

Rights of Way Improvement Plan for Surrey

Revised 2014



Contents

- 1 Foreword**
- 2 Executive Summary**
- 3 Introduction**
- 4 Policy Context and Other Relevant Plans and Strategies**
- 5 The Character of Surrey**
- 6 Assessment of Present and Future Needs**
- 7 Users of the Surrey rights of way network**
- 8 Issues and Proposals for Action**
- 9 Factors Influencing Delivery**
- 10 Action Plan – table with numbered objectives**

Appendix 1

- Summary of actions completed between 2007 and 2014

Appendix 2

- Landscape Character Areas

Appendix 3

- Definitive Map County Boundary Anomalies

Maps (7)

Foreword by Mike Goodman - Cabinet Member for Environment and Planning

Our Public Rights of Way network is a key asset available for residents and visitors to access Surrey's wonderful countryside. With this first revision of our Rights of Way Improvement Plan we aim to ensure the many benefits available from a well connected and promoted network are enhanced for both recreational and functional journeys.

By integrating improvements to our rights of way network with other Surrey transport plans such as the cycling strategy, we will encourage sustainable transport choices, work to reduce emissions, and achieve significant benefits for health and wellbeing. This Plan recognises the economic benefits of encouraging money to be spent locally supporting Surrey business and securing added value from visitors from outside the county. We are custodians of a valuable and unique public asset. If we maximise the contribution the network can make to quality of life, public health and wellbeing now, a well utilised network has the capability to provide a legacy of savings in other areas public expenditure well in to the future.

We will collaborate with District and Borough partners and Surrey Countryside Access Forum to secure resources to bring about improvements and connectivity to the network, with multiple benefits that serve the needs of existing rights of way users, and potential users to encourage more sustainable life styles. We recognise the need to gain agreement of landowners for specific improvements and to work with our customers to ensure local involvement and support.

We recognise that financial constraints mean funding improvement is more difficult. Schemes will need to provide clear value for money and contribute directly to the five objectives set out in this Plan. The County Council will consider opportunities to improve rights of way connectivity for users as part of any larger highway schemes. Delivering the objectives of this Plan will provide direct benefits for residents, and contribute to the County Council goal of ensuring that Surrey remains a leading economy with an attractive environment, better roads and transport networks.

2 Executive Summary

Our 3,444 km of rights of way are an invaluable asset for the people of Surrey. This Plan has been written to consider the status of the network, the needs of its users, and investigate how the network could be improved to reflect changing patterns of use and the changing requirements being placed upon it. Rights of Way provide the main access to Surrey's countryside and numerous links to and from our towns and villages.

This document has been reviewed in response to changing policies and priorities of the Government and County Council. There is also a statutory duty to review the Rights of Way Improvement Plan within ten years of publication. The maintenance and protection of our rights of way is also a statutory duty. This Plan is about improvements, it is not written to consider specific work on a path by path basis, but to set out overall objectives and direction so that any opportunity for work to enhance the network can be guided and prioritised.

In this Plan we have set out the wider policy context by considering what contribution an improved rights of way network can make to the objectives of many County Council strategies and priorities. In particular the Rights of Way Improvement Plan is part of the Surrey Transport Plan. Also we consider that visits to the countryside on foot, cycle and horseback contribute to the local economy. We have considered the necessity to work closely with partners such as the Districts and Borough Councils and Surrey Countryside Access Forum to ensure action to meet the objectives of this Plan can be achieved. We have established that a well used and publicised public rights of way network can contribute to overall health and wellbeing of the population.

We have examined the character of Surrey in relation to rights of way and what is special and also different about Surrey. Our assessment of present and future needs considers the status of the network, its value and has specifically identified that severance is one of the main threats and that improving connectivity is essential to improving the quality of the network.

Since 2007 the County Council has consistently scored highly for Best Value Performance Indicator 178, which is the percentage of the network that is 'easy to use', also the National Highways and Transport Public Satisfaction Survey 2013 ranked Surrey 1st for Key Benchmark Indicator (KBI) 16 'Satisfaction - Rights of Way (aspects)' and 3rd for KBI 15 – 'Rights of Way', out of twenty four County Councils.

The needs of path users (our customers), are considered in some depth; this has included market research, surveys and direct feedback from individuals and user groups. This in-put has shaped our intention as out lined in our 'Issues and Proposals for Action'.

We have identified five main objectives for improving our rights of way:

- to improve accessibility to services, facilities and the wider countryside along rights of way
- to improve connectivity of rights of way and to reduce severance
- to improve the quality of the rights of way network
- to increase recreational enjoyment
- to secure coordinated implementation of the Rights of Way Improvement Plan within resources available.

There are a number of factors that have an effect on our opportunity to bring about improvements; these issues are considered in section seven of this Plan. The difficult financial climate means securing resources for improvements is very challenging. Our conclusion is that often we need to pursue an opportunistic approach to improving our rights of way, without diverting resources from delivering statutory maintenance work. We are not in a position to outline in advance all specific work for a variety of reasons including landowner permissions and resource constraints. We must therefore achieve improvements in partnership with others and usually by responding to opportunities as they arise.

In our Action Plan we have set out under each objective several tasks we propose to carry out to meet our objectives. We will report on improvements made each year. We have included in Appendix 1 a summary of improvement works carried between the publication of our first rights of way improvement plan (2007) and this revision. Delivery of rights of way improvements will be led by the Countryside Access Team working closely with external partners and internal partners within the Environment and Infrastructure Directorate and other County Council services.

Our overriding aim is to bring about improvements that provide the possible results, at the best value for our customers, both existing users and those we hope to encourage.

3 Introduction

Many people in Surrey greatly value the counties beautiful countryside, historic towns and villages, the strength of the economy and overall quality of life. Surrey is one of the most beautiful and diverse counties in England and we are fortunate that large areas have been preserved in perpetuity for the public to enjoy. Surrey has the third largest area of common land of any English county. Both the protected areas and the wider countryside are readily accessible to millions of people.

The public rights of way network, is the principal means of access to the wider countryside, and yet reflects patterns of use from an earlier simpler age, when walking, horses and carriages were the only means of transport. With the preparation of this Rights of Way Improvement Plan, we have been challenged to look at the public rights of way network with fresh eyes. Not simply as an historical legacy to be preserved, but as a valuable asset to be developed and improved for future generations.

Massive economic and social changes have taken place since the public rights of way network was first mapped; yet the network remains substantially unchanged. Those changes that have taken place have been piecemeal, principally in the interest of private landowners or as a result of changing land use, and their overall effect has never been properly assessed.

This Plan draws from policy objectives from across many areas of local and national government. It demonstrates how a well maintained and enhanced network of rights of way has a major contribution to make to ensuring Surrey remains one of the best places to live and work. This is a Plan to ensure the rights of way network continues

to meet the requirements of the people of Surrey, and is improved so that the network is worthy to serve the changing needs of a world leading twenty-first century economy.

The network is not just about getting from A to B, it's not just about leisure; it is a network that provides great opportunities and possibilities for all. It is a link from the past to the future, a 3,444km asset that is of immense value for everyone every day.

It is a network that can contribute to improving public health and wellbeing, can help to reduce emissions and reduce road congestion; this is a network that can contribute to everyone's quality of life. It already does all of these things in some measure and could do more; with investment the multiple benefits of this great asset can be considerably enhanced.

Our rights of way are not just an add-on to the transport infrastructure, they have an essential role to play in an integrated system of public routes, and links to and from where people live and work.

The integrated application of policies and objectives from the many strategies referred to in this Plan can help to achieve enhancements across the network. By working with partners and actively looking for opportunities to assemble funding from multiple sources improvements can be secured, and at relatively low cost.

The Actions set out in this Plan do not solely rest with one section of one authority. All departments where policies and strategies are served by shared objectives have a role to play in implementing this Plan. Achieving a rights of way network fit for the people of Surrey and suitable for the twenty-first century is not just for local authorities to deliver; equally those that use the network and local community organisations have an essential role to play.

3.1 What is a Rights of Way Improvement Plan?

Every highway authority in England has a statutory duty under section 60 of the Countryside and Rights of Way (CROW) Act 2000 to prepare a Rights of Way Improvement Plan.

The Plan is intended to be the prime means by which local highway authorities identify the changes to be made in respect of the management and improvements to their local rights of way network, in order to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility difficulties. It is not designed to provide detailed solutions to access problems in every locality, but to take a strategic approach to managing public access. The Plan should draw broader, generic conclusions that are then the focus of a business plan for delivery on the ground.

The CROW Act 2000 defines 'local rights of way' as including footpaths, cycle tracks, bridleways, restricted byways and byways open to all traffic. The Act specifies that the Rights of Way Improvement Plan should be updated at least once every ten years and should be integrated into the Local Transport Plan. This Plan is part of the

County Councils third Local Transport Plan, known as the Surrey Transport Plan (STP).

This is the first revision of the 2007 Rights of Way Improvement Plan. It includes an assessment of:

- the extent to which the rights of way network meets the present and likely future needs of the public (Assessment of Present and Future Needs)
- the opportunities provided by local rights of way for exercise and other forms of open-air recreation and the enjoyment of Surrey's countryside (Users of the Rights of Way Network)
- the accessibility of local rights of way for blind and partially sighted people and those with mobility difficulties (Improving Accessibility)
- it also includes an action plan indicating the action the highway authority intends to take for the management of local rights of way to secure an improved network, with particular regard to the matters dealt with in the assessment. (Issues and Proposals for Action)
- a summary of actions completed between 2007 and 2013.

The Rights of Way Improvement Plan is closely linked to the County Council's Rights of Way Statement for Surrey (January 2010).

3.2 Surrey Countryside Access Forum (SCAF)

In preparing the Rights of Way Improvement Plan, highway authorities have a duty to consult with their Local Access Forum. The Surrey Countryside Access Forum was established in 2002 and is the primary countywide advisory body related to countryside access in Surrey. Information about the Surrey Countryside Access Forum is contained on the County Council website: www.surreycc.gov.uk.

The role of local access forums in relation to Rights of Way Improvement Plans may include, for example:

- commenting on opportunities for access to open countryside especially where new linear routes may be desirable
- assisting local highway authorities in setting priorities for implementing their plans
- commenting on published draft Plans.

The Surrey Countryside Access Forum was involved throughout the process of preparing the Rights of Way Improvement Plan 2007. A survey of the public's views was organised in 2006 this included suggestions for improvements to the rights of

way network. The draft Plan was made available for public consultation in 2007 for a 12 week period and comments received were discussed with the Surrey Countryside Access Forum. Amendments based on their comments were included in the finalised Plan which was approved by Surrey County Council's Executive Committee on 23 October 2007.

Since 2007 there have been a number of changes in policy, both nationally and locally. However, following discussion with the Surrey Countryside Access Forum the main content of the 2007 Plan is still considered to be valid and a modest revision is all that has been required.

The change that has been made is that the concept of a spine network proposed in the 2007 Plan and included in Rights of Way Statement of 2010 has been discarded. The key promoted routes that made up the proposed spine network will remain and will continue to be maintained and promoted.

Following reassessment of priorities and discussion with the Surrey Local Access Forum the County Council will seek to improve links to provide better connectivity to the network as a whole, and protect the network from severance.

4 Policy Context and Other Relevant Plans and Strategies

The Rights of Way Improvement Plan highlights how local rights of way and wider countryside access can support key public policy objectives contained in a wide range of existing plans and strategies. Improving the rights of way network will make an important contribution towards delivering several objectives of the Surrey Transport Plan and several other core corporate priorities.

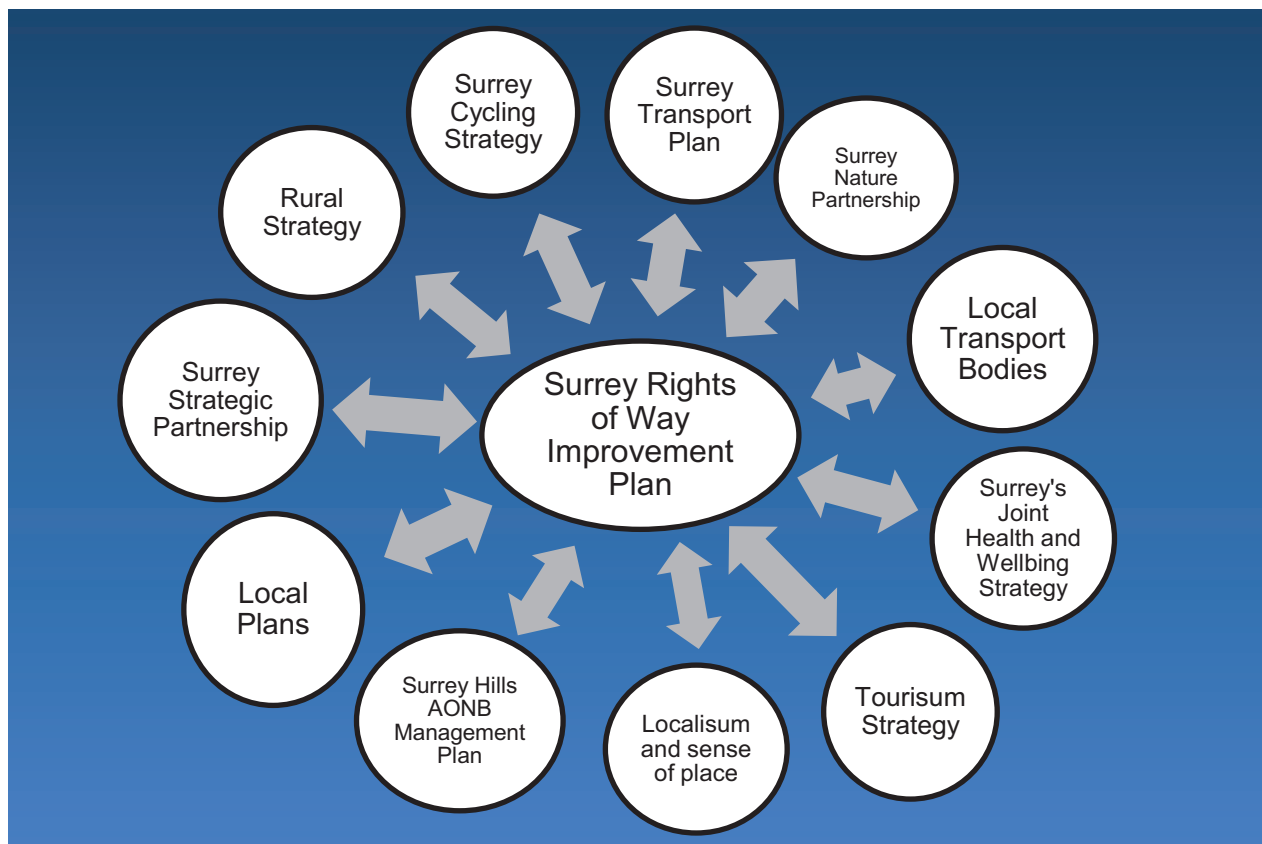
Since the definitive map of public rights of way for Surrey was first drawn up in 1952, the principal aim of public rights of way management in Surrey has been to preserve the existing network. As a result, management has been largely reactive. The duty to prepare a Rights of Way Improvement Plan is the first time that local authorities have been asked under the legislation to step back and consider the network from the point of view of a modern day user.

It is hard to overstate the significance of the move from reactive management to a more planned approach. Many users are concerned that it will lead local authorities to neglect their statutory duty to maintain less well-used parts of the network, which they have spent the past half-century fighting to preserve. But the public rights of way network is a priceless historic legacy worthy of preservation for its own sake and the statutory duty to maintain it will remain. This does not mean to say that we should always continue to maintain paths that no longer fulfil any useful function and are not used, but their extinguishment has always been, and will remain, an option of last resort.

Whilst there is a statutory duty to prepare a Rights of Way Improvement Plan, there is no corresponding duty to improve the network. There is, however, a duty on the highway authority to state the action it is proposed to take to implement the Plan and how that will be achieved (Factors Influencing Delivery and Action Plan).

This Plan does not stand alone, it is integral to a suite of plans and strategies designed to serve the needs of the population. The link between plans is evident and the understanding between them must extend in to practical actions in order for the County Council to secure some of its key objectives. It is important to recognise mutuality and channel resources effectively to provide value for money improvements that are appropriate and multifunctional.

The relationship between this Plan and other plans and strategies is shown below with two way arrows to indicate the necessary on-going interaction required for these plans to deliver their objectives.



