present within a few miles of Beverley and have been carried out by the council department.
- We have had difficulties with people fly tipping at the top of the bridleways and also vehicles (motorbikes etc) using the rights of way making the ground very uneven and unsafe. Most of the rights of ways are difficult to get to due to busy roads, they also do not really lead anywhere except to another busy road!
- We live near the Trans Pennine Trail, (Hornsea to Hull Railway Line). We have to take horses down there to get to any other bridleway, however, during the recent craze of mini motorbikes, who may I add, should not be there in the first place, it is becoming too dangerous to use. The police have been informed about the problem but don't seem to be bothered about helping. Hopefully you might be able to help.
- More routes that can link up to keep riders away from cars, old routes that stop at dead ends need freeing up they must have gone somewhere, and the end of up grading of routes with hard surfaces that restrict the riders to walk and trot.
- The surface of some of the bridleways is sometimes unsuitable for horses' feet, too stoney. Some parts of the Trans Pennine Track that used to be the railway track. Also too many kids now go up and down on small motorbikes. The bridleway running through Manor Farm, Goxhill is at times unsuitable due to the resurfacing of the driveway.
- Better advertising, organising a regular village hack, better signage.



- Routes should be made more accessible and continuous so riders can access the routes without the hazards of gates, over grown tracks. Bridleways that were once open, such as the nature reserve at Patrington Haven should be re-opened, giving access through to the Humber Bank.
- A proper strategy to keep and maintain the routes with incentives from County Council. The P3 system is helping but some parish councils are less enthusiastic than others, possibly due to the make up of the different councils. When a problem is identified a continuity of effort is required to action the remedy. NOT as in the case of Lorne Farm in Newport which has been allowed to stagnate for more than 20 years and would no doubt still be lying dormant if I had not demanded attention to it! Help rather than hindrance in adopting new routes is also required especially where motorway side roads are involved. Various departments would appear to be desperately trying to avoid responsibility/cost and this simply will not do. The situation is a classic example of "a stitch in time saves nine" where a little low level maintenance every year would have kept many ways open and virtually trouble free, but instead they were allowed to deteriorate to such an extent that now major costs will be incurred in remedying the problems that exist. It is important that ways are not lost forever by acting now.
- Many of the existing rights of way are very good, what would improve things would be more continuity, i.e. additional routes which joined up existing routes without having to brave motorised traffic.
- That walkers and horse riders do not have to give way to cyclists and motor bikers.
- Confidence they would not be used by cycles and motorbikes.
- Good safe access to and from rights of way, roads are very slippery and the verges not rideable.
- More routes closer to home over varied routes and length.
- Access to riverbank along the Humber Estuary, if they were opened the full length of the old Withernsea Railway Line and get blockages removed. At Winestead stop farmers cleaning dykes out onto the verges making verges harder to ride.
- Being able to ride from Eastgrowths Farm to Welwick Bound through the small wood, which had a track anyway (Ordnance Survey Explorer 292). This would connect 2 bridleways with most of it off the roads. This is a ride along the Humber bank and is within hacking distance to the coast. Gates block access. The other farm track I would like to see upgraded to a bridleway is the one that goes around the back of Enholmes Hall (22/28 the same map) and ends in the middle of nowhere, Ingslane Bridge. It could circle past the plantation (22/29) then head south along the track to Patrington Haven. We do ride this often by the landowners leave; it would be useful to have it as a bridleway. I feel the first one is the most important.
- Bridle paths are few and far between. The public footpaths could be changed to bridle paths and would get more use. More circular routes are needed.

- Make the roads safer around Wawne; it's a nightmare. There is one horse sign very close to the village bearing in mind that the stables are at least a mile before you get into the village from both ways into it. Meaux Road is an absolute nightmare for horse riders as there are more boy racers and inconsiderate drivers appearing every day but there are some nice ones too.
- It would be fantastic if there was more horse/motorist awareness literature so me and my family would feel a little easier when out riding. Does not stop the idiot drivers though. More horse signage where it's needed! WAWNE.
- Continuity of bridle paths instead of them downgrading to public footpaths for part of the journey, which means having to turn back instead of enjoying a much longer ride. Less hassle from certain landowners who object to some individuals using what they class as their permissive path, and then put many dangerous objects along the public footpath.
- We would like more routes, a map of routes and better signing which say how long it is. Linear routes are annoying as it is bad psychology to simply turn a horse around so circular routes are best though we understand that may be a problem. Often the beginning of a route is signed and it is not clear once on it where we can go and then you end up riding around trying to find where it goes. Please see other answer about frustration of a route that ends for 50-100 yards and aggressive farmers.
- Knowing where more bridleways are and that they are fully accessible. No gates so you don't have to dismount and wider tracks especially when riding alongside canals. Not having pigs right up to the track. Better road surfaces on way to bridleways. Very slippery in places at the moment.
- There are far more footpaths than bridleways - perhaps some of these could be opened up to horses. We currently have to hack along road for quite a distance before reaching all but one bridleway. It would be great to see more bridleways away from busy traffic in the Cottingham area.
- More access to bridleways without having to ride along main roads to reach them. Convert the footpaths to bridleways - horses are not a problem to walkers. Little Weighton - open up the dismantled railway from (Eppleworth Road) Westfield Road to Little Weighton and re-establish the bridleway through Walk Farm (which is currently of no use and is restricted by the owners anyway).
- Public Rights of Way which are more easy to access and enable the rider to avoid roads or keep road riding to a minimum.
- More circular routes needed so that I do not have to go on the roads. Or joining of existing routes/ re-opening of ones that have closed over the years.
- We would love to use them if you get them reopened. We have problems with bridle paths joining across parish boundaries. We gave evidence in 1991 for one bridleway, which was closed by the farmer - the lack of this particular bridleway increased the danger to riders by 100-1 but still no progress from the county council.



- Restricted use by motorised vehicles.
- Please help us. We have a livery yard in Preston catering for 18 horses, there is also a lot of other small yards in Preston wanting the same thing, a bridleway. There are some very good bridleways in the area but unfortunately nearly impossible for Preston to use. There is a bridleway on the Hedon railway track, where people can ride for miles. Unfortunately because of very busy traffic lights, narrow roads, lorries and heavy traffic this bridleway is too dangerous to reach using the road. There is however a public footpath next to our yard which leads to this bridleway. Wouldn't it be good and safe for riders if this footpath was upgraded to a bridleway. Preston has no bridleways please help us to try and get one. If anyone would like to speak to me about this please ring me. Thank you.
- I love to hack out but I find that some routes cross busy roads. More routes needed to be re-opened and access made easier. More circular routes need to be considered.
- More bridleways within easy reach of the stables without the need to cross major roads such as the main Cottingham to Beverley road and other very busy roads in the locality. Also safer means of crossing these roads where it is unavoidable without having to go out into the road in order to stop the traffic as at the top of Woodfield Road when needing to cross from the Lazaat Restaurant over to Beverley Old Road. Also please note that the smoothness of the road surfaces combined with horses metal shoes can cause them to slip and slip quite dangerously, particularly in the summer months when the roads are very warm from the sun.
- The Public Rights of Way we wish to use have blockages (i.e. Winestead), which deny us access, also the riverbank along Humber estuary have also been denied.
- I used to ride on the Humber Bank from Patrington Haven regular a few years ago and was very disappointed that a few years later you have to hack to Welwick on the main road to actually get on the bank due to the nature reserve been fenced off, if this could be ridden again it would keep at least 75% of Horses off the main roads and would be ideal for young people to hack out safely.
- Anything that will keep myself, my children and my animals away from traffic - often worse on 'quiet', windey country roads - as cars appear from nowhere at speed and pass too close. Also as above if some of the local public footpaths were changed into bridleways it would create more circular, off road routes. A public bridleway off Little Weighton road to the south is blocked half way down at a farm!!!
- As a horse owner - Better bridleway signs (e.g. local council said horses not allowed on Old Goole to Rawcliffe towpath it was invented for horses!!). As dog walker -more bins, better signs for specific dog routes. In general - somebody in the Goole planning team who understands horse need re stables, rights of way, site of new yards, hedge planting etc. Thanks.
- Bridleways along new road schemes. More circular bridleways.



- Better drainage and horse friendly surfaces- gates that are easier to open without getting off and on!!
- More off road riding i.e. an increased amount of bridleways, would make horse riding a far more enjoyable and safer sport.
- More bridleways need to be made available because horse riding on the roads is becoming more and more dangerous - for both horse and rider!
- Better maintained pathways, regular hedge/grass cutting etc & farmers not ploughing right up to the track. With ever increasing traffic such a danger we could really use some safe off road routes. Will keep my fingers crossed. Oh we need a map of bridleway too.
- More information on existing routes so I could use them in confidence. Clear signs so I did not unintentionally go onto private land and cause bad feeling. Tipping of rubbish in the countryside is of great concern and information on what actions to take should any tipping activity be seen would be helpful.
- As they have closed the Withernsea railway line and there is a blockage at Winestead, this stops us from doing a complete circle enabling us to return home without using public roads. They have also closed the access to the riverbank along the Humber Estuary.
- Standard of some bridle ways are poor as they have been used by motorised vehicles and become hazardous both when vehicles are using them but also when the tracks they leave dry out they cause dangerous ruts.
- I live in Cottingham and keep my horse in Wawne. I ride six days a week but at the moment struggle to find a good variation of routes to hack out on. On average once a week I drive out to the west of Etton village, where there is a parking place on the roadside and hack out along the Hudson Way and surrounding area. Whilst this is wonderful hacking out country it would be lovely to go elsewhere. Particularly Wauldby Green near Raywell and around the Skidby, Walkington area. I am out of trying to park just on grass verges because of the hidden hazards and the possibility of getting stuck in muddy or boggy ground although with a car and horse box trailer there is always the worry of not having sufficient room to manoeuvre or turn round. I am not averse to paying for parking but on top of all the expenses including in keeping horses it would be less attractive than not having to do so.
- Keeping motorcycles off bridleways. Removal of litter. Allowing carriage driving (pony & trap) on bridleways.
- Longer, safer, well sign posted routes, well maintained. Easy to follow bridleway maps.
- It seems as if without checking the most up to date maps, it's unsure which routes are still bridleways. Some farmers try to keep you off, like putting the chains or bars across - No Entry signs. So it makes you unsure.
- We already use them frequently but they still need better signs and as riding is becoming ever more popular we need more of them not less.



