



PARC CENEDLAETHOL  
**Bannau Brycheiniog**

Lle i enaid gael llonydd

**Brecon Beacons**  
**NATIONAL PARK**

One of Britain's breathing spaces

**Brecon Beacons National Park Authority**

**Review of the Rights of Way Improvement Plan**

**Questionnaire Results**

## **Background to the questionnaire**

In June 2007 the Brecon Beacons National Park Authority published its Rights of Way Improvement Plan (“ROWIP”). The ROWIP was the means by which the Authority identified, prioritised and planned for improvements to the rights of way network and access provision in the National Park for the subsequent 10 years. The ROWIP set out the priorities and objectives for access to the countryside and provided the basis for work on the rights of way network and on access land.

The National Park Authority is now reviewing the ROWIP. The background to the ROWIP is contained in the separate “Assessments” document.

As part of the review the Authority must undertake various assessments and to help with that process a questionnaire was devised to gather data from members of the public.

Twenty four questions were used, as well as a few questions about the individuals completing the survey.

The questionnaire was placed on the Authority’s website in both English and Welsh and a link to it was emailed to nearly 450 individuals and organisations which the Authority had already contacted about the review of the ROWIP. Hard copies could be requested also.

The questionnaire was promoted in the local press and on social media several times during the period that it was on the website.

A copy of the questionnaire is shown at Annex I.

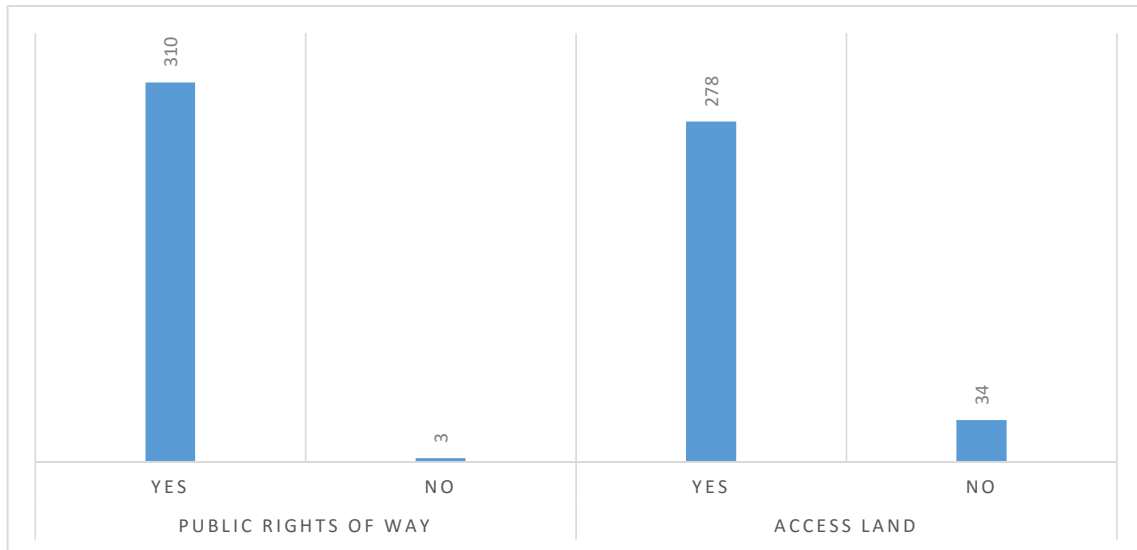
## **Report Format**

This report will set out each question in turn and will display the responses diagrammatically. It is hoped that this will be easiest way to convey the answers to each question. Some of the questions were more complex than others and involved multiple choices or multiple sections. Other questions asked respondents to rank various statements or issues in order of importance. Some questions also allowed respondents to add their own comments. Where respondents were asked to provide their own comments those comments are shown. Typographical errors in those submissions have been corrected. Any personal details have been obscured. Any offensive words or phrases have been omitted or replaced with something more suitable (there are very few of these).

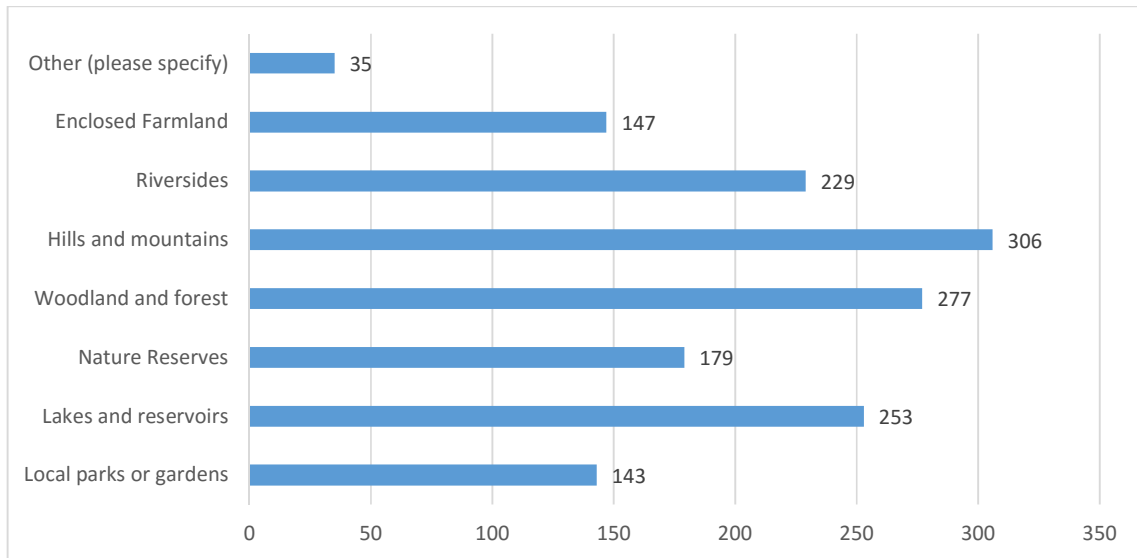
## **Response rate**

The questionnaire generated 317 responses although not everyone answered every question.

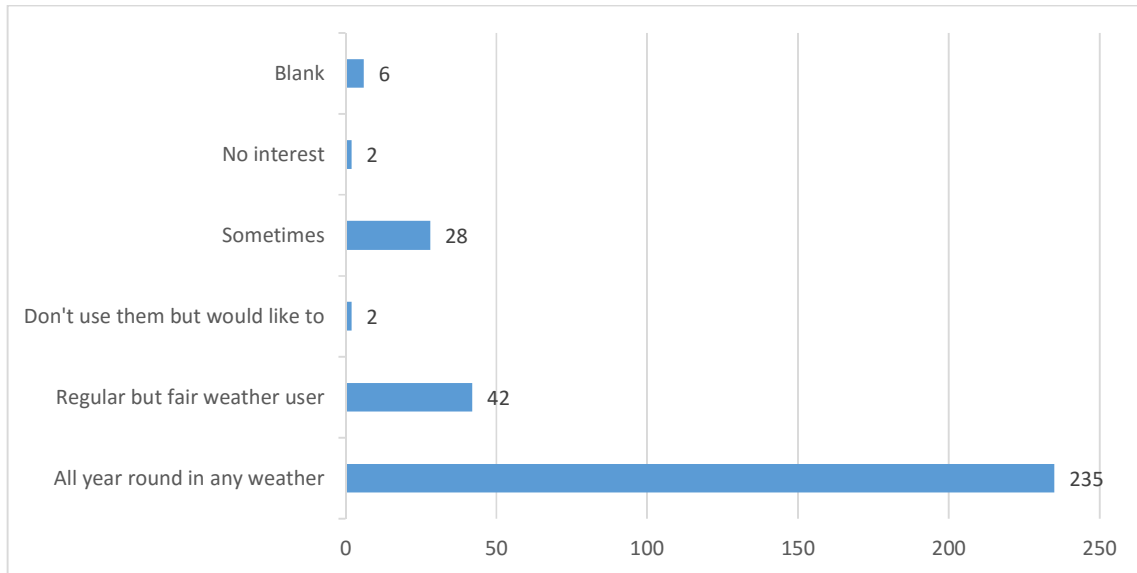
**Q1 Do you know what the following are:**



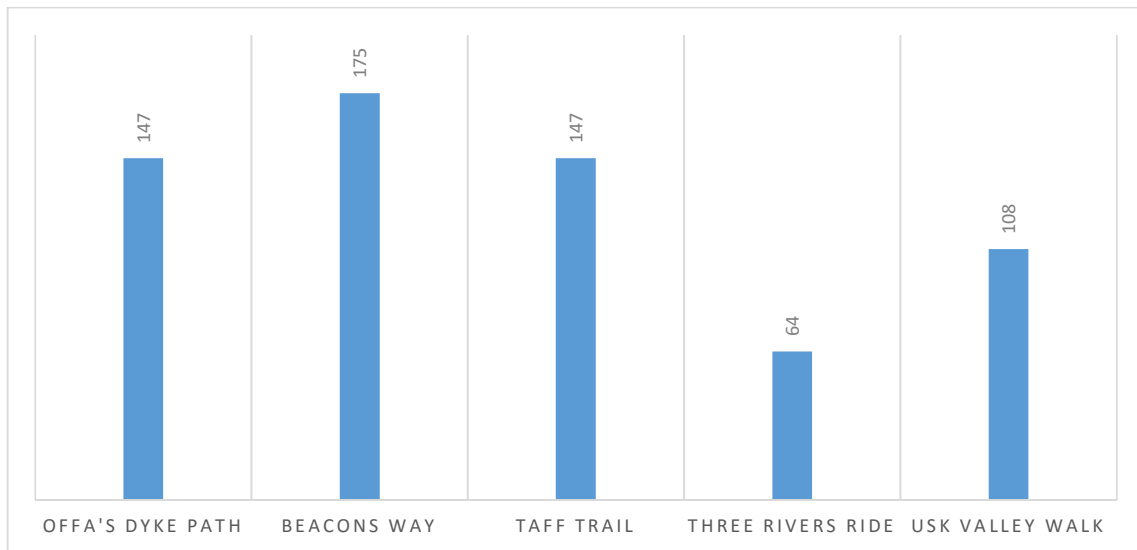
**Q2 Do you visit any of the following in the National Park?**



**Q3 Which of the following best describes your use of the public rights of way in the National Park?**

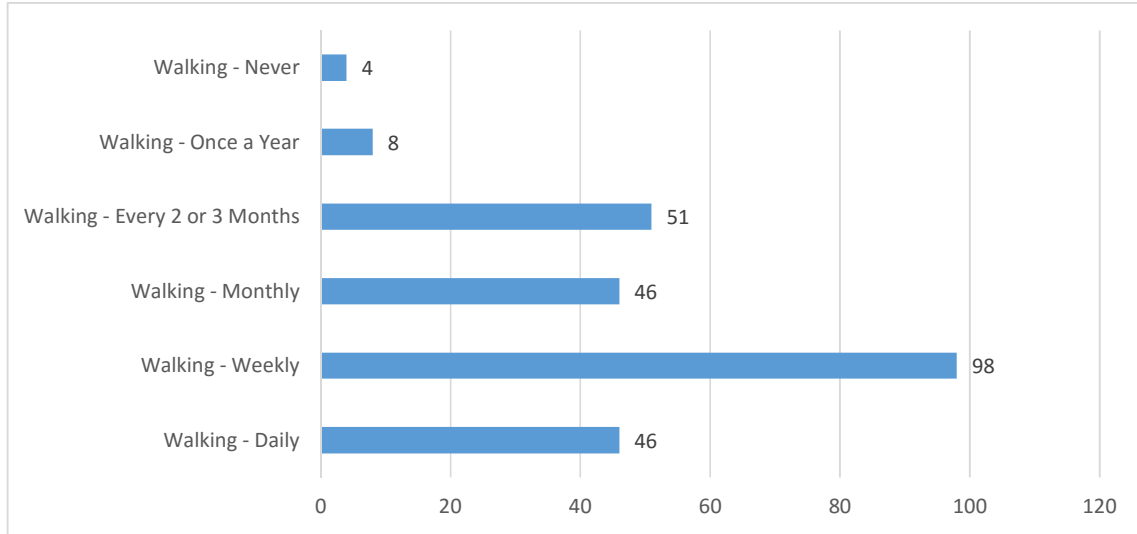


**Q4 Do you use any of the following recreational trails within the National Park?**

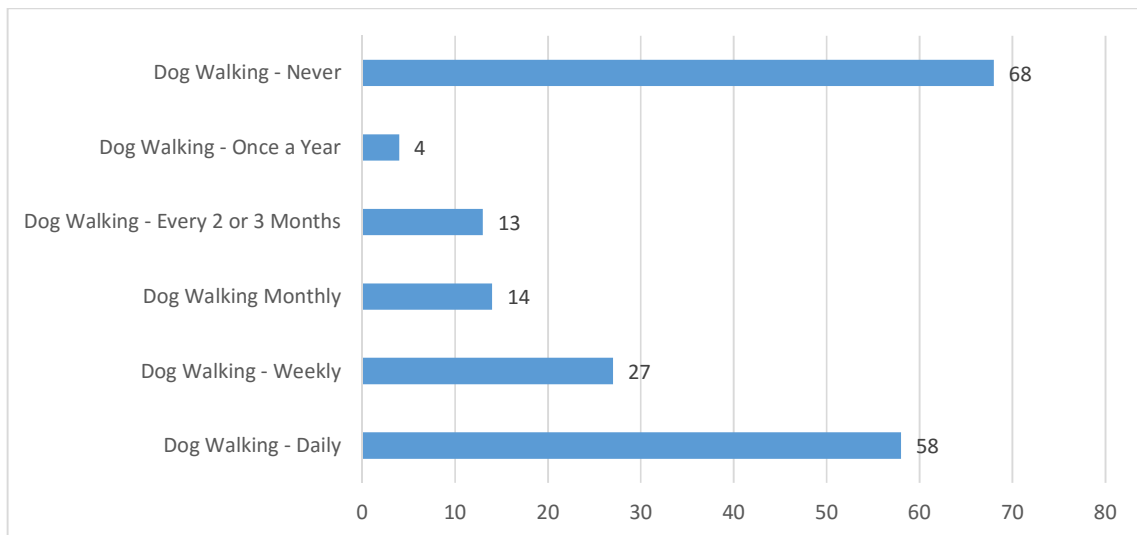


**Q5 The following activities take place on our rights of way network. Please state which ones apply to you and how often you do them:**