4.1 Surrey County Council Environment and Infrastructure Priorities 2014

- Maintaining and improving highways and transport infrastructure to support economic growth
- Developing sustainable transport solutions that tackle congestion and support economic growth, quality of life and environmental improvement
- Maintaining and improving the county's attractive environment
- Enabling and facilitating sustainable development

4.2 The Surrey Transport Plan

As part of the public highway network, public rights of way have a vital role to play in delivering objectives of the County Council's statutory Local Transport Plan (LTP3, known as the Surrey Transport Plan) and the shared priorities for transport, which are:

- tackling congestion to limit delays
- increasing accessibility to key services and facilities
- improving road safety and security
- enhancing the environment and quality of life
- improving management and maintenance of our transport network.

The Surrey Transport Plan recognises the opportunity the Rights of Way Improvement Plan represents to maximise the contribution that local rights of way can make to the delivery of accessibility and wider quality of life issues, such as healthier communities and better access to public spaces, particularly in rural areas. In particular, it states that, where appropriate, footpaths, bridleways and other rights of way should be examined to assess what opportunity they offer to improve accessibility to key services.

This Plan has the potential to guide the delivery of several objectives set out in the Surrey Transport Plan for example increasing the number of cycle trips. This could be achieved by upgrading suitable existing routes and creating new ones. It could also help to support improvements for the transport hubs of Guildford, Woking and Reigate/Redhill.

A full copy of the Surrey Transport Plan (STP) can be downloaded from www.surreycc.gov.uk/localtransportplan.

4.3 Local Plans

In Surrey, proposals for new built development are a significant threat to the rights of way network, both through the actual loss of paths and their incorporation into estate roads. New development can also make a major impact on the quality and character of the surroundings adjacent to routes, even where the routes themselves are not directly affected. However development also offers many opportunities, both for the creation of new routes to improve connectivity and the enhancement of existing rights of way. It is essential that local planning policies reflect and support the aims of this Plan.

The National Planning Policy Framework (NPPF) was published in March 2012; it supersedes previous planning policy guidance and planning policy statements. The new framework sets out the Government's planning priorities and how they are expected to be applied. The framework must be taken into account in the preparation of local and neighbourhood plans. Local Development Frameworks have been replaced by Local Plans which must be consistent with national policy set out in the NPPF. Local Plans are prepared by the boroughs and districts.

Planning responsibility for minerals and waste rests with the County Council. Nationally significant infrastructure projects are determined by Government.

The NPPF states that planning should 'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling' (NPPF, Core Planning Principles).

The NPPF also states that 'planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails'.

The NPPF also identifies travel plans as a key tool to protect and exploit opportunities for the use of sustainable transport modes for the movement of people. It requires all developments which generate significant amounts of movement to provide a Travel Plan. In and around urban areas a well connected rights of way network could contribute useful routes for a local travel plan. Travel plans around new and larger developments could fund improvements to the network to achieve better routes and enhanced sustainability.

All of the current local plans contain policies that support access to the countryside, the provision of public open space and the promotion of cycling and walking.

Many borough and district councils in Surrey own significant areas of open land and manage them for both formal and informal recreation. Many also promote countryside access by, for example, publishing self-guided routes and cycling leaflets, organising guided walks and countryside events and supporting walking for health initiatives.

4.4 The Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a new planning charge, introduced by the Planning Act 2008. From April 2014 development may be liable for a CIL charge.

The district and borough councils are the charging authorities. Money raised can be used to fund a wide range of infrastructure that is needed as a result of development. This includes transport schemes, which can include rights of way improvements, flood defences, schools, hospitals and other health and social care facilities, parks, green spaces and leisure centres. Any rights of way improvement would have to be linked to development and should be identified as a failing in the network where an improvement is required.

Community Infrastructure Levy regulation 123 provides for a charging authority to set out a list of those projects or types of infrastructure that it intends to fund through the levy. When CIL is introduced any Section 106 requirements must be scaled back to those matters that are directly related to a specific site, and are not set out in a regulation 123 list.

If a district or borough includes in a 123 list generic terms that cover rights of way improvements then it will not be possible to secure Section 106 contributions from a larger scale development for a specific or linked rights of way improvement. It will be a decision for the district or borough as charging authority if any CIL funds should be directed towards rights of way improvements.

To help communities to accommodate the impact of new development 15% of CIL revenue received by the charging authority will be passed directly to Parish and Town Councils. This can be spent on wider range of items than general levy funds, including the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on an area, which can include access improvements.

The County Council will identify points on the network where there is a loss of connectivity or safe crossing issue
Suggestions and opportunities to enhance the network in line with the objectives of this Plan and the STP from parish councils, boroughs and districts funded from their CIL receipts will be considered

Following the Localism Act of 2011 the management of Local Major Transport Scheme funds (LMTS) is being devolved to Local Transport Bodies (LTBs). The areas covered by LTBs broadly follow the boundaries of Local Enterprise Partnerships (LEPs). Surrey is covered by two LEP areas, Enterprise M3 and Coast to Capital. The LTBs are consulting on a programme of schemes for 2015 – 2019 which will include road, rail, cycle, pedestrian, and bus and traffic management. There is high demand for LMTS funding, however any opportunities to make improvements to the rights of way network including linkages could be included as part of larger schemes.

There are a number of funding streams that LEPs and LTBs are able to bid, including the Local Growth Fund and Local Sustainable Transport Fund (LSTF). The LSTF is aiming to deliver multiple outcomes including health, emissions reduction and access to the natural environment.

Department of Transport guidance recommends that LTBs consider value for money, deliverability, environmental social / distributional impacts when prioritising schemes. Schemes also should reflect Local Plans and the Surrey Transport Plan.

Section 4.36 of the 2011 Government White paper 'The Natural Environment' states that 'the Local Sustainable Transport Fund will help local transport authorities do more to encourage walking and cycling, improve public transport and make better connections between different forms of sustainable transport'.

Section 4.33 of the Natural Environment White paper states that 'Clear, well-maintained paths and bridleways are important to give people access to the natural environment and can be enjoyed by cyclists, walkers and horse riders. There is considerable scope to improve and extend this network'. Also there is a commitment

that 'the Government will work with its transport agencies and key delivery partners to contribute to the creation of coherent and resilient ecological networks'.

Schemes that provide multiple benefits in line with both local and national transport and environmental policies will be best placed to offer value for money. From the rights of way improvement perspective this means increasing connectivity, preventing severance, improving access to local facilities, encouraging least restrictive access, and contributing to ecological corridors.

The Transport White Paper (1998) - 'A New Deal for Transport: Better for Everyone' highlighted UK Government commitment to reduce congestion and promote environmentally friendly modes of transport as well as emphasising the need for a package of measures to be developed through partnerships with local councils, businesses, operators and individuals. Improving the rights of way network particularly around urban areas will make a substantial contribution.

4.6 Green Corridors and Gateways

Green corridors provided a vital link between open spaces, urban areas, and the wider countryside, enabling wildlife migration and a sense of continuity of green space for residents. Green corridors provide important routes from town to countryside as well as enabling access within built-up areas between homes, shops and other facilities. A green corridor is likely to include a footpath, bridleway or cycleway.

A well designed green corridor will meet the principle of least restrictive access, and provide good levels of natural light and openness that will enhance the users experience and encouraging use. A well designed green gateway will provide a welcoming entrance to a route which can also encourage use and reduce any unwarranted access.

Opportunities to enhance the provision of green corridors and green gateways as part of Green Infrastructure planning can contribute considerably to improving the rights of way network, particularly in urban and urban fringe areas. Improvements can include work to enhance or up-grade existing paths and to improve connectivity between rights of way, making the network more complete and more useful for residents and enhance opportunities for wildlife.

Actively considering connectivity between where people live, local facilities and the wider rights of way network can encourage more people to take shorter local journeys on foot or by cycle and encourage more active lifestyles. Thoughtfully designed multifunctional green corridors with attractive gateways can substantially contribute to several corporate objectives.

Early consultation and cooperation during the planning and development phase will lead to well designed greenways that improve connectivity, enhance user experience and encourage use

4.7 Health and Wellbeing

As a result of the Health and Social Care Act 2013 Surrey County Council became responsible for a number of Public Health functions on 1 April 2013, these include;

- Health improvement for the population of Surrey, especially for the most disadvantaged
- Informing and advising all relevant agencies on health protection issues alongside Public Health England
- Providing professional Public Health advice to the six Clinical Commissioning Groups, the boroughs and district councils and all those who commission social health care services

From a public health perspective, helping inactive people to move to a moderate intensity activity level will produce a significant reduction in risk of ill health and premature death. Achieving the recommended levels of activity can be used effectively to manage and prevent over 20 conditions and diseases including coronary heart disease, stroke, type 2 diabetes, cancer, obesity, mental health problems and musculoskeletal conditions.

In 2009 physical inactivity in England was estimated to cost £8.3 billion a year. This included both the direct costs of treating major, lifestyle-related diseases and the indirect costs of sickness absence. It was estimated to cost the NHS in Surrey £12.8 million a year. These costs are predicted to rise.*¹

National statistics show that 65% of men and 56% of women are overweight or obese, and that if current trends continue obesity will rise.

Moderate physical activity including walking, horse riding and cycling can be beneficial for both physical and mental health,* but only around a third of people achieve the minimum recommended levels of exercise. Inactivity is one of the ten leading causes of death. (WHO 2002).

Surrey's Joint Health and Wellbeing Strategy, developed by Surrey's Health and Wellbeing Board, states that 'Through mutual trust, strong leadership, and shared values, we will improve the health and wellbeing of Surrey people'. The Board wants everybody in Surrey to be involved in improving their health and wellbeing.

There is substantial evidence that links the natural environment with good physical health and mental wellbeing. The rights of way network provides extensive opportunities to access and enjoy the natural environment and all the benefits it can provide. The network

- is free to use
- is available at any time
- is there to be shared with family and friends

¹ Department of Health (2009a). Be Active, Be Healthy: A Plan for Getting the Nation Moving. Available at: http://webarchive.nationalarchives.gov.uk/20130107105354/http://www.dh.gov.uk/en/publicationsandstatistics/publications/publicationspolicyandguidance/dh_094358 (Accessed on 06/10/13)

- offers plenty options and variety of routes
- can be used to tailor exercise to meet individual requirements (length / time)
- is a network that can be accessed locally and sustainably
- provides access to local facilities, open spaces and the wider countryside

Improvement and promotion of the network will contribute to the health and wellbeing of the people of Surrey.

Spending times in the outdoors and in contact with the natural environment can have a positive effect on mental health

Regular walking improves mood, reduces anxiety, aids sleep and improves self image

Regular walking improves mood, reduces anxiety, aids sleep and improves self image

Walking or cycling to improve health does not necessarily mean doing something extra; they can be part of everyday life, for example walking to the shops rather than taking the car. Walking to work, to the bus or train station, making walking or cycling part of every journey can make a difference. Encouraging more use of the rights of way network where people live can contribute significantly to a healthier society.



In this Plan we have prescribed a number of actions that will contribute to achieving some priorities of the health and wellbeing strategy. These are outlined in the Action Plan on page 55.

Relatively low cost well designed rights of way improvement schemes combined with suitable promotion for active healthy life styles for everyone can undoubtedly improve quality of life and save considerable public expenditure

The Surrey Cycling Strategy also forms part of the Surrey Transport Plan. It covers cycling as a means of transport – i.e. for journeys to work and school, and business and shopping trips, and also covers cycling for leisure and as a sport. The strategy sets out the aims for cycling in Surrey for the period to 2026.

Following the success of the 2012 Olympic Games, Surrey has been on the map as a destination for cycling. Every weekend hundreds of people head to the Surrey Hills to cycle through the beautiful countryside. This element of the Olympic legacy is welcomed, but a true Olympic legacy would see every child in Surrey learning to ride a bike, and being able to cycle safely to school. It would mean that many more of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings.

Of particular relevance to the improvement of rights of way, the cycling strategy sets out that the County Council will:

- improve infrastructure for cycling by securing funding to develop high-quality, joined up cycle routes, taking account of international best practice, utilising off-road and quiet streets, and separating cyclists from motorised traffic on busy roads where feasible. We will focus our efforts on routes that connect where people live with where they work, shop and go to school, and with rail and bus stations for longer journeys.
- actively bid for external funding to do this, and integrate cycling considerations into our highways processes, programmes and initiatives.
- promote and encourage cycling as a means of transport, health promotion and for sport and leisure, building on the enthusiasm generated by the Olympic Games. This will include maps, information, events and other promotional measures.
- implement measures to make cycling in Surrey safer for all. In addition to the infrastructure measures described above, we will deliver cycle training available to all and will work with the Drive SMART Partnership to deliver media and publicity campaigns targeted at cyclists and motorists, alongside enforcement measures.
- ensure that every child in Surrey has the opportunity to learn to ride a bike. We will work in partnership with the Surrey cycling clubs and other partners to identify how we can best work together to ensure that no child in Surrey is denied this opportunity.
- manage the impacts of increased levels of cycling and cycling events on Surrey's highway network, countryside and communities through putting in place robust and transparent event approval and management processes and

working closely with the sport governing body to disseminate codes of conduct for event organisers and cyclists.

- support development of local plans that are responsive to local needs and concerns.
- a cycling Action Plan is to be prepared for each of the Borough and District areas

Encouraging use of existing rights of way and improving the network particularly improving connectivity will be an essential element to delivering many of the objectives set out in the cycling strategy



4.9 Surrey Walking Strategy:

The requirement for a walking strategy for Surrey has been identified in the Surrey Transport Plan (Executive Summary April 2011), improvement to rights of way may contribute towards possible targets in the walking strategy, such as encouraging sustainable transport options and encouraging walking for health and well being.

4.10 Tourism Strategy

A tourism strategy is being developed to set a vision for tourism in Surrey and provide a strategic lead. Key themes are likely to include walking, cycling, the natural environment, culture, heritage and business. One of the core proposed objectives is to establish Surrey as a centre for cycling, and secure economic benefits from cycling tourism.

The County has much to offer visitors, including several high profile attractions, some of national significance, and a varied natural landscape including more 16,000 hectares of publicly accessible land. The County is well serviced with rail and road links and is readily accessible to approximately 10 million people.

The tourism strategy will build upon existing partnerships and enterprises such as Visit Surrey and encourage more visitors. It is anticipated there will more use of the rights of way network, including cycle paths and bridleways, long distance walks, and local promoted walks. This will generate income and support local business. Tourism is the UKs fifth largest industry.

The tourism agenda includes the promotion of opportunities for residents to enjoy their leisure time through walking, cycling and riding activities. In so doing the tourism strategy can also influence the health and well being of residents and encourage low impact sustainable leisure activities.

Promotion will be a key part of the tourism strategy; in respect of the rights of way network this is already available on the SCC web site (www.surreycc.gov.uk/explore). Numerous other websites promote leisure routes in Surrey. Good links between web sites and good communication between web site managers/owners can lead to better services and more choices for the customer.

4.11 Rural Strategy

“Surrey’s Countryside: The Future – a Rural Strategy” was published by the County Council in October 2003. The current Surrey Rural Strategy (2010 – 2015) has been produced by the Surrey Rural Partnership. The Partnership brings together organisations with a concern for the future of rural Surrey. The Surrey Rural Strategy sets out a number of strategic objectives and action programmes.

Access is one of the topics covered. Countryside access normally implies informal public access to the countryside. The Rural Strategy pointed out that in Surrey a

large number of organisations are involved in providing countryside recreation facilities, developing new initiatives and managing access and open space, all with their own objectives and priorities.

In particular the Rural Strategy states:

‘Surrey is fortunate to have large areas of public open access land and an extensive public rights of way network for recreation and access. New facilities will be developed, where there is local support, for horse riding and mountain biking, and website information on Surrey walks made readily available’.

4.12 Surrey Hills Management Plan

The Surrey Hills was one of the first landscapes in the country to be designated an Area of Outstanding Natural Beauty (AONB) in 1958. It is now one of 37 AONBs in England and has equal status in planning terms to a National Park. The Surrey Hills AONB stretches across rural Surrey, covering about a quarter of the county.

The Countryside and Rights of Way Act (2000) placed a statutory duty on AONB local authorities to produce and review management plans that will formulate their policy for the management of the area. The 2014 -2019 management plan is currently out for consultation; additionally a boundary review of the AONB is being undertaken.



The landscape of the Surrey Hills is an attractive and desirable area to visit for both local people and visitors from further afield. The Surrey Hills are within easy reach of London for day trips. Under the topic of recreation and tourism, the current Surrey Hills Management Plan, suggests that visitors and visitor facilities should be encouraged where they lead to a significant contribution to the local economy and enhance peoples’ enjoyment and understanding of the Surrey Hills, but only where they are low impact and respect the tranquillity of the area. The Surrey Hills AONB Management Plan can be accessed on the website: www.surreyhills.org

Related actions include enhancing opportunities for walking, horse riding and cycling in the AONB by extending the National Cycle Network, developing mountain

biking routes, and developing equestrian tourism. It is likely that all of these actions would involve improvements to the public rights of way network.