- More circular routes, long and short options.
- More information on routes available, routes that join up with other rights of way. Gates easier to use, less rabbit holes!!! Haven't yet come across a public toilet in our area (Sancton). More bridleways in general, would help keep horses off our roads. Lack of maintenance on some routes e.g. stoney, pot holes.
- More bridleways. So many of our old routes have been closed off to us and now we can ride either on the same, extremely short, route every day or we can go on the main roads. This is not appreciated by us or the motorists.
- Not feeling guilty when crossing a farmer's field that should be a right of way but has crops growing because the farmer has covered over the path - we are in the right but don't like disturbing their lands. This isn't fair on us.
- Leven area is very limited and the roads are extremely busy. Footpaths usually only lead onto main roads so part of any route has to involve negotiating heavy traffic.
- Wider Verges - Farmers crops often go right up to Bridleway leaving narrow track to ride on. Surfaces made smoother as horses trip in wheel ruts-holes etc.
- If the routes we usually take were used only by walkers, horse riders we would feel safer. We have had serious problems recently with off road motorbikes which fly out in front of horse and there is nowhere to go - we have an eight year old daughter and feel very concerned for her safety.
- Map card etc particularly for horse riding.
- I would like to see a greater improvement to roadside verges. They are part of the highway and would provide a safety area for horses but are overgrown, uneven, difficult to see pot holes, drainage cuts etc. On many verges a suitable way could be provided away from the road edge, which could be also used by other users, pedestrians, cyclists etc. But please not tarmac!
- Clear maps with rider of varying degrees. More circular rides to allow you to start and finish at the same point (helps if you need to box there). More routes between the villages. Bridleways alongside new road schemes.
- If the routes to bridleways from Harland Way were safer for me to get to. At the moment I have to only hack out on summer nights and the weekends. When I first got my horse in 2000 I was able to hack out anytime but heavy traffic along Harland Way and going passed Skidby Mill prevents this. I am also finding it more and more difficult crossing the A164 preventing me from riding round Skidby bride path.
- Make it safer to cross roads, especially where a right of way crosses - push button crossings are a good idea but the button must be set well back from the traffic or the horse will be too scared to stand and wait. The traffic should be stopped far enough back to allow the horse and rider to cross - not all horses will walk calmly in front of a lorry with its engine revved up to continue on its way.



- The banks of the Humber Estuary have been closed along with the old railway lines, which would enable us to have a long enough ride. There are blockages around Winestead.
- I have lived in the areas of Swanland and Welton since the 1950's. For most of that time I have owned horses and dogs. I do not like to walk with my dogs or ride horses on tarmac paths and roads. I live in Swanland now - we have no parish paths/bridleways although our design statement indicated we do need them. In the last 20 years many of the walks I used to ride on are no longer available to horse riders - only walkers. I feel strongly we should all use these but they should be kept for non-motorised vehicles.
- With regard to bridleways, an easy to understand (I am a women) guide to bridleways in East Yorkshire. It's easy to get guides for footpaths but not for horse riders who want bridleways. Even better would be individual laminated ones that riders can carry with them. Paper rustling while on top of a horse can be disastrous, not easy to handle and can spook a horse. Notices to farmers not to create ruts the size of the Grand Canyon on bridleways with their tractors - I'm sure this could be avoided. Parking for trailers please.
- Being based in Cherry Burton with access to the disused railway line I have access to some of the best riding routes in the area and I use it every day. So I cannot suggest any improvements other than banning motor cross riders and rapeseed oil fields!! Thank you.
- Please could you provide us with some bridleways as all farmland is now out of bounds due to government laws and the roads are so busy in the village with lorries etc. All nice rides are a good distance away and we don't always have 2 or 3 hours spare to get to them due to work commitments. Not all horses are traffic wise and some drivers can be quite impatient and cause us danger. Please please help us to enjoy our hobby.
- I think the public rights of way in our area is very good. A link around or at the sides of the by-passes would be a good thing.
- We do use them quite frequently. Either on horseback or walking.
- It would be beneficial to see the upgrading of some public footpaths (particularly those over fields) to bridleways e.g. from near Manor Farm in Walkington (presently a footpath only) over fields to the Newbald Road. This would take horse riders off a very busy, fast, straight road with no grass verges that are rideable (see map for details).
- More routes available, currently our only bridleway is closed for 6 months so need to cross busy and narrow roads to access other routes. Also the Drewton estate has two impossible gates to get through (the gate is made for people on horseback but is extremely dangerous involving trapping you and the horse between metal bars and moving in time with the gate).
- I would like to see bridleways clearly identified as for use big horses, walkers, cyclists etc and not for use by motorised vehicles. This is becoming an increasing issue on the bridle paths leading from Wauldby Green in Raywell.



- Many bridle paths turn into footpaths or stop mid route going nowhere due to poor recording on the OS Maps. Surely they were not originally like that. Hudson Way -why is it a footpath and why have steps to cross the Walton Road - upgrade footpaths where possible! Difficult to open gates/styles. I cannot remount mid hack due to a disability so if the gate cannot be opened on horseback I cannot go on. A really good example of this is the bridle path running through the Drewton estate - two styles which a horse would not enter! Then the bridle path turns into a footpath!
- Better signage - also for dog walking. Better car parking. We use the routes a lot for horse riding and dog walking. Mostly we have a great time but the above would make it even better for us.
- Generally where I live the bridleways are excellent but could be improved by controlling the undergrowth, overgrowth and low trees. More routes are always welcome with safer links. I am willing to help.
- I, as a keen horse rider with a young horse, would like to be able to hack out on more circular routes, some of the bridleways around our stables go nowhere and you have to turn around and retrace steps. Not enjoyable for me and not good education for horses young or old. I also feel that my husband would be keener to go with me on foot if the routes were more circular.
- I use them a lot and think they are very good - please don't let them diminish.
- Would use them more if they were circular routes. No good having to turn back, don't like busy roads to get to the start of them.
- Allow horse riders same rights as cyclists – allow us to use cycle paths. Tidy the routes – a lot of rubbish dumped near road access. Better parking facilities. Some bridleways have locked gates, footbridges and staircases - no use at all to a family on horseback.
- Routes that go somewhere as opposed to going a short distance and then just stopping in the middle of nowhere i.e. parish boundaries etc. Circular routes. Parking at the start of bridleway routes. Better maintenance of routes. Often not enough land left round farmed land or route is used by farm vehicles - can leave routes impossible due to deep ruts etc. Some local routes at the moment are blocked others dangerous due to bad road crossings. These are obvious areas of improvement.
- More bridleways and/or more respect from car drivers on country roads. I never hack on my own because of lack of common sense from car drivers often causing very dangerous situations. Also traffic using country lanes as cut throughs and travelling at excessive speeds. Also more and more cyclists in huge groups scaring horses and children on ponies!
- I think if the routes were better maintained I would be more likely to take my horse along them, and also if they were better signposted so that I knew where and where not I was allowed to ride I would travel longer distances.
- Lots of tracks round here but farmers take the signs down or half way through the track is impassable.



- Better continuity - very few linked bridleways compared with footpaths so most hacking involves busy roads.
- More bridleways with continuity i.e. above way and also Kilnwick to Lockington. These just stop in middle meaning horses must be turned round - dangerous on young/happy horses.
- Better maintenance of routes so that they aren't overgrown.
- To have them more clearly marked, allow horses to go on some footpaths, tracks that can accommodate a push bike (cycle!) as well as a horse. We do enjoy the bridleways because it is wonderful to be away from roads and traffic - but it can be a problem if farmers put crow scarers and pigs near to the bridleways.
- If there were more links between riding areas i.e. separated by a main road such as the A164 Willerby, which is dangerous to cross and can't ride along to crossing point because the verges are too narrow.
- Prior to 1992 we used to hack/walk to Wauldby 3x a week since the new A164 we have hardly dared - a petition for a horse crossing was denied. A pedestrian dog walking has been killed crossing and looking at kids on ponies and bikes trying it is only a matter of time till it happens again. It is nearly impossible to cross due to traffic speeds and density. Simply making an access from Riplingham Road to track A164 - West Ella Manor Farm the woodside or the post and rail i.e. away from the traffic would make a vast difference.
- Rider friendly signs and routes marked out, ideal for new people coming into area -can take a while to learn new routes, also for me, find it easy to get lost.
- At the moment we ride daily through a busy main road into town to get out city to the countryside. The road is slippery and so we walk. Traffic is impatient but we refuse to be bullied. Verbal abuse is common, when we get to the green lanes usually landowners and trials bikes are around and the lanes are so pot holed and the surfaces destroyed it is dangerous. Fly tipping is common. Since farmers now have to leave a grass edges to all their fields wouldn't it make sense to encourage them to let us use this. I believe at the moment they are paid by the government NOT to use it!!!!
- More circular off road routes that are not used by bikes and 4x4s.
- Better signage. Better access onto routes.
- Better signage. More routes. Better access on routes.
- Knowing where they all are in our area. Keeping them clear and better marked.
- Too few routes available in our area. I use same bridleway at least twice a day as no choice.
- Many of the rights of way in this area are footpaths, which may have been bridleways and down graded. The use of horse traffic (ridden horseback) on many of these footpaths would go a long way to satisfying the equestrian need.