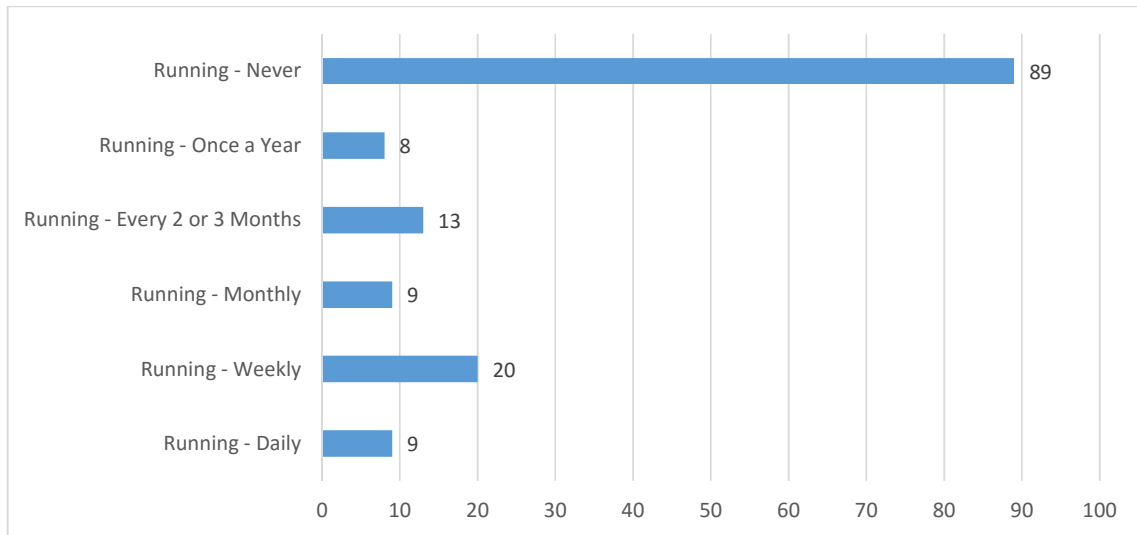
**Walking**



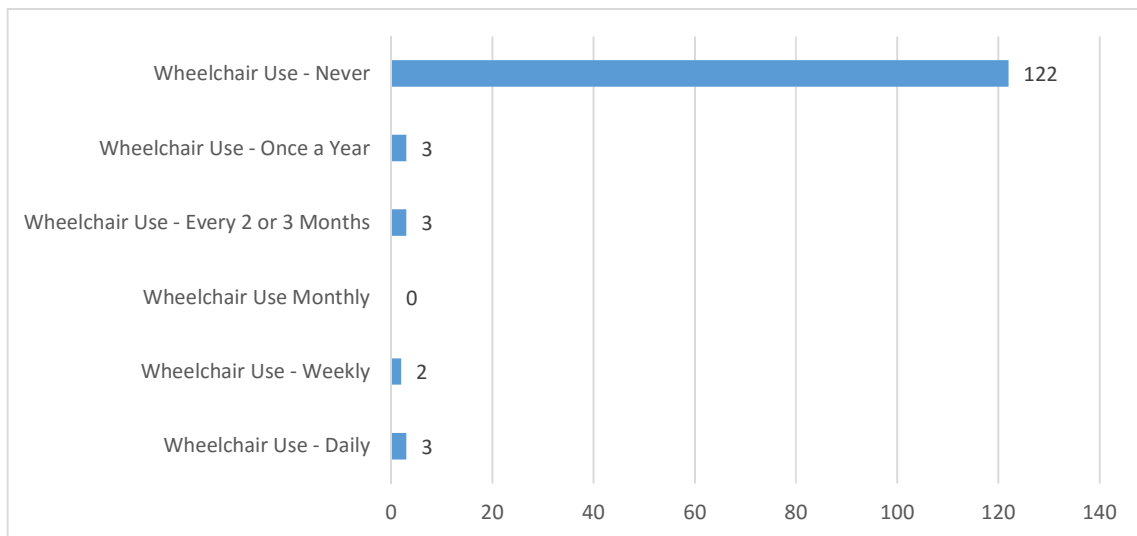
**Dog walking**



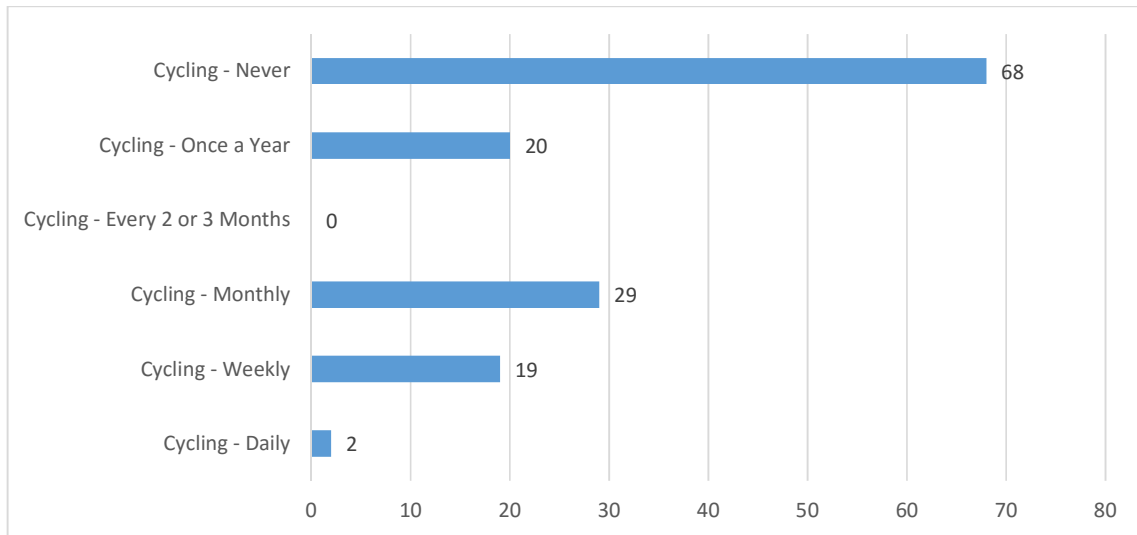
## Running



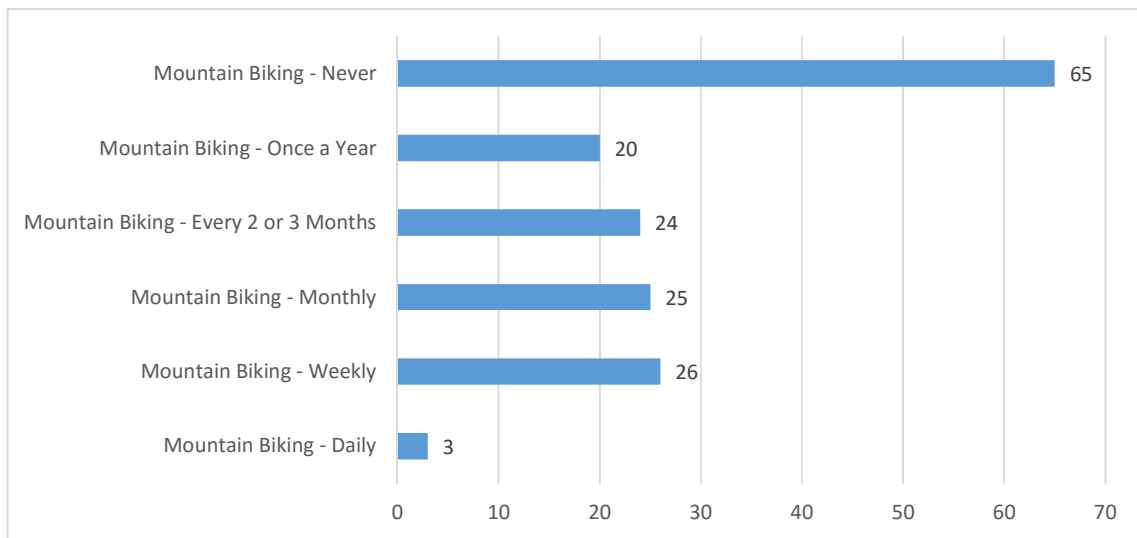
## Wheelchair use



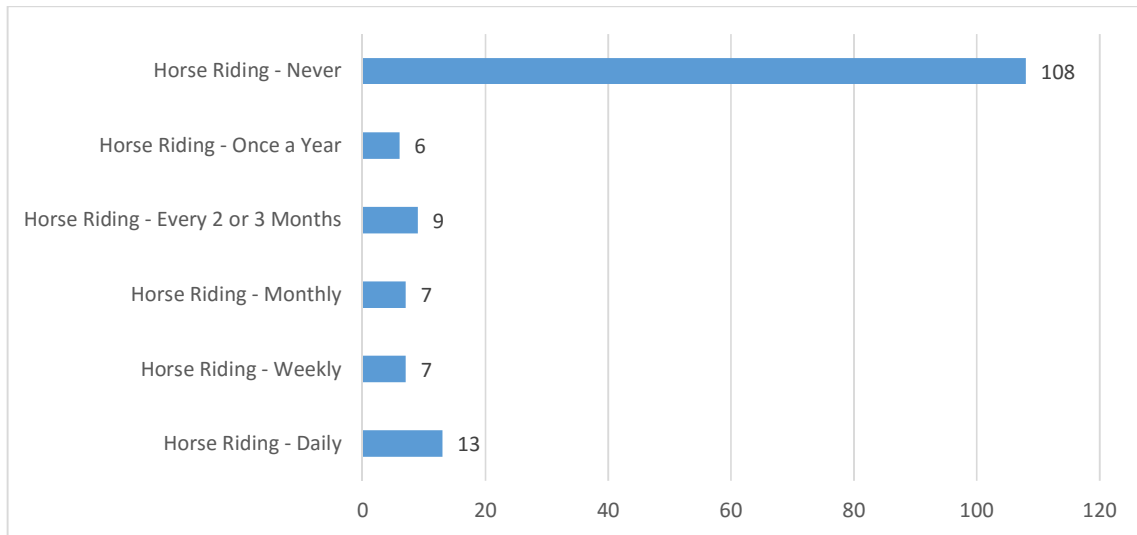
## Cycling



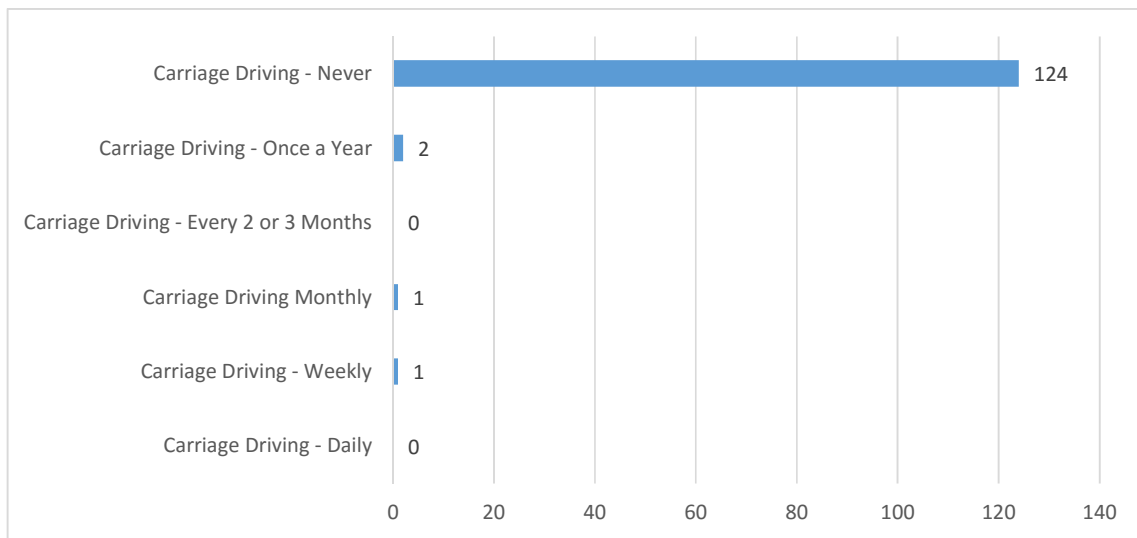
## Mountain biking



## Horse riding

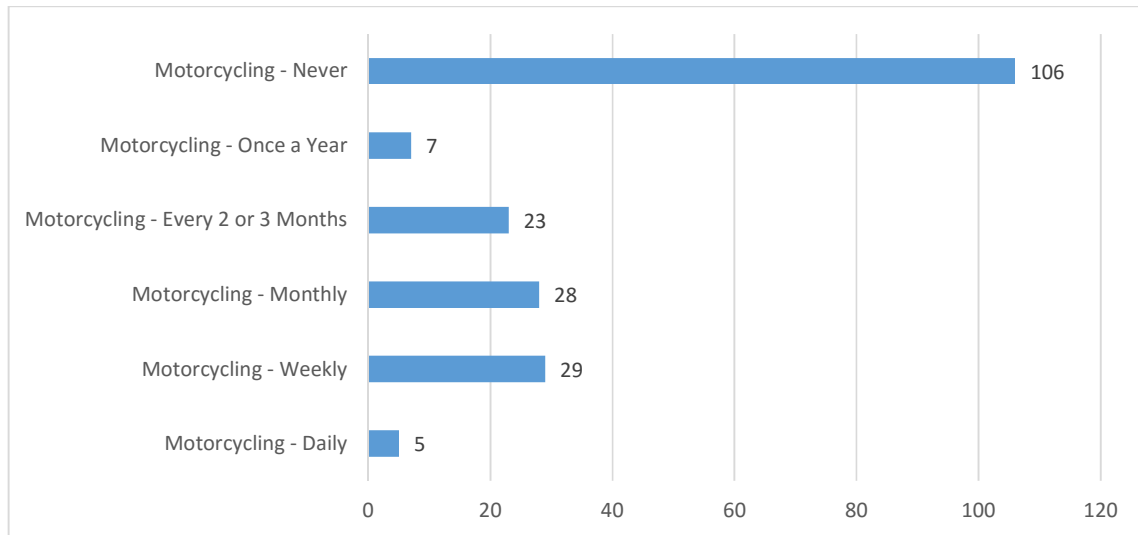


## Carriage Driving

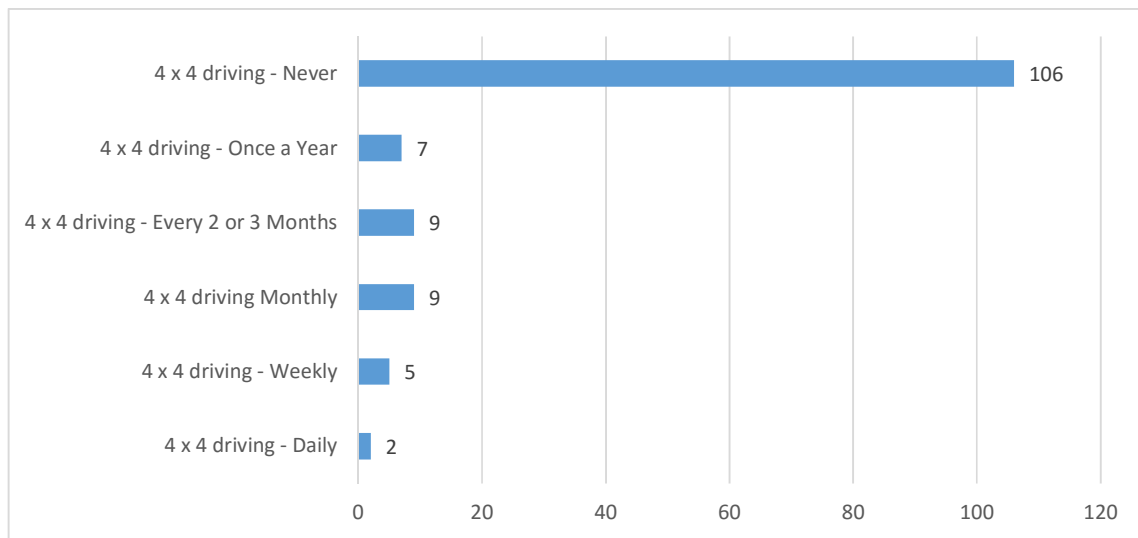




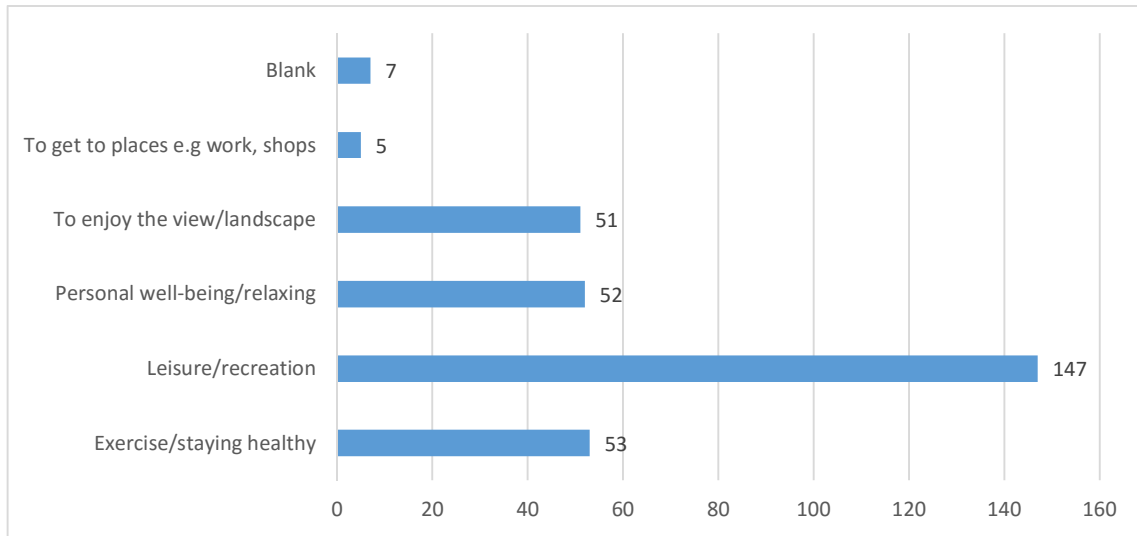
## Motorcycling



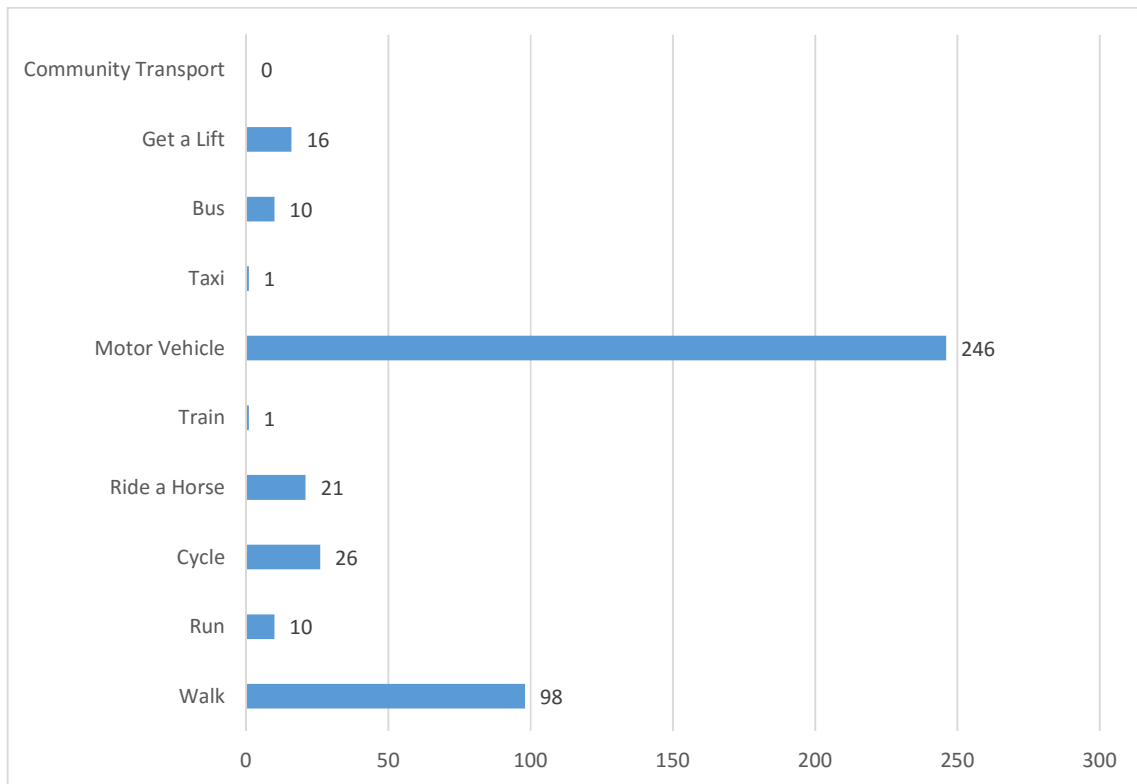
## 4x4 driving



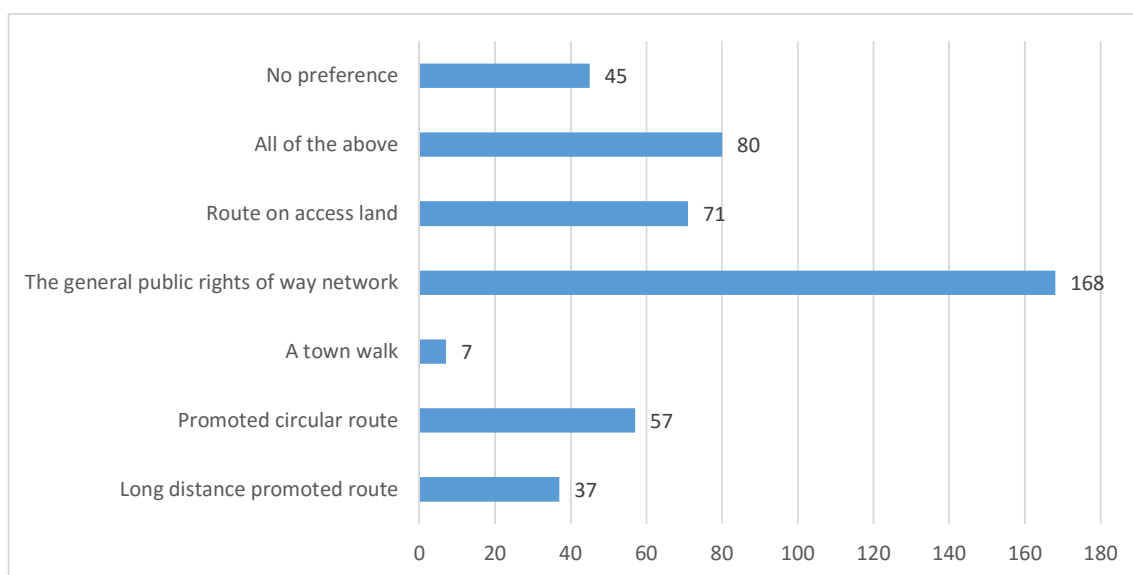
**Q6 What is your main motivation for using the public rights of way network?**



**Q7 How do you usually travel to the start of a right of way:**



## Q8 What type of route do you prefer to use?



Respondents were also asked why this was their preference. The following replies were given:

1. OS map gives a clear indication for route finding
2. Generally walk with groups where leader has devised their own routes using rights of way in the Park
3. Because riders' common law rights to ride on moors etc. were taken away under the CROW Act
4. I do not enjoy using routes which are 'over popular' or over promoted.
5. Because it gets me back to my car!
6. I really like marked/planned routes that are accessible for horses. Better off road riding for horses we really need. It is much too heavily weighted towards walkers and other ways of exploring the countryside are given much less importance
7. I ride a horse so like to stay off roads and explore the countryside and enjoy the views
8. Different needs. I have mobility issues so need to be able to get to the right of way so I drive to it either to then walk, or walk my dogs, or I drive the ponies to it to then ride and very very rarely to drive them as very few access rights for carriage driving. Also riding and driving less and less near my ponies' fields as the country lanes and roads are becoming more and more dangerous so access to the few bridleways available is becoming more and more dangerous which in turn means driving miles to off road areas such as commons or forestry for riding as carriage driving is not available, I have spoken to the BBNPA rights of way officer who while keen to help could only advise seeking local landowners permission to use common areas
9. I like to create my own routes and try to avoid popular routes. Sometime tricky in a 4x4 due to the NERC Act in 2006 taking away so many green roads and creating a network with a lack of connectivity
10. Need to return to where I start, to see as few other people as possible
11. It depends on the access for off-road wheelchairs and we are happy to use any which are interesting

12. Coming to the park area on holiday once a year means I use the rights of way network as part of regular walking or cycling during my stay
13. As most of my activity is daily based a circular route avoids having to retrace my steps. This also means that the routes are acknowledged as rights of way and hopefully access issues are avoided. But all routes are good and provide variety
14. Anything accessible to my all terrain mobility scooter
15. I like to make up my own (usually circular) walks
16. The certainty of the right to use it without being accosted by someone claiming to be the landowner who might have a difficult attitude
17. Very limited routes which motor vehicles can use for leisure
18. I value my freedom
19. Usually travel to start point by car, so prefer circular walk back to car for journey home
20. As a disabled user and member of Disabled Ramblers I use a tough scooter and like to go rambling along bridleways and other rights of way wherever possible
21. I alter my routes depending on weather and customers' preferences
22. Freedom to choose as wish enters the mind
23. Byways etc.
24. Use of vehicular rights
25. I prefer to avoid crowds when I can and am more than happy to make up my own routes and prefer to be on open land, higher up whenever I get the opportunity
26. I prefer generally to make my own way rather than follow pre-determined routes, but do on occasion use part or the whole of designated routes (e.g. I completed the Beacons Way a few years ago)
27. This is all I'm legally permitted to ride a motorcycle on
28. Because they are all legal
29. Horse riding routes are very limited and are increasingly becoming less, so we ride where possible
30. Prefer riding a loop on a horse rather than others and back
31. The route is use is dependent on where I am aiming to get to. Whether or not it is a waterfall or the top of a mountain.
32. It allows me to devise my own routes through a variety of landscapes
33. Mainly vehicular rights of way to enjoy the countryside away from traffic and enjoying driving along historic routes that have escaped tarmac. The majority of the time not seeing other users
34. A simple matter of logistics; whether I am riding a green road, walking or mountain biking, I would prefer to park my car somewhere, set off to enjoy the views, the environment, the weather before returning from whence I came
35. I used to enjoy the great outdoors before I became disabled and these rights of way enable me to still enjoy the countryside without damaging it
36. As a wheelchair dependent disabled person using a Trampler 'all terrain' mobility scooter, a promoted route is much safer in so far as it would be a 'tested' route. Circular is always preferable for continuity of scenery change
37. BOAT and UCR
38. Off the road
39. I like to vary the routes I use
40. Different options for different routes
41. Prefer to be away from crowds. Live in a tourist area
42. Like to plan my own routes
43. Gives the most variety
44. This provides the greatest choice for local walks

45. Freedom to choose where to go
46. Near to home in the BBNP
47. I use BOATs as legal motorcycle riding
48. Always loved exercising. Now with damaged knees. I have taken to cycling and motor biking to continue being in the natural environment
49. I work as a volunteer warden for the national park so all the above except the town walk apply
50. Interesting walks
51. Any route promoted as accessible is great as accurate information is often hard to find. As a visitor to any National Park research is essential for me re the actual route, accessible toilet and, ideally, parking and nearest cafe. I don't expect any NPA to provide info on accessible accommodation
52. I ride the legal unsurfaced road in the area with a road legal motorcycle
53. Better mountain biking
54. For me the wider network (and its variety) is most valuable, and I am happy navigating my own routes
55. I want to get away from people
56. I like trail riding on a motorcycle and walking. I use the network to go to and enjoy different areas at different times
57. I am able to choose my own route with the aid of maps
58. Allows me varied access and views of the countryside and wildlife
59. To exercise dogs and horses in safety
60. I like to explore and navigate my own route
61. We just enjoy walking in this area and choose the type of walk according to weather conditions and other circumstances
62. I use BOATs and UCRs mainly
63. A marked route can be controlled and maintained
64. Depends on the activity being undertaken - if I am taking my daughter out it will be on wheelchair accessible routes, if I am walking then circular routes, but if I am using my 4x4 I prefer just to explore the rights of way network
65. I use my motorbike to do a bit of greenlaning I love the views in Wales, I was born and brought up there, but now live in Devon. But try and get up a few times a year to visit relations and ride the trails. I would say that Devon county council are very good at marking trails e.g. unmetalled road or byways
66. It allows me to explore and find and experience different parts of Wales. It fulfills my sense of adventure, discovering and enjoying the countryside. Finding tea rooms and coffee shops, and national attractions
67. There is very little safe riding in Carmarthenshire so I am looking for any off road routes to ride
68. Depends where we are and what is on offer in that area, how we are feeling and the weather
69. Prefer to use a combination of various rights of way pre planned
70. None of the others are suitable for motorcycling on byways
71. I like to explore all the available parts of the Park for recreational and promotional purposes
72. This is most convenient to me
73. Fresh air, change of scene, exercise
74. Quieter than the more popular (Pont ar Daf, Neuadd Reservoir, Torpantau) type routes
75. I am a farmer myself and enjoy walking where I am permitted with my own dog under control. I have experienced the harm uncontrolled dogs can do to sheep. I consider the

countryside is there for everyone to enjoy, but they are all responsible for their own actions and their dogs

76. Need to return to the vehicle so has to be a circular route either one I work out or a promoted one

77. I live in the national park and walk on farmland with public rights of way

78. I prefer to walk where there are no stiles (or dog friendly stiles)

79. I walk direct from the farm most commonly but also walk in many other places e.g. around the waterfalls, heritage walks with groups

80. As a local I know my way around so am prepared to explore

81. I like variety

82. I prefer to walk away from crowds and choose the routes accordingly. Promoted routes are often busier

83. Once a week I walk part of a long distance route as it is more of a challenge and sense of achievement. But every day I do local walks around Hay on Wye which is where I live

84. I prefer to plan my own walks, or just find my own way as I go along, and to try out new routes

85. I love walking. I came to it late in life - in my 40s - and loved it so much that I decided I wanted to help others enjoy it. Through gaining my various qualifications I have led and walked in all sorts of areas and terrains and I can't say that I prefer any one over another, except for where there is noise. I like peace and quiet, so towns, although very interesting, if there is a lot of traffic, or a lot of people, I'm not so keen on. Best to go at quite times of the year

86. In order for me to enjoy varied landscapes and to enhance my walking experience

87. Because the recreational trail is throughout our property

88. Walking - a combination of rights of way and mountain land paths. Running - prefer good surfaces such as Monmouthshire and Brecon canal or surfaced lanes. Cycling - on road, small surfaced lanes. Mountain biking - byways and bridleways

89. Always stick to legal routes for trail riding

90. Enjoy trying to walk the full length of long distance routes

91. Enjoy the freedom to roam and explore

92. I like exploring different walks at different times of the year or in different weather conditions

93. My routes usually include all the route types ticked

94. I want to see everything that's available

95. I like to find suitable routes for the time I have/weather conditions, activity

96. Because I use them all dependant on my choice of walk throughout the year

97. Enjoy planning and following my own walking routes

98. We go wherever looks interesting and will give us the best day out

99. Have two dogs to walk and prefer walking on signed routes

100. I am a trail runner, dog owner and mountain leader so have a wide range of trail usage. I also enjoy long distance thru-hiking, the Beacons Way was fantastic

101. You can create your own route and of preferred length and interest

102. As it is not legal to use motor vehicles in other places I have to stay on legal rights of way. More and more are being closed which limits where you can go which then compounds land erosion

103. I like to use an off road motorcycle to explore legal byways within my local area

104. I generally create my own circular routes

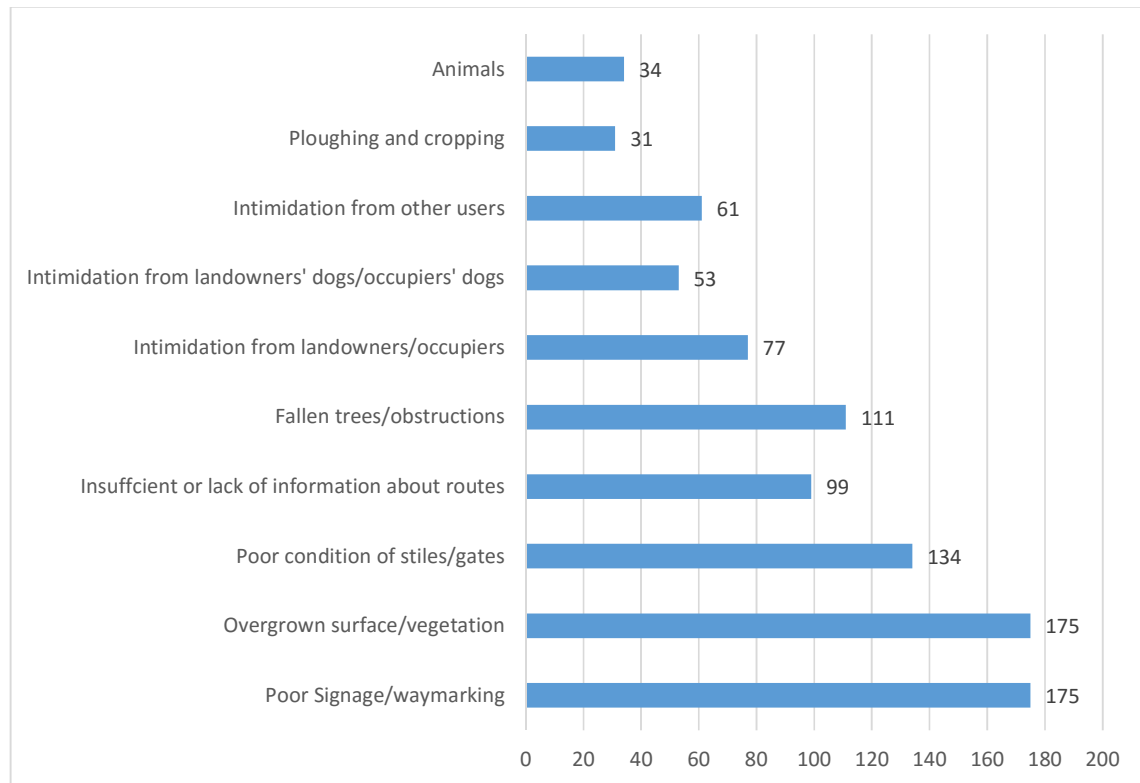
105. Depends on mood, route and method of transport

106. Like to get out in the countryside for day walks

107. Create my own routes based on time, weather daylight etc.

108. Much prefer circular walks as we don't walk massive long distances, and it's nice to see something different for the whole walk without having to use two cars to get back to the start from the finish
109. Easier/see different parts of the area
110. I use the local bridleways. I walk on open access land too. I go to places near where I live. I would use other routes if there were any
111. I go to rural places to enjoy less people and more nature in its natural form. I particularly hate paved or stony tracks on foot and on horseback (due to knee pain when on foot, and my pony being barefoot)
112. Nice to get away from the crowds and explore, although we do promoted routes too
113. Where a route has been designed by someone who knows the area we tend to see something special
114. Usually maximise the views and more interesting than a linear walk
115. Variety is important in my route selection
116. There's plenty of them
117. Knowledge and map reading gives confidence
118. More freedom, less people
119. Because it gives best opportunity to explore the wonderful area
120. Prefer linear routes using public transport to access them
121. Tend to map own walks/runs which are usually circular and would cross several designations dependent on how long I want to be out and the distance I want to travel (and whether I want to keep on lowland or climb to uplands)
122. Accessible from my home. Lots of options
123. Enjoy creating my own routes
124. I will make use of any public right of way or access land which will enable me to fulfil the objectives identified in Q6
125. I enjoy the variety of public paths and landscapes that are available in England and Wales
126. Any route which gives access to the uplands

## Q9 What problems have you encountered whilst using the public rights of way network in the National Park?



Where respondents had chosen animals they were asked to specify further. The responses received were as follows:

1. Cows and bulls
2. Cows and calves, loose horses/ponies including colts and stallions and I do not mean the Welsh mountain ponies but large animals using common grazing rights
3. Dogs, cows and horses
4. Dog dirt
5. Cattle
6. Cows in field/common land scare my children
7. Cattle in fields on bridleways, sometimes with bulls
8. Unruly dogs not on leads
9. Horse in field
10. Native ponies
11. Cattle on paths cut up the paths far worse than walkers
12. Stallions
13. Cows and horses
14. Horses on Crug can chase my horse and excite him
15. Cows with calves, bulls
16. Obviously this is not all the time - sometimes the way is marked well etc. I have a problem with cattle in fields. I have encountered sign saying beware bull when on a national trail. Also fields with young bullocks are often not safe to walk through. Also when there are many cows with young calves, is it safe or not. It would be great if the farmer could give some indication that field is safe to walk through. Unfortunately the idea that farmers only



put suitable animals in fields with footpaths is not true in my experience. It is that thing that causes most problems when walking. At times, fortunately not often, you cross land where the farmer makes it obvious he doesn't want you on his land - ploughing right to the edge of field, putting manure heaps very close to access so you have to walk through slurry, overgrown and wobbly styles etc.

17. Cows

18. Cattle can sometimes be intimidating

19. Cows can be intimidating. Never had a nasty experience however

20. Bulls can be nasty

21. Bull in field where rights of way crosses

22. Very frisky cattle

23. My dog sometimes is too excited about the local squirrel population. So it is easier to circumnavigate than fight her exuberance

24. Foot paths that have been badly churned up by horses and their riders

25. Dog poo

26. Other walkers with dogs off leads or bouncy dogs on long leads

27. I still don't fully trust bulls, even if they are there legally (i.e. of acceptable breed and with cows)

Respondents were also given the option of specifying other problems that they had encountered. The responses received were as follows:

1. Motor cycles and 4x4s

2. Off-road vehicles, particularly scrambling bikes but also 4 WD cars; these cause nuisance and path destruction

3. Fast motorised vehicles and large motorised vehicles on the roads and on narrow lanes to get to the rights of way

4. Water logged footpath around Llangorse Lake

5. Not knowing where there are rights of way

6. Surfaces which have fallen into disrepair. We are aware that the surface is rough and accept this (we don't want things tarmaced!) but neglected tracks can become almost impassable due to deep holes and similar

7. I use an all-terrain chair so I'm very limited to which walks I can do where there aren't stiles or other obstructions

8. Stiles, kissing gates, steps

9. Walkers not sharing routes with other users!

10. Off-road vehicles

11. Would like to know more about the bridleways as the routes used years ago seem to be inaccessible or closed

12. Stiles and kissing gates a mobility scooter can't get through/over

13. Limited use for TRF motorcycles

14. It is often difficult to access kissing gates on our scooters and stiles or steps are definitely out of the question. It would be nice if these issues could be remembered when repairing old gates, stiles, bridges, etc.

15. Rights of way are poorly marked overgrown and sometimes impassable. We also are intimidated by walkers, horse riders and land owners when using legal routes

16. Fencing over bridle routes that are on OS map

17. Barriers horses can't pass through

18. Lack of bridleways available/closed

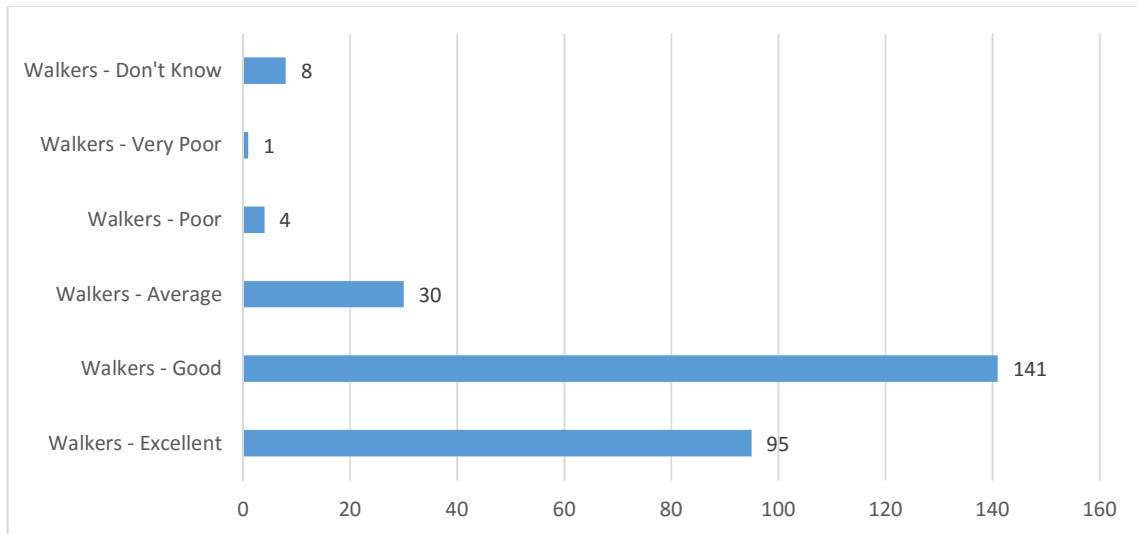
19. Gates that are locked making it hard to get my dog through the route

20. Churned up paths from too many users
21. Presence of 'kissing-gates' that do not offer RADAR access
22. Erosion of paths and braiding
23. Condition of the path surface
24. Disjointed network
25. Other users, predominantly walkers not understanding what a BOAT is or that they are walking on one
26. Tracks blocked by ramblers
27. Timber operations and machinery making access in a wheelchair or Trampler impossible
28. Lack of awareness by walkers of the right of motorcycles to legally use unsurfaced roads
29. Poor condition of surfaces
30. Being sometimes made to feel I'm a criminal because I have been (quite legally) trail riding
31. Problems usually on enclosed land
32. I have never had a problems but might I suggest improved signage to let folk know that motor vehicles do have a legal right to use some of the routes. The footpath signs often imply that the route is purely for walkers and might cause other users concern to see me using the route on a motorcycle
33. Access blocked to a particular right of way that is essential to be able to ride on the mountain
34. Signage in/around farm buildings
35. Unpleasant people who think they own the land
36. Intimidation by BBNP officials
37. Confusion over legal status of Sarn Helen for motorised users
38. General ramblers with no respect for other users. Generally as a group they do nothing to help and tend to overreact to any other presence on trails
39. Negative attitude to vehicular use from many other users
40. Lack of knowledge by other users regarding what is legally allowed on byways (mainly that road legal motorbikes can use some of the routes)
41. Wardens can be a bit stuffy
42. Stallions, bog and lack of waymarks
43. Missing bridge in the Llanddeusant area. Been told that the bridge is low priority since not many people walk this path - but not many people will walk the path if they then encounter a missing bridge
44. Intimidation from cyclists who refuse to sound warning of their approach
45. Insufficient parking at the start of remote public rights of way. Lack of distance markers and colour coded posts for different walks
46. General obstacles to wheelchair or scooter use. Stiles and gates very tricky or impassable
47. Too many people on certain high profile routes. Need to encourage people to use alternative routes by providing better car parking at Login, Cwmcynwyn, Ty Hir, Talybont dam
48. Stiles with no dog way through
49. Overgrown hedgerows, water on paths and deep mud
50. Path blocked by new build in Llangorse with no detour marked
51. Unbridged watercourses
52. Poor conditions of paths due to the use of motorised vehicles
53. Some people have no respect for other users