4.13 Rights of Way Statement for Surrey

The County Council adopted the “Rights of Way Statement for Surrey, January 2010 which outlines the way the County Council fulfils its statutory duties and the service standards the Council has adopted for work on the rights of way network.

Copies of the Rights of Way Statement for Surrey are available by telephoning the County Council’s Contact Centre on 08456 009 009 and from:
www.surreycc.gov.uk/explore

Since 2000 the County Council has published an annual report setting out progress towards achieving targets and this is also available from the Council’s Contact Centre.

4.14 Localism, Sense of Place and Local Communities

The County Council is developing a placed based approach to deliver some services. This includes agreement with the district or borough council and other agencies of the local and strategic vision and priorities for an area. This can then lead and prioritise actions, investment and resources.

Place can be defined differently depending on the nature of the circumstances eg by district and borough council, by economic area, rural and urban setting, it is where people live.

The Place based approach is one mechanism to bring about improvements to the rights of way network for local communities, and achieve multiple high level objectives at the same time eg less polluting trips to work or school, more visits to enjoy Surrey’s countryside resulting benefits for health and wellbeing, and support for local business such as pubs, food and drink outlets, outdoor equipment suppliers.

The County Council’s community strategy vision for Surrey in 2020 is of a county of distinctive, confident, caring, creative, and safe communities, where individuals and organisations have taken responsibility for resolving the many challenges that the county faces. Community safety has a significant influence on peoples use of public rights of way.

During 2013 the County Council has launched a localism scheme which has replaced the parish council lengthsman scheme, with the aim of conserving and enhancing the character of the county, retaining attractive towns, villages and countryside. The aim is to provide more local influence and involvement by making the use of highways budgets available to local committees.

The localism scheme allows parish and town councils and other local organisations to bid for works to be done to their local area. This can be done through volunteering or employing a local contractor. The tasks involved are varied but could include small

scale maintenance works and improvements to the rights of way network such as local signage.

Local Committees include local County Councillors and borough and district councillors; they discuss and decide on many local issues, including:

- activities for young people
- funding for community groups and activities
- roads and road maintenance
- road safety
- driving speed limits
- parking restrictions
- Public rights of way

One of the guiding principles behind the Localism Act of 2011 is decentralisation, including devolving some powers and decision making from central Government to the local level. Localism also encourages self-help and volunteering. Our role will be to provide advice, support and also facilitation; mobilising local communities and interested parties to assist with the delivery of improvements to the rights of way network. Some elements of right of way work are particularly suited to volunteers; with appropriate guidance this community involvement is greatly valued.

The County Council will engage with local communities and encourage volunteers to assist with the maintenance, promotion and enhancement of the rights of way network in line with the objectives set out in this Plan

4.15 Partnerships and Resources

Surrey County Council's Countryside Access Team will take the lead in delivering targets outlined in this plan. Although the plan is a statutory requirement there is no direct matching allocation of resources. Since the plan was prepared in 2007 there have been significant cuts in resources available for all of the County Council's countryside access work.

Improving the network is a two way process (from the local level upwards and the strategic level downward). With multiple partners, scarcity of resources, and legal complexities even relatively short links or small scale improvements can take time to progress. It is therefore essential to consider access improvements at an early stage of any development proposal and ensure communication with appropriate partners and consider potential funding sources.

Localism and sense of place provide new opportunities to realise the objectives of this Plan.

Effective collaboration with both internal and external partners and alignment of resources can achieve multifunctional rights of way improvements that will improve access for everyone

The Rights of Way priority Statements set out guidance on how the County Council assesses priorities to meet its statutory duties for the rights of way network. Factors affecting the delivery of this plan are discussed on page 48.

As the network is improved and particularly as it expands or a path status is changed the liability of maintenance may increase. This is a reason to ensure improvements are carried out to the appropriate County standard and that improvements are fully funded. Consideration should also be given to future maintenance. This could be through the use of works agreements or commuted sums (that could if necessary be managed through a third party eg a Parish Council).

There is an opportunistic element to working with partners and achieving external income, and a need to balance potential improvements with objectives. This Plan sets out objectives and actions in a broad sense. Potential partners and funding opportunities may not align exactly with our priorities thus requiring a reasonably flexible approach in order to achieve improvements across the network. Close working with partner organisations including Visit Surrey and the Surrey Hills AONB will provide shared benefits.

Close working with volunteers has proved invaluable to the delivery of essential maintenance and improvement objectives. There has been a substantial increase in volunteer work on the rights of way network since 2007, lead by the two rights of way volunteer coordinators. A positive and productive working relationship with local community volunteers is essential. Coordinated and well managed volunteers can support the delivery of this Plan in a number of ways, including practical works, surveys, mapping, identifying new routes and demonstrating need.



5 The Character of Surrey

5.1 Geology and Landscape Character

To a significant extent the underlying geology, illustrated in Map 1, has shaped the pattern of settlement and in turn the public rights of way network. It is also the major factor influencing the characteristic diversity of the Surrey landscape.

The underlying geology is divided broadly, from north to south in bands, as follows:

- London Clay
- Barton, Bracklesham and Bagshot beds
- Chalk – locally overlain by clay with flints
- Upper Greensand
- Lower Greensand
- Weald Clay
- Hastings Beds.

In 1996 the former Countryside Commission and English Nature produced the Character of England Map, which combined English Nature's Natural Areas and the Countryside Commission's Countryside Character areas into a map of 159 Joint Character Areas (JCAs) for the whole of England. There are six of these areas in Surrey, from north to south, as follows:

- Thames Valley
- Thames Basin Heaths
- Thames Basin Lowlands
- North Downs
- Wealden Greensand
- Low Weald.

A brief description of the key features of these areas can be found in Appendix 2. The County Council published "The Future of Surrey's Landscape and Woodlands" in 1997 and this includes a description and assessment of the 25 county level landscape character areas which are contained within the six national areas specified above.

The underlying geology has not only shaped landscape character and the pattern of settlements but has also influenced the historic rights of way network including patterns of use to this day. For example, the clay of the Low Weald, being weak and relatively poorly drained, is prone to waterlogging, making it hard work for all but the most dedicated walker. Public bridleways often become boggy and all but impassable during the winter months unless expensive surfacing work is undertaken to make them usable throughout the year. The Wealden Greensand, by contrast, is much freer draining and consequently less inclined to waterlogging, but suffers much more from erosion, particularly on the steep slopes of the escarpment.

Landscape character also influences patterns of use – the North Downs and Wealden Greensand areas contain some of the most attractive and popular areas for countryside recreation.

5.2 Roads, Railways, Rivers and Canals

The other fundamental influence on the pattern of development, and historic transport links, has been the County's proximity to Greater London. Major road links radiate out from the capital towards the south coast and South West England and these have only relatively recently been intersected by the M25 orbital motorway. The railway network largely reflects this pattern and provides easy access from London to much of Surrey.

Three major rivers run through the County – the River Thames running west to east through the north of Surrey and through London; the River Wey, which rises in Alton in Hampshire and runs in a generally north-easterly direction to join the Thames at Weybridge; and the River Mole, which rises at Gatwick and runs north to join the Thames at Molesey. The Wey Navigation and the Basingstoke Canal also run broadly east to west across the County as shown on Map 2. The rivers and canals provide easy and picturesque routes primarily for walkers and in parts, cyclists.

5.3 What is Different about Surrey - Present and Likely Future Needs

- Population density for the County is 50% above the average for South East England. Population density is greatest towards the north of the County and less towards the south as shown on Map 3
- 73% of the land area of Surrey is designated Green Belt and the pressure for development in the remaining areas of the County is very high.
- 27% of the area of Surrey is contained in the Surrey Hills Area of Outstanding Natural Beauty - this most attractive countryside represents a strong draw for both local people and the urban population of London.
- In surveys 49% of Surrey residents say that they use the countryside more than once a week for recreation.
- Average daily traffic flows on A roads are twice the national average and flows on B roads are more typical of A roads elsewhere.
- It is estimated that there are over 20,000 horses in the County.
- The proportion of agricultural land in arable production is considerably below average for the region, whilst the proportion described as "other" agricultural use is correspondingly higher. Many farm holdings are sublet under various tenancy agreements and are not farmed by the occupier.
- There are a large number of comparatively small farm holdings, including many "hobby" farms.
- There is more than 16,000 hectares of publicly accessible open land, including famous beauty spots such as Box Hill, Leith Hill, Newlands Corner and the Devil's Punchbowl. Much of this is owned or managed by public bodies or the National Trust.
- Major visitor attractions include Thorpe Park and RHS Wisley, National

Trust properties such as Polesden Lacey, Hatchlands and Clandon Park and famous landscape gardens such as Claremont and Painshill Park.

- The population is more affluent than average for South East England and unemployment is comparatively very low, but there are also significant local pockets of deprivation.
- The proportion of the population from ethnic minorities is average for South East England but considerably lower than the national average. It is higher in Epsom & Ewell and Woking Boroughs, where it is at the national average, and correspondingly lower in Mole Valley and Waverley.
- The proportion of the population with limiting long-term illness is lower than the average for South East England, which in turn is lower than for the country as a whole.

5.4 Statistics – Comparison with Adjoining Counties

	Surrey	Bucks	Hants	Kent	East Sussex	West Sussex
Population*	1,132,390	508,600	1,317,800	1,463,740	531,201	795,00
Length of Network (km's)	3,470	3,363	4,593	6,887	3,179	4,079
Footpath	2,234	2,729	3,317	5,764	2,470	2,766
Bridleway	1,112	606	755	745	590	1,173
Byway	123	11	286	231	72	14
Restricted Byway	1	17	235	147	47	126
Relevant date of Definitive Map	1996	1996	1964	1987	1990	1999
Percentage of paths easy to use (BVPI 178)**	77	80	73	n/a***	n/a***	98****
Area of CROW access land (ha)	7,480	2,400	7,044	2,075	2,347	3,387
Days of Volunteer Time - 2012	2,327	1,800	1,251	6,154	848	3,643

*from the 2011 national census

**2011/2012

*** No figures available

**** using different methodology

6 Assessment of Present and Future Needs

Large numbers of local residents, visitors and tourists use the Surrey rights of way network. Walkers are the largest group of users and many walkers use the rights of way network frequently: many of these frequent users are dog walkers. Rights of way are particularly important in enabling those without a car to access local services. In the wider countryside many walkers are not “enthusiasts” and are likely to appreciate short, circular routes from villages and countryside sites. Many of these routes are likely to be accessed from car parks.

Cyclists are the second most numerous group after walkers. They include utility cyclists who cycle for day-to-day journeys often from home, and recreational cyclists who include trail riders, family groups and mountain bikers. Mountain biking is particularly popular in the Surrey Hills. Recreational cycling routes are often accessed from car parks.

Horse riding is very significant in Surrey where there is estimated to be more than 20,000 horses. Many horse riders are “enthusiasts”. Horse riders have many needs in addition to access to bridleways - including stabling, horse pasture, and parking for horse boxes. Surrey has an above average number of carriage drivers and some recreational motor vehicle users.

Countryside Agency surveys in 1997 and 2002-2005 identified that up to 40% of the population do not visit the countryside. These people include those without access to a car, black and minority ethnic people, disabled people, young people, people who live in inner cities, women, older people and people on low incomes. A non-user study could provide an understanding of the needs of these people.

The results of a survey of the public’s views of rights of way in Surrey in 2006 suggest that there is a public demand for circular routes, adequate waymarking, multi-user routes and more information.

6.1 Opportunities for Open Air Recreation

Surrey has an extensive rights of way network and considerable areas of open access land (land accessible to the public)- registered commons, heathland and downland. Much of the access land is in the ownership of public bodies - the County Council, the borough and district councils, the Ministry of Defence and the National Trust. The rights of way network is densest in the south of the County and less dense in the north, near the edge of London. The Surrey Hills Area of Outstanding Natural Beauty is particularly popular for open air recreation, including for visitors from London and tourists. Other popular areas include along the River Thames and adjacent to rivers, canals and areas of open water.

35% of the Surrey rights of way network is multi-user routes – public bridleways and byways - that can be used by cyclists and horse riders as well as walkers. There are a number of long distance routes crossing the County and many well used circular routes often located in or near to popular areas of open access land. The results of

the 2006 survey indicated a public desire for more circular routes. There are a large number of bridleways but problems in places where these are fragmented, often by roads, where there can be particular safety issues. Levels of road traffic in Surrey are twice the national average and some crossing points are particularly dangerous. Cyclists can use many rights of way but in places there are particular problems for them and for walkers with muddy, boggy conditions and erosion of surfaces.

6.2 Accessibility for Blind, Partially sighted and those with Mobility Difficulties

There are some routes (but not many) - often circular - specifically designed for those with mobility difficulties. It is estimated that 20% of the population has some sort of disability and with an ageing population this is a growing issue. Many of those who are blind, partially sighted and with mobility difficulties are among the 40% of the population who do not visit the countryside. The 2006 survey results suggest a need to replace stiles and barriers where possible, to improve way marking and to make information available, including for those with special needs. Routes for these people are also specifically needed to access local services.

On the basis particularly of the assessments of public needs, opportunities available and the needs of the blind, partially sighted and those with mobility difficulties a number of issues have been identified which require action to deal with them.

6.3 The Surrey Rights of Way Network

The extent to which the rights of way network meets the present and likely future needs of the public depends on a number of factors:

- network length and density
- availability of multi user routes
- connectivity and severance
- network quality

6.4 Network Length and Density

There are 3470 km of public rights of way in Surrey, consisting of:

- 2234 km of public footpath (65%) – pedestrians only
- 1112 km of public bridleway (31%) – pedestrians, cyclists and horseriders
- 123 km of public byway (4%) – all traffic, including motor vehicles
- 0.5 km of restricted byway (<1%) – all traffic, excluding motor vehicles

The network is not evenly distributed and the density of paths varies considerably from parish to parish. Network density is generally higher in the more rural parishes in the south and west of the County and lower in the more urban parishes to the north, where there is less open land and access is generally by metalled highways, as illustrated by Map 4. Some public byways may be subject to traffic regulation orders restricting their use by motorised vehicles.

The definitive map only shows recorded public rights of way and there are many other paths that are used with the permission of the landowner or as unofficial rights of way. There is no record of such routes and they only tend to come to the County Council's attention when use is interrupted. Permissive paths can make a substantial local contribution to improving access and can be more attractive to landowners than permanent rights of way. Maintenance can be an issue, however, and because they do not normally appear on any maps their use is likely to be restricted to local people.

Pathways that are not designated may provide essential links for some routes or individual journeys. This connectivity to the right of way network or between rights of way may be especially important for some users. Yet these undesignated permissive paths may not be recognised for their value, they may not be officially known about or mapped. But still be key paths for connectivity.



A well connected network is likely to be more user friendly, more beneficial to local people and therefore more likely to contribute to meeting targets such as encouraging more children to cycle or walk to school, reducing congestion and improving health. Additionally, particularly in urban areas, the links between rights of way, the connectivity may be via pavements or alleyways.

To encourage more people to undertake short local journeys by foot or cycle and increase use of the rights of way network means understanding and responding to their needs at a local level.

The County Council has the power to convert public footpaths into cycle tracks to enable them to be used by pedestrians and cyclists, but not horses.

This power is mainly of use in urban areas, because landowners can prevent the conversion of footpaths over agricultural land, and it also means that the route is deleted from the definitive map of public rights of way. Where it is appropriate and feasible to upgrade existing routes to create new multi-user routes, they normally will be public bridleways.

Where possible and appropriate the County Council will work with partners to upgrade existing routes to create new multi-user routes and also consider up grading permissive paths that enhance connectivity where there is opportunity

6.5 Multi User Routes

In a national Gallup poll in 1998, people were asked about the activities that they had undertaken in the countryside. 74% of people questioned said that they had enjoyed a short walk of less than 2 miles; 54% had walked 2 miles or more; 24% had ridden a bicycle and 6% had ridden a horse. Recreational vehicle users were not specifically identified in this survey. These figures are broadly supported by the results of a survey of countryside recreational activity by Surrey residents in 2000, which revealed that for 60% of those questioned walking was the principal recreational activity in the countryside, for 7% it was cycling and for 2% horse riding. The other national research on visits to the countryside – the UK Day Visits Survey – does not ask the same question, so the results cannot be directly compared, but it reinforces the conclusion that walking and cycling are the most popular activities.

The percentage of the Surrey network available to horse riders and cyclists is unusually high in comparison with adjoining counties, supporting both a large resident horse population and an active mountain-biking scene as shown on Map 5.