- Circular routes well cut and well signposted. With an updated leaflet on bridle paths still in use as lots of new farmers are reluctant to let you use the path and plough the path completely. Gas cannons with flags were a problem last year. Another major concern are the Wind Turbines that are being placed in the area of Roos, Tunstall, Hilston etc! Horse riders should be able to have a voice on this matter.
- More pleasant riding away from traffic and therefore less chance of accidents with motorists.
- Bridle paths to lead somewhere, not to a dead end where you have to turn back, more footpaths not pavements to be made into bridle paths.
- Safer for horse and rider away from roads and traffic. Various routes and better directions on bridleways.
- Being able to access them along busy roads with overgrown or no grass verge and speeding traffic.
- More routes would mean less time on the roads. Some routes start off fairly maintained and end up overgrown and very badly maintained and dangerous e.g. Hedon to Patrington.
- More bridleways. Have recently moved to area and there seems to be very few rights of way for horses. Previously lived in Scotland where there is open access much better. Need to work with landowners to open up more tracks. Would be willing to pay for an armband system. Many cars around here drive far too fast past horses.
- Increased information e.g. maps, websites etc.
- A greater network of routes that link up. Ease of access to routes and the ability to park a horse box.
- Many of the public bridle/footpaths are overgrown or local farmers have grown crops across them, put fencing up or removed bridges to prevent access. Action needs to be taken to ensure the rights of way networks are re-opened and maintained.
- More circular routes of about 3-4 miles. Upgrading of suitable footpaths to bridle paths.
- Better leaflets to find Rights of Way, Bridleways etc and new ones.
- Good surface, clear from overgrowth, routes that provide a circular route for long and short riding distances. Also re roads cleared verges to ride along to access routes. Some sort of method to get between Etton/Cherry Burton side of A1079 and Bishop Burton side.
- There is a vast network of footpaths following years of campaigning by walkers. There are very few bridleways when you consider 150 years ago the county had nothing else. What we have are good just need to reclassify many routes.

- Maps of what is available, distance, quality of track etc. Some routes are very overgrown due to lack of use. Regular use would keep some tracks clear.
- Creating routes which provide safe environment for children to hack ponies away from dangerous roads.
- We have 1 lovely 1 hour circular route which does not include too much road and 1 short route but that is all. We have to use local roads which are very very slippery because they are smooth and shiny. We would welcome other routes and could use the old rail tracks if there was more parking available.
- Safer access across the A164 to enable access to more bridle paths.
- Easier access getting to routes, more information on where different routes are and where they lead to. More routes that can be used for horse riding i.e. bridle paths instead of just footpaths.
- I am amazed at the lack of bridleways! If I was to go for a ride I have to use roads all the time.
- The volume and speed of traffic on the roads, which have to be used to gain access to bridle paths, is quite intimidating. Most of the verges cannot be ridden on anymore as they are always overgrown, too rutted, have drainage ditches cut out of them, have glass bottles and cans hidden in grass. A lot of verges have been cut back due to road widening which only encourages cars to go faster. If verges were reclaimed for riding/walking people would feel safer and it would create a bit of distance between horses and traffic.
- Some of the byways/bridleways in my area turn into footpaths so unable to continue. Part of one bridleway has "No Horses" signs where it joins Howden 20 route. Riverbanks have gates with padlocks and cattle so are impassable. If more routes were advertised then maybe would use other routes.
- Better rights of way the local couple don't go anywhere and you can only access them via busy roads. More multi-use rights of way would be good.
- More local information, circular routes with varying lengths to enable you to just go for a short walk or much further but allowing you to return to your starting point. Better maintenance so families with young children can walk them without having to fight through beds of nettles etc.
- Circular routes that avoid large stretches of busy roads. Links being made available between sections of bridleway that just stop in the middle of nowhere so that there is an alternative to just turning round. Also prohibition of gas-powered bird scarers directly on or by the bridleways - it is far too dangerous to have a horse near them.
- Better maintenance - farmers plough up the tracks as well as their fields. Better access for children on bikes - the roads are far too dangerous. Knowing which tracks are owned by farmers because some say that you shouldn't be riding horses on them.
- Easier access to bridleways and information on circular or linear routes with suitable parking for horse trailer.

- I am very fortunate to live in an area where there is a fairly good and comprehensive bridleway network, however it would be helpful if more of the footpaths could be upgraded to bridleways.
- The footpath system is excellent. The bridle path routes are very poor in some areas due to changing to footpaths at parish boundaries making the bridleway a "there and back" ride rather than circular.
- Another horse for the husband.
- We have no bridleways round our house, farmers allow me to ride on their land as a goodwill gesture. They can take permission away any time they wish. Our nearest interesting ride is privately owned and costs £15 per horse per day. We moved from Kent 25 years ago where we had so much choice in bridleways. We ran a bridleways association.
- Making more public paths into bridle paths to keep horse and rider safer and off dangerous roads. Also re-opening old bridleways on Parish Boundaries etc.
- Clearer signing. No loose horses on bridleways "very dangerous". More circular routes.
- A better non-slippery road surface would certainly help. However we are extremely concerned about the proposed wind turbines at Sunderland Farm. If this proposal went ahead, our use of the bridleway adjacent to Roos Drain and the new bridleway towards Burton Pidsea (from East...? Bridge) would be made impossible. A recent article in Horse and Hound (4th May) quotes from a British Horse Society questionnaire stating that "19 riders had already ridden near turbines, five of those riders reported they had fallen at least once as a result of horses spooking" due to shadows cast by blades, noise, movement of blades and ice through in winter. Given the proximity to Roos Drain, with its depth and near vertical sides along entire length of bridleway, we feel the risks would be too great.
- Being able to ride there from home off road.
- Generally not much, usually well maintained with other users very considerate, as horses can be intimidating. Better publicity for ridden routes by ERYC would be fantastic as most geared to walking/cycle routes.
- To ensure that the PROWs are safe to use and that routes are cut back to enable safe passage.
- I am concerned that there seems to be a policy to allow bridleways to be used for industrial access i.e. Crossland Lane, North Cave and Dryham Lane, North Cave, bridleways off Myers Lane North Cave Diving Club, bridleway leading up from Everthorpe Lane to South Cave. Is it possible to restrict use of bridleways by 4x4 cars and off road bikes!
- More connections between bridleways. More bridleways.
- Knowledge of available routes. Safe crossings of main roads, removal of rubbish and hazards and for farmers to be more available with allowing us along bridleways which cross their land.

- As roads become increasingly busy it would be nice to be able to get "off road" and ride my horse somewhere where I did not have to worry about cars and lorries. Perhaps landowners could be persuaded to allow riders to use the wide grass headlands around many of the available fields in my local area.
- Some of the tracks are rough with potholes and brick rubble, badly kept, also deep tractor ruts.
- More toilet facilities and catering on route. Parking facilities.
- Better facilities to park very long vehicle/trailer/4x4. Circular routes. More detailed rights of way.
- Any improvements as detailed under Q15, 16 and 17 would help! Horses and traffic are a bad mix as any horse is unpredictable. We have novice riders who would enjoy hacking, but are too inexperienced to handle a horse for the inevitable roadwork required. Some of the bridleways we have explored (on foot in the first instance) turn into footpaths (with impassable obstacles for riders), thus abrogating circular routes e.g. Bridleway running north from Hempholme, Bridleway running west from Frodingham Beck/Barmston Drain (due west from Hempholme), Interruption to bridleway beside Barmston Drain at level of Aike Village (changes to path status). Can some of the path/footpath routes be upgraded to allow horses?
- When you go down a lane you have to come back the same way as gates are locked on the riverbank for horses. When stock are not on the bank why can't there be a key for horse riders. Or down a lane opposite Crossing Farm, half way it changes to public footpath from a bridleway. Farmers tell you off if you go down and they don't leave enough room at sides of fields to pass any traffic.
- To keep safe and out of mad drivers way. Safety reasons.
- More connection to bridleways. Safer route and more routes.
- More of them, better maintained, better signposting, better links, policing of non-authorised users.
- As a horse/occasional bicycle rider I would like to see improved and safer links on routes and, as I travel into the East Riding, better parking for boxes.
- We are lucky from Hornsea to have the Trans Pennine Trail on our doorstep but it is spoilt by the abuse of some, yobs on motorbikes, including grown men on the mini types, constantly use the trail and are abusive when told. Also the trail from Old Bridge Roundabout, east bound, is used for under-age drinking and goodness knows what else. Litter and broken glass along there is a big problem. Bridleways are limited in Hornsea (in part due to coastal erosion) but we are also limited by the gates, particularly across Wassand, which renders the bridleway unusable as the gates involve dismounting to open – difficult for a mid-50s person on a 16.2 hh horse.
- Safer road crossings. Reduce car speeds on approach to bridle paths, so we can cross safely. More Pegasus crossings set back from main roads, so when coming to a blind crossing we can cross much safer.