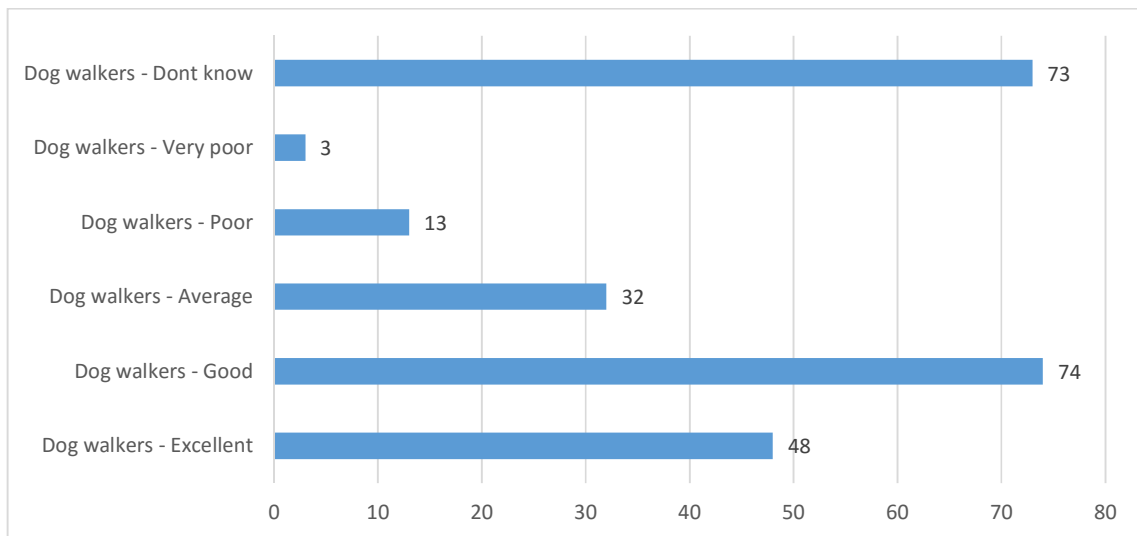
54. While many of those may apply outwith the Park, within the BBNP I have not encountered problems. Signage is good. Some maintenance is needed but generally my experience has been excellent
55. National Park staff in collusion with Police put up illegal signage to discourage motorised access to rights of way i.e. BOATS. National Park staff threaten prosecution when using rights of way through National Parks
56. Changing rights of way for my chosen recreation
57. Heavily eroded paths on popular routes
58. Path erosion
59. Warden trying to bar access to rights of way
60. Normally walking groups who believe they can do as they please
61. Blockage of right of way by landowner
62. As a motorcycle trail rider I do seem to suffer from other peoples' ignorance and prejudice, and that includes the parks authority
63. Byways incorrectly marked
64. Cyclists and motor vehicle riders including scramblers
65. Motocross bikes
66. Bad surfaces/really slippery banks with insufficient path/route flatness
67. Never have I experienced any sort of intimidation. It's a myth
68. Some local routes are not passable, some local routes have been padlocked off
69. Poor and eroded paths and mud
70. Stiles that are not dog friendly. Dog access to side needed
71. Paths churned up by bikes and off-rovers
72. Mountain bike riders riding too fast on footpaths. Bike riders using footpaths at speed with no regard for walkers. I expect them on bridleways and green lanes but not on footpaths
73. Actually I think the park has excellent rights of way compared to other places in Wales
74. Waterlogged/muddy surfaces
75. Landowner blocking right of way
76. Footpaths closed