In addition the Law of Property Act 1925, which gave the public rights of access to many commons in Surrey prior to the CROW Act, included the right to ride a horse on commons, but not to ride a bicycle, and this legislation remains in force, although this is not necessarily widely known. In some cases horse riding is prohibited by byelaws.

Whilst horse riders and cyclists are relatively well served in terms of the amount of access available, it is not all of equal quality and much of it has become fragmented by busy roads. Reducing severance of the public bridleway network is a key issue, which could be addressed in a number of ways. These include diverting existing routes so that they form a more coherent network, upgrading existing public footpaths to bridleways, and creating new routes. New routes might be public rights of way, permissive routes, horse margins or highway verges. In many cases, increasing the provision of multi-user routes would require cyclists and horse riders to share space which was previously available exclusively for pedestrians. Factors such as the width of the existing route and the quality of sightlines are important

considerations in assessing whether a particular route is suitable for shared use. Whilst the prospect of shared use often leads to anxiety about potential conflict, there is little evidence to show that this is a significant problem in practice, while the physical segregation of different users often is difficult to achieve.

Surrey County Council completed the reclassification of its Roads used as Public Paths in 1996. All former RuPPs are now shown on the definitive map as public footpaths, bridleways or byways. The latter can be used by motor vehicles as well as walkers, cyclists and horse riders and represent about 4% of the network by length. Under the CROW Act many former RuPPs in adjoining counties have now been reclassified as restricted byways, meaning that they are no longer available to motorised vehicles. Other recent legislative changes mean that there is very little chance of any new routes becoming available to motor vehicles. As long as the numbers of all-terrain vehicles continues to rise, it is likely that public byways in Surrey, particularly in the Surrey Hills AONB, will come under increasing pressure and the demands to prohibit their use by motor vehicles will also increase.

Under Part II of the CROW Act, the definitive map of public rights of way may be closed to claims for new rights of way based on historical evidence in 2026 and any remaining unrecorded routes will be extinguished. The Government has funded a systematic independent search of the public records, known as the Discovering Lost Ways Project, which is working its way across the country searching for any evidence of unrecorded public rights of way. There is currently little evidence to suggest that there are significant numbers of unrecorded historic rights of way in the County.

6.6 Connectivity and Severance

The connectivity of the network is currently only quantifiable by painstaking manual analysis. By gathering proposals for actual improvements from local people and analysing them, it is possible to obtain the best available assessment of connectivity as it is perceived by network users. It is likely that the information obtained prior to the publication of this Plan is only a snapshot however and there are still many more potential improvements remaining to be recorded. The County Council will maintain a record of proposed improvements which will be map based. Members of the public are encouraged to put forward suggestions via the County Councils contact centre: www.surreycc.gov.uk/contact-us Telephone: 03456 009 009.

Connectivity and severance of routes has been identified as a major problem in some parts of Surrey, particularly where roads cross bridleways.

Where appropriate and feasible the County Council will consider diverting existing routes to form a more coherent network, including upgrade existing public footpaths to bridleways and create new routes

6.7 Network Quality

The quality of the rights of way network is not one simple parameter but a product of a number of different factors, including connectivity, safety, physical quality (width, surface condition and gradient), legal definition and information. The survey of public views of rights of way in Surrey carried out in 2006, which is discussed later in this plan, indicated respondents attitudes towards a number of these factors. There is a need to have certain basic data about the rights of way network in Surrey, for management purposes, including surface condition, location and condition of structures and slopes. Some of this information, including structures has recently been assembled.

6.8 Network Condition

Like every other highway authority, Surrey County Council has a statutory duty to assert and protect the rights of the public to the use and enjoyment of the public rights of way network. It has achieved consistently high figures for the Best Value Performance Indicator (BVPI) 178, which seeks to quantify the percentage of the network that is 'easy to use' – legally defined, clear and unobstructed and well signposted.

6.9 Surrey BVPI 178 Records 2007 to 2012

- 2007 82%
- 2008 79%
- 2009 71%
- 2010 80%
- 2011 75%
- 2012 77%
- 2013 80%

These figures place Surrey in the top quartile nationally.

Best value performance indicators (BVPIs) were introduced in 2000/01 and last reported for 2007/08. They were replaced by the National Indicator set which came into effect from April 2008. However, Surrey and several other authorities have continued to collect the BVPI 178 data as the figures are a helpful guide to best value performance.

The National Highways and Transport Public Satisfaction Survey 2013 ranked Surrey 1st for Key Benchmark Indicator (KBI) 16 'Satisfaction - Rights of Way (aspects)' 3rd for KBI 15 – 'Rights of Way', of twenty four County Councils.

6.10 Access to Open Country

The amount of land available for open public access in Surrey is considerable and forms a very significant part of the recreational resource, as shown on Map 6.

There are approximately 9900 hectares of registered common land in the County to which the public have a right of access on foot, and much of this land is also accessible on horseback. Whilst there is strong demand for cyclists to be allowed to ride on commons, in most cases this would require a change in national legislation. The County Council itself owns or has access agreements over 4000 hectares of publicly accessible land, which is leased to and managed by the Surrey Wildlife Trust. The Ministry of Defence own more than 3000 hectares, some, but not all of which is accessible, and other significant landowners include the National Trust (5000 hectares) and the borough and district councils (about 4000 hectares in total). The only area where there is less accessible open land is the southern part of Tandridge District, where the greatest proportion of farmland is also in arable production.

Whilst the management of open land for public recreation does not form part of this Plan, it is nevertheless important to ensure that existing access from the public rights of way network is improved and new points of access to open land created where appropriate. There is a need to review all of the areas of open access land that are available for horse riders to ensure that there is adequate safe access and byelaws should be reviewed where appropriate. It is also important to ensure that bridleways continue over commons where there is a right to ride horses, so that cyclists can legally continue across the common. A series of access information points have been placed across the county as a first step towards increasing the availability of public information about the extent of publicly accessible land.

7 Users of the Surrey Rights of Way Network

7.1 Walkers

Walkers represent by far the greatest proportion of users of the rights of way network: 80% of those responding to the survey in 2006 use the rights of way network on foot. Typically, most people who use the network on horseback and by bicycle also use it at other times on foot.

Walking is an extremely important form of transport. It is completely sustainable.

Rights of way form a valuable and sometimes overlooked part of the urban fringe access network

National research suggests that 30% of those visiting the countryside do so with a dog, and it is likely that the vast majority of those people exercising dogs will be on foot. In popular open access sites during the week, the percentage of walkers exercising dogs is likely to be well in excess of this figure and in many places they may constitute the majority of users.

The area covered by the 'Surrey Ramblers' group includes the adjoining London boroughs of Croydon, Kingston, Merton, Sutton and Richmond, reflecting the fact that Surrey is the natural place for most of these groups to enjoy their walking. It currently has over 8,500 members, making this the biggest membership of any group of The Ramblers in the country.

A questionnaire was sent to the 16 local walking groups associated with the Surrey Ramblers in July 2006, asking about their provision of local guided walks. The 7 groups who replied confirmed that on average they organised approximately 150 guided walks per year, attended by 15 – 20 people. Extrapolating these results for the remaining groups suggests that The Ramblers members alone may lead to up to 2000 guided walks per year, or more than 5 per day, across the County, representing up to 50,000 walk units (1 walk per person) per year. Whilst many walkers attend more than one walk and the number of individual walkers will be significantly less than the number of walk units, this is still an extremely impressive figure, particularly considering that all of the walk leaders are volunteers. Their walks are exclusively for members, although non-members are usually allowed to attend one or two walks before they are expected to join.

Many other groups organise and lead guided walks around the County, including countryside management projects, site managers and other local authority staff and volunteers trained by Natural England's Walking the Way to Health Initiative. Events and guided walks are listed on the County Council's website:

www.surreycc.gov.uk/explore

For the majority of people who are exploring the countryside on foot there is a natural hierarchy of access, from the least to the most challenging, as follows:

- site-based guided walk or self-guided trail
- guided walk in the countryside
- self-guided walk in the countryside
- free walking in the countryside.

This hierarchy is reflected in market segmentation models, which break people down into different groups that can be targeted for marketing, information and product development purposes. One such model, based on research by the Wales Tourist Board, identifies 4 main market segments that are common to all types of activity tourism:

- Samplers: people trying out an activity for the first time or on a very occasional basis
- Learners: people learning an outdoor activity or seeking to improve their skills
- Dabblers: people who occasionally take part in an outdoor activity as part of their leisure time or whilst on holiday; they will have some knowledge or skill, but do not undertake the activity regularly

- Enthusiasts: people who are very keen and regularly take part in an outdoor activity or activities; they will be experts in their chosen activity.

Whilst these profiles were developed in the context of activity tourism, they are relevant to countryside access more generally. In targeting rights of way improvements to benefit the greatest number of users, it is important to remember that different user groups typically have different profiles.

The walking market has a high percentage of Samplers and Dabblers and a relatively small percentage of Enthusiasts. Traditionally, rights of way management has tended to cater mainly for the minority of enthusiasts, and there is a clear challenge to move away from this towards an approach more clearly focussed on the needs of the majority of walkers. The type of improvements that are likely to benefit the majority of recreational walkers are short, high quality circular routes from towns and villages and countryside sites, also suitable for walkers with mobility issues.

7.2 Cyclists

Cyclists are the second most numerous user group after walkers and their needs are very diverse. From the point of view of the access provider they can be divided initially into utility users, who cycle rather than use the car for day-to-day journeys, and recreational users, who regard cycling more as a recreational activity. Many cyclists would not recognise this division, since they may be both at different times, and improvements that are mainly aimed at one may also benefit the other.

There are well-developed policies in the Surrey Cycling Strategy, which is also part of the Surrey Local Transport Plan. Public rights of way will be improved as part of the public highway network where necessary, to increase accessibility, tackle congestion, improve safety and security and enhance the environment and quality of life. This might include physical improvements to existing public bridleways to facilitate use by utility cyclists and those with mobility impairments, upgrading existing public footpaths where appropriate to enable them to be used by cyclists and horse riders and creating new routes to link existing rights of way, for example, to provide an off-road alternative to a stretch of busy road. Geographically, these are likely to be targeted on the priority areas of Guildford, Woking and Reigate/Redhill.

Leisure cyclists can be divided into a number of sub-categories, each with particular needs, based on the motivation for their chosen activity.

The first and largest group is motivated by a desire to enjoy healthy outdoor exercise and to appreciate the countryside. They mainly enjoy trail riding and can be catered for on existing public rights of way. This group mirrors the hierarchy of experience identified for walkers - from the least experienced family groups and casual cyclists who enjoy short, level waymarked trails to the most experienced trail riders with high-level map reading and technical skills who enjoy devising and exploring long distance and technically challenging routes.

The second smaller group is motivated by thrills and a desire to develop high level technical skills. They typically enjoy activities such as downhill and freeriding - sometimes known as 'extreme sports' which involve riding downhill as fast as possible or performing jumps and other tricks - activities which are not generally to be encouraged on the public rights of way network. These activities are more appropriately catered for by purpose-built facilities on private land, thus avoiding potential conflict with other users.

There is some concern amongst other user groups about the behaviour of a minority of cyclists, who are perceived as inconsiderate, travelling at excessive speed and giving insufficient warning of their approach. There is also a need for greater education amongst certain user groups about rights and responsibilities in the countryside. The Greensand ridge between Dorking and Guildford is a particular mecca for mountain bikers in Surrey because of the steep slopes and large areas of open access land. The free-draining soil also makes it suitable for year-round riding. The North Downs are also popular for both cyclists and horse riders due to the extensive public bridleway network and attractive scenery. Research by Tourism South East suggests that nearly 18 million leisure cycling trips are made annually in the South East, generating an estimated annual spend of more than £345 million.

There is considerable potential to improve provision for family cycling groups and casual cyclists. Not only would this encourage people to enjoy more healthy exercise but it would also provide an opportunity for young people and adults returning to cycling to develop their skills in a safe, traffic-free environment.

7.3 Horse Riders

Horse riders represent around 6% of users of the Surrey rights of way network. They differ from the other main user groups in two significant respects. Firstly, their use is almost entirely recreational and secondly, a significant percentage of horse riders are classed as enthusiasts in accordance with the market segmentation model. This means that they are well organised and committed. Nevertheless, the sector is quite fragmented and individuals involved in it are difficult to target. People who ride, drive or are responsible for the daily upkeep of a horse or pony do not necessarily own the horses they ride, and some who own horses do not necessarily ride them, making it difficult to estimate the actual horse population. National research suggests that 7% of the British population has ridden at least once in the past 12 months, and 49% of those ride at least once a month.

The value of the horse industry is considerable. Whilst no reliable data exists to quantify the value of the leisure sector to the economy as a whole, horse riding provides income for farmers and landowners, direct local employment caring for stabled horses and indirect support for related services such as farriers, vets, feed merchants and riding instructors. Commercial stables are also obliged to pay business rates.

Horse riding on public rights of way can incur considerable repair costs. Horses' hooves can cause significant surface damage to unsurfaced routes and historically approximately 25% of the annual Surrey rights of way maintenance budget has been spent on surface repairs to public bridleways. Whilst these works benefit all users, they are essentially reactive and serve to illustrate the potential revenue cost of increasing the number of multi-user routes. In some areas, groups of horse riders have funded improvements privately or with match funding from the highway authority.

There is no comprehensive record of stables in Surrey and whilst there is now a requirement for individual horses to have a passport, accurate population data is difficult to obtain. There are at least 500 horse keeping sites, 65 riding establishments (licensed riding stables) and more than 20,000 horses in Surrey. In 2002, recognising the significant impact that this has on the countryside, Surrey County Council set up a Horse Pasture Management Project to offer best practice advice and guidance to horse keepers on practical management issues. Information about this can be accessed on the County Council's website.

The Project has from 2002 to 2012 had contact with more than 400 individual horse keepers and horse keeping establishments, the approximate location of which are shown on Map 7. It is notable that there is no obvious clustering and the location of equestrian facilities seems to bear more relation to demand (ie mainly surrounding the major urban areas) than to supply (ie areas of good riding). Many equestrian establishments have all weather areas where horses can be exercised off-road, and horses may be boxed out to areas of better riding. It is not clear what the extent of this activity is, but the 2006 survey generated a number of requests for improved parking for horseboxes in areas of better riding.

The wholesale upgrading of public footpaths to bridleways is not necessarily the answer to the demand for more multi user routes. The 2006 survey results show that there is considerable antipathy amongst other users – particularly walkers – to this approach, and experience has shown that even relatively modest proposals can attract considerable local opposition. However, where the existing route is physically capable of accommodating horses –a farm track or private road, for example – and the landowner is agreeable, this can be a relatively inexpensive way of widening access.



There are areas of the County where the bridleway and byway network is sparse or non-existent, as shown on map 5. Whilst there may be a case for creating new bridleways in these areas in exceptional circumstances, the first priority must be to improve connectivity where the existing network is inadequate. Private owners and commercial stables often provide for horses to be exercised on site, either in a sand school or on adjacent land, and this is particularly important where the local bridleway network is inadequate. Toll rides are routes over private land that are used with the permission of the landowner on payment of an annual fee and these have been successfully established in areas of Surrey where horse riders themselves have identified a need for new bridleways. There is potential to expand the network

of toll rides in partnership with the Toll Rides (Off Road) Trust. Further information is available from their website: www.tollrides.org.uk

7.4 Carriage Drivers

Surrey has an above average number of drivers, and most carriage drivers ride as well as drive. Carriage drivers are only entitled to use the byway, restricted byway and public roads network by right and private land and public open land on a permissive basis. The volume of traffic on public roads makes it potentially dangerous for carriage drivers to use them, although many still do.

7.5 Recreational Motorists

Recreational motor vehicle users are a minority user group often controversial with other users. Their use of the public byway network, although lawful, can nevertheless be actively opposed by other users. They can be broadly sub divided between motorcyclists and 4-wheeled vehicles. The latter can provide a legitimate means of access for those who would otherwise be unable to access the countryside, but a minority of users actively seek out rough terrain and sometimes cause significant damage to path surfaces and areas of adjoining land. These users could be more appropriately catered for in purpose-built 'pay and play' facilities, but in some cases there may be difficulty in obtaining planning permission. There is strong pressure from some landowners and other users to ban motor vehicle use of public byways, particularly in the Surrey Hills AONB.

The County Council seeks to manage its public byways in accordance with government guidance and has an agreed policy for considering requests to ban motor vehicles which is set out in the Rights of Way Statement for Surrey.