- Would it be possible to negotiate with landowners to provide permissive paths to link bridleways together thereby providing safe off-road riding. I would like to see more circular routes. I would like adequate safe parking – could this be negotiated with landowners for a moderate fee? I would like footpaths to be upgraded to provide better continuity.
- More advertisement. I can't find anything detailing footpaths or bridleways in the area which will enable me to walk or ride.
- Easy to read maps with distances and signage on routes.
- Improved circular routes away from traffic.
- Safer minor road surfaces and verges which are used to link bridle paths.
- Safer Crossings.
- Safer road links to PROW and also clear signs to show all road users and people who would wish to use any PROW.
- If there were more drivers who obeyed the speed limit and more courteous towards horse-riders and walkers.
- Major concern: For 10 years my husband and I have been working to get Stone Pit Road, Welton re-instated as the horse access it should be. NO progress appears to have been made despite council acceptance of the historic background to this access for the people of Welton and their horses, only taken away because of the widening of the quarry, and not re-established because of it finishing a short distance from the next bridleway. Surely something can be done to re-open for horses this vital safe access and link to bridle path network?
- Preston is a very busy village, there isn't any bridleways in the village. Just to have one would improve safety and make riding more enjoyable and safer for myself, family and fellow riders.
- If we had some to use we would use them more often.
- If bridleways were for horses, not allowing motorbikes on also they should be kept safe by keeping them maintained with no interference from farming equipment or busy roads. Roads are getting incredibly dangerous for horses because people do not slow down for us. England flags and lorries scare horses also.
- We would use the ROW more if we could get to them without having to use very busy roads with ignorant drivers and loads of commercial vehicles, and if there were more of them!
- Accessibility is what's needed.
- Ordnance survey maps must be accurate to what information they give e.g. no bridleway exists on Canal Side East, Newport North of Newport House Farm and no bridleway access through Common Farm (Stoney Lane to Drymen Lane).



- Since the turn of the century drivers have become more aggressive. It is vital that speed and weight restrictions be put on roads like West Field Road, Eppleworth to enable riders to ride in safety.
- There should be more bridle paths if there were it would encourage horse riders to use them, thus keeping them off the roads making roads safer for both riders and drivers. The bridleways should be claimed back off the farmers and other landowners as they already exist. If these were re-opened this would become far safer for everyone.
- Keeping hedges and verges cut back. Slower traffic around bridleways.
- More circular routes which don't involve busy roads.
- Continuity of routes that are off-road and horse crossings where needed to keep routes going and in general more available horse routes easily found on maps and well signed.
- A booklet showing all available rights of way for the area would be useful.
- A greater number of bridleways/permissive paths which link without crossing/going along busy roads. The only bridleway I can reach within one hour on horseback is effectively a dead end as it goes out onto the A1079 and there is no safe way of negotiating this road to reach potential linking bridleways. In addition it has barbed wire on one side and electric fencing on the other for much of the year. p.s. I think way marking has improved a great deal in recent years - well done!
- I would prefer using bridle paths to roads due to traffic issues however a lack of bridleways forces me to ride on busy roads and country lanes where a lack of vehicle driver courtesy seems to apply!
- There are far more PROW for walking then riding surely these could be multi-user as in the area where I live very few people actually walk them.
- I am single, male and quite happy to hack along local paths: my horse is stabled on a 700 acre farm but we do get heavy wagons going through.
- Providing that the route was safe i.e. safe bridges, reasonable footing, motorbike free and routes that did not involve much main road riding especially with the Easington Gas which has lots of heavy lorries that brought my horse down on the road that is good in Traffic the roads are increasingly dangerous.
- We need to be able to get off roads and away from the traffic and have a few more footpaths opened up to horses.
- Longer routes - at present can only use a route which is about 2 miles long and terminates in a dead end (at the river bank which is closed). I am reluctant to use roads as I was hit by a car when riding my horse by an old man who "didn't see" my 16.3 hh horse! Traffic speeds past me, even in 30mph zones (which they ignore) and pass me so close my toe has clipped their wing mirror, so getting to a longer route, further away is very stressful.



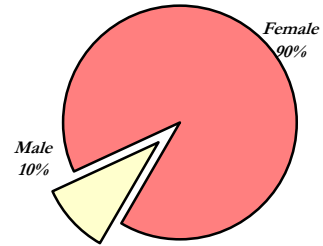
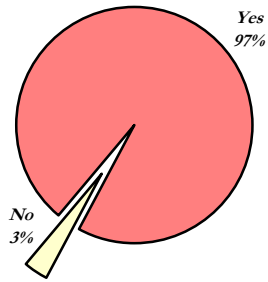
- Crossing points for horses near Lazaat restaurant and at the end of cycle path across Walkington Road so people from Cottingham could get to Skidby bridle paths and up quiet roads to Risby and Little Weighton without worry of crossing main Beverley/Willerby Road.
- More bridleways closer to home - there is only one very short one near me.
- It would be nice to have some off road riding where I am although it's all country lanes to do a hack it has to be a long one or turn around as I'm surrounded by farmland. I am allowed to ride on the land where the animals are kept but this can be a long route and get boring.
- Being made aware of the bridle paths in the area (without having to jump over fences or cross dangerous roads!). Having more bridleways in the area. I think farmers should leave green paths at the sides of their fields to enable people/riders to enjoy the countryside more (these paths should be wide enough though!).
- The main problem in this area is lack of prov - the farmers block the tracks off and there is a possibility of wind turbines being erected in the immediate vicinity and that will cause even more problems. It's roadwork or nothing here it would be so nice to be able to just ride in safety on a country track.
- We already enjoy the ROW networks - what really worries me is the ignorance of car drivers towards us and our horses. They have no respect for our animals, the speed they pass us, the verbal abuse I have received is shocking. I do my utmost to ride on the left and correctly on the road, but my experience of riding in Swanland and Ferriby is of hostility towards horse riders.
- I do use them regularly but it would be wonderful to not have to go in heavy traffic. It can be daunting taking a young horse in the traffic but if they don't get used to it you are unable to leave the place where they are kept. Most drivers are very thoughtful but a few don't appreciate how much damage can be done in frightening a horse by driving too fast.
- The Pegasus crossing at Ganstead is wonderful. Thank you for modifying one of the push button posts it has made it so much safer to use. One would be appreciated at the A165 - Hornsea Rail Trail crossing (TA 154375) an extremely busy crossing on sunny weekends. More clarity on cycle routes for horse use slippery side roads even for horses fitted with road studs, even cars skid at relatively slow speeds when slowing for horses aggravating a potentially dangerous situation.
- As above, just make them passable on my horse not deep rutted mud and water please. I thought when I saw all the bridleways on the map near Adlingfleet it would be great but I am mainly still on road riding due to the farmers abuse of the bridleways.
- Riding around Newport is great. When I ride out at Spaldington there are no bridle paths nearby and the horse I ride is quite old so it would be nice to be able to ride on grass whereas most of the time I have to ride on the roads. My family and I would get out more if there were more signposted circular routes.



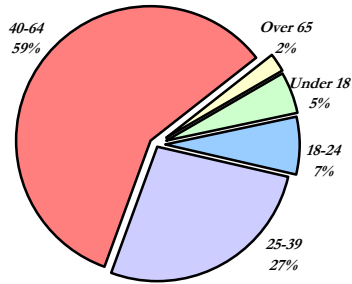
- Safer routes - where people realise horses are not just machines but people need to be a bit more careful around them. Some circular routes that take an hour sometimes longer, with some areas where it is safe to canter (e.g. straight stretches where you can see what is coming towards you). Easier access across busy roads. Drivers very rarely give horses the easy option of crossing a busy road when traffic is slow moving or at a stop - prime example Great Gutter Lane crossing across the main A road at Willerby. At rush hour you could sometimes wait 10 minutes or more before safely crossing. Motorists on small narrow bendy roads - they need to understand that they may come across riders (horse) who cannot move out of the way quick enough and to give the horse enough room when passing. I have had an air pistol shot in the air, horns blown and drivers passing too fast and inches away from me. Verges – small areas next to the road could be cut down so that a rider could place the horse on it so a car could pass - also makes it easier to check for broken bottles/cans before walking into it.
- If more info on the routes was available. There is a major lack of bridleways in immediate vicinity - they all involve transport to be able to get to them.
- Confidence of not being harassed on discouraged by landowners.
- More local routes - perhaps making some footpaths into bridleways.
- It is very difficult in this area as all land is farmed and I am not sure whether I am allowed to use paths made by the machinery. These are obvious paths but not official, I presume they belong to each individual farmer.
- More bridleways. Bridleways that don't stop in the middle of nowhere. Better access to bridleways - the roads are dangerously slippery to the point of having to get off and walk with the horse. More bridleways needed, upgrade footpaths.
- More circular routes as a lot just stop in the middle of nowhere. Better maintained. More of them - we have a number of footpaths but not many bridleways.
- Routes that you can start and finish in the same place.
- There is only one bridleway within walking distance of the stables were I keep my horse. This is a circular route one which means a lot of roadwork down Benningholme and Meaux Road - both are very busy roads. The drain bank we ride along is overgrown and dangerous between May and October and in the winter months is a mud bath and very slippery. To get onto the bridleway from the village of Wawne you have to go through a cattle farm and the farmer has a habit of putting up electric fencing and guide the cattle but these block the path and aren't easy to untie without dismantling. On occasions you come faced with a herd of cattle on the track which is very dangerous.



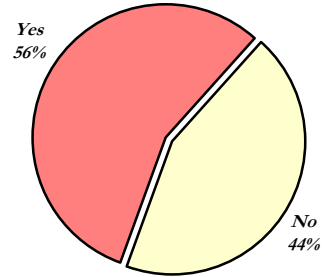
About the Respondents



Do you live in the East Riding?



Gender?



What is your age group?

Member of a 'User Group'?

Appendix A: Analysis of Questionnaires

3. Landowners and Tenants

Note: where figures are shown as percentages and do not total 100% this may be due to some questions not being answered, multi-responses or rounding.

Q1 What is the main use of the land that you own or tenant?

	<i>Number</i>	<i>Percentage</i>
Farming	13	81.3
Recreation	1	6.3
Tourism	0	0
Conservation	1	6.3

Q2 Do you have Definitive Public Rights of Way across land that you own or tenant?