## Q10 How suitable is the public rights of way network in the National Park for the following?

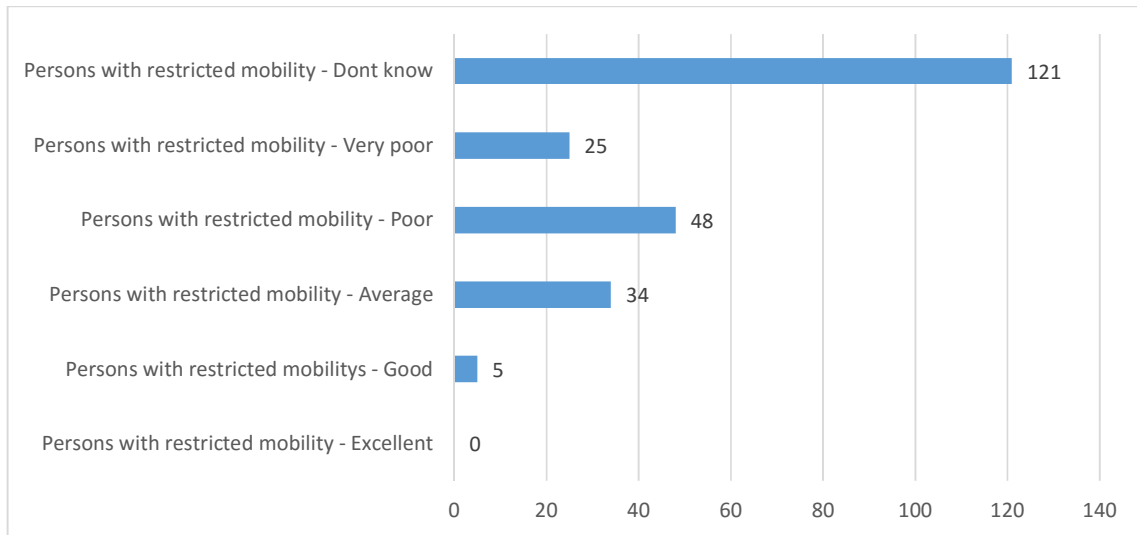
### Walkers



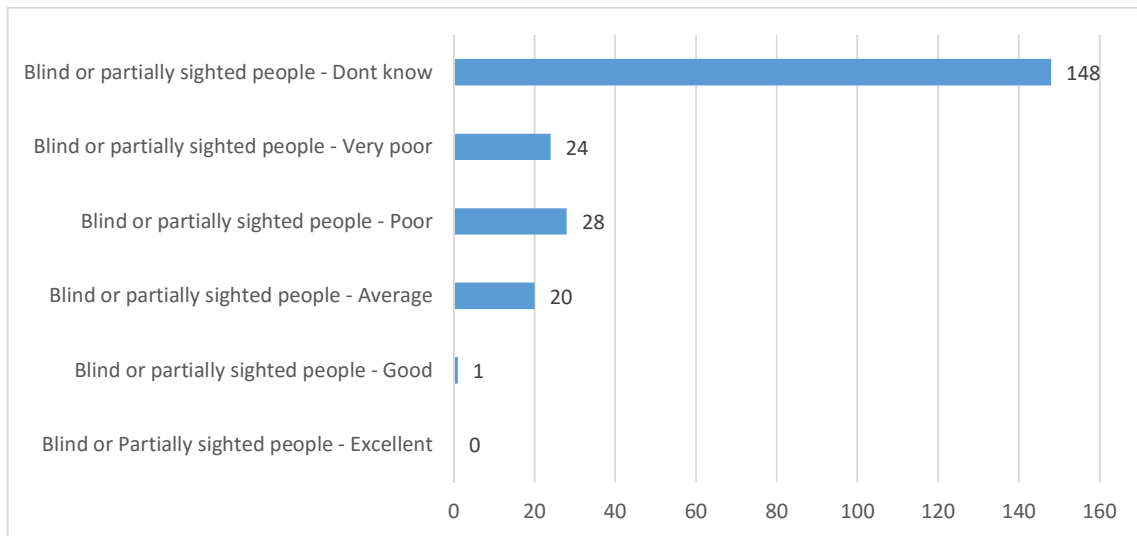
### Dog Walkers



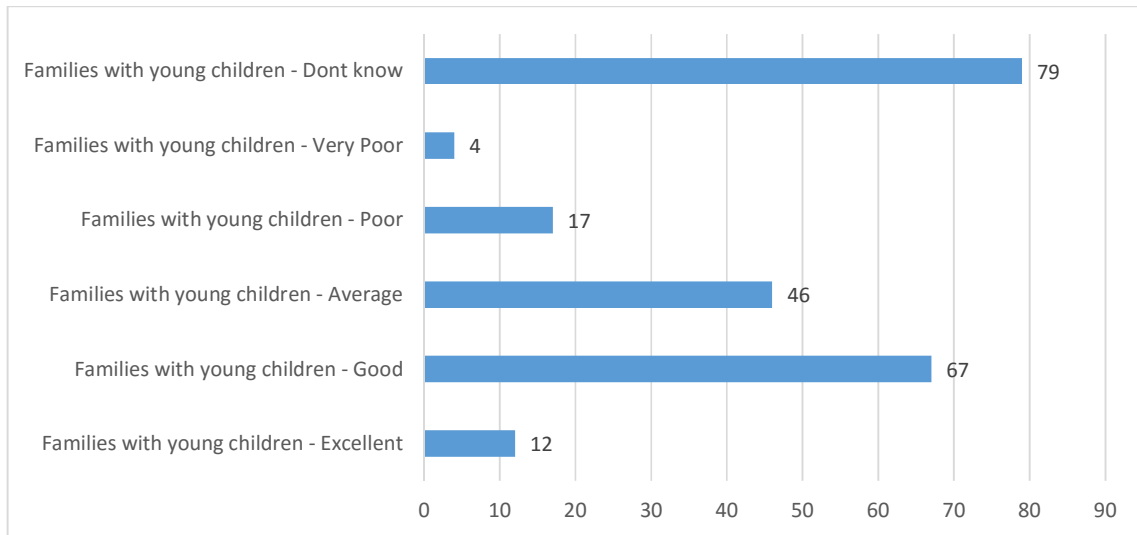
## Persons with restricted mobility



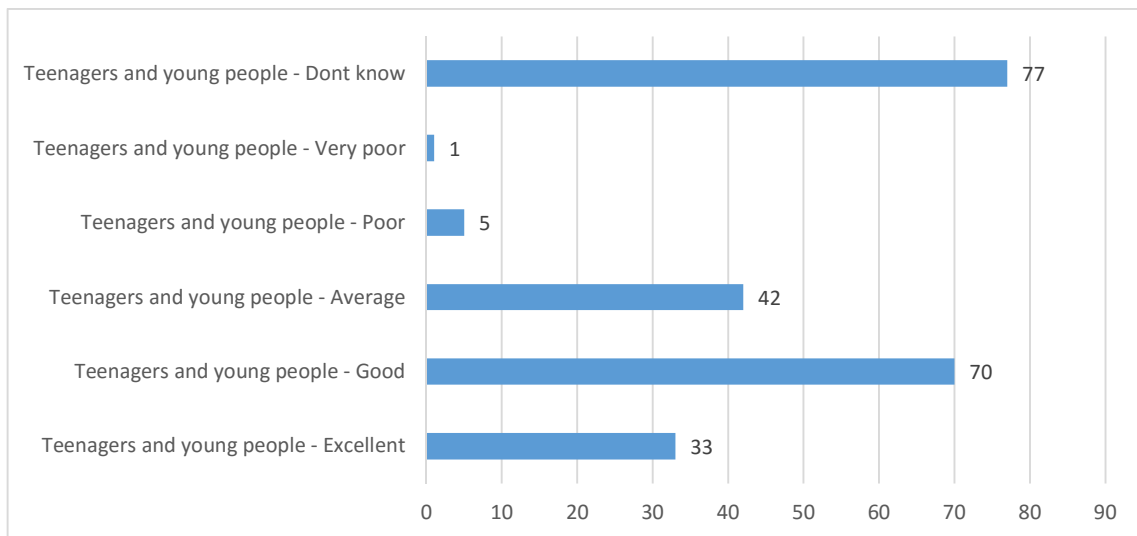
## Blind or partially sighted people



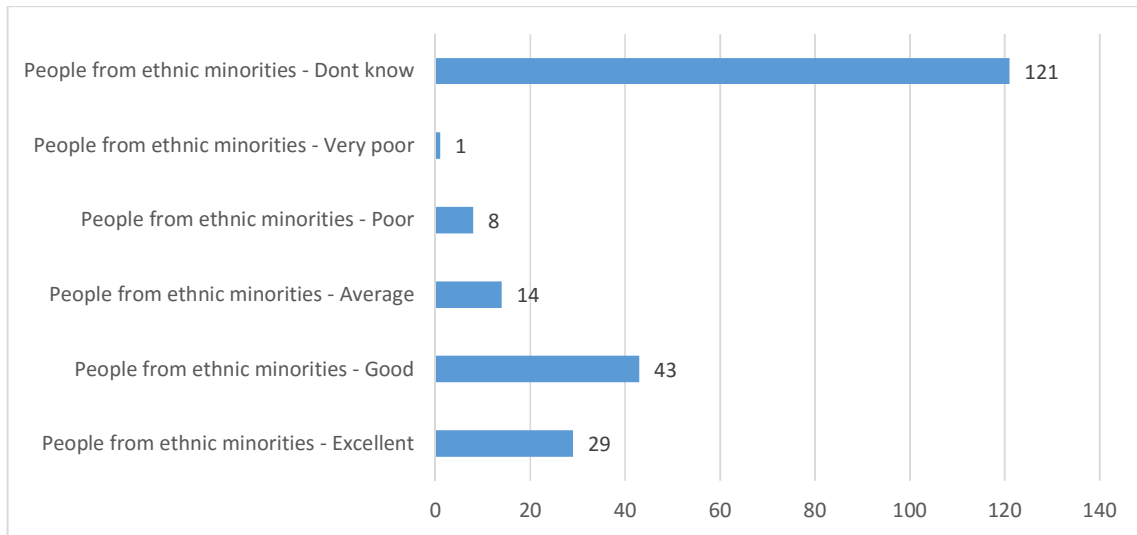
## Families with young children



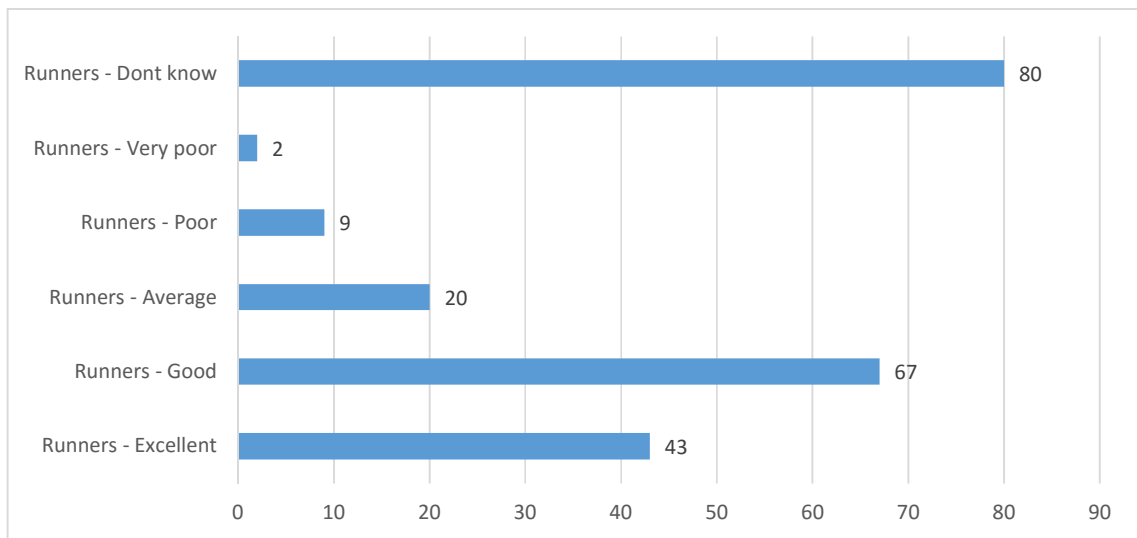
## Teenagers and young people



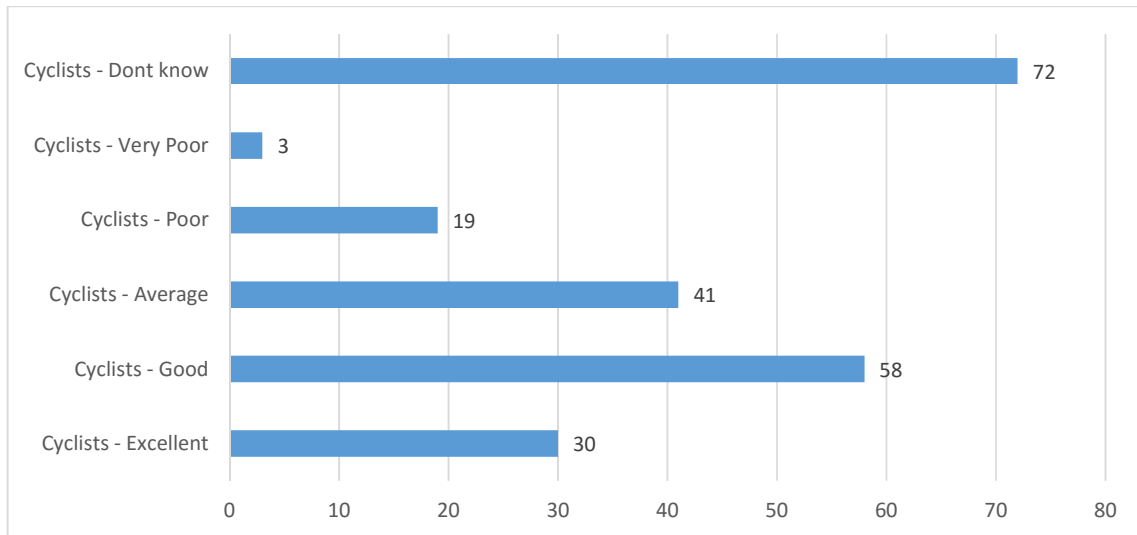
## People from ethnic minorities



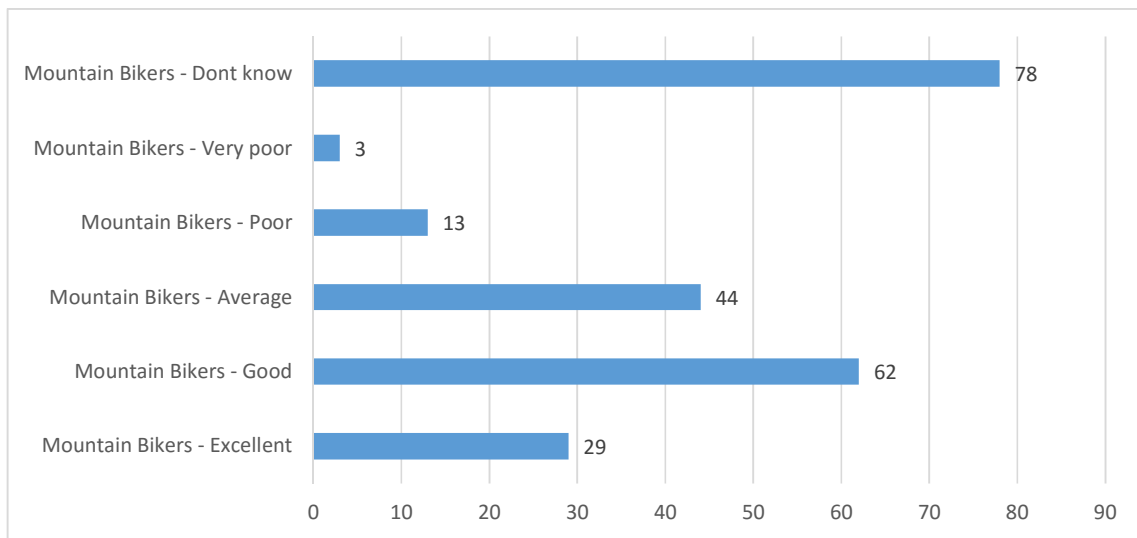
## Runners



## Cyclists

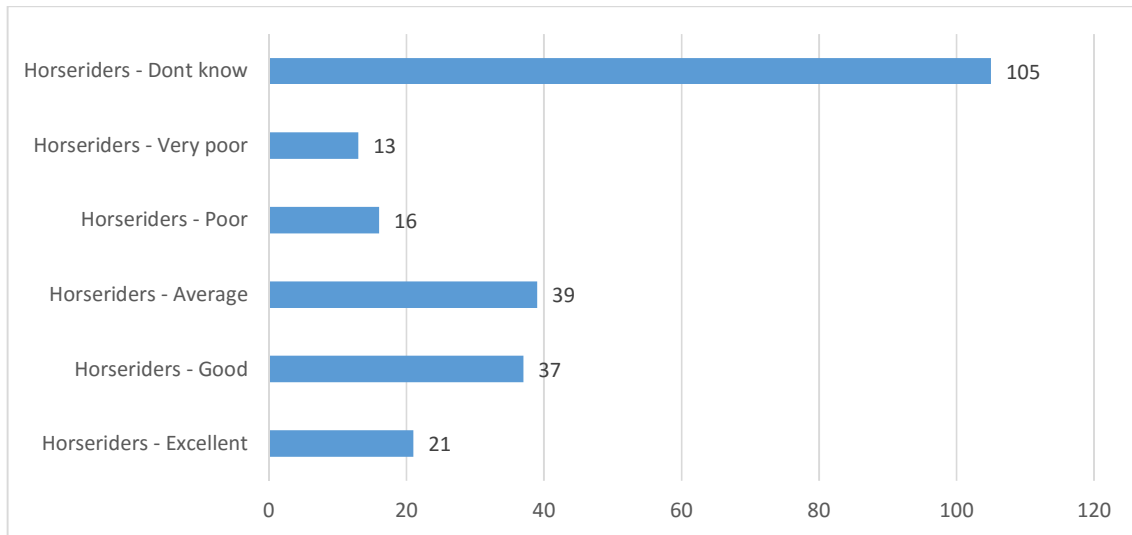


## Mountain bikers

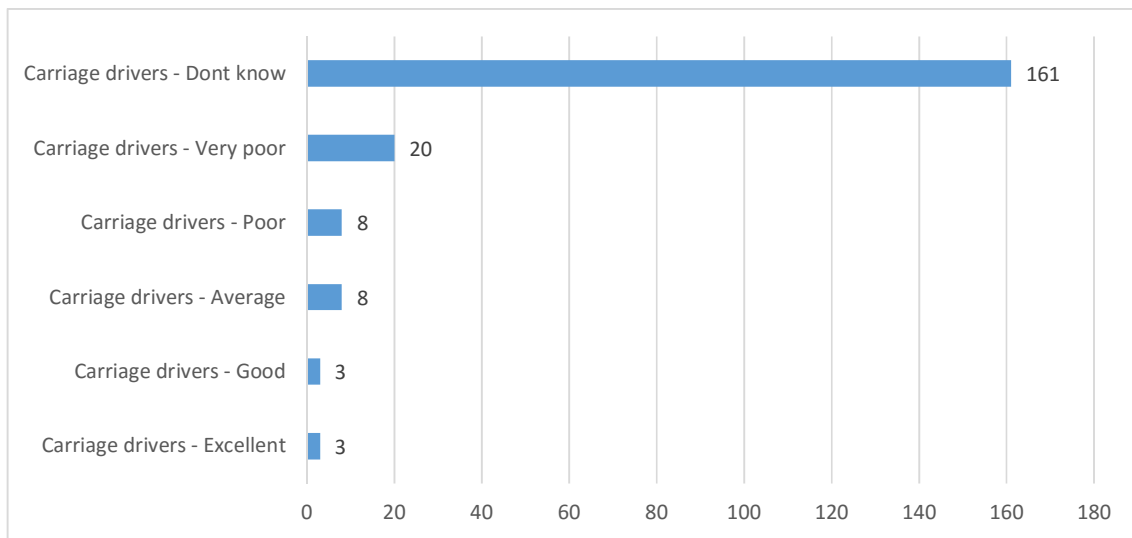




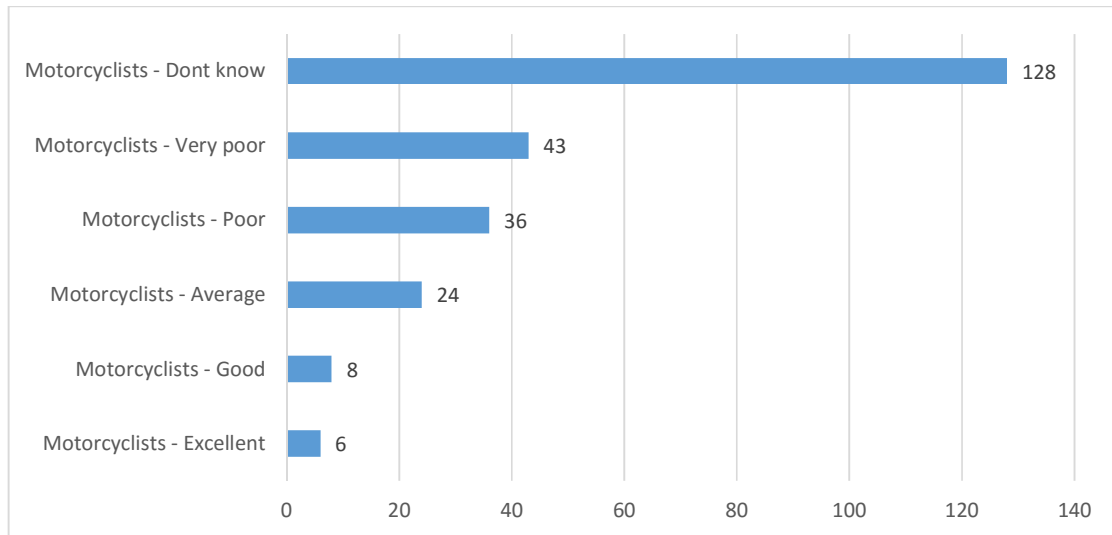
## Horse riders



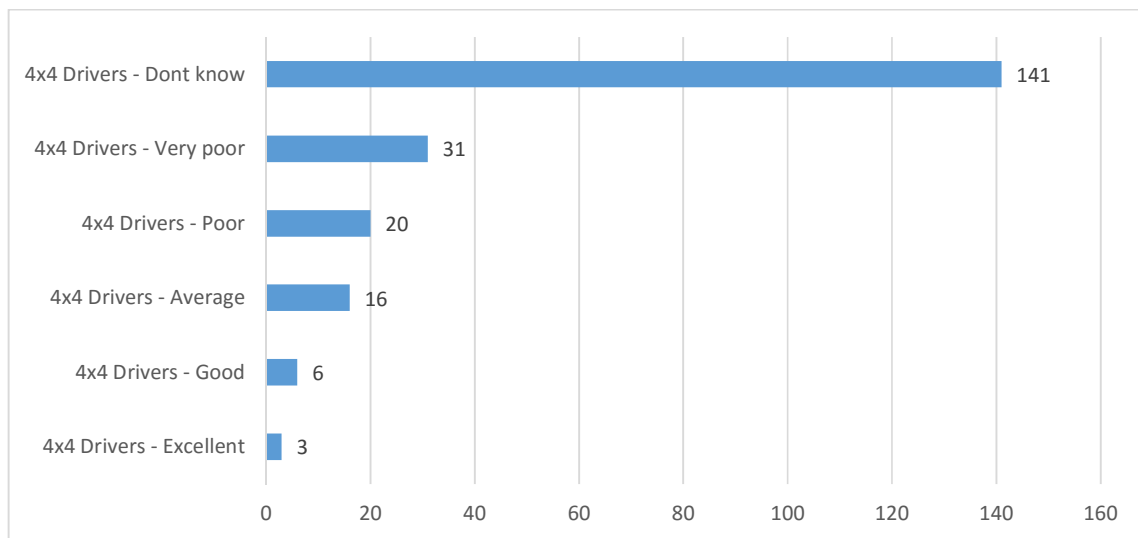
## Carriage drivers



## Motorcyclists



## 4x4 drivers



**Q11 What is the one thing that you would like to see the Authority do to make the rights of way network more suitable for the following? Please comment on as many or as few as you like.**

### Walkers

1. Better signage
2. More signage
3. More Signposts
4. Summer bracken clearance
5. Continue its good work
6. Signage, stiles, clearing blockages
7. Clear signage

8. Make sure routes are signposted clearly and from start to finish
9. Improve gates/stiles
10. More kissing gate with self-closing
11. Better maintenance and signs
12. It's fine
13. Continue working to keep rights of way clear
14. Better signposting
15. Raised walkways through boggy areas e.g. around Llangorse Lake after bridge off common
16. Make sure the vegetation is cut on a regular basis
17. Regular maintenance clearance
18. Ensure stiles are kept in good order
19. Free info on walks
20. Maintain the route over growth and furniture
21. Public toilets
22. Better signage in some places
23. Improved signage
24. Ensure land owners keep rights of way clear
25. Regularly check waymarking and condition of stiles and gates
26. Replace old waymarking
27. Enhance the landscape and wildlife experience people walk through - good infrastructure is meaningless if the vegetation, ecotones that people walk through and the wildlife they support are impoverished or 'knackered' and 'sheepwrecked' (to quote George Monbiot)!
28. Improved signage, parking
29. Improved signage and general maintenance of surfaces
30. More publicity of routes and more signage
31. Reduce limitations where really not necessary, replace stiles with kissing gates
32. Clear all rights of way
33. Challenging landowners who obstruct or hide paths
34. Ensure all existing rights of way are kept open (i.e. not blocked by landowners or by e.g. roads cutting across them)
35. All good
36. Educate
37. Less over grown and missing paths
38. Historic reference at specific sites
39. Improve waymarking on the general network
40. Keeping path ways clear
41. Stop farmers putting cows in fields that contain public rights of way
42. Just make sure popular routes don't get too worn and that litter in areas around car parks is removed or bins be provided
43. Improved signage
44. Clear signage regarding other users' rights
45. More routes connecting areas currently only accessible by road e.g. Bwlch to Llangynidr
46. Maintain stiles & path marking
47. Try to connect paths
48. Explain to the walking community that there are other legal users of the network
49. Clear vegetation
50. Clearer signs both for access and no access
51. Cut hedges
52. Deal with poor drainage on network

53. Better signage of path status
54. Better signage and way marked routes of various lengths
55. Be more pro-active regarding stiles, gates etc.
56. Improved signage of shared routes
57. As much information on the web in advance to allow proper route planning especially if routes have changed/there are issues
58. Better signage
59. More clearing on overgrown paths
60. Better maintenance
61. Better signage, finger posts with distance/walking times, marker stones on route
62. More waymarked routes
63. Better signage showing who has access to the rights of way
64. A national park specific map with all rights of ways on it. Checking paths especially the less used ones that they are still passable
65. Make sure that rights of way are kept in good order
66. No improvement necessary
67. Cut overgrown vegetation, control of animals & better stiles
68. More info on what you are looking at
69. Provision of car and cycle parking at the start of remote paths and interpretation boards there.
70. Stiles need maintenance, especially on the Deri near Abergavenny
71. Signage
72. Keeping footpaths open at all times
73. Provide alternative car parks to spread out the traffic from the really busy car parks/routes at Pont ar Daf, Neuadd Res, Torpantau. while it will make other routes a bit busier, these routes are too busy. Remove the footbridge at Pont ar Daf to discourage people with inappropriate footwear / experience from climbing Pen y Fan that way.
74. Waymarkers on the Black Mountains
75. Clear signage and paths kept clear of fallen branches
76. Keep vegetation cut back and paths safe underfoot
77. Tackle farmers trying to divert walkers from using footpaths through their land
78. Keeping nettles, brambles etc. down in late summer and Autumn is very difficult
79. Maintenance of footpaths
80. Better upkeep
81. Signage
82. Require landowners to maintain rights of way
83. Good signage, up to date maps of footpaths
84. New finger posts cut back trees and bushes
85. Involve local community help with maintenance
86. Clear signage
87. Ensure that farmers and land owners are more sympathetic. Good signage - some of the signs are pretty but not very good at giving a direction
88. More routine maintenance
89. A few more way marks
90. Ensure that all rights of way are properly waymarked over private land. Landowners seem to be of the opinion that if they take them down, walkers won't go there. The opposite is true. If there are no signposts, and walkers are not sure where they are supposed to go, they will end up wandering all over the place before they finally get out. If landowners don't like walkers they should make it as easy as possible for them to get in and out of their land as soon as possible

91. Discreet signs
92. Maintain paths and stiles
93. Provide rubbish bins and toilet facilities so the tourists do not have to litter the countryside
94. Ensure all footpaths are accessible and open to all
95. Gates like Monmouthshire County Council have installed
96. Support the development of the Heart of Wales Line Trail
97. Zero tolerance for obstruction or intimidation
98. Improve some of the routes in the central Beacons and Black Mountains that are getting badly eroded
99. No change already excellent
100. Quickly reopen blocked paths and remove no entry signs
101. Improved response to deliberate path obstructions
102. Occasional seats
103. Nothing
104. Some signage on the open hills, where there are major junctions for example
105. Probably better waymarking of the lesser used footpaths
106. More marketing, such as map leaflets
107. Parking provision pay and display
108. Easier access stiles and gates, improve parking at Sugar Loaf and Pen y Fan
109. Educate land owners and walkers to each other's needs
110. Maintain access & discrete signage
111. Signage
112. Better signposting at higher levels, especially Corn Du/Pen y Fan which I'm aware Mountain Rescue have raised and would cut down their call outs
113. Vegetation cut back
114. Ensure paths are kept free of obstruction i.e. vegetation over growing in summer so
115. Paths are inaccessible
116. Stop people on motor vehicles
117. Regular maintenance
118. Better signage
119. Make sure paths are kept open
120. Better signage
121. Stop people having dangerous dogs and other animals on footpaths
122. Continue with anti-erosion work
123. Consistent signage, especially close to farm buildings and when it may cause offence if you go wrong
124. Clear vegetation
125. Better signage
126. Improve signage
127. Accurate maps and good signage
128. Footpath improvements and exclusion of motorised vehicles (trailbikes) that erode paths
129. Clear vegetation from tracks
130. Some dangerous stiles
131. Better signs and more info on routes
132. Improved waymarkers
133. Better vegetation clearance and more general maintenance on the rights of way network
134. Better maintenance, especially drainage

- 135. Signage and more information available
- 136. Keep paths clear
- 137. Keep bikes off footpaths this is a safety matter
- 138. Better signage at key junctions
- 139. Public transport access
- 140. Stop horses ploughing up routes
- 141. Emphasis on the lowlands, accessibility
- 142. Regular monitoring of the ways
- 143. Public toilets
- 144. Publish more information
- 145. More regular patrolling/surveying to ensure that problems, such as obstructions by undergrowth (particularly bracken and briar, fallen trees, badly maintained stiles, gates etc.) are discovered and rectified more quickly

### Dog Walkers

- 1. Dog friendly stiles
- 2. Replace styles with gates
- 3. More dog friendly stiles
- 4. Dog friendly stiles
- 5. Don't promote the open countryside
- 6. Make sure dog walkers know that their dog should be under control at all times
- 7. Dog-stiles; more bins for dog waste
- 8. Stiles with access for dogs
- 9. Supply bins for the collection of dog faeces
- 10. Dog poo bins
- 11. More dog waste bins
- 12. Dog friendly stiles
- 13. Signs where dog walkers can let dogs off leash if no livestock
- 14. Poo Bins
- 15. More areas where dogs can be off lead safely i.e. not around live stock
- 16. More dog hatches to avoid having to lift over styles
- 17. Easier stiles
- 18. Improve stiles
- 19. Styles that you can get dogs over!
- 20. Dog friendly stiles
- 21. More dog stiles or gates
- 22. Gates instead of stiles as dogs can't use stiles
- 23. More styles which can be negotiated by dogs
- 24. Unable to comment, as no knowledge on this area
- 25. Dogs on leads
- 26. Improve waymarking on the general network
- 27. Put stiles that are easier for dogs to get over or have a little dog lift up thing
- 28. Teach them to 'stick and flick' dog poo, not bag it up and hang it in the hedge
- 29. Increase the number of dog poo bins
- 30. Stiles more suited to dog walkers so you don't have to carry your dog over
- 31. More dog-friendly stiles
- 32. Clear signage regarding other users' rights
- 33. Improve dog walkers' responsible dog control and disposal of dog waste
- 34. Explain to the walking community that there are other legal users of the network

35. Cut hedges
36. More bins
37. Better signage of path status
38. Make styles more user friendly for large dogs and dogs that can't jump
39. Severe penalties for leaving dog excrement
40. Allowed to walk dogs (well behaved) off lead
41. Poo bins in car parks
42. More dog friendly gates/stiles
43. No improvement necessary
44. Stiles with dog gates
45. Waymarkers
46. Access for dogs through stiles
47. Increase number of dog friendly stiles
48. Gates not styles cut back trees and bushes
49. Dog friendly styles or gates
50. We do not wish to see them on the hill
51. More places to let dogs off the lead, many dogs need more exercise than a walk attached to their owner can provide, yet in the countryside there are fewer places than ever to let your dogs off. You're better off living in a city
52. More gates/doggy stiles
53. More signs tell the owners to keep their dogs on leads when walking through livestock and farmyards and bins provided for their poop bags as hanging the bags from trees is not acceptable as is putting them in private household bins as they are passing
54. Dog friendly stiles or gates
55. Clear definition of 'close control' and signage
56. Same as walkers really
57. No change already excellent
58. Provide dog access by stiles
59. Regular cutting of large brambles etc.
60. Nothing
61. Advice on sheep free dog walks would be good
62. Dog waste bins
63. More gates rather than stiles
64. Would like access gates at all stiles
65. Maintain access & discrete signage
66. More dog gates
67. Stop people who are on motor vehicles
68. More poo bins in high use areas
69. More dog friendly stiles
70. Take dog poo home don't leave it in plastic bags
71. Dog friendly stiles
72. More poo bins in car parks. And dog friendly stiles so they don't have to jump
73. Improve Signage
74. More dog friendly stiles
75. We need more allocated dog walks all with gates or dog styles. I have a large dog which I cannot lift over normal stiles and this limits my walking routes massively
76. Poo bins
77. Better maintenance, especially drainage
78. Signage and more information available
79. Improve dog access through stiles. My dogs are too heavy to lift over