7.6 Blind and Partially Sighted People and those with Mobility Difficulties

Blind and partially sighted people and those with mobility difficulties will generally be on foot or using a mobility vehicle, although there is potential for them to access the countryside on horseback and in a vehicle. Whilst they represent substantially less than 1% of respondents to the 2006 survey, they may represent up to 20% of the general population. As the population ages, the percentage of people with mobility difficulties and other disabilities will also increase and this may be exacerbated if levels of obesity continue to increase. By 2031, the median age of the population is predicted to rise from 38.6 to 42.9 years and the percentage of the population over retirement age from 19% to 23%.

There is a tendency to see the needs of disabled people as somehow separate from those of the population as a whole, and phrases such as "access for all" have become associated in many peoples' minds with schemes exclusively designed to serve the specific needs of disabled users. In fact, as the Countryside Agency state in their publication "By All Reasonable Means" (2005): "Disabled people do not have

‘special needs’. But different people do need different things to enable them to enjoy the outdoors....”

For this reason, one of the objectives of this Plan is to increase the accessibility of the network for all users, including blind and partially sighted people and those with mobility difficulties. It is proposed that this will be achieved by assessing every improvement on the basis of “least restrictive access”.

Least restrictive access includes:

- minimising barriers
- considering the needs of every potential user at the earliest stage in the design of a scheme aiming for the highest possible standards of construction

In order to accommodate disabled users as far as possible, it is proposed to pay particular attention to the following:

- quality of surfaces – providing firm level surfaces, well drained and free from mud
- natural hazards – protecting users from natural hazards of the landscape including steep slopes, sudden drops and overhanging vegetation which might cause injury
- signage – providing good quality signage and waymarking, accessible to the blind and partially sighted where appropriate
- barriers – removing barriers wherever possible and adhering to the principles of least restrictive access where barriers are unavoidable. Stiles will only be considered where no other option is practicable.

7.7 Frequent and Infrequent Users and Non-Users

The Countryside Agency (Chesters, 1997) identified 3 types of countryside visitors:

- frequent visitors:
 - 20% of the population
 - generally better off 2 car families
 - well informed about the countryside
 - non disabled
- occasional visitors:
 - 40% of the population
 - generally on middle incomes
 - 1 car per household
 - living in towns and suburbs
- missing visitors:

- 40% of the population
- generally on low incomes or state benefit
- living in poorer conditions
- reliant on public transport
- includes some ethnic minorities, older people and disabled people.

This analysis is relevant not only when considering improvements for recreational access to the countryside, but also reinforcing the need to improve pedestrian facilities in and around towns for access to schools, shops, bus stops and railway stations. Since the 'missing visitors' group relies to a significant extent on public transport, they walk more than the general population and stand to gain the greatest benefit from improvements to walking facilities. Being free at the point of use, public rights of way improvements in and around urban areas could also make a significant contribution towards the aim of promoting greater social inclusion.

The predicted increase in median population age and numbers in retirement is likely to result in increased use of rights of way network, with retired people having greater free time than those in employment.

Between 2002 and 2005 the Countryside Agency carried out a review of the diversity of people who access outdoor recreation in the countryside. The review comprised:

- research with under-represented groups to establish their needs and perceptions of what is available for them
- research with providers of outdoor recreation experiences assessing their awareness of the needs of the under-represented groups.

The research concluded that:

- all the groups researched clearly expressed a desire to enjoy the benefits of outdoor recreation
- a lack of information and concern about not being made welcome would undermine people's confidence to access outdoor recreation and those without access to a car found transport a major barrier
- a lack of confidence in engaging with diverse groups was also apparent amongst recreation providers.

As a result of the research the Countryside Agency recommended that:

- diversity and equality principles should be embedded into the planning and practice of service providers in the outdoor recreation sector so that under-represented groups are made welcome and have their needs met
- a climate of confidence should be created in under-represented groups about visiting the countryside, so they feel able to visit and enjoy it.

The Countryside Agency identified that certain groups are under-represented amongst users of the countryside. People from black and minority ethnic backgrounds, disabled people, young people, people who live in inner cities, women, older people and people on low income all make limited use of the countryside and green outdoor spaces. The Countryside Agency suggested that many service providers take what they regard as an even-handed approach and promote 'Countryside for All' - nobody is excluded, but equally nobody is specifically encouraged. The needs of specific groups are often insufficiently understood and potential opportunities that inclusion would bring to both the user and provider are lost. The non-user study suggested in the Surrey Countryside Access Review could provide an understanding of these needs and opportunities.

7.8 Survey of the public's views on rights of way in Surrey

In discussion with the Surrey Countryside Access Forum, the County Council organised public consultation in advance of preparing the draft Rights of Way Improvement Plan. The public consultation was designed to identify:

- the broad issues to be addressed by the Rights of Way Improvement Plan
- individual suggestions for actual improvements to the rights of way network.

A pilot consultation was organised in April 2004 and based on this a full countywide consultation was carried out in May 2006. As a result of the pilot and countywide consultations over 300 individual improvements were identified which have been plotted on a geographic information system. The list of proposed improvements is not intended to be closed and the County Council welcomes suggestions for improvements to the rights of way network at any time.

The results should be treated with caution because in total the over 600 responses to the pilot and countywide consultation is a relatively small number compared with the many thousands of people who use Surrey rights of way. Nevertheless the results do provide some indication of people's views. In particular many respondents believe:

- the rights of way network in Surrey are well maintained
- footpaths should be upgraded to bridleways where it is safe to do so
- rights of way are easy to find but many people would like more information and better waymarking
- there is strong support for additional links to create more circular routes
- stiles and barriers are a major problem to some people in some places
- there are significant problems caused by disjointed bridleways, severance by roads, visibility at road junctions vegetation growing across paths and surfaces getting too rough or muddy.

A quantitative research survey of 'Surrey residents' attitudes towards, and use of the countryside', carried out in March and April 2012 concluded that there was very strong public appeal for a campaign about exploring Surrey's countryside. The research found that residents wanted more information about what to do and where to go in the Surrey countryside. They also wanted more information about the countryside and how they could volunteer.

Following this survey the County Council has promoted the Explore Surrey campaign, including a booklet, a revised and user friendly website and social media, supported by advertising and media coverage. A post-campaign evaluation suggests that this has been successful.



Many priorities for health and well being and for transport are depended on encouraging more residents to enjoy the benefits of access to the countryside as part of their daily lives, to improve general health and reduce congestion and emissions. Improving the rights of way network and particularly improve connectivity will certainly contribute to achieving these priorities. However, without the provision of good information and active encouragement through promotional campaigns achieving a substantial change in behaviour is unlikely. Therefore, in combination with direct practical improvements to the rights of way network a consistent coordinated level of publicity and promotion is essential.

Explore Surrey – available as an e-newsletter

The County Council will promote the rights of ways network and encourage more walking, riding and cycling to support the local economy and a sustainable and healthy society

8 Issues and Proposals for Action

The overall aim of our rights of way improvement action is to enhance and promote the rights of way network to make it more useful and attractive for everyone.

Five main objectives have been identified:

- to improve accessibility to services, facilities and the wider countryside
- along rights of way
- to improve connectivity of rights of way and to reduce severance
- to improve the quality of the rights of way network
- to increase recreational enjoyment
- to secure coordinated implementation of the Rights of Way Improvement
- Plan within resources available.

Each of these objectives is discussed below with a summary of our priorities for that objective. The actions we intend to take to meet these priorities are set out in the Action Plan on page 55.

8.1 Improving Accessibility (IA)

The rights of way network can make an important contribution to improving accessibility to local facilities – work, schools, healthcare, shops and other key services - and rights of way improvements can offer exceptional value for money in comparison with conventional highway schemes. Being free at the point of use, public rights of way can make a significant contribution to reducing the cost of travel.

There is much potential for improving strategic sections of the existing public bridleway network in particular, to provide high quality off road walking and cycling links between employment centres and as safe routes to schools. Where existing public bridleways are provided with all-weather surfaces to facilitate such uses, the surfacing material must be appropriate to the needs of all users and sensitive to its surroundings. High quality multi-user routes close to where people live could make a substantial contribution to modal shift by allowing young people to develop their cycling skills in a safe environment and giving adults returning to cycling a place to build up confidence before taking to the roads again. Such routes would naturally be accessible to all and could thus improve accessibility for blind and partially sighted people and those with mobility difficulties. When creating multi-user routes, it is important to recognise potential conflict between different types of users and particularly the vulnerability of those with mobility difficulties, the blind and partially sighted.

Stiles can present barriers to dog walking, so this issue will be considered when considering 'least restrictive access' measures. Multi-user routes normally will be public bridleways.

There also is considerable potential to improve route accessibility around popular "honeypot" sites in the countryside. The Basingstoke Canal and Wey Navigation towpaths are important linear multi-user routes which could be improved to provide access for all.

Links to the rights of way network from park and ride sites could be considered to increase accessibility, as park and ride sites are also well served by regular bus services.

In order to make a meaningful assessment of the extent to which the existing rights of way network is accessible, basic data including surface condition, location and condition of structures and slope needs to be collected in a consistent and systematic way. A complete network survey has recently been completed for asset management purposes, which identifies the location and condition of every structure (stile, gate and barrier) on the network. Surface condition and slope have not yet been captured and therefore the systematic collection of accessibility data will be an objective of this Plan.

If this data could be supplied to the public it could play a significant role in improving accessibility, particularly for people with disabilities, since it would give people the choice of where to go on the basis of an informed decision. The assessments of public needs, opportunities available and the needs of the blind, partially sighted and those with mobility difficulties and the public survey discussed above, identified a number of broad issues for the management and improvement of the public rights of way network in Surrey. These are discussed below with proposals for action to deal with the issues.

Therefore the provision of accessibility data to the public will be a key objective of the Plan.

Priorities to improve accessibility therefore will be:

- improve access for those who are blind, partially sighted and with mobility difficulties: ensure that all improvements comply with the principle of least restrictive access, including minimising barriers and slopes, providing firm level surfaces and appropriate signage. (Action Plan reference: IA 1)
- create and upgrade routes giving access to local services, particularly safer routes to schools (IA 2, IA 3)
- improve access for blind and partially sighted people and those with mobility difficulties, especially around honeypot sites and along the Basingstoke Canal and Wey Navigation (IA 4, IA 5)
- collect data on the accessibility of the network and make this publicly available (IA 6).
- Create and improve equestrian access to Commons where there is a right to ride horses (IA 7)

8.2 Improving Connectivity (IC)

The rights of way network in Surrey is very fragmented, in places, reflecting its historical origins. There are 8 main long distance routes crossing the County, as follows:

- North Downs Way national trail
- Thames Path national trail

- Downs Link
- Greensand Way
- London Loop
- Basingstoke Canal towpath
- Wey Navigation towpaths
- National Cycle Route (21, 22, 221 and 223)

There are a number of other long distance routes. These include:

- E2 European route from Galway to Nice
- London Country Way
- Sussex Border Path
- Vanguard Way
- Wey South Path.
- Millennium Trail

There are many shorter routes that utilise parts of the rights of way network, some directly promoted by the County Council, boroughs and districts, and numerous other trails and routes promoted by a wide variety of organisations.

The high level of road traffic in Surrey has several negative impacts on users of the rights of way network, who are by definition vulnerable road users.

Firstly, where a path ends at the highway with no direct connection, vulnerable road users are forced to use the carriageway, which can act as a serious disincentive to use of the route particularly for those on horseback.

Secondly, even where there is a direct connection across the road, the volume and speed of traffic can make the crossing itself a serious obstacle.

The effect of these problems is felt more in relation to the bridleway and byway network, which is generally more fragmented than the footpath network, but the effect of road traffic is felt across the entire network. In areas further away from where people live there is a need to develop an approach based on evidence of need to ensure targeted use of resources. This is currently hampered by a lack of reliable census data on the distribution of the horse population, or any objective data to quantify the actual level of use of the existing network.

Action to deal with particular problems of this type will be considered especially where there are public safety concerns. The other main objective for improving connectivity will be to provide continuous off-road circular routes for health and recreation, particularly close to centres of population, to enable people to take their outdoor recreation locally without the need for a car. The County Council will use its powers under the Highways Act to create and divert public rights of way to improve connectivity. Creating horse margins and creating routes over highway verges will also be considered where appropriate.

Priorities to improve connectivity therefore will be:

- divert existing routes or create new ones to reduce severance or improve connectivity, in areas of highest demand and where there are particular safety issues, especially on bridleways and multi-user routes (IC 1, IC 2)
- routinely collect data to quantify use of the network (IC 3).

8.3 Improving Quality (IQ)

The quality of the rights of way network is variable - not only in terms of the condition of surfaces and structures (stiles, gates, bridges, etc) but also the surrounding environment - including overgrowing vegetation and views of the landscape. The County Council is committed to maintaining the rights of way network to a basic minimum standard in accordance with its legal duty, as set out in the Rights of Way Statement for Surrey.

Rights of way in and around towns are often heavily used but also under the greatest threat, of closure, neglect and abuse. They are often blamed for facilitating crime and antisocial behaviour. Yet this is the network that could contribute most to improving accessibility and to other quality of life issues, such as providing opportunities for healthy exercise. The quality of urban paths can be adversely affected by poor maintenance of adjoining property, which could be addressed by more rigorous enforcement. Routes through new developments need to be well designed to avoid facilitating crime. These routes also have the potential to provide alternative car-free means of access to the countryside, particularly when linking with public transport. 'Greenways' are high quality multi-user routes giving direct access from towns into the wider countryside. The potential to upgrade and improve existing routes to create new greenways will be assessed.

In Surrey proposed built development is a significant threat to the rights of way network, both through the actual loss of paths and their incorporation into estate roads. However development also offers many opportunities, both for the creation of new routes and the enhancement of existing ones. Local planning policies therefore should reflect and support the aims of this Plan, in particular by securing developer contributions for local rights of way improvements.

Research has indicated that overgrowing vegetation is the single most important factor spoiling people's enjoyment of the network. Whilst seasonal vegetation clearance constitutes maintenance rather than improvement, a programme of targeted additional clearance work in excess of the minimum statutory requirement could make a significant contribution to improving quality, particularly of the bridleway network. This could also have the benefit of reducing the amount of surface maintenance required, by allowing users to spread out and allowing light and air to dry the surface out.

Priorities to improve quality therefore will be:

- identify, create, improve and promote greenways giving access to the countryside from urban areas (IQ 1)

- work with the local planning authorities to enhance and create rights of way through proactive use of the development control system (IQ 2).

8.4 Increasing Enjoyment (IE)

Research carried out in Surrey on behalf of the Countryside Agency has shown that recreational use of the rights of way network is well above the national average. There is no local data concerning use of the network by people from ethnic minorities and people with disabilities but extrapolating national research suggests that they are likely to be significantly underrepresented in Surrey. Based on the suggestion in the Countryside Agency's Diversity Review, a non-user survey will be carried out to understand the reasons why certain sections of the population do not participate in countryside recreation including using the rights of way network.

The finest countryside, particularly in the Surrey Hills Area of Outstanding Natural Beauty, is a strong draw for both local people and those from Greater London and other adjoining counties. Many of the most beautiful countryside sites are in public ownership or otherwise protected for public use and these sites form the core of the countryside recreation resource for many people. Away from the honeypot sites in the Surrey Hills AONB there are other areas of attractive countryside where the rights of way network could sustain a much higher level of use than it currently enjoys. These areas will be identified to achieve a more balanced pattern of use.

Research has shown that one of the most effective ways to broaden access to the countryside is to ensure that more people enjoy the experience. It is therefore proposed to identify and develop well-connected, good quality and highly accessible networks of countryside sites and linear and circular public rights of way in the areas of highest use, which are promoted to the public. Recreational cyclists including family cycling groups represent a substantial proportion of recreational users but their needs probably have not been sufficiently recognised. Routes for cyclists will therefore be developed and improved.

The 2006 survey has shown that there is public demand for more information about the rights of way network. Public enjoyment could be increased by making information available about access to and facilities along routes in popular areas.

Many visitors to popular parts of the Surrey countryside come from London. Access by public transport will be promoted for these visitors. The County Council's website has an important role to play in making this information available.

Surrey's historic environment is also a factor in encouraging more people to enjoy the experience of accessing the countryside. Where appropriate heritage features should be included within both new and improved cycle routes, circular village walks and in local mapping.

The County Historic Environment Record and the Heritage Conservation Team should be consulted on plans for new and enhanced routes, to ensure both that heritage assets can be included within the implementation of any plans, and also to

ensure that where fragile monuments might be adversely affected the proposed routes can be amended to take account of this.