	<i>Number</i>	<i>Percentage</i>
Yes	12	75.0
No	2	12.5
Don't know	2	12.5

Q3 If YES, what status Public Rights of Way do you have?

	<i>Number</i>	<i>Percentage</i>
Footpath	10	83.5
Bridleway	8	66.7
BOAT	0	0
Don't know	0	0

Q4 Which of the following statements reflect your experiences?

	<i>Yes</i>		<i>No</i>		<i>Don't know</i>	
	<i>Nr</i>	<i>%</i>	<i>Nr</i>	<i>%</i>	<i>Nr</i>	<i>%</i>
Most users of Public Rights of Way respect the needs of landowners/tenants	14	88	1	6	1	6
Most users of Public Rights of Way are considerate to farming practices/land use	13	81	2	13	1	6
I would like all PROW across land I own or tenant to be waymarked to guide users	14	88	1	6	0	0
I would like to move the Public Rights of Way on my land	4	25	7	44	4	25
I have made a declaration under Section 31(6) of the Highways Act 1980 for my land	1	6	6	38	6	38
I would like more information on making a declaration under Section 31(6) of the Highways Act 1980	5	31	5	31	3	19
I have problems with unauthorised vehicles on my land	11	69	4	25	0	0
I have problems with dogs on my land	9	56	6	38	0	0

Q5 *How many incidents of ‘dogs out of control’ have you reported to the Police in the last 12 months?*

Total: 8

Q6 *Would you be prepared to upgrade any existing footpaths on your land into bridleways?*

	<i>Number</i>	<i>Percentage</i>
Yes	2	12.5
No	13	81.3

Q7 *Do you or rent any land registered as ‘Open Access’?*

	<i>Number</i>	<i>Percentage</i>
Yes	2	12.5
No	12	75
Don’t know	2	12.5

Q7a *If Yes, can all areas be accessed via a Public Right of Way or Public Highway?*

	<i>Number</i>	<i>Percentage</i>
Yes	2	100.0
No	0	0
Don’t know	0	0

Q7b *If No, would you consider providing a suitable route?*

There were no responses to this question.

Q8 *Does part of your land/business rely on tourists and/or countryside users?*

	<i>Number</i>	<i>Percentage</i>
Yes	1	6.3
No	13	81.3
Considering	1	6.3

Q9 *If Yes or Considering, please indicate all that apply*

	<i>Yes</i>		<i>Considering</i>	
	<i>Nr</i>	<i>%</i>	<i>Nr</i>	<i>%</i>
Farm Shop	0	0	1	33.3
Farm based café/restaurant	0	0	1	33.3
Livery/stables/riding school	0	0	2	66.7
Camping/caravanning site	0	0	0	0
Bed and Breakfast	0	0	0	0
Self catering cottage	1	33.3	0	0
Other accommodation	0	0	1	33.3
Education facilities	0	0	0	0
Tourist attraction	0	0	0	0
Other	0	0	0	0

Q10 *Please read the following statements and indicate those that accurately reflect how you feel:*

	<i>Strongly agree</i>		<i>Agree</i>		<i>Disagree</i>		<i>Strongly disagree</i>	
	<i>Nr</i>	<i>%</i>	<i>Nr</i>	<i>%</i>	<i>Nr</i>	<i>%</i>	<i>Nr</i>	<i>%</i>
I appreciate that more of the countryside should be accessible to those with mobility and sensory impairment	1	6	12	75	2	13	1	6
I would support removing stiles and creating gaps to allow greater access for mobility and visually impaired users (where possible)	1	6	7	44	4	25	3	19
I would support having stiles replaced by gates (where possible)	0	0	6	38	4	25	4	25
I would support having stiles replaced by self-closing gates or boxed accesses in livestock fields (where possible)	1	6	10	63	1	6	3	19

Q11 *Finally, please tell us your views on the Public Rights of Way network in the East Riding of Yorkshire and any improvements you would like to see.*

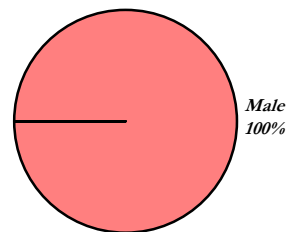
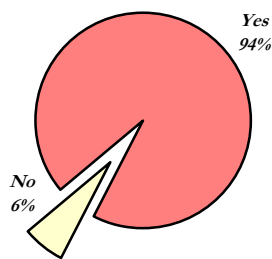
Comments were: -

- There are far too many rights of way/public footpaths across land in general and particularly the land owned by ourselves, which frankly are historically based, and bear no justification for today's use. Quite a number could be closed and moved to other existing footpaths, which would still accomplish access, and give the same directional movement. We have issues on usage during the shooting season where, because of the duplication of some of these footpaths, it is difficult to monitor.
- Adequate as is. Better signing required. Self-closing gates or boxes needed.
- I would like to see more bridle gates implemented to make easier access for riders. I would like to see more waymarkers and boards with information of the routes around the areas.
- Some rights of way need to be tidied and be more user friendly. Serious concern is expressed about the safety aspects, in particular fast motorcyclists on footpaths etc.
- A far less heavy-handed approach in tackling problems that arise with footpaths.
- OK. It is a struggle to get an accurate map of the local PROWs displayed on the Parish notice board.
- Provision of public rights of way is adequate.

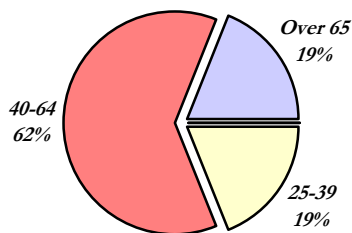


- More staff to cut the rights of way or pay a realistic fee to the landowners or tenant to keep them clear. Be more considerate to tenant landowners who want a minor diversion to the line of the path.
- County Council should be more active in maintaining lanes and tracks.
- It is considered more people want to use rights of way but there are many paths nobody uses already, most people have no idea about livestock or crops and damage caused by them, vehicles or dogs, most people mistakenly believe they have a right to roam anywhere they want. Any 'NO ENTRY' or 'PRIVATE' signs are smashed and ripped down even the Council ones are made of firewood. Even scout groups don't keep to paths! Our stock proof fences have been vandalised so animals have escaped. We are contemplating fencing people onto the path so that they do not wander off.
- Not always clear to find where they start and where the route follows due to poor sign posting. Information on where PROW routes are is not readily available. Both areas should be improved. As a Landowner who has provided Holiday Cottages now find that the economics of making such available to the public to visit the countryside is penalised by exorbitant rating valuation to the point its of being no use continuing to provide accommodation. There is not much point investing in PROW improvements if there is no provision for people to holiday and benefit from money East Riding Council would be spending.
- Clearer sign posts etc.

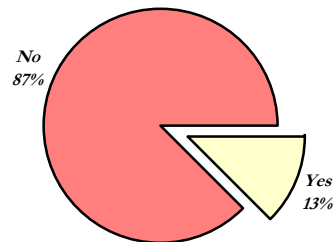
About the Respondents



Do you live in the East Riding?



Gender?



What is your age group?

Member of a 'User Group'?

Appendix A: Analysis of Questionnaires

4. Town and Parish Councils

Note: where figures are shown as percentages and do not total 100% this may be due to some questions not being answered, multi-responses or rounding.

Q1 *Do you have Public Rights of Way, which are shown on the Definitive Map, within your Town or Parish?*

	<i>Number</i>	<i>Percentage</i>
Yes	137	96.5
No	3	2.1
Don't know	2	1.4

Q2 *If YES, what status Public Rights of Way do you have?*

	<i>Number</i>	<i>Percentage</i>
Footpath	131	92.3
Bridleway	92	64.8
BOAT	20	14.1
Don't know	4	2.8

Q3 *Do you believe that you have an adequate Public Rights of Way network within you town or Parish?*

	<i>Number</i>	<i>Percentage</i>
Yes	98	69.0
No	41	28.9

Q4 *Are you aware of any routes in your Town or Parish that, although not shown on the Definitive Map, may be a Public Right of Way or where a landowner may be prepared to grant permissive use?*

	<i>Number</i>	<i>Percentage</i>
Yes	45	31.7
No	92	64.8

Q5 *Would you like to see any of the Public Footpaths in your Town or Parish upgraded to bridleways?*

	<i>Number</i>	<i>Percentage</i>
Yes	20	14.1
No	115	81.0

Q6 *Are there areas of land registered as 'Open Access' within your Town or Parish?*

	<i>Number</i>	<i>Percentage</i>
Yes	32	22.5
No	70	49.3
Don't know	38	26.8



Q7 If Yes, can all the areas be accessed via a PROW or Public Highway?

	<i>Number</i>	<i>Percentage</i>
Yes	26	81.3
No	5	15.6
Don't know	1	3.1

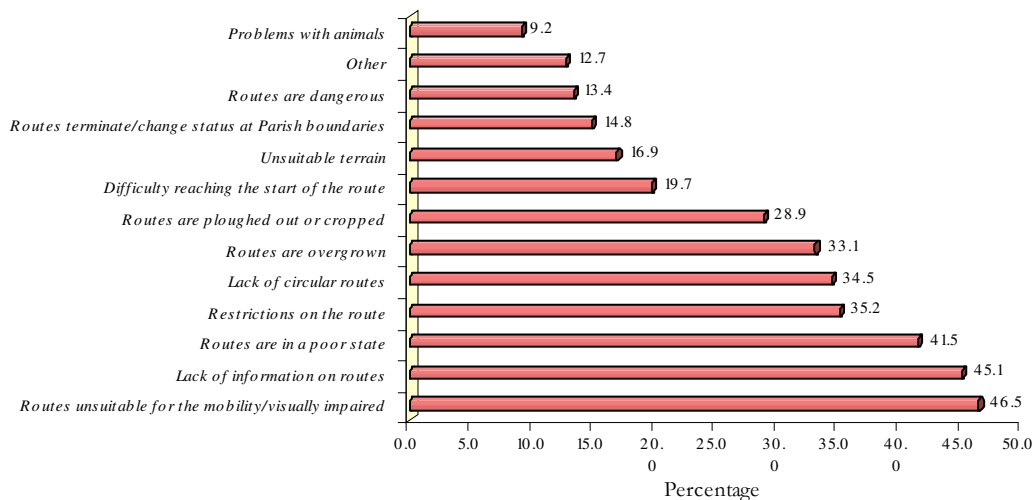
Q8 Do you have any livery yards/stables/riding schools within your Town or Parish?