80. No idea
81. Dog poo bins with bag so people can clean up
82. More signs telling dog walkers to dispose of dog waste responsibly
83. Dog stiles
84. Reduce the number of places dogs can go, so there are places in the National Park protected from dogs
85. Publish more information
86. Poo Bins
87. The Park is doing well under the circumstances
88. Open paths that are closed
89. Improve stiles/gates
90. Improve stiles
91. More information about paths and access land

#### Persons with restricted mobility

1. Easier access
2. Better use of restricted byway/bridleway network where possible
3. Improved surfaces on popular routes & stiles
4. Better access gates
5. I would imagine Brecon Beacons is fairly inaccessible for this by the nature of its topography?
6. Remove steps, stiles, small kissing gates
7. Remove stiles
8. Easy access gates
9. More walks that are accessible for wheelchairs users. Getting rid of stiles and narrow kissing gates
10. More accessible long routes and information on those routes
11. Better surfaces
12. Easy use gates or stiles
13. Removal of stiles and adapted kissing gates
14. Open closed byways
15. Better surfaces
16. To make sure that the gates, and kissing gates, are accessible for scooters such as Trampers - and to put ramps in wherever possible instead of steps. Bridges can often have a nasty step up onto the bridge which can make it impossible for us to get up and cross the river or stream
17. More information
18. Some reasonable access considerations - gates rather than stiles
19. Have an escort
20. More specific routes
21. Short wheelchair access surface at some scenic points
22. Have gates rather than stiles
23. Open or re-open several byways or ORPAs which have scenic views. Ensure these are a partly metalled tracked so that disabled people can see the national park from 4x4s
24. Clear signage regarding other users' rights
25. Better communications regarding where BOATs are
26. Better information for mobility scooter users and the introduction of RADAR key operated gates
27. More access to more places more of the time



28. Gates instead of stiles
29. More information on more routes
30. Continue to replace stiles with gates
31. More gates instead of stiles
32. Enable greater use of the network by clear marking of routes available
33. Promote routes that are off road mobility scooter friendly
34. Reinstate use of Sarn Helen, Pontsticill Reservoir & Gap Road byways for motor vehicles
35. Stiles should be replaced with self-closing gates
36. Gates, stiles, steps, narrow footbridges, are all obstacles to wheelchairs and quite often could be modified
37. Better surfaces where there is access
38. Restricting stiles and gates
39. More level paths
40. Signage
41. More level signed walks
42. Gates not stiles cut back trees and bushes
43. Gates not stiles
44. Not suitable
45. More accessibility
46. Create and publicise suitable routes
47. Wider and easier to open gates for powered wheelchair users
48. Gates
49. Mobility scooters allowed on all appropriate routes
50. Make some more wheelchair accessible routes
51. Some good paths, seating
52. Stop people who are on motor vehicles
53. More gates, less stiles
54. Publication of suitable routes
55. More sites with board walks that are well promoted
56. Better parking
57. More made up paths, routes on flatter areas
58. Dedicated trail
59. Wheelchair access to view points
60. Gates not stiles
61. Increase access points
62. Stiles that are appropriate for dogs or more gates

#### Blind or partially sighted people

1. Targeted cleared paths
2. Better paths
3. Clearing overhanging vegetation
4. Have an escort
5. More specific routes
6. Braille trails
7. Increase the use of brail on gating and information boards
8. Braille on any information boards
9. Better path maintenance
10. Braille on waymarkers
11. Signage

12. More level signed walks
13. Gates not stiles cut back trees and bushes
14. Gates as above
15. 3 dimensional signage
16. Stop people who are on motor vehicles
17. Interpretation boards in Braille
18. More sites with board walks that are well promoted
19. Dedicated trail with interpretation
20. Braille signage and change of footpath at junctions
21. Better mapping - linked to technology

#### Families with young children

1. Signposting and promoted routes
2. Ease of use gates or stiles, improved signage, parking
3. Better information boards
4. All good
5. Educate
6. More specific routes
7. More child friendly nature trails with nature information boards
8. Have gates rather than stiles
9. Improve condition of toilets, and baby changing facilities across the Park. Not just at Pont ar Daf
10. Clear signage regarding other users' rights
11. More buggy friendly routes
12. Better signage of path status
13. Shorter, way marked, fun trails
14. More information boards/activity based walks
15. Waymark length and destination of paths
16. Reinstate use of Sarn Helen, Pontsticill Reservoir & Gap Road byways for motor vehicles
17. No improvement necessary
18. Better path maintenance
19. Grading of walks
20. Gates not stiles cut back trees and bushes
21. Gates not stiles
22. Fine
23. Gates
24. Routes that do not require stepping out onto roads
25. More 'destinations' - picnic sites, wild play areas etc.
26. Stop people who are on motor vehicles
27. Warnings that some areas are not suitable for the ill prepared. This applies to all, but some children are at risk from ill-advised parents
28. More sites with board walks that are well promoted
29. More parking
30. More nature trails or shorter routes and info
31. Signage and more information available
32. Dedicated family events
33. Activity that can be down loaded before going out and completed when out walking
34. Better toilet facilities
35. Publish more info

## Teenagers and young people

1. Good selection already
2. Provide more bins and better education on littering
3. Better information boards
4. All good
5. Educate
6. Teach them to take their litter home with them
7. Clear signage regarding other users' rights
8. More teenagers getting out and about
9. Better signage of path status
10. Public transport
11. Better use of social media/interactive routes
12. No improvement necessary
13. Better path maintenance
14. Nothing
15. Cut back trees and bushes
16. Fine
17. Events to encourage use
18. They need to be reminded to keep to the paths
19. No change already excellent
20. Nothing
21. Allowing access to wild camping in designated areas for DofE expedition groups, or inviting landowners to make this available. Currently, there are ample opportunities but most are in similar areas which creates excessive impact and the load could be spread.
22. Stop people who are on motor vehicles
23. Things to encourage teenagers e.g. app with leader board, basic info on routes achieved etc.
24. Signage and more information available
25. Challenge activity trail
26. Caches as on Dartmoor
27. Public transport access
28. Better connections with modern life

## People from ethnic minorities

1. Why is this even a question? How can you make it more suitable for someone with a different skin colour or ethnic background? If you can walk on it and you are white then you can also walk on it with different skin colour
2. Why are you asking this?? What has colour got to do with this?
3. They're no different to anyone else
4. Better information boards
5. All good - Why would there be any difference???
6. Educate
7. Nature should be expressed the same for all
8. How are people supposed to answer this?! This question is ridiculous
9. I can't see the relevance of this question
10. Clear signage regarding other users' rights
11. More people from BME backgrounds encouraged to be here
12. I see no reason to ask such a ridiculous question, people are people

13. Better path maintenance
14. Reading signs
15. More information and way markers
16. Fine
17. Why should these be any different?
18. No change already excellent
19. Nothing
20. Stop people who are on motor vehicles
21. Promote the area and published walks where there are likely to be seen by ethnic minority groups
22. Promote and encourage
23. More info in places where BME people may go - community centres, restaurants, etc.
24. Public transport access
25. Signage
26. Car parks/picnic areas and set up for intergenerational groups

#### Runners

1. Ease of use gates or stiles, improved signage, parking
2. Better surfaces
3. Not a problem as it is good training for cross-country running training
4. Signposting
5. Stiles work better than endless gates - quicker
6. Wear hi vis
7. Specific running routes around the park
8. Improve waymarking on the general network
9. Clear signage regarding other users' rights
10. More routes connecting areas currently only accessible by road e.g Bwlch to Llangynidr
11. Waymarked routes. Proving very popular in Coed Y Brenin
12. Deal with poor drainage
13. Better signage of path status
14. Better maintenance
15. Keep cattle off paths! Fences off paths as France, Switzerland and Austria do
16. No improvement necessary
17. Better path maintenance
18. Nothing
19. Cut back trees and bushes
20. Fine
21. Running through livestock and farmyards should not be allowed as it causes unnecessary stress to the animals and when large organised events take place the wildlife such as ground nesting birds are disturbed
22. Some attention to improving the surface of some paths for a firmer surface which would allow wheel chairs and runners to use more effectively
23. No change already excellent
24. A bit of maintenance on the really muddy paths around Brecon would be good
25. Stop people who are on motor vehicles
26. Signage and more information available
27. Signage for best running routes
28. Stop horses ploughing up routes
29. More loops promoted

### 30. Publish more info

#### Cyclists

1. Keep them away
2. Cycle lane between villages to improve safety
3. Fewer stiles & more gates
4. If possible, have different routes for cyclists and walkers as they are not compatible on narrow busy routes
5. Clearing rights of way
6. Wear hi vis
7. Nothing
8. Clear signage regarding other users' rights
9. More low level off road cycle routes
10. On roads please
11. Open access
12. Signage
13. Better signage of path status
14. Better maintenance, zoning, traffic free
15. More cycle routes
16. No improvement necessary
17. Better path maintenance
18. Guide leaflet
19. Safe cycling paths for all
20. More off road family friendly routes e.g. opening up old railway lines
21. Make it clear where cycle paths exist
22. Cut back trees and bushes
23. Not suitable
24. Publicise correct use of bridleways not footpaths
25. Cyclists should be restricted to a speed limit and when approaching livestock and farmyards and other tourist they should reduce their speed to a walk pace
26. More initiatives such as "Cycle across the Beacons". We need to highlight the on road cycling potential of the Park
27. Clear definition of shared-space protocol
28. No change already excellent
29. Nothing
30. A safer route through Brecon (Llanfaes bridge is dreadful for cyclists)
31. More paved trails
32. Plenty of opportunity
33. Stop people who are on motor vehicles
33. More maintained cycle paths
34. Where there is only one path - find a way to keep a space for walkers
35. Not on public footpaths
36. Better signs to indicate where you can ride bike and where you can not
37. Some of the road routes promoted are too dangerous
38. See comments on 'walkers' above. Also, bridleways are frequently rendered difficult or impossible for cyclists to use because of overuse by trekkers, resulting in deeply rutted and ridged surfaces

#### Mountain bikers

1. Better gates
2. Keep them away
3. Create more single track routes
4. Free info on routes
5. Keep them OFF footpaths!!!
6. Access to more tracks
7. Fewer stiles & more gates
8. Hanging gates properly
9. Some excellent facilities, but more 'user friendly' trails would be welcome for older riders and families
10. Wear hi vis
11. More open and signed routes
12. Create different paths to horse riders as dangerous to share routes
13. Clear marked MTB trails
14. Improve waymarking on the general network
15. I think these guys should stop using footpaths to ride. It is no more legal or appropriate for a mountain bike to ride a footpath than a 4x4 or motorcyclist. If a motorcyclist rode a footpath it would be taken as a much more serious issue and I consider this wholly unfair
16. Clear signage regarding other users' rights
17. The Brecon Beacons has only fairly limited bridleways as opposed to footpaths. I recognise the difficulties in expanding such a network or even 'converting' FPs to bridleways. Perhaps a compromise might be to build a mountain bike circuit a la the Marin Trail near Betws y Coed? It would certainly encourage further expenditure in the area. But please don't charge for the privilege!
18. Maintain current access
19. Designate more trails
20. Only on bridleways please; more visible information on restrictions on access land
21. Make current bridleways more accessible. Open up more ways for mountain bikers
22. Be clear of actual rights of way
23. Some gates are not always suitable for bikes. Gates on less used (but legal rights of way) are regularly tied
24. More trails
25. More access routes and signs
26. Open up footpaths to mountain bikes
27. Make it possible to cycle on all paths, including footpaths
28. Deal with neglected surfaces (made worse by motorbikes)
29. There is only Bike Park Wales, we need more MTB trails in different areas in the Park
30. Better signage of path status
31. Improved signage to lessen possibility of confusion
32. More trails
33. Better maintenance, zoning
34. More off road trails
35. No improvement necessary
36. Better path maintenance
37. Waymarkers on killer loop
38. Cut back trees and bushes
39. Ensure they know where they can legally cycle
40. We don't want to encourage them

41. Mountain bikers should be restricted to speed limits and they should reduce their speed to a walking pace when passing through farmyards, livestock and other tourists
42. Could all bridleways be clear for bikes and restrictions on motorised vehicles not to use them?
43. Better signage and publicity
44. Clear definition of shared-space protocol
45. No change already excellent
46. Nothing
47. Open up the footpaths
48. Plenty of opportunity
49. Stop people who are on motor vehicles
50. More trails
51. More access to access land
52. More marked trails specifically for mountain bikes so don't have to avoid walkers
53. More tracks available cross country
54. Routes separate from horse riders where possible
55. Where there is only one path - find a way to keep a space for walkers
56. Signage and more information available
57. Not on public footpaths
58. Dedicated route away from walkers this is for safety of both riders and walkers
59. Keep to sheep tracks or special sites
60. Set areas/places
61. Much better routes maintained - forestry tracks are a mess with recent clearances

#### Horse riders

1. Marked bridle paths and green lanes
2. Horse friendly gates on bridleways, linked up bridleways, bracken clearance in summer, more promoted routes, closer working with NRW for forestry routes, just more for horse riders as the park is NOT welcoming to riders
3. Better gates
4. Make sure ALL gates can be opened from the back of a horse with one hand. Which means one is sitting 6ft up in the air and cannot if elderly and stiff get on and off easily nor reach down to ones toes to do a latch
5. Give us more access!!! The tread and trot trails in Monmouthshire are brilliant. The Three Rivers Ride is great. However I keep my horse above Gilwern (Llanelly church) and there is so few bridle paths and what there is really steep and stony so we don't ride on them
6. More suitable gates and joining up tracks so not a dead end
7. Better signage & maintenance
8. Create off roads routes to access/link up the existing routes and ensure they are clear to access. Do not give the current access to other users enforce illegal use by motorised vehicles
9. More circular routes
10. Better gates to open
11. Help make more accessible routes
12. More bridle gates
13. Proficiency test

14. Create different paths to mountain bikers, motorcyclists and 4x4 drivers as dangerous to riders. Check gates are able to be opened from the ground - many have poor hinges and need two arms to open so very difficult if holding a horse
15. Improve waymarking on the general network
16. We need better signage as there are no bridleways clearly marked although I know they exist in my area, the bridleways are not accessible from either being overgrown or no access due to obstruction as there are gates we are unable to open
17. Please provide more routes to be used by horses, many of the footpaths are perfectly suitable for horses as well (surely there should be no special preference to walkers over cyclists, horse riders or motorcyclists). Surely we can share. It would also mean horses can get off busy public roads with heavy traffic
18. Better access, so not having to use main roads (sometimes unavoidable I know) signs to tell people to keep dogs on leads on bridlepaths, upkeep of bridlepaths, keep hedges, brambles back. Signs not to park at the entrance/exit of bridleways. If available, 'policing' of bridleways to ensure their being used properly and riders aren't being abused!
19. Clear signage regarding other users' rights
20. Higher investment in maintaining surfaces
21. Use of open access land in line with cyclists and walkers
22. Better signage of path status
23. Better access, more suitable routes, better signage
24. Improved signage to lessen possibility of confusion
25. There are areas where it is difficult or impossible to access rights of way with horses
26. No pony trekking on waterlogged routes
27. Rider friendly gates!!
28. Better signage showing who has access to the rights of way
29. Waymark routes and divert bridleways that run through bogs
30. Safer riding routes
31. Safe access and use of bridle paths
32. No improvement necessary
33. Poor network for horse riders in BBNP
34. Better path maintenance
35. Reinstatement of bridleways or multi user routes
36. Nothing
37. Improve signage especially in the western side of the Park. There are a number of routes across open landscapes which don't have any waymarks along the routes
38. Keep paths safe for riders with vegetation cut back
39. Bridle paths don't link up. Lanes dangerous
40. Better signage
41. Restrict use to suitable surfaces
42. Fine
43. Be reminded to respect other tourists
44. Clear definition of shared-space protocol
45. No change already excellent
46. Bridleway network could be reviewed but in general this seems to be ok at present
47. More bridle paths that are suitable for horses as some are very steep and either very muddy/slippery or rocky
48. Stop people who are on motor vehicles
49. Clear and open existing rights of way particularly in the Gwynfe/Trap area
50. Safe routes that join up, with accurate maps and good signage
51. Where there is only one path - find a way to keep a space for walkers



52. More info on bridleways as these can also be used as dog walking routes for larger dogs unable to get over normal styles
53. Signage and more information available
54. Not on public footpaths
55. Gate that can be opened and closed without dismounting
56. Keep them off rights of way unless they are a hard or gravelled surface
57. Clearly defined bridleways
58. Publish more info

#### Carriage drivers

1. Routes suitable marked on maps and signage
2. Anything would be an improvement on now
3. Many restricted byways are not passable by carriage
4. Very restricted access
5. Wider gates and tracks
6. Make more routes that carriages can access. There are many bridlepaths that could be used but do not have the correct access. Common land is used by farmers to access their animals and they make tracks which could be used if permission was granted, private forestry with bridlepaths would be perfect for carriages if the route was opened to them. Make the speed limits restricted on country lanes and roads the National Speed Limit is NOT suitable these roads should be 20 or 30 mph in some areas. Same also for horse riders
7. More circular routes
8. Waymarking and promotion of open routes
9. Proficiency test
10. Clear signage regarding other users' rights
11. Reinstate use of Sarn Helen, Pontsticill Reservoir & Gap Road byways for motor vehicles
12. New routes
13. Nothing
14. Be reminded to respect other road users
15. More permissive routes, better publicity
16. Do these really exist? If they do, no change already excellent
17. Stop people who are on motor vehicles
18. Safe routes that join up, with accurate maps and good signage
19. Not on public footpaths
20. Some clear options

#### Motorcyclists

1. Should be banned
2. Not encourage
3. Not many BOATs in the park so illegal use is a problem
4. No provision
5. Make an area they can use. I totally understand why they can't go everywhere but that doesn't mean they shouldn't be able to enjoy their chosen sport. As skate parks are made for skaters, places should be made for motocross riders
6. Should not be allowed off roads full stop
7. Provide an area which they can use
8. Agree, promote and maintain some routes (perhaps with users' assistance)
9. Ban all motor vehicles

10. Ban them from all but metalled tracks and roads (byways)
11. Open up more green lanes
12. Reopen closed byways to stop illegal riding
13. Open more routes, better signage
14. Discourage them from illegal activity
15. Access to more tracks
16. Open different routes at different times of the year and charge if it helps
17. Clearing obstructions
18. Open closed byways. Interact professionally with GLASS and TRF
19. Maintain legal routes
20. Waymarking and promotion of open routes
21. Open more routes
22. More done to open routes
23. Ban them from all but tarmac roads
24. Clearer waymarking
25. Sign them correctly and open up restricted byways to vehicle use as in the past
26. Variety of waymarked routes, including permissive use of private roads, under a paid licencing system. May be restricted to Trail Riders Fellowship members
27. Trail/green lane use to be taken in to consideration
28. Access routes. Signposting. Not closing routes
29. Clear signage
30. Better access and better signs
31. Correct and accurate signage
32. Wear hi vis, max speed 25mph
33. Create different paths to horse riders as dangerous to share routes
34. Clearer signs to advise all users who has a right of way on BOATS, UCRs etc.
35. Improve waymarking on the general network
36. More accessible
37. Welcome them
38. Exclude them
39. Better signs and rights of way access
40. Increase the number or rights of way open to motorcyclists. They do considerably less damage than 4x4s
41. More routes need to be made available for responsible motorcyclists to enjoy the Brecon Beacons. You need to work more closely with groups like the TRF to open up some of the historical roads and paths in the beacons to motorcyclists and to maintain them for future generations to enjoy. I know for a fact that members of the TRF would donate money and time to see off road roads re opened to motorcyclists
42. I don't think motorised vehicles should be permitted to use the rights of way in the Park
43. More access to trails
44. Clear signage regarding other users' rights
45. I refer specifically to green laning; better signposting of legal lanes would assist both riders and non-riders in identifying those BOATS etc. that are permissible. It would also highlight to the authorities (and others) when riders etc. are riding illegally. This is something I suspect that the TRF would also support
46. More consideration legal trail riding
47. Maintain current access
48. Go away please
49. Signage
50. Clearly sign post legal rights of way and do not restrict their use.