Priorities to increase enjoyment therefore will be:

- develop and improve circular and linear routes, especially cycling routes, in areas of high demand (IE 1)
- develop well connected, good quality and highly accessible new routes in areas of high demand outside existing honeypot areas (IE 2)
- increase information available about rights of way in popular areas, particularly through the web and promote public transport access from London (IE 3, IE 4).
- Encourage and support parish and town councils to develop high quality circular village walks and create local rights of way maps for display on parish notice boards (IE 5)
- Identify and promote areas suitable for equestrian tourism (IE 6)

8.5 Securing Implementation (SI)

446 specific improvement proposals have been received since 2007. This list is not closed. Experience has shown that improvements are most likely to be delivered on the ground where the people most affected – the landowners – are actively engaged and supportive of the process. In some cases there might be mutual benefit in promoting packages of route creations, diversions and extinguishments which are in the interest of the landowner and which also help to achieve the objectives of this Plan. It is also essential to harness the energy and commitment of local users to drive the process forward. The Surrey Countryside Access Forum is a statutory forum composed of users, landowners and other interests, which advises the County Council on improving access to the countryside. Because it covers the whole County, its view is necessarily strategic.

Many borough and district councils and parish and town are keen to promote access in their local area and may have local influence and contacts that would enable them to deliver practical improvements in partnership with the County Council. With appropriate advice and support, local councils could become key partners in disseminating local access information and devising and supporting local access improvements.

The County Council currently publishes an annual report detailing work on the rights of way network including maintenance over the previous 12 months. This document will also include a summary of rights of way improvement actions completed.

The County Council employs a small number of staff to deal with rights of way work and allocates an annual budget for maintenance. The borough and districts councils and parish and town councils also undertake work on rights of way in appropriate

places. Much work on rights of way will be funded through Surrey Transport Plan each year, or the Community Infrastructure Levy and there is also some potential to make bids for other external funding.

Possible external sources of funding include:

- European Union – inter regional funding
- Landfill tax credits – only available to local environmental groups
- Sport England – initiatives to promote health
- Sustrans – local cycling initiatives including Safe Routes to Schools.

Since the Wildlife and Countryside Act 1981 first introduced the duty to keep the definitive map and statement under continuous review, more than 280 public rights of way have been added in Surrey – 194 footpaths, 84 bridleways and 2 restricted byways. Most of this additional access has been created through long use by the public. An examination of the pattern of claims can help to indicate the areas of greatest demand. The County Council is currently working on 29 claims and there with a backlog of 22 claims awaiting investigation. This work will continue as priority.

Since publishing the consolidated definitive map of public rights of way in 1996, the County Council has kept a record of all legal anomalies as they have come to the Council's attention. This includes situations where the route on the ground is unavailable, does not correspond with the route on the definitive map, or where a path changes status part way along its length or at the County boundary. The list is actively managed and since April 2000 more than 472 such anomalies have been resolved. The situation is never static and problems continue to be added to the list as they are discovered, but the rate of new additions has slowed considerably and at the date of this Plan some 172 anomalies remain on the list. This work will also continue as a priority.

The County Council has identified all of the cross-border anomalies and these are listed separately as Appendix 3 'Definitive Map County Boundary Anomalies'. This is clearly a relatively minor issue and will be dealt with as part of the County Council's routine management of definitive map anomalies.

Priorities to secure co-ordinated implementation of the Rights of Way Improvement Plan within resources available therefore will be:

- investigate claims for new public rights of way promptly (SI 1)
- resolve anomalies where routes on the ground do not correspond with the legal record (SI 2).

9 Factors Influencing Delivery

Resourcing improvements to public rights of way and countryside access is a challenge, particularly in the current economic climate. The Rights of Way Statement for Surrey (2010) sets out guidance for the assessment and prioritisation of maintenance and enforcement problems on the rights of way network. Similar factors also apply to improving the network. However, there are no direct budget allocations for rights of way improvement. Improvement actions will only be possible where the

resources to implement them are secured from new funds not already allocated to maintenance or enforcement.

The policy context of this Plan has identified that the rights of way network is of great value and can contribute towards many corporate policies and priorities. This presents opportunity for improvement by developing delivery partnerships and securing funding from a wide variety of sources on a scheme by scheme basis. This piecemeal approach has been successful as shown on the 'Summary of actions completed between 2007 and 2013' (Appendix 1). The most significant factors affecting the deliverability of schemes are resources, landowner permission and following the reorganisation of 2012, staff time.

This opportunistic approach to improving the network where securing funding is possible still requires direction and prioritisation. Improvements schemes that will be prioritised;

- must improve public safety
- must have landowner consent for physical improvements on or near a route
- must be fully resourced and deliverable to an acceptable standard
- must improve connectivity locally and/or across the network
- are strategically important, contributing to the Surrey Local Transport Plan, Local Plans and other County Council and borough and district priorities, including economic and health and wellbeing priorities
- are likely to be well used and have local public support
- comply with the principles of least restrictive access
- provide access to local facilities (public services including transport links, local shops and facilities including safer routes to school)
- provide multi-user routes, including linear and circular walks and cycle routes
- provide attractive links such as greenways from and between urban areas and open spaces
- are low maintenance and have long term affordability

The cost of an improvement scheme is not just direct practical works, it also includes time to negotiate, organise, plan and oversee implementation. It will be necessary where possible, to include personnel costs in order to ensure improvements can be achieved and opportunities are not missed.

Developing delivery partnerships is essential to achieving the objectives of this Plan, corporate priorities and securing best value. Partnerships may be transient, formed to deliver a specific scheme, or have a more permanent role. Ensuring rights of way and public access routes, linkages and connectivity are properly considered, particularly in areas of development and transport schemes is essential. Members of the SCAF may be well placed to carry out this type of liaison, to understand local need and help to secure resources for improvements. Good and regular communication is essential.

Rights of way and wider access objectives as set out in this Plan and the STP must be considered at an early stage of any plans or developments.

10 Action Plan

Each of the proposed actions listed below is intended to build on the objectives set out in the Framework for Action. They are not listed in any particular order.

The delivery of this action plan will be reviewed annually, in association with the Surrey Countryside Access Forum.

Objective	Action	Partners	Actions summary completed 2014/15
IA Improving Accessibility			
IA 1	Ensure that all improvements comply with the principles of least restrictive access	disabled access groups landowners	
IA 2	Identify and list proposed utility improvements	disabled access groups landowners user groups	
IA 3	Create high quality multi-user routes giving access to local services	disabled access groups landowners user groups borough and district councils	
IA 4	Create high quality accessible multi-user circular routes around popular visitor sites	disabled access groups landowners borough and district councils parish and town councils user groups	
IA 5	Improve access for all to and along existing routes with good accessibility including: the Basingstoke Canal and the Wey Navigation	disabled access groups landowners Basingstoke Canal Authority National Trust borough and district councils user Groups	

Objective	Action	Partners	Actions summary completed 2014/15
IA 6	Collect and publish data to quantify accessibility of the network		
IA 7	Create and improve equestrian access to commons where there is a right to ride horses	Disabled access groups Landowners Borough District Councils Parish and Town Councils User groups	
IC Improving Connectivity			
IC 1	Improve the safety of road crossings	landowners borough and district councils	
IC 2	Identify and create new links which improve connectivity	landowners parish and town councils user groups	
IC 3	Collect data to quantify use of the network	user groups	
IQ Improving Quality			
IQ 1	Identify, create or improve and promote greenways/gateways, which give access to the wider countryside without the need for a car	disabled access groups landowners district council parish and town councils user groups	
IQ 2	Develop supplementary planning guidance for incorporation into Local Development Frameworks	borough and district councils	
IE Increasing Enjoyment			
IE 1	Develop recreational cycle routes suitable for use by families	landowners borough and district councils parish and town councils user groups	
IE 2	Identify areas of high demand outside existing honeypot areas and develop new routes in these areas	disabled access groups landowners borough and district councils parish and town councils user groups	
IE 3	Develop and make publicly available information about rights of way	user groups borough and district councils parish and town councils	

Objective	Action	Partners	Actions summary completed 2014/15
IE 4	Through publicity and information promote use of public transport to access routes for visitors from London	rail and bus companies	
IE 5	Encourage and support parish and town councils to develop high quality circular village walks and create local rights of way maps for display on parish notice boards	parish and town councils	
IE 6	Identify and promote areas suitable for equestrian tourism	Tourism South East British Horse Society	
SI Securing Improvements			
SI 1	Investigate claims for new public rights of way promptly		
SI 2	Maintain a list of legal anomalies and seek to resolve them		

Appendix 1 - Summary of actions completed between 2007 and 2014

Each of the proposed actions from the 2007 Rights of Way Improvement Plan is listed below.

The final column summarises the actions taken against the objective and action proposed.

Key:

£: within existing staff and funding

££: requiring additional staff resources from outside the Service or additional external funding (< £20000/ ½ FTE)

£££: requiring substantial additional staff resources and/or substantial external funding (> £20000/ ½ FTE)

Targets are intended to be specific and measurable.

Objective	Action	Timescale	Resources	Partners	Target/Indicator	Actions summary completed 2014
IA Improving Accessibility						
IA 1	Ensure that all improvements comply with the principles of least restrictive access	Year 1 and ongoing	£	disabled access groups landowners	100% of completed schemes comply	Revision of application process for new stiles and gates 180(approx.) kissing gates installed, mainly in place of stiles
IA 2	Identify and list proposed utility improvements	Year 1	£	disabled access groups landowners user groups		ROWIP database set up and populated, updated with new proposals
IA 3	Create high quality multi-user routes giving access to local services	Year 2 and ongoing	£££	disabled access groups landowners user groups borough and district councils	2 schemes completed per year	Routes created: -Riverside Walk Leatherhead -Bonesgate Cycle route -Dorking to Westcott Cycle route -Downslink extension, Shalford

Objective	Action	Timescale	Resources	Partners	Target/ Indicator	Actions summary completed 2014
IA 4	Create high quality accessible multi-user circular routes around popular visitor sites	Year 2 and ongoing	££	disabled access groups landowners borough and district councils parish and town councils user groups	1 scheme completed per year	Routes created: -Downslink extension, Shalford -BOAT 500 Hindhead (A3 tunnel scheme) -9km Bridleway network , Horton Country Park
IA 5	Improve access for all to and along the Basingstoke Canal and the Wey Navigation	Year 1 and ongoing	£££	disabled access groups landowners Basingstoke Canal Authority National Trust borough and district councils user Groups	250m of improved access per year	Basingstoke Canal towpath surfaced from Wey Navigation junction to Brookwood 13km (approx.) completed. Part of Woking Cycle Town Scheme – SCC/Sustrans
IA 6	Collect and publish data to quantify accessibility of the network	Year 5 and ongoing	££		Accessibility data available on public website	Not done
IA 7	Collect data to quantify the local horse population	Year 1 and ongoing	£	British Horse Society		Not done

Objective	Action	Timescale	Resources	Partners	Target/ Indicator	Actions summary completed 2014
IA 8	Create and improve equestrian access to commons where there is a right to ride horses	Year 2 Ongoing	££	Disabled access groups Landowners Borough District Councils Parish and Town Councils User groups	1 access created or improved per year	Commons Access Project investigated - not funded/progressed
IC Improving Connectivity						
IC 1	Identify and agree a spine network of public rights of way taking account of public need and demand	Year 1	£	Surrey Countryside Access Forum Local Access Forums		Spine network concept dropped – agreed with SCAF
IC 2	Improve the safety of road crossings	Year 2 and ongoing	£££	landowners borough and district councils	1 road crossing improved per year	BOAT 500 Hindhead (A3 tunnel scheme)
IC 3	Identify and create new links which improve connectivity	Year 2 and ongoing	£££	landowners parish and town councils user groups	2 new links per year	Haslemere link route to W Sussex/National Park – LSTF funded scheme
IC 4	Collect data to quantify use of the network	Year 1 and ongoing	££	user groups		User monitoring work undertaken on sample BOATs and cycle routes Focus groups, interviews and campaign evaluation completed as part of 'Explore Surrey' campaign
IQ Improving Quality						
IQ 1	Develop, agree and use a County standard for management and maintenance of the	Year 1 and ongoing	£	Surrey Countryside Access Forum		Revision of stile and gate licensing criteria

Objective	Action	Timescale	Resources	Partners	Target/ Indicator	Actions summary completed 2014
IQ 2	spine network Identify, create or improve and promote greenways which give access to the wider countryside without the need for a car	Year 3 and ongoing	£££	disabled access groups landowners district council parish and town councils user groups	1 greenway per year	Routes created: -Bonesgate scheme
IQ 3	Develop supplementary planning guidance for incorporation into Local Development Frameworks	Year 1	£	borough and district councils	Supplementary planning guidance adopted	Not done
IQ 4	Develop a programme of targeted additional vegetation clearance in excess of minimum statutory requirements	Year 1 and ongoing	££	landowners user groups	10 km of clearance per year	Additional vegetation clearance carried out – 1km per year (approx.)
5 Increasing Enjoyment						
IE 1	Develop recreational cycle routes suitable for use by families	Year 3 and ongoing	£££	landowners borough and district councils parish and town councils user groups	1 family cycle route per year	Routes created: -Dorking to Westcott cycle route -Riverside Walk, Leatherhead -Downslink extension, Shalford -Basingstoke Canal towpath improvements -9k Bridleway network , Horton Country Park
IE 2	Identify areas of high demand outside existing honeypot areas and develop new routes in these areas	Year 4 and ongoing	££	disabled access groups landowners borough and district councils parish and town councils user groups		Not done

Objective	Action	Timescale	Resources	Partners	Target/ Indicator	Actions summary completed 2014
IE 3	Develop and make publicly available information about rights of way	Year 1 and ongoing	£	user groups borough and district councils parish and town councils		'Explore Surrey' campaign Revision of web pages Arrows and Acorns leaflet Parish Council ROW training Volunteer Path Warden training
IE 4	Through publicity and information promote use of public transport to access routes for visitors from London	Year 1 and ongoing	£	rail and bus companies		'Explore Surrey' campaign targeted train and bus routes linking with London
IE 5	Encourage and support parish and town councils to develop high quality circular village walks and create local rights of way maps for display on parish notice boards	Year 3 and ongoing	£££	parish and town councils	2 circular walks per year 2 parish maps per year	Not done
IE 6	Identify and promote areas suitable for equestrian tourism	Year 3	££	Tourism South East British Horse Society		Not done
SI Securing Improvements						
SI 1	Create and maintain a rights of way improvements overlay on Surrey Interactive Map	Year 1 and ongoing	£		Improvements overlay available on public website	Not done
SI 2	Develop and maintain an on-line reporting tool for proposed improvements	Year 1 and ongoing	£		On-line reporting tool available on public website	Not done. Proposed improvements can be submitted via existing on-line enquiries tool
SI 3	Establish local rights of	Year 1 and	£	landowners		ROWIP issues incorporated into

Objective	Action	Timescale	Resources	Partners	Target/ Indicator	Actions summary completed 2014
	way improvement forums	ongoing		user groups local councils		existing ROW local forums
SI 4	Investigate claims for new public rights of way promptly	Year 1 and ongoing	£		No backlog of definitive map modification claims	Not achieved. 22 claims waiting investigation, 11 exceeding 12 months old
SI 5	Maintain a list of legal anomalies and seek to resolve them	Year 1 and ongoing	£		10 anomalies resolved per year	61 anomalies resolved

Landscape character areas

Character Area	Key features
Thames Valley	<ul style="list-style-type: none"> • Hydrological floodplain of the river Thames as a landscape feature provides unity to the large areas of fragmented poor agricultural land. • To the south, the open Thames floodplain dominates with its associated flat grazing land, becoming characterised by a number of formal historic landscapes on higher ground such as Windsor Park. • Towards London in the east, the natural character of the area is overtaken by urban influences; a dense network of roads including the M25 corridor, Heathrow Airport, railway lines, golf courses, pylon lines, reservoirs, extensive mineral extraction and numerous flooded gravel pits.
Thames Basin Heaths	<ul style="list-style-type: none"> • Particularly diverse landscape unified by the high incidence of heathland and coniferous forestry, the open unenclosed nature of which is unusual within the context of the southeast region. • Heavily populated and developed area characterised by large towns plus numerous smaller settlements along transport corridors interspersed by open land. • Fragmented but often connected blocks of largely neglected remnant heathland as a result of early agricultural clearances and widespread development, with most heath retained on large commons or as Ministry of Defence training areas. • Cultivated farmland and pasture is typically enclosed within small and irregularly shaped fields divided by hedgerows with small areas of wood and heath heavily used for horse grazing. • Large tracts of coniferous plantations or mixed wood with beech and birch are typical of much of the area, with significant areas of ancient woodland in the west.
Thames Basin Lowlands	<ul style="list-style-type: none"> • A small-scale lowland farmed landscape lying within a generally flat but gently undulating clay vale. • Characterised by small mixed holdings with brick-built farms, a mosaic of small fields interspersed by oak/ash woods and shaws, field ponds, meadows, heathland and individual mature tree specimens. • Gentle lowland character reinforced by river tributaries, which meander through flat farmed valley landscapes with large areas of estate land. • Some of the essential farmland character has been fragmented by the expansion of settlements and the associated major roads that dissect this area. <p style="text-align: center;">Page 116</p> <ul style="list-style-type: none"> • Edges of settlements characterised by an