This information is being treated as confidential.

Q9 What are the main problems on PROWs within your Town or Parish?

	<i>Number</i>	<i>Percentage</i>
Routes unsuitable for the mobility/visually impaired	66	46.5
Lack of information on routes (e.g. maps/leaflets)	64	45.1
Routes are in a poor state (e.g. litter, dog fouling)	59	41.5
Restrictions on the route (e.g. stiles, gates)	50	35.2
Lack of circular routes	49	34.5
Routes are overgrown	47	33.1
Routes that are ploughed out or cropped	41	28.9
Difficulty reaching the start of the route (e.g. no car park or bus stop nearby)	28	19.7
Unsuitable terrain (e.g. steep hills, uneven surfaces)	24	16.9
Routes that terminate or change status at the Town or Parish boundary	21	14.8
Routes are dangerous (e.g. cross/along busy roads)	19	13.4
Other	18	12.7
Problems with animals	13	9.2

What are the main problems on PROWs within your town or Parish?



Other: sample comments included: -

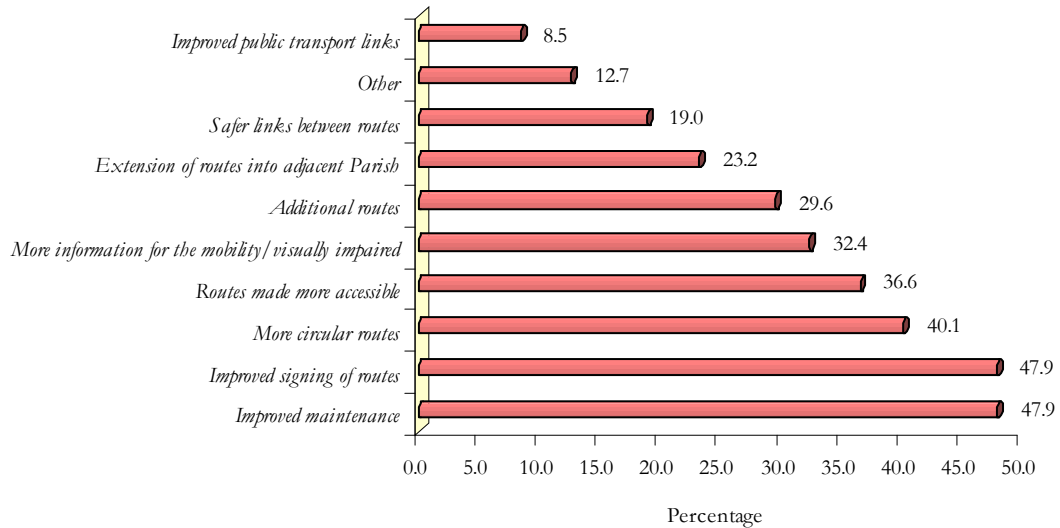
- Problems with youths on motorcycles
- Removal of signs by landowners to deter use
- Horses and cycles using public footpaths
- Erosion by rabbits
- No problems
- Quad bikes – control and monitoring
- Unstable cliff top paths
- Illegal restrictions, diversions and closures
- Landowners failing to repair or maintain stiles etc.
- Routes that go nowhere
- There are no routes
- Problems with litter
- Abuse by all-terrain vehicles
- Motorcycles using footpaths
- Dog fouling and dogs not on leads
- Vandalism
- Footpaths crossing undecked railway lines and trip hazard from signal wires
- Many of these questions assume that all PROWs should be accessible to everyone no matter how disabled – this is not something that everyone would agree with because making them accessible may urbanise the countryside
- All well maintained and signed
- Gates on paths not user friendly for horse riders

Q10 *What improvements would you like to see made to the PROW network?*

	<i>Number</i>	<i>Percentage</i>
Improved maintenance	68	47.9
Improved signing of routes (e.g. distances, clarity)	68	47.9
More circular routes	57	40.1
Routes made more accessible for mobility or visually impaired (where possible)	52	36.6
More information on routes that are suitable for the mobility or visually impaired	46	32.4
Additional routes	42	29.6
Extension of routes into adjacent Towns or Parishes	33	23.2
Safer links between routes (e.g. along busy roads)	27	19.0
Other	18	12.7
Improved public transport links to the start and ends of the routes	12	8.5



What improvements would you like to see made to the PROW network?



Other: sample comments included: -

- Offending landowners to be penalised or warned for removing signs
- ‘No horses or cycling’ signs on footpaths
- Maps/leaflets etc
- More bridleways as our roads are becoming more and more hazardous
- Information boards in town/Village centres
- No improvements
- Cannot make all routes suitable for mobility/visually impaired – perhaps improve some near Town/Village centres
- Some re-established
- Barriers to stop all-terrain vehicles
- More policing
- Working together with Town and Parish Councils
- The Council to make more effort in keeping old routes open and the creation of new routes

Q11 *Would your Council be prepared to assist in maintaining routes or encouraging landowners to both dedicate new routes and upgrade existing routes within your Town or Parish?*

	<i>Number</i>	<i>Percentage</i>
Maintenance	51	35.9
New/upgrading	43	30.3



Q12 *Finally, please tell us in your own words, what you believe would encourage more people to make use of the Public Rights of Way network both in your Town/Parish and the whole of the East Riding.*

- Availability of maps and maintenance.
- We have no rights of way but on the whole local landowners are not unreasonable in allowing local residents access to tracks on local farmland. Clearly as far as legal rights to use these tracks is concerned we have none and would not wish to jeopardise current good will by pressing for a more formal arrangement.
- Better publicity of routes available.
- Get a dog and a map! Safe, easy walking. Allow cycling on footpaths.
- Bubwith Parish Council is already part of the P.P.P. Some of our neighbouring parishes are not in the P.P.P Scheme, this means when a walker leaves Bubwith Parish the paths often become difficult to walk, sometime overgrown or rutted. Also the opportunity of circular walks are sometimes lost.
- Better clearer signs. Maps of the Rights of Way on the route itself, giving different routes i.e. long/short, easy/hard. Better maintenance and better car parking at the start and end of routes.
- More information about where they are, in the form of leaflets possibly. Using some of the routes in this parish is difficult as you get so far and come to a dead end or a junction with no signs indicating right of way.
- More links with neighbouring parishes via new/permissive ROW. All paths in the network to be maintained to standards of the best parishes.
- More publicity, guided walks organised etc. More info about right to roam sites - map isn't coming out soon enough. Area leaflet to show path networks.
- Maintenance in winter for mud, cutting of vegetation in late spring.
- Greater publicity. I don't think most people know they are there.
- Clear signs in all places indicating routes. Some incentive given to landowners to encourage them to permit use of land.
- Increase public awareness of Rights Of Way, facilities to provide refreshments, clothing books, maps etc. Develop working partnerships with Town and Parish Councils. Devolve budgets to those Town and Parish Councils willing and able to maintain footpaths in and around the parish boundary.
- Improved signage, maps/leaflets and dog warden monitoring of fouling.
- Good signposts and recommended walks. Guidance on where to park cars safely and securely.

- Time. Improve access for cyclists. If routes had more hardcore it would make access for less able walkers better. However there is a large number here and I am sure the cost would be untenable.
- More publicity and maps to be made available through libraries, customer service centres and town/parish councils.
- I believe that our PROW network is already well used.
- We get a lot, thank you.
- I feel that the rights of way around Wold Newton are well used and walked by both local and tourist people. The most essential thing I believe is that they are clearly marked on the O/S maps walkers use. Most of our rights of way are part of longer routes e.g. Wolds Way and are clearly signposted. I feel that the council has done as much as it can to show where they are but it would be impossible to upgrade for mobility or impaired people.
- Cannot quantify.
- Maintaining the PROWs in a fit state for use. Signage is ok.
- Signage and publicity leaflets. The bridle path past Nafferton Grange has no signage and has been ploughed up.
- Better information and better maintained circular walks. Notes on points of interest and wildlife features.
- Circular routes of varying distances. Better maintenance during bad weather periods i.e. mud/water making it impassable. Better signing i.e. mileage and severity/unevenness of surfaces/dog faeces etc. Also indication of the 'follow on' path to next parish or main highway. It might be possible to get permission to use 'set aside areas' to make circular routes off of 'Leven Canal' area of Pipe Bridge etc.
- Burton Pidsea Network is well used.
- Fimber has a below average number of PROWs in the parish. The roads particularly B1251 are becoming busier and traffic moves at speeds well in excess of the speed limit. This makes it unsafe for the public to walk, cycle and ride horse on the roads. The solution would appear to be to provide more PROWs, permissive paths and improved access to our 4 open access sites that are currently land locked.
- Circular routes on footpaths (rather than roads).
- More information.
- Circular walks.
- More publicity. We have produced a leaflet, which now needs reprinting. This council is involved in the Parish Paths Partnership, which does help to keep up the standard of the rights of way. Council members carry out surveys and inspections.