51. Increase the number of permitted rights of way accessible to motorcyclists
52. More of them
53. More routes no harassment
54. More trails
55. More rights of way opened to explore the area
56. Signage indicating status of routes which are BOATS
57. More access needed
58. Better signs for land to stay on the legal side
59. No reduction in rights of way with vehicular rights and ensure that these relatively small numbers of routes are maintained
60. Less restrictions, wardens that know the law rather than make it up and threaten court auction when your actions are legal
61. Proper signage
62. Better signage of legal unsurfaced routes for all users' information
63. Clear signage to help avoid misperceptions
64. Create a north to south motorcycle trail in Wales
65. Legal use of byways and minor UCRs
66. Stop trying to restrict our access
67. Improved signage to lessen possibility of confusion
68. Teach car drivers respect and walkers that they don't own the planet
69. Upgrade the RUPPS we used to use to by-way status and accept that we have rights too
70. Access without hindrance from Park officials on legal rights of way
71. Reinstate use of Sarn Helen, Pontsticill Reservoir & Gap Road byways for motor vehicles
72. Work with user groups and allow unchallenged access to previously undisputed routes such as Sarn Helen
73. A pre-determined off road route where a donation must be made to use it
74. Let motorcyclists use the rights of way network as before NERC
75. Increased access to sustainable routes
76. More routes opened up and maybe also introduce an annual licence fee for using these routes
77. Stop closing lanes and mark the routes
78. Better signage showing who has access to the rights of way
79. Reinstate use of Sarn Helen, Pontsticill Reservoir & Gap Road byways for motor vehicles
80. Open up more BOATs
81. Reinstate use of Sarn Helen, Pontsticill Reservoir & Gap Road byways for motor vehicles
82. Should have no access to footpaths
83. Nothing
84. Restore all rights removed by TROs or downgrading from byway status
85. Open up byways to allow responsible users access
86. Keep them out as far as possible off road
87. Prosecute illegal use
88. Agree sustainable routes and reclassify unsustainable routes
89. Ban them
90. Fines for inappropriate use of paths
91. Keep them off access land, footpaths and bridleways
92. Notices informing them of a restricted speed limits and respect other road users
93. Please stop the use of motorbikes on the Black Mountains. It is causing significant physical and aesthetic damage. It is illegal
94. More permissive routes, better communication to other users (particularly walkers) of motorcycle and 4x4 rights. There's plenty of room for everyone

95. Be more accepting of Trail riders and open more green lanes for trail riding, also as a road motorcyclist, sort out the terrible parking by cars on the roadside particularly around Storey arms
96. Ban them!
97. More lanes available. Less intimidation from walkers
98. Allow access to routes such as Sarn Helen and The Gap. Stop using the Police as your private army
99. Open up more byways
100. Re-open the lanes we used to have use of
101. Maintenance
102. Prosecute illegal users
103. Stop the absolute determination to extinguish legitimate vehicular rights of way
104. Keep existing rights of way open and open ones that are closed
105. Educate other users
106. Stop closing roads to vehicles, offer education to all concerned, be aware of the difference between legal and illegal riders as closing roads only stops the legal riders using them
107. Better information on their rights
108. Open all the byways that have been unfairly closed. Such as the Gap road and Sarn Helen
109. Promote and positively encourage use by way of an officially sanctioned route, properly signed to inform all users, especially the rambles what to expect (and stop complaining about it)
110. Scramblers are noticeably have an impact in some areas. Liaison with groups to create good practice would be beneficial
111. Make 'BOATS' accessible, even if just for certain times of the year
112. Stop closing routes - open more routes (byways)
113. Stop closing routes and reinstate some of the closed routes
114. Better information on Byways Open to All Traffic, and better information to walkers and other users that these routes are available to all users
115. More legal access for motorbikes
116. Why shut Sarn Helen to motorcycles? There are now motorcycle tracks around most areas. When Sarn Helen was legal, trail bikes used that instead or lower Sarn is open at certain times of year why can you open the upper part the same
117. Designated maintained routes
118. Should not be allowed
119. Need a better network as many have been downgraded
120. Motor sports not appropriate in parks
121. These often cause damage to frail tracks. Better prevention of access to unsuitable routes e.g. extra styles and signs
122. Not on public footpaths
123. Good information to redirect them elsewhere
124. More access for recreational use

#### 4x4 drivers

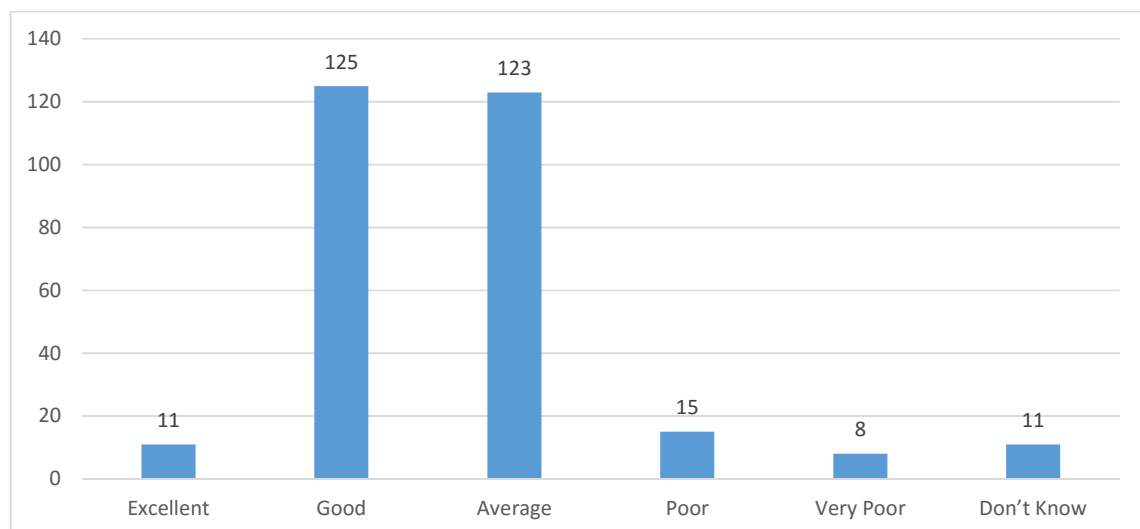
1. Should be banned
2. Not encourage
3. Keep them away!
4. No provision

5. Should not be allowed full stop
6. Provide an area which they can use
7. Create permissive byways on routes that are sustainable, such as Sarn Helen
8. Agree, promote and maintain some routes (perhaps with users' assistance)
9. Ban all motor vehicles
10. Ban them from all but metalled tracks & roads (byways)
11. Reopen closed byways
12. Open more routes, better signage
13. Discourage them from illegal activity
14. Ban them from all but tarmac roads
15. Sign them correctly and open up restricted byways to vehicular use as in the past
16. Pay and Play access to suitable areas. Information on sustainable routes
17. Close gates
18. More open routes and less TRO's
19. Create different paths to horse riders as dangerous to share routes
20. Ban them from roman roads
21. Improve waymarking on the general network
22. Provide them with dedicated off road routes
23. Restrict 4x4 access to any byways or ORPAs which are beginning to erode. Do not wait for them to turn to muddy rutted bogs first!
24. Clear signage regarding other users' rights
25. Better understanding between communities and 4x4 users
26. Reopen deleted byways open to all traffic
27. More connectivity of routes with the use of permissive byways where appropriate
28. Go away please
29. Using weight limits restrict their usage
30. Proper signage
31. Improved signage to lessen possibility of confusion
32. Minimum numbers in a group
33. Reinstate use of Sarn Helen, Pontsticill Reservoir & Gap Road byways for motor vehicles
34. Exclude other than specific areas or lanes. Difficult but restrict options to go around bogs/deep ruts so fit permanent winching points for them to use
35. Clear waymarking - most 4x4 users are responsible and don't intend off route activities, but whether due to poor navigation skill or accident can end up on unsuitable routes because of unclear route marking
36. Increased access to sustainable routes
37. More provision. Since NERC Act huge pressure has been put on what rights of way are left open, leading to issues that will only mean less access
38. Better signage showing who has access to the rights of way
39. Reinstate use of Sarn Helen, Pontsticill Reservoir & Gap Road byways for motor vehicles
40. Open some of the closed routes with support from GLASS and other 4x4 organisations
41. Should not be allowed on rights of way
42. Should have no access to footpaths
43. Nothing
44. Limit tyre diameter to prevent ruts getting deeper & deeper
45. Keep them out as far as possible off road
46. Agree sustainable routes and reclassify unsustainable routes
47. Ban them
48. Open up all of your green lanes, less concentration of vehicles on the few lanes that are still open, therefore alleviate stress to other users and the lanes, plus it would add to local

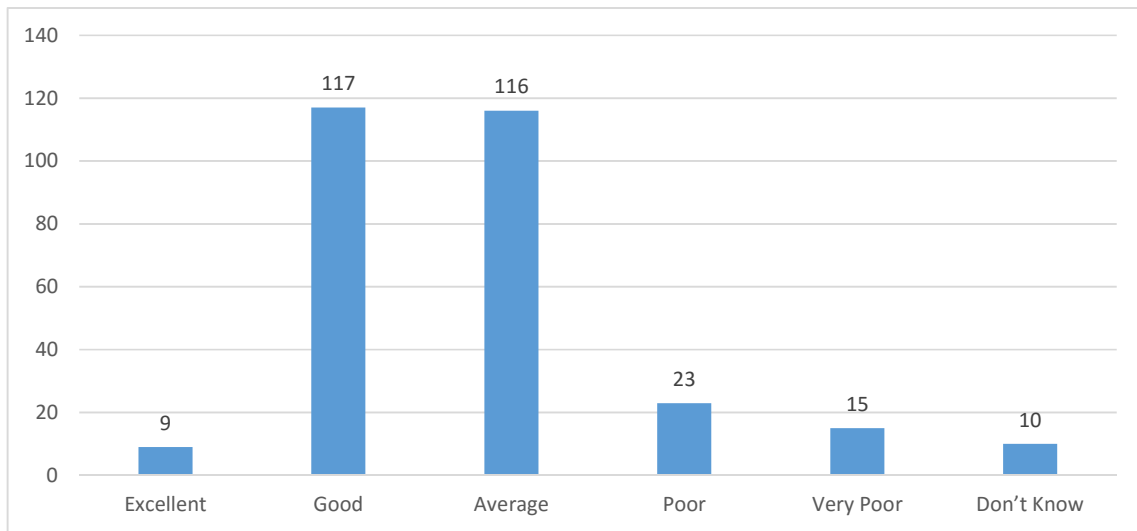
- economy, cafes, restaurants, shops petrol stations would all benefit, plus B&Bs etc.  
 Unfortunately the idiots that abuse the lanes will not follow the guidelines or laws, they need to be stopped and dealt with not a blanket rule for everyone
49. More fines for inappropriate use of paths
  50. Notices informing them of restricted speed limits and to respect other road users
  51. More permissive routes, better communication to other users (particularly walkers) of motorcycle and 4x4 rights. There's plenty of room for everyone
  52. Ban them!
  53. Provide signage
  54. Prosecute illegal users
  55. Better information on Byways open to all Traffic, and better information to walkers and other users that these routes are available to all users
  56. More legal access for 4x4s
  57. Ban them
  58. Should not be allowed
  59. Motor sports not appropriate in parks
  60. Ban them
  61. These often cause damage to fragile routes. Better management of access would be great
  62. Not on public footpaths
  63. Good information to redirect them elsewhere

**Q12 The National Park Authority undertakes a number of functions in terms of promoting, maintaining and improving the rights of way network. How would you rate the quality of the service that the National Park Authority delivers in terms of the following?**

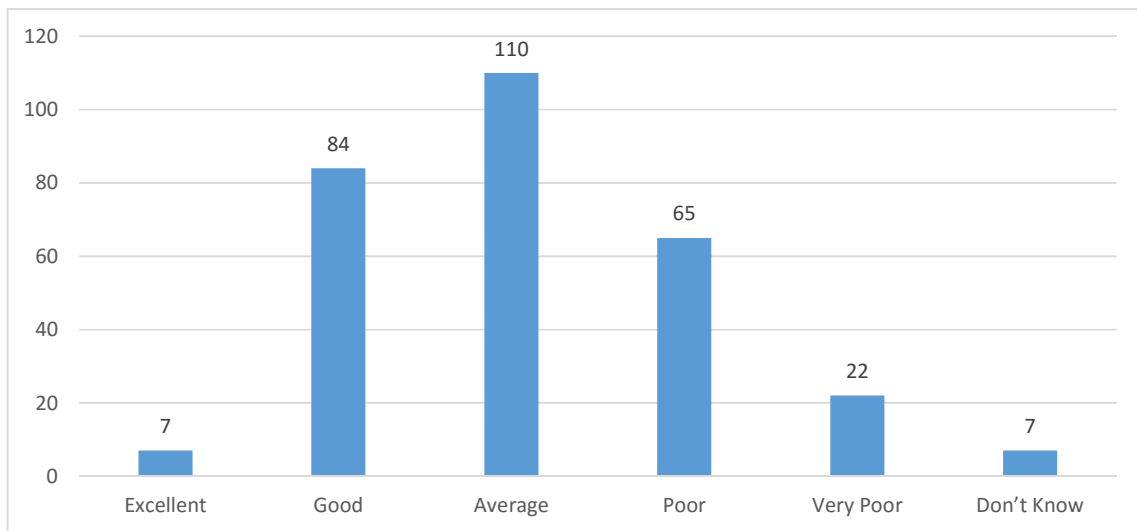
The quality and standard of surfaces



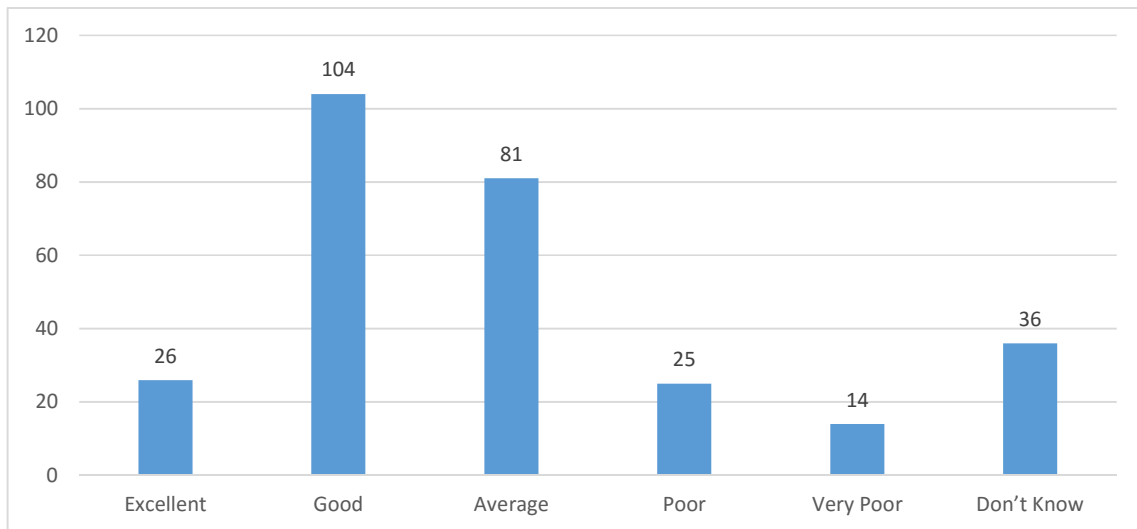
### The quality and standard of furniture, stiles and gates



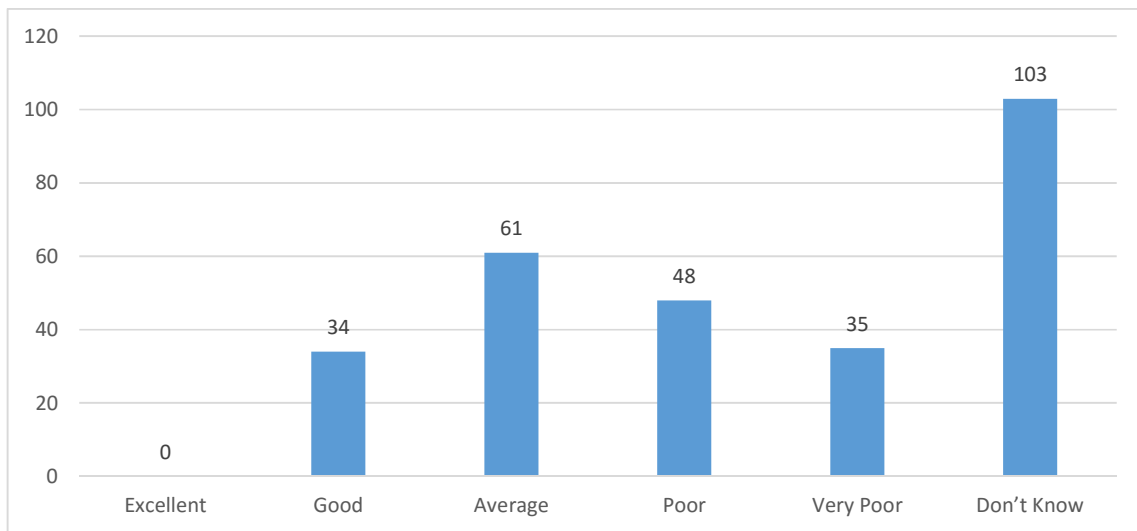
### Signage e.g. waymarking and signposts