	<p>unkempt appearance of wire fences, sheds, derelict hedgerows and weed-infested fields associated with pony paddocks.</p>
<p>North Downs</p>	<ul style="list-style-type: none"> • Dramatic and distinctive Chalk downland with a continuous and steep scarp giving extensive views across Kent and Surrey towards the South Downs. • The broad dip slope gradually drops towards the Thames and the English Channel. The dip slope is incised by a number of valleys or 'coombes' of the rivers Stour, Medway, Darent and Mole. • Chalk soils on the scarp, at the base and in the dry valleys, support areas of high-quality unimproved chalk grassland. Clay-with-flints soils on the upper parts of the dip-slope supports oak/ash woodland and scrub with beech/ash/maple is common on the valley sides, such as on Box Hill. • Land use includes a few pockets of traditional downland grazing but (especially in Kent) it is largely dominated by arable fields. These fields at the base of the scarp have extended their regular pattern up the sides of the Downs. • The North Downs are a rural landscape with scattered flint-walled farmhouses and large houses. Towards London, while some valleys of species-rich grassland are still retained, the character changes to urban, with the topography masked by the built-up areas. • In some areas, major motorway and railway corridors introduce a discordant feature into an otherwise quiet and peaceful rural landscape. • Lanes follow the lines of old drove roads in many places.
<p>Wealden Greensand</p>	<ul style="list-style-type: none"> • Large belt of Greensand typified by its scarp/dip-slope topography and by extensive belts of ancient mixed woodland of hazel, oak and birch together with more recent coniferous colonisation and plantations. • Large sections of the winding Upper Greensand escarpment are noted for their steep 'hanger' woodlands with areas of remnant heath and wet heath. • Settlements are generally scattered villages and hamlets linked by deep, overhanging, winding lanes with some small, irregular fields remnant of Saxon clearances. • In the western Surrey area, the Wealden Greensand is flat with much heathland and former heathland. Towards the east, the slopes become steeper and are generally densely wooded with an extensive oak/birch/pine cover, numerous small woodlands and also 18th century conifer plantations. Farming is predominantly mixed with dairy pastures in small irregular fields with well-maintained hedgerows and shaws. The latter give a wooded feel to the area. • In east Surrey and western Kent, there are many wooded commons ('charts') with oak/birch woodland. • Tree-lined winding sunken lanes connecting small settlements built of sandstone or malmstone and the overall undulating and organic landform combine to give a sense of

	<p>intimacy to the landscape.</p> <ul style="list-style-type: none"> • Older deer parks and more recent 18th century parklands are a distinctive feature of the Wealden Greensand with extensive views out over the Low Weald.
<p>Low Weald</p>	<ul style="list-style-type: none"> • Broad, low lying and gently undulating clay vales underline a small-scale intimate landscape enclosed by an intricate mix of small woodlands, a patchwork of fields, and hedgerows. • Topography and soils vary locally in relation to higher drier outcrops of limestone or sandstone, which are commonly sites of settlements. • Low Weald generally includes an abundance of ponds and small stream valleys often with wet woodlands of alder and willow. • Tall hedgerows with numerous mature trees link copses, shaws and remnant woodlands, which combine to give the Low Weald a well-wooded character. Field trees, usually of oak but now declining, are characteristic of the area southeast of Dorking. • Grassland predominates on the heavy clay soils while lighter soils on higher ground support arable cropping in a more open landscape. • Rural in character with dispersed farmsteads, small settlements often include mainly timber and brick-built traditional buildings where not now dominated by recent urban development. • Historic settlement pattern was dictated by a preference for higher drier outcrops of limestone or sandstone with moated manor houses being a characteristic feature. • Urban and airport related development sprawl in the flat plain around Gatwick, and in the Horley-Crawley commuter settlements, contrast with the pleasant, wet, woody, rural character of the area and as such are less distinctively Wealden. • Hop growing and orchards are still a distinctive land use in the east. • The Kentish Low Weald is traversed by numerous narrow lanes with broad verges and ditches; these are continuous with the drove roads of the North Downs.

Appendix 3 - Definitive Map County Boundary Anomalies – as at Oct 2013

Mole Valley

- i) **South of Ridge Farm, Rusper Rd, Capel** – FP in West Sussex but no link in Surrey.
- ii) **BW 556 Abinger** – BW links with a Byway in W Sussex

Runnymede

- i) **FP 80 Egham** – doesn't connect with existing FP in Berks.

Surrey Heath

- i) **BW 1 Camberley & Frimley, FP 60 Windlesham, BW 58b Windlesham & BW 170 Windlesham** – meet county boundary with no linking ROW in Berks. Access allowed by Crown Estate but only cycling with permission. FP 60 and BW 170 are fenced across at the county boundary.

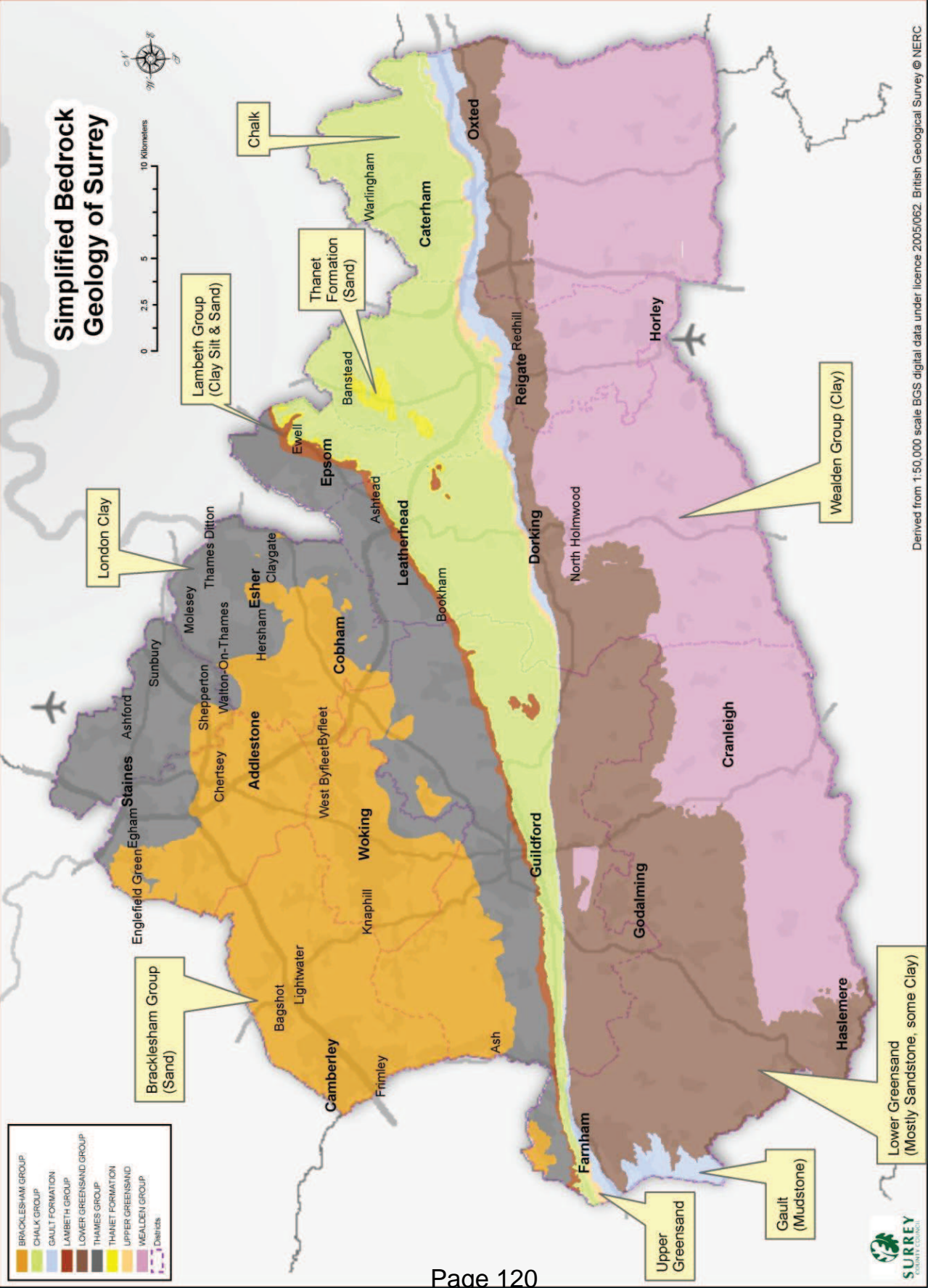
Tandridge

- i) **FP 583 Chelsham & Farleigh** – northern end doesn't link with a ROW in Croydon to reach Featherbed Lane.
- ii) **FP 46 Limpsfield** – doesn't link with a ROW in Kent to reach Kent Hatch Road.
- iii) **BOAT 18 Tatsfield** – cul de sac at county boundary, meets private road and Footpaths.
- iv) **BW 638 Tatsfield** – no continuation in Kent.

Waverley

- i) **Crondall Road East of Hill Farm and West of Willey Place** – Restricted Byway on Hampshire side, ends on county boundary with no linking ROW in Surrey.
- ii) **FP 162 Farnham** – ends on county boundary with no linking ROW in Hampshire.
- iii) **BOAT 407 Alfold** – ends on county boundary joining a FP and BW in W Sussex.
- iv) **BW 579 Haslemere** - continues SE into Hampshire as a UCR on their List of Streets.
- v) **BOAT 7 Haslemere two sections** – join with a BW(?) in Hampshire in the middle of them both.
- vi) **FP 50 Dockenfield** – doesn't link with Hampshire FP, opposite sides of hedge on county boundary.

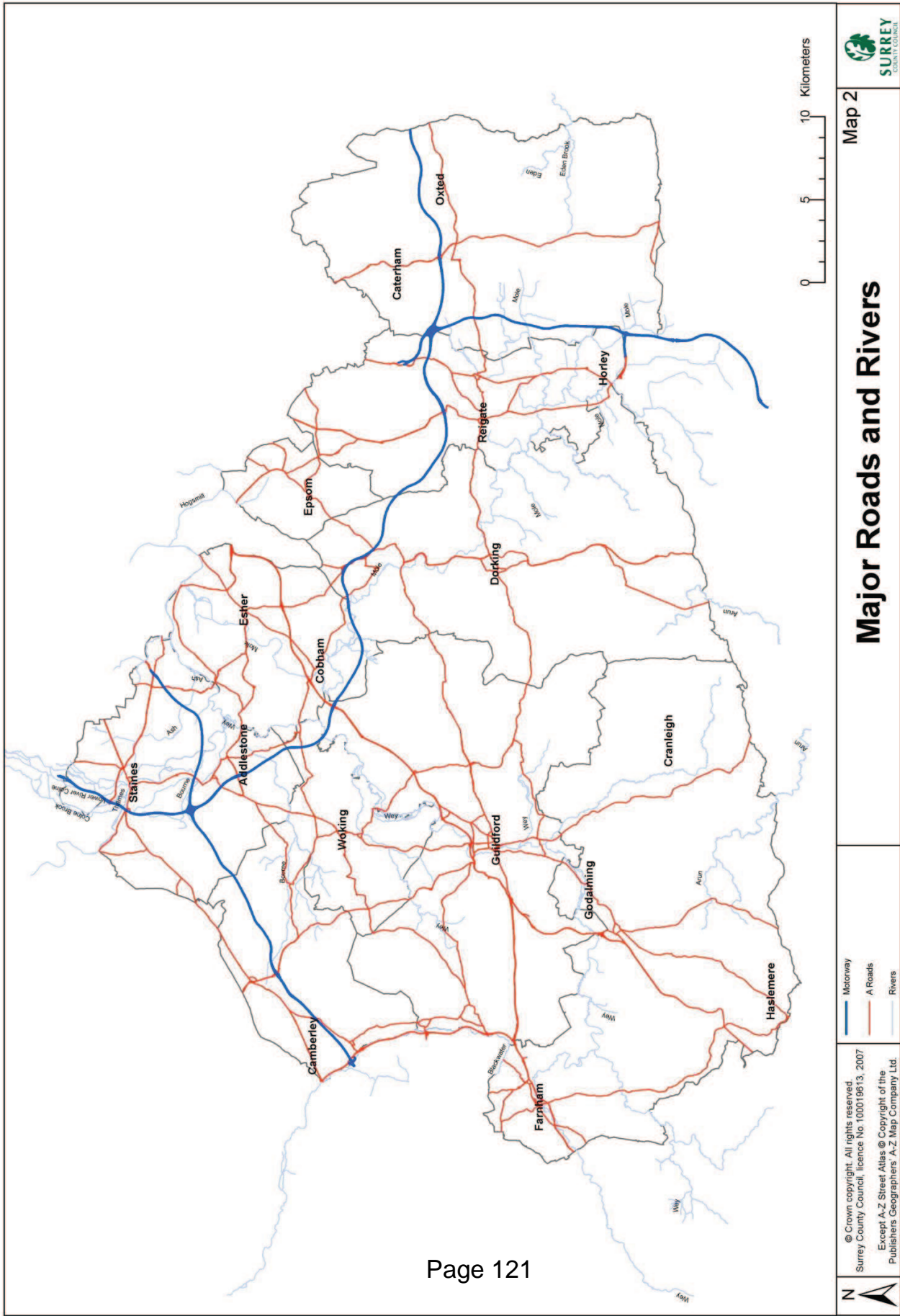
Simplified Bedrock Geology of Surrey



- BRACKLESHAM GROUP
- CHALK GROUP
- GAULT FORMATION
- LAMBETH GROUP
- LOWER GREENSAND GROUP
- THAMES GROUP
- THANET FORMATION
- UPPER GREENSAND
- WEALDEN GROUP
- Districts

Derived from 1:50,000 scale BGS digital data under licence 2005/062. British Geological Survey © NERC