- Linking of routes to make circular walks of various lengths.
- To issue maps of walks as Humberside CC did years ago. Note: This parish works very well with ERYC under the Parish Paths Partnership scheme to maintain existing PROW and we publish a walks leaflet.
- All public footpath routes in our parish cross farmland at some point we mostly have had problems with loose dogs and have had 2 incidents of lambs and sheep killed and injured this year. All footpaths well looked after and maintained unfortunately not for disabled and, as someone with a walking disability, understand why not in this rural area. All paths accessible to parking even a nice pub, which most paths lead to. And views of Hornsea Mere birdwatching and nature.
- In general most people are either unaware of where the footpaths are, or where they go to, consequently how to get back on a different route. Perhaps a map board in each village centre would be advantageous, as often seen in North Yorkshire.
- The network is available but few people use it as the highways are quiet and dog-walkers are happy using those. We do not get many tourists it is only locals. We would all like maintenance of the highway network, which is in deplorable condition, to take precedence over rights of way.
- Adequacy and sufficiency of paths.
- Increased awareness, improved maintenance of routes and not enough signage.
- Get rid of the motorcar! Better advertising of footpaths etc.
- More publicity, better maintenance and more circular routes.
- We have an increasing number of residents enquiring as to the rights of way. It would be a great value to us all if you could supply a map showing all the footpaths in the area this could be displayed in the village notice board.
- Improved signage and circular routes.
- No encouragement is required.
- Circular routes.
- Well maintained and signposted. Good, interesting documentation, leaflets, pages for websites etc.
- Remove quad bike usage - enforce a ban. No motorised vehicles should be allowed!
- Map on village green, many residents (especially dog owners) use paths and some residents don't walk which is a general problem of getting people to exercise. Some ladies have perceived a safety problem walking alone (unless with dog). Re.Q11 maintenance done under P3.

- Circular routes well maintained and publicised.
- More information and general maintenance.
- Better access and parking, more information of routes etc. Circular routes and linking routes.
- Small parish councils are not financially able to provide maps or leaflets. Grant aid/assistance from District Council would help greatly. Without the financial aid given to small Parish Councils through Parish Paths Grants they would be unable to maintain access along the PROWs. This should continue and not be cut or restricted.
- More information and more maps.
- In South Cave Parish, under the PPP the footpaths are well used and well maintained. Would like to see a new footpath up Beverley Road to Beverley Clump to join with Swinescaife Lane making another circuit route through the wood not alongside the road. I would also like to see some new leaflets and maps.
- Better publicity and more information leaflets.
- More signs and leaflets in customer service centres.
- A countywide network map with reference to suitability for different type of user. The map to show car parks and restaurant stops (pubs, cafes etc.).
- Publicise the PROW. If the people do not know about them then they cannot be used.
- Footpaths 3 and 9 Walkington are joined by a link along a busy road. This link should be provided within a field boundary.
- Both locals, visiting parties and ramblers, regularly use routes.
- The 1:25000 OS maps and other route guides such as those published by your council should be sufficient to ensure sustainable use of footpaths by people who appreciate that access to the countryside entails rights and responsibilities.
- More clearly signposted, the path to Ulrome from the Methodist Church or Sands Lane is not well signed. Better maintenance, the path to Fraisthorpe that runs to the left of the old Alms Houses (hospital) becomes overgrown with nettles.
- For some 15 years we have been trying to re-open paths but are met with poor response from landowners and tenants.
- Improved signage/interpretative boards. Maps/leaflets, improved maintenance and circular routes. Displays at libraries and other venues and volunteer led walks.
- Improved maintenance and clearer signposting of the PROW.



- More information including as per PPP In our village change as per evidence takes time.
- Maps/leaflets deposited in Bilton Post Office to encourage the public to use footpaths/bridleways. Our records show footpath No.3 commences in School Lane on the east side and joins at a point east of the primary school.
- As many paths/bridleways regularly become uneven and overgrown we think that maybe twice a year a trained team, using specialists equipment to level and cut would encourage more frequent use by more people.
- Printed maps showing all public footpaths in the parish being available to everyone. More publicity about walks.
- Clearer signage and more information on public routes.
- More information (tourist information) on routes and descriptions of their content. Better signage, more circular routes and maintenance of existing routes.
- The ROW in Bugthorpe and Kirby Underdale are well used but require more maintenance by ERYC and more signage appropriate to the location.
- Better route information and signposting.
- Leaflets dedicated to particular parish for display at council offices. Ease of access by regular maintenance i.e. litter removal, doggy bins, cutting back of overgrown grass/shrubbery and occasional seating areas.
- Increased funding for more frequent cuts, particularly in parishes not in the PPP scheme. Encourage more parishes to join the PPP. Improved measures to bridleways to prevent use by unauthorised vehicles and motorcycles.
- Clearer signing and distance information and better upkeep of stiles.
- Routes in parish are all well used.
- Q9 footpath continues from Seaton Ross into Holme on Spalding Moor but it is not adequately maintained in Holme. Decommission footpaths which do not go anywhere - were originally just a means of getting from one farm to the next for workers. Village footpaths mostly used by dog walkers. Rationalise some footpaths so they are not so expensive to maintain.
- More cycle paths made available with good surfaces.
- Maps and knowledge of routes.
- Better maintenance.
- Better signs and better help for farmers. Ours orders people off and claims that it is not a public footpath.
- More publicity in the form of leaflets indicating where the public rights of way are. Educating and informing to encourage more use of the paths.

- Improve positioning of footpath signs giving the distance and destination. If possible repair of paths and make sure pathways are unobstructed by growth of trees, brambles etc and more bridleways required.
- Readily available maps.
- The routes around Wetwang are fairly well used. We are visited frequently by walking groups and people from the village walk footpaths.
- Safety for families, in particular a path on Etton Road to the Hudson Way linking Cherry Burton to its principal parish footpath. Replacement of bridge over Etton Road but not upgrading to Bridleway in that direction unless significant funding to upgrade the surface to multiuse becomes available. This has been verbally approximated at a very high figure.
- We feel that many footpaths could be made into circular walks by the East Riding Council which would make landowners more aware of people not just wandering different ways across crops and through livestock, to find a different route back. The routes are there they just need the permission and the money for maintenance. We are maintaining some paths not registered and feel we could do with more help from the East Riding to sort it out.
- The footpaths/bridleways in our parish have been part of the PPP for several years and are well maintained. They are generally quite well used and add to the quality of life of the parishioners.
- The green lanes classified as highways attract 4-wheel drive vehicles, which are responsible for damaging the surface of the lanes, thus preventing easy walking or riding. We understand many such drivers are from the continent. We would like to see such activity banned.
- Regular publicity in ER News with maps, warning signs regarding dogs, dog fouling, motor cycles etc.
- More policing.
- No observation.
- Apply effort to keeping the lanes clear of undergrowth and the surfaces firm and level. Too many lanes overgrown rutted and badly drained.
- Better public transport.
- Better information on the routes making 2 parish paths into one circular route.
- Pocklington Industrial Estate is about 2 miles from Pocklington town. We would very much like a cycle track to be built along West Green. I am sure this would encourage more people to use cycles instead of their cars. I'm not sure this comes within your limit but if so could this proposal be put down as one for consideration.
- Promotion of routes by use of East Riding newsletter, prior to this there should be a survey of each route by parish and east riding with more positive liaison, financing, upkeep and finally back up by the east riding.

- Both rights of way go from Main Street to the river flood bank, however the bank top is not registered as "right of way" though it has been used without complaints I believe. It would make a pleasant walk to Swinefleet if registered though access to the bank at Swinefleet would have to be sorted out.
- For farmers to get payments for using margins for bridleways. To spend more time to cut out stiles and gates. For East Riding to up rates of pay and not down grade payments as work cannot be done for nothing unless voluntary.
- Better signage and better access provided to paths, possibly a booklet could be printed to make people more aware of what is in their area.
- Regular maintenance on cutting grass and hedges.
- The PROW are well used because we're near Pocklington but there is very little relevant public transport and most people walk on verges. Not enough bridleways. No routes suitable for wheelchairs except Millington Wood (which is out of parish). Circular routes would encourage more people. In general maintenance and the ploughing of routes is a problem in the East Riding. Also many routes go through fields with bulls (not bullocks!) or cows with young calves in spring.
- If routes were made more accessible and more information given. Made to feel safer i.e. not worried about illegal motorbikes.
- Rights of way map to link with adjoining parishes.
- May I take this opportunity of requesting a confirmation finger sign at the end of Mill Lane, Foston? There is one that points next to 'Beckwatchers Cottage', but a confirmation sign over the first obstacle to prevent people going along the access road to the YW treatment plant would be most useful.
- They are all well used, Bempton is the RSPB area and attracts many visitors.
- Maintenance of routes and new/upgrading of routes from grant funding rather than precept e.g. PPP. More publicity, provision of maps/leaflets in locally available facilities.
- Increased publicity and local maps made available. Organised events i.e. walks on local public rights of way. Parish and Town Councils encouraged to produce local route maps.
- To be made more aware of the stunning countryside which can be enjoyed by everybody with due regard to the landowners.
- The availability of local parish based walks maps/leaflets, similar to those provided for the Yorkshire Wolds and Flamborough area walks.
- Maintaining to correct width, cutting back overgrown hedges and stop farmers encroaching with cultivation. Enforcement of fly tipping.





Appendix B: List of Town and Parish Councils

East Riding of Yorkshire Council would like to thank the following Town and Parish Councils for returning their completed questionnaire: -

Airmyn	East Garton	Kirk Ella and West Ella	Seaton Ross
Aldbrough	Eastrington		Shiptonthorpe
Allerthorpe	Ellerby	Langtoft	Siggleshorpe
Anlaby with Anlaby Common	Ellerker	Laxton	Skeffling
Asselby	Elloughton cum Brough	Leconfield	Skerne and Wansford
Bainton	Elstronwick	Leven	Skidby
Barmby on the Marsh	Elvingham and Harswell	Lissett and Ulrome	Skipsea
Barmby Moor		Lockington	Skirlaugh
Barmston and Fraisthorpe	Fangfoss with Bolton	Londesborough	Sledmere and Croome
Beeford	Fimber	Lund	Snaith and Cowick
Bempton	Flamborough	Mappleton	South Cave
Beswick	Foggathorpe	Market Weighton	Spaldington
Beverley	Foston	Melbourne	Sproatley
Bielby	Garton	Middleton on the Wolds	Stamford Bridge
Bilton	Gilberdyke	Millington	Sutton Upon Derwent
Bishop Wilton	Goodmanham	Molescroft	Swanland
Blacktoft	Goole	Newbald	Swine
Boynton	Grindale	Newport	Swinefleet
Brandesburton	Halsham	Newton on Derwent	Thorngumbald
Bridlington	Harpham	North Cave	Thornton
Broomfleet	Hayton and Burnby	North Dalton	Thwing and Octon
Bubwith	Hedon	North Ferriby	Tibthorpe
Bugthorpe/Kirby Underdale	Hessle	North Frodingham	Tickton and Routh
Burstwick	Hollym	Nunburnholme	Twin Rivers
Burton Constable	Holme on Spalding Moor	Paull	Walkington
Burton Pidsea	Holmpton	Pocklington	Warter
Carnaby	Hook	Pollington	Watton
Catton	Hornsea	Preston	Welwick
Catwick	Hotham	Rawcliffe	Wetwang
Cherry Burton	Howden	Reedness	Wilberfoss
Cottingham	Huggate	Rise	Willerby
Dalton Holme	Humbleton	Roos	Withernsea
Driffield	Hutton Cranswick	Rowley	Withernwick
Easington	Keyingham	Rudston	Wold Newton
East Cottingwith	Kilham	Sancton	Woodmansey
	Kilpin	Seaton	Wressle
			Yapham cum Meltonby





Appendix C: Extract from Local Transport Plan 2 (2006 – 2011)

Rights of Way Improvement Plan

Introduction

The Countryside and Rights of Way Act 2000 (sections 60 to 62) introduced a statutory duty for all local highway authorities to prepare and publish a Rights of Way Improvement Plan by November 2007. Rights of Way Improvement Planning will therefore be progressively incorporated into local transport planning during the life of LTP2. This will provide the Council with an opportunity to ensure local transport planning is making the most efficient and effective use of the rights of way network.

The Rights of Way Improvement Plan (ROWIP) will provide an assessment of the:

- Extent to which local rights of way meet the present and future needs of the public;
- Opportunities provided by local rights of way for exercise and other forms of open air recreation;
- Accessibility of local rights of way to all members of the community, including those with visual impairment or mobility problems; and
- Such other matters, as may be directed by the Secretary of State.

The aims of integrating the ROWIP with LTPs are to:

- Establish the shared aims and identify a definite link between the Rights of Way Improvement Plan and LTPs;
- Ensure that rights of way are included in the LTP process and recognised as a key factor in the development of an integrated transport network;
- Recognise the invaluable role rights of way can play in assisting LTPs in the delivery of the four transport shared priorities and wider quality of life issues; and
- Strengthen and facilitate the long-term sustainability of rights of way.

Full integration of ROWIPs and LTPs will take place from 2010 onwards. However, it is unlikely to lead to a large improvement programme as the Rights of Way Improvement Plan is not a Government core performance indicator and funding is limited. We have drawn this to the attention of our Local Access Forum and we intend to work together on how to address the funding shortfall and make better use of the funding we have available. We will monitor the eligibility for making supplementary bids to improve our Rights of Way. As a first step towards integration, the Council has prepared a progress report on the development of its ROWIP.

Progress Report

Current Position

The Authority has made good progress in preparing its ROWIP. A full condition survey is currently being undertaken of the entire public rights of way network in the East Riding (approximately 1500km). The survey is nearing completion, with 80% of the network surveyed, and will be supplemented by consultation with neighbouring councils and users of the rights of way network. The Authority envisages completion of its ROWIP by November 2007.



The value of public rights of way for walking, cycling and horse riding in the East Riding is well recognised. It is important, that through the development of its ROWIP, the authority ensures that the rights of way network continues to meet both current and future needs of both residents and visitors to the East Riding, and is considered in the development of better networks for walkers and cyclists in urban and rural areas. This will be achieved by taking full account of public rights of way in developing local walking and cycling strategies.

In preparation of the Final Second Local Transport Plan, Council Officers have developed questionnaires in order to obtain the views of Users and Non-users of Rights of Way in the East Riding, Equestrian Users, Landowners, and Town and Parish Councils. These will be available both electronically and in paper form. Close links have also been forged with the Local Access Forum, resulting in the formation of a ROWIP Sub Group that meets on a regular basis.

The ROWIP will take into account:

- The opportunities that rights of way provide for exercise and recreation;
- The role of rights of way, as part of the local transport network, in delivering the four shared priorities for transport; and
- The contribution of rights of way in the achievement of the Council's Shared Priorities and the Government's Rural Strategy.

Objectives

The key objectives of the ROWIP are:

- Protect, improve and extend the rights of way network as an important means of access to the countryside for recreation and for health;
- Enhance the opportunities for safe and sustainable travel for both recreation and access to schools, work and services;
- Improve accessibility to rights of way for all members of our community and provide appropriate publicity;
- Ensure that the condition of the rights of way network enhances the appearance and amenity of the natural and built environment and our local heritage; and
- Ensure that the rights of way network contributes to the enhancement of economic opportunities.

Delivery of the Four Shared Priorities for Transport and LTP2 Objectives

The rights of way improvement proposals and measures identified below will contribute to the delivery of the following shared priorities for transport and LTP2 Objectives.



Tackling Congestion

Objective 1 (Congestion) - *Minimise traffic congestion, particularly in urban areas and inter-urban connections, and improve the efficiency of the Transport Network*

Objective 4 (Economic Regeneration) - *Support sustainable economic regeneration and growth*

Public rights of way offer opportunities to reduce motor vehicle use to school, work, local facilities and local recreation/tourism sites. Rights of Way can, in some instances, provide shorter or quicker journeys than using the car.

Measures to reduce congestion include:

- Improve links to school and places of work;
- Improve routes to bus and train stations to encourage more people to use public transport;
- Make appropriate routes suitable for commuter use by improving surfacing to enable ordinary shoes to be worn, removal of unnecessary obstructions and introduction of lighting;
- Improve routes that can be used by cyclists and, where possible, create new routes;
- Promote the use of Rights of Way as a viable alternative for short journeys.

Delivering Accessibility

Objective 2 (Accessibility) - *Improve access to key services (Health, Education, Employment, Shopping and Leisure) and reduce social exclusion for everyone*

Objective 6 (Quality of Life) - *Ensure transport provision promotes an enhanced quality of life*

Public Rights of Way for walking and cycling are important to everyone, particularly for people without motor vehicles - the elderly, children and people on lower incomes. They provide important links between communities and for journeys to schools, workplaces, shops and other facilities. A priority is to improve routes for people with mobility problems and visual impairments.

Measures to improve accessibility include:

- Provide clearer and more informative signing to indicate the destination and, where practicable, the distance involved;
- Integrate improvements to the Rights of Way network as part of 'Safer Routes to School';
- Provide lighting on appropriate paths, particularly in urban areas to reduce the fear of crime and anti-social behaviour;
- Ensure that the Rights of Way network and public transport networks are integrated and not severed by difficult or dangerous road crossings;
- Ensure that Rights of Way development and enhancement is fully integrated into rural and urban planning; and
- Encourage developers, through the planning process, to facilitate improvements to existing routes and provide new routes.



Safer Roads

Objective 3 (Safer Roads) - Improve road safety to make travel safer for all users, and increase personal and community safety for everyone

Rights of Way can segregate users from road traffic, thus providing safer routes for walkers, cyclists and horse riders.

Measures to improve road safety include:

- Improvements to road crossings where rights of way cross roads;
- New paths to avoid busy roads or roads with limited or no pavements/verges;
- Improvements to verges alongside roads that link adjacent footpaths or bridleways;
- Pavement provision, or improvements to verges, where rights of way emerge onto roads with no or limited pavements; and
- Removal of hazards for walkers, cyclists and horse riders.

Better Air Quality

Objective 6 (Quality of Life) - Ensure transport provision promotes an enhanced quality of life

Promotion and use of the PROW network, as a viable alternative for short journeys, will help in the reduction of motorised vehicle journeys. This will reduce the levels of pollution and the detrimental impacts this has on society.

The PROW network in the East Riding provides a significant opportunity for improving an enhanced quality of life for both residents and visitors to the East Riding as it provides a free resource, which can both improve the physical health and mental well being of users.

The measures to be used to improve air quality will include a combination of the above measures utilised to reduce congestion and improve accessibility.

Summary

The Council's ROWIP will identify priorities for future investment from 2007/08. The authority will seek to prioritise Rights of Way improvements with the Local Access Forum to assist in achieving LTP2 objectives and targets. It is hoped that additional funding allocations may become available from 2007/08 in order to implement improvement schemes on the Rights of Way network. The Rights of Way network within the East Riding is large at 1500km, and unless it is made a core performance indicator and additional funding is awarded, it will be very difficult to commit to a significant investment programme.