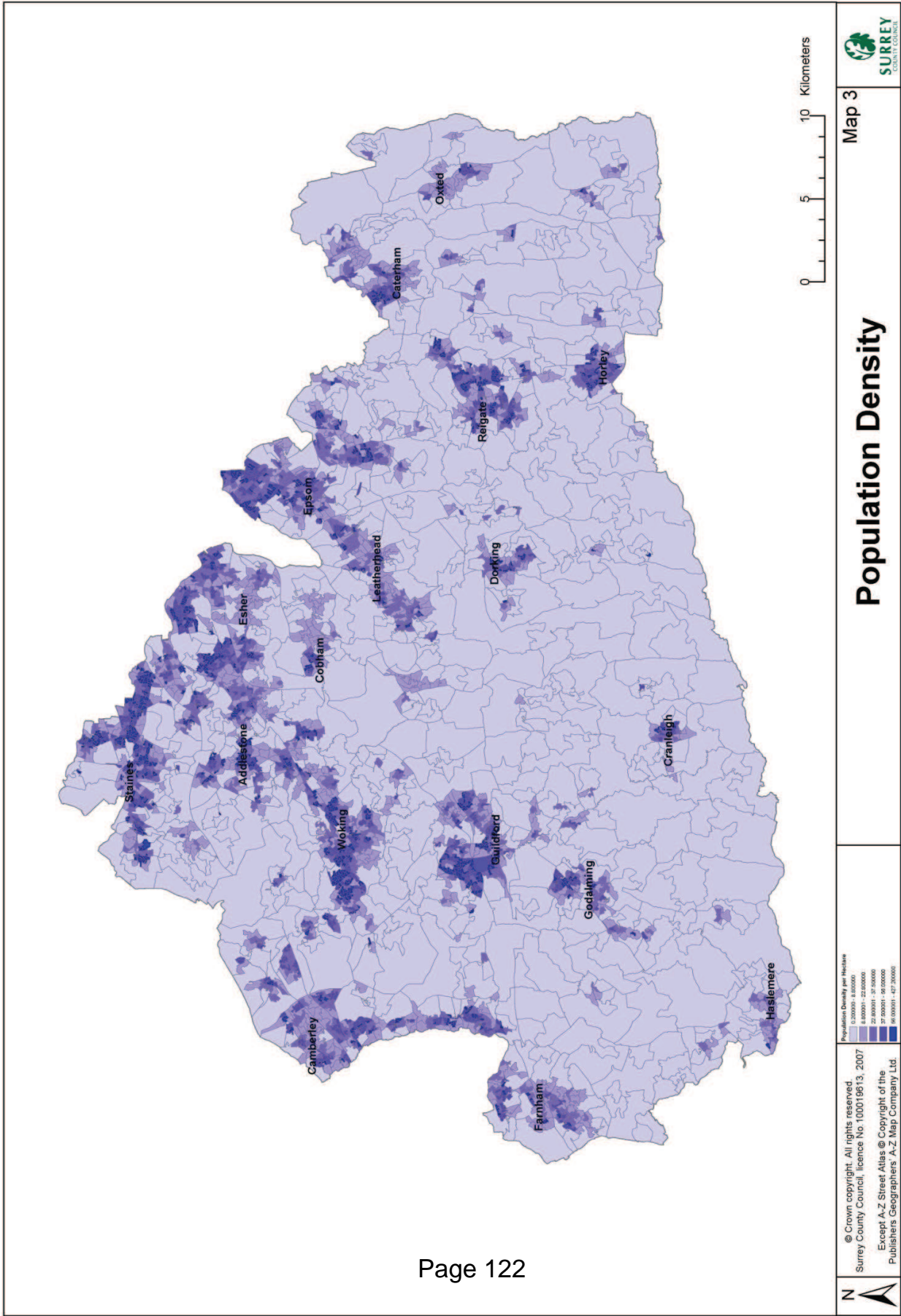
Map 2

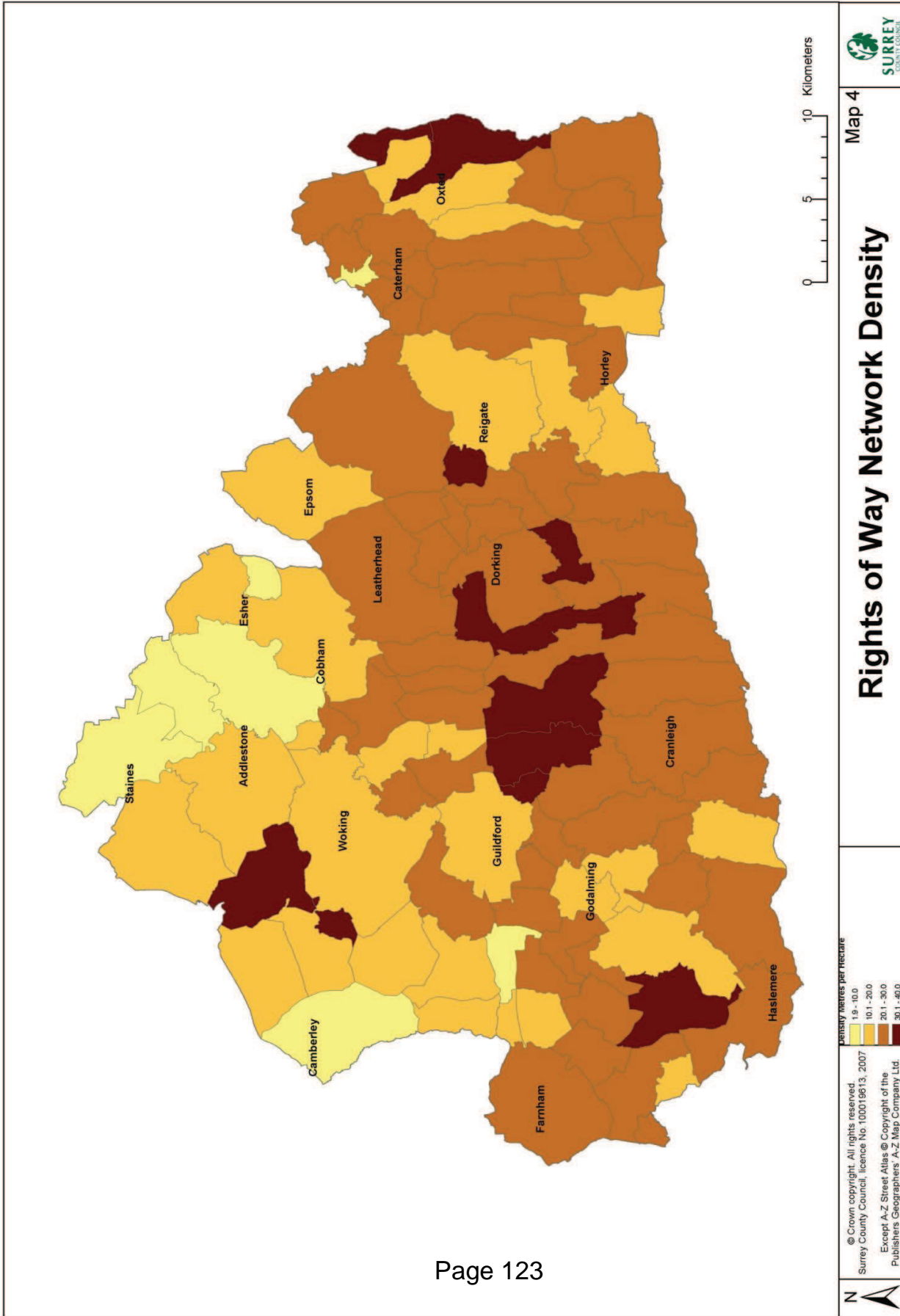
Major Roads and Rivers

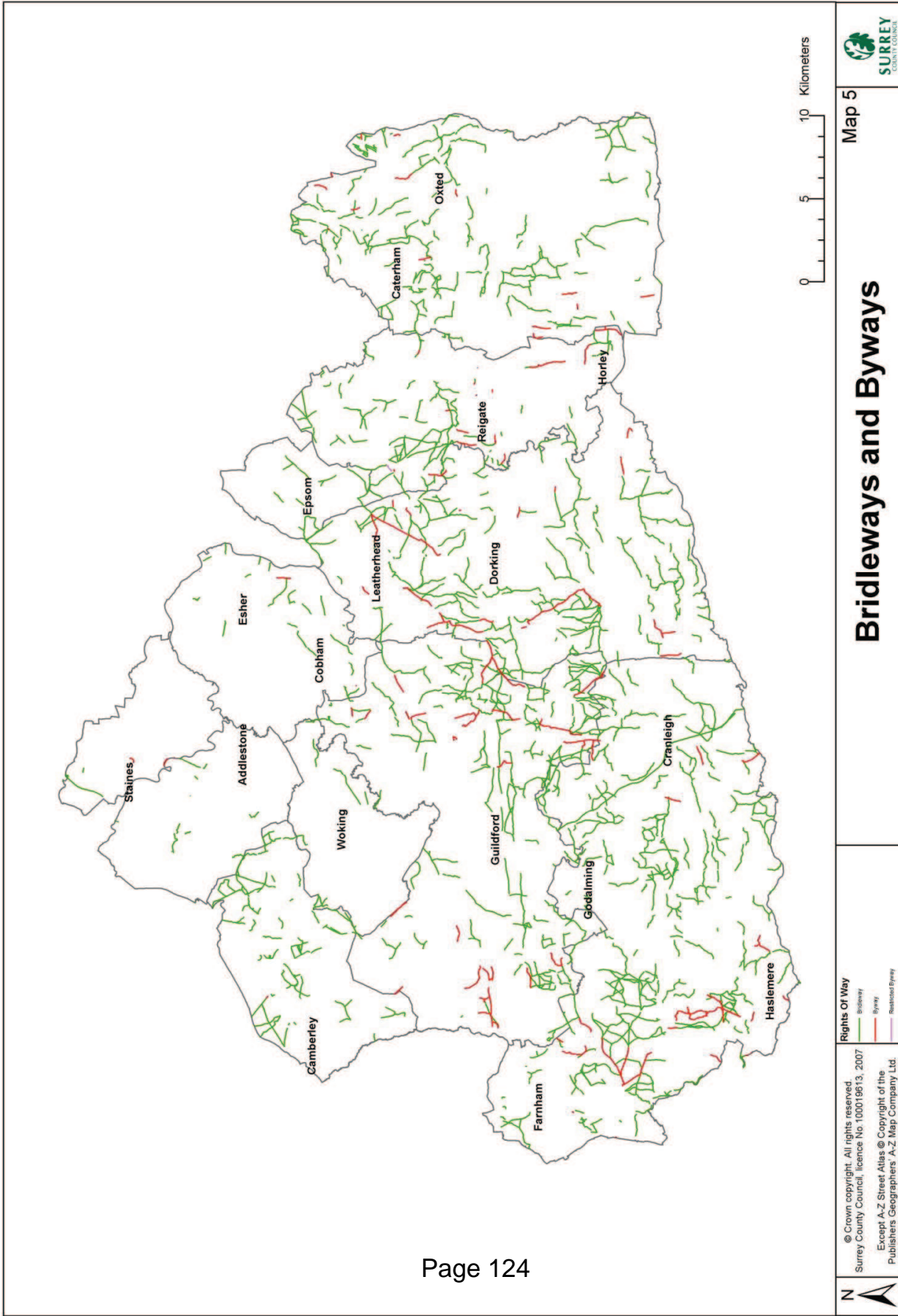
- Motorway
- A Roads
- Rivers

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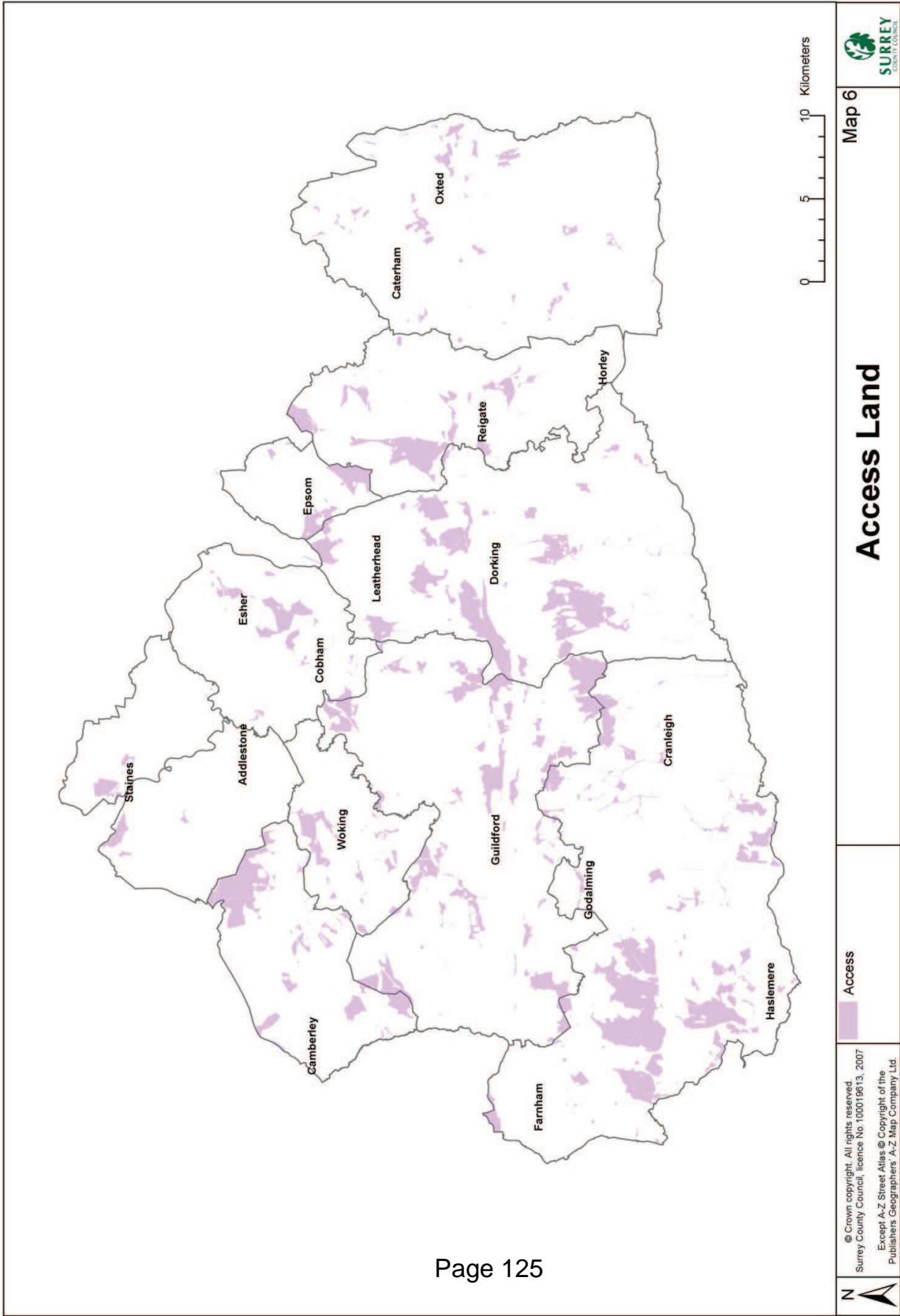
Map 5

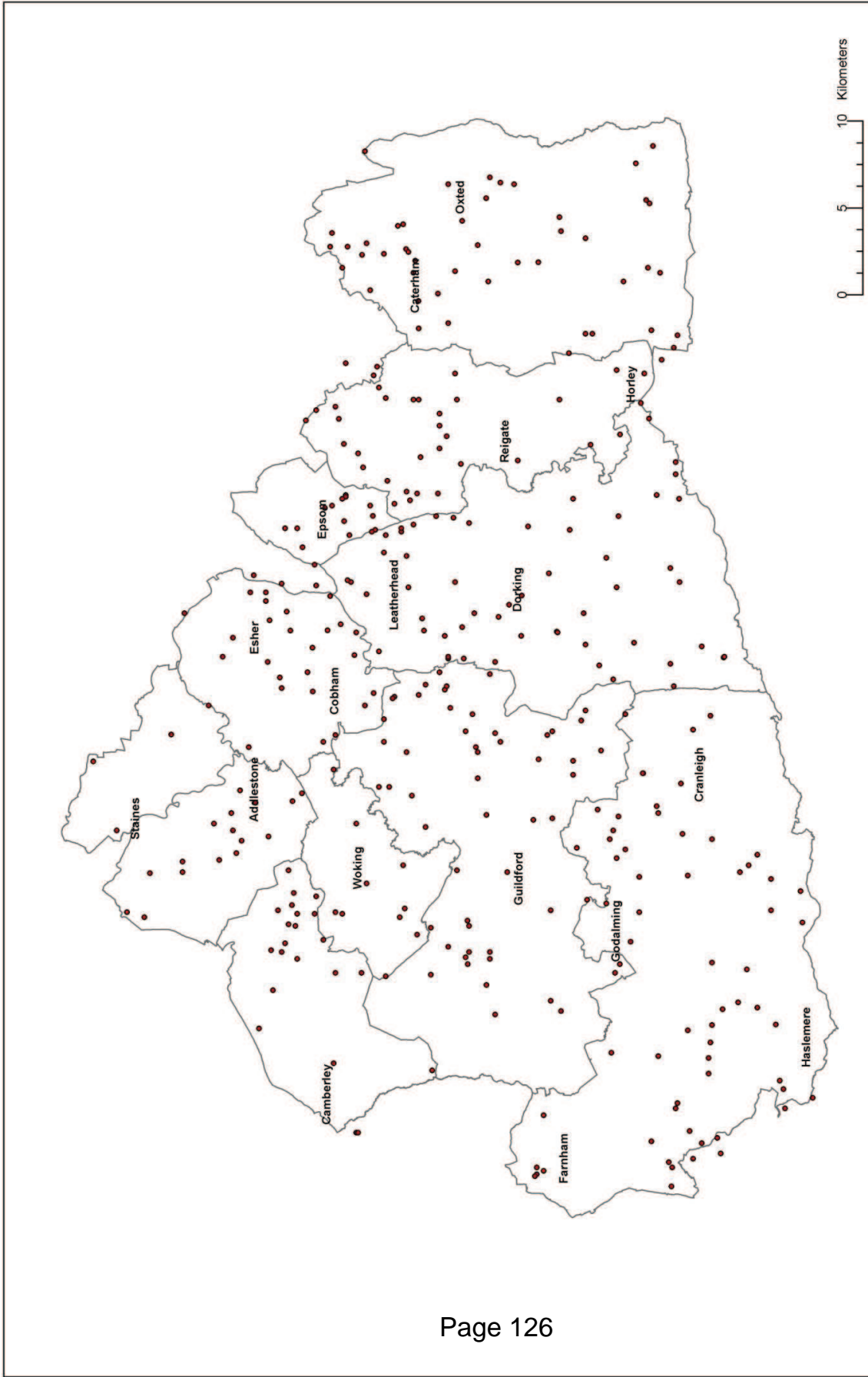
Bridleways and Byways

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 — Byway
 — Restricted Byway

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Map 7
Location of Stables

● Stables

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