### The quality of practical improvement work that you see whilst out using the network

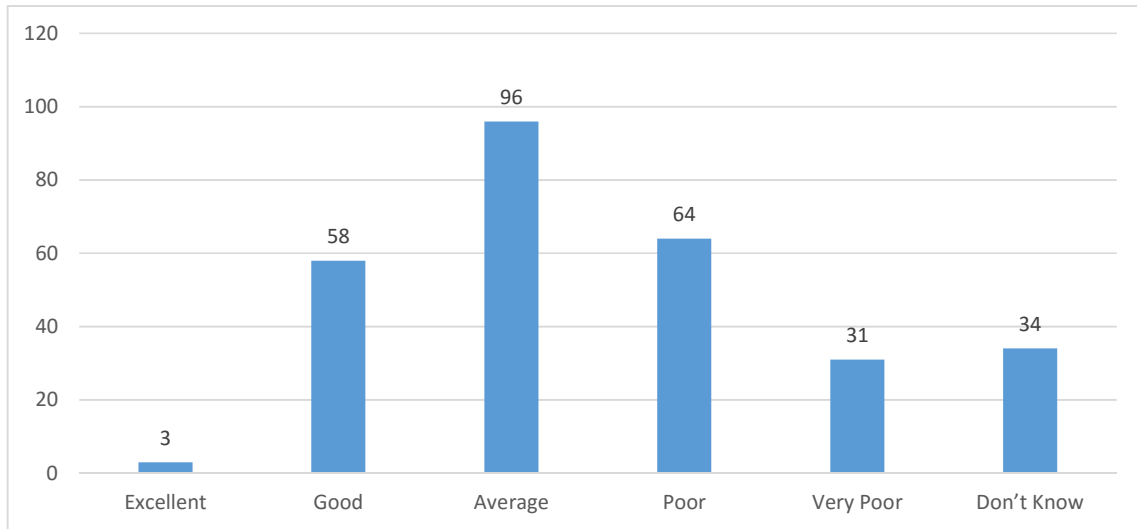


### Evidence of any enforcement action that has been taken to remove obstructions to a path

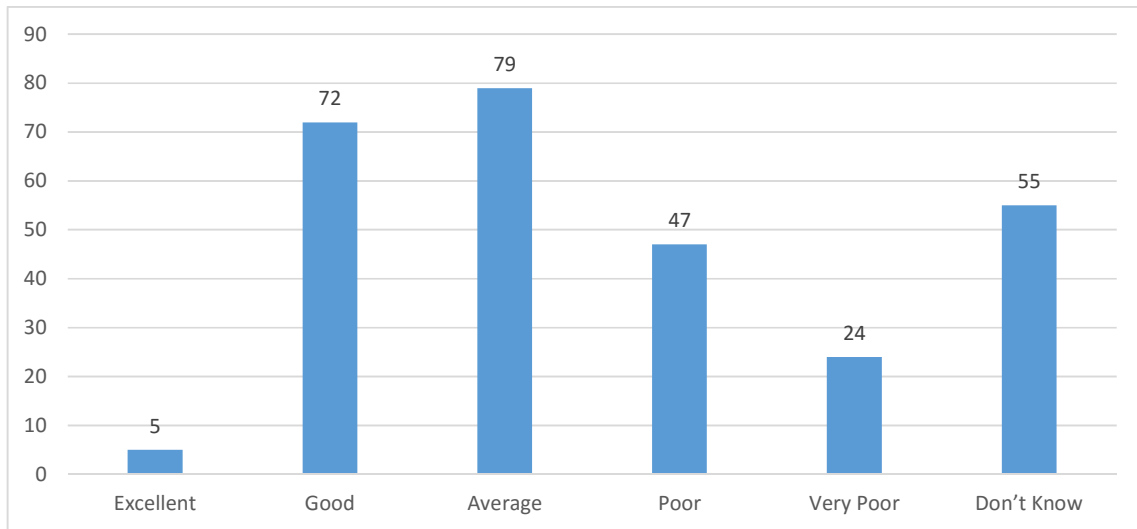




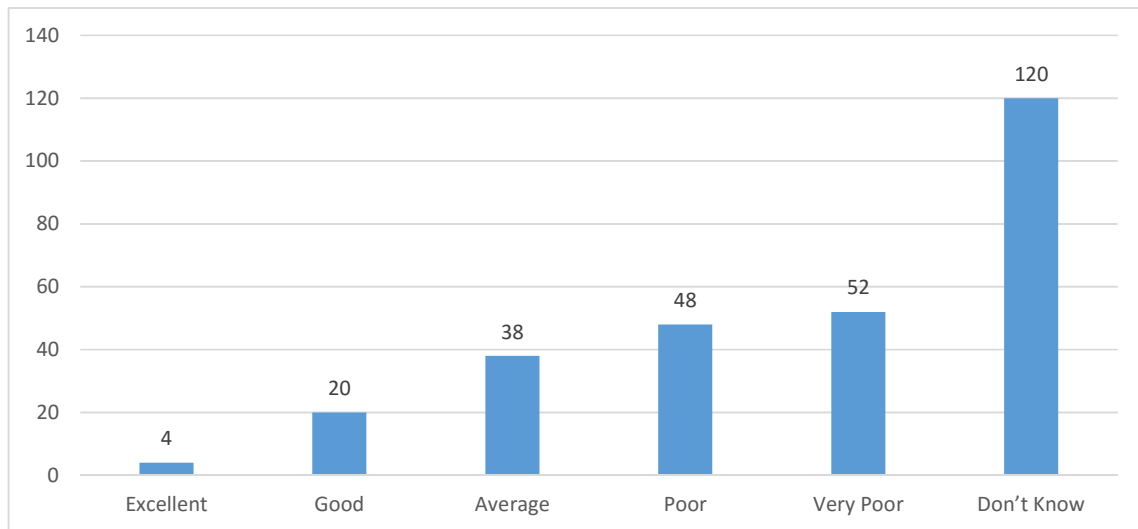
### Promotional information (leaflets, noticeboards) that give details about where you can go



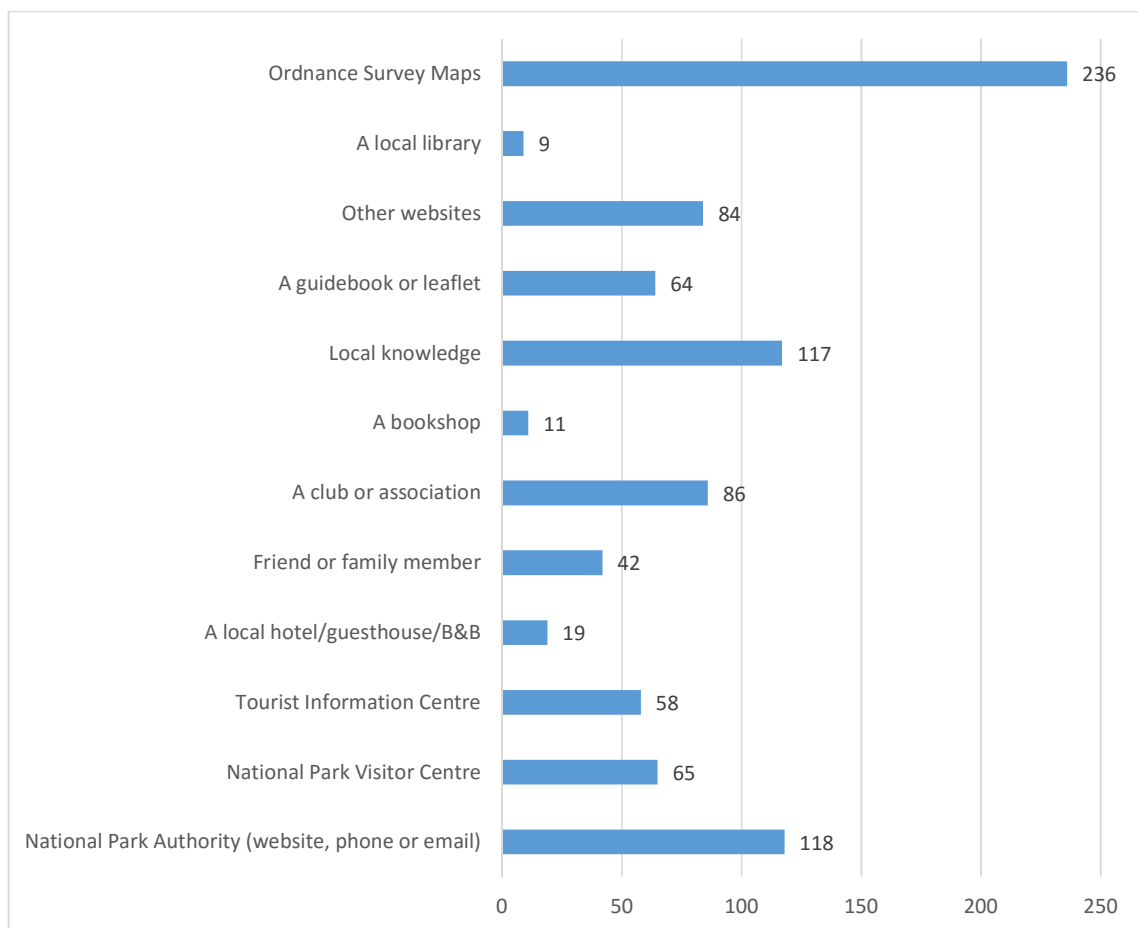
### Information about long distance routes



## Dealing with legal changes to rights of way



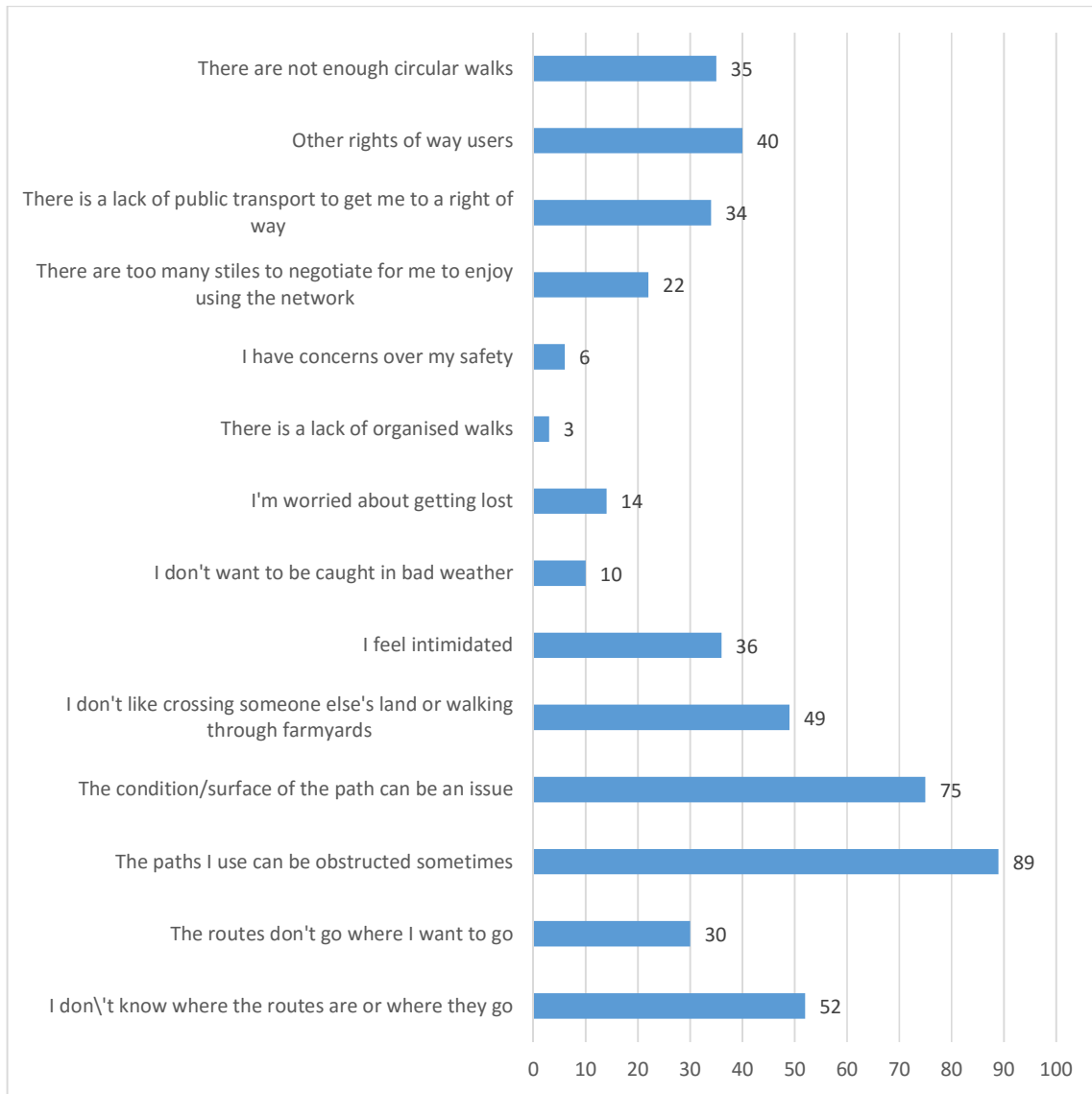
## Q13 Where would you normally get information about the rights of way network in the National Park?



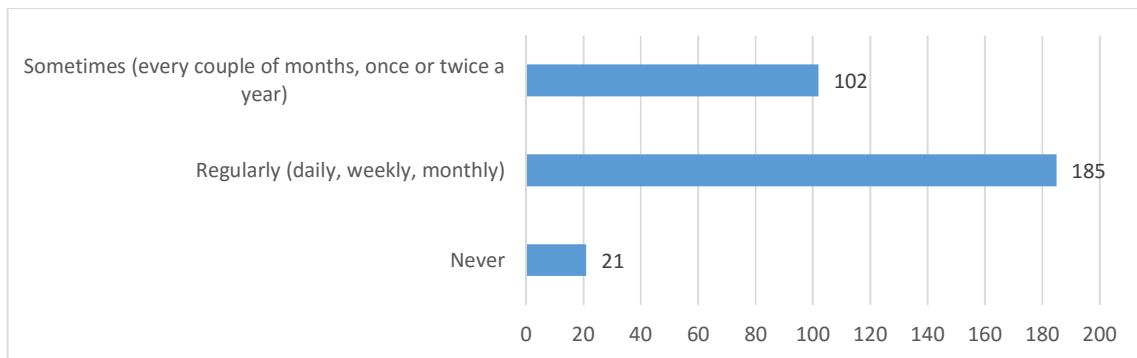
Respondents were asked to provide comments in an 'other' box. Responses were as follows:

1. Smartphone
2. Facebook
3. Have no money to pay for maps or info
4. Our routes are decided by local Disabled Ramblers
5. ViewRanger web site and app
6. Disabled Ramblers Group
7. Local Council Rights of Way
8. With queries e.g. over blockages or signage I contact the Rights of Way team direct by email
9. The council's definitive map
10. GLASS
11. Local authority rights of way department
12. Trail Riders Fellowship of which I am a member
13. Viewranger & Disabled Ramblers
14. Trail Riders Fellowship
15. Motorcycle tour guide when visiting and staying in the area
16. Trail Riders Fellowship and South Wales Trail Riders
17. Trailwise provides some information, mainly from other members of the local TRF/GLASS groups
18. DuckDuckGo
19. GLASS or CRAG or TRF
20. Definitive Maps and Lists of Streets
21. Bring back the visitor centre, we took our visitors there and gained lots of information, how can you promote tourism and help the local economy with no hub
22. Magazines
23. Local outdoor shop
24. Walking the Brecon Beacons Facebook group
25. Apps
26. Unable to get good information about park in winter months due to seasonal closure of the NPVC

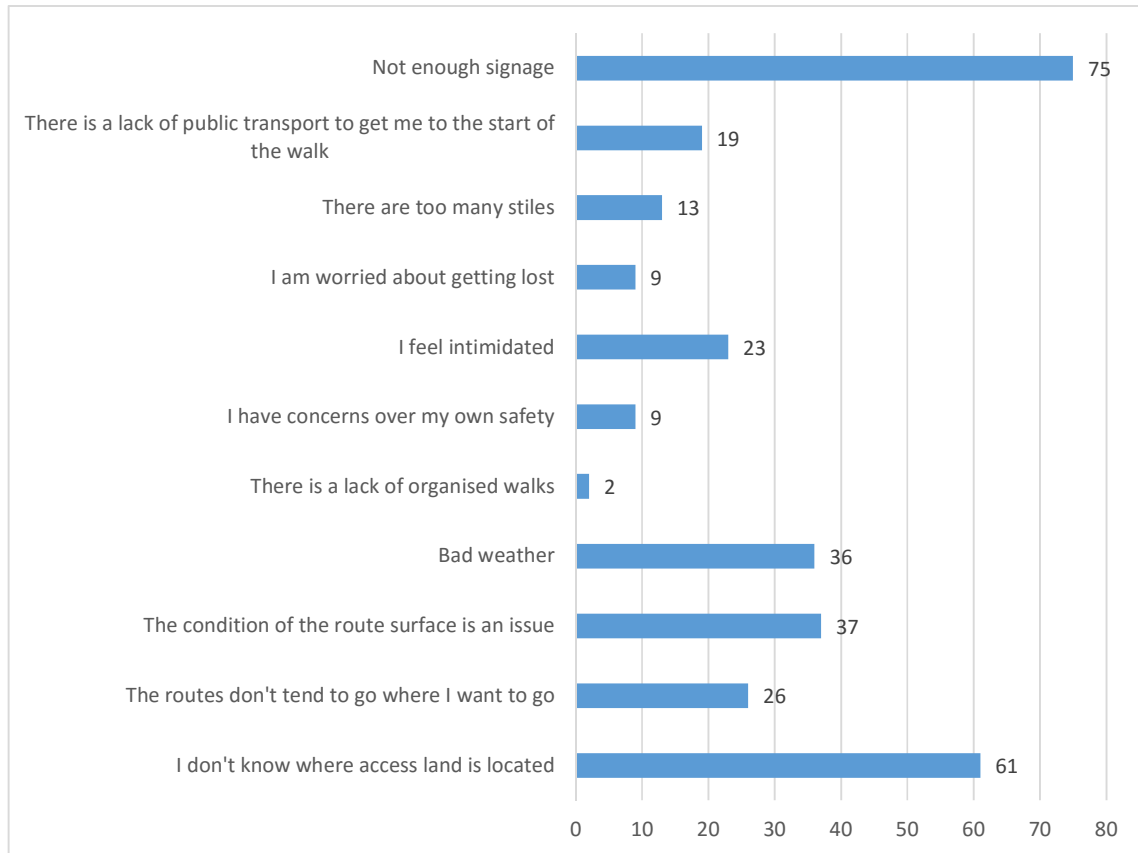
**Q14 What discourages you from using public rights of way within the Park?**



**Q15 How often do you use access land?**



## Q16 What would or does deter you from using access land?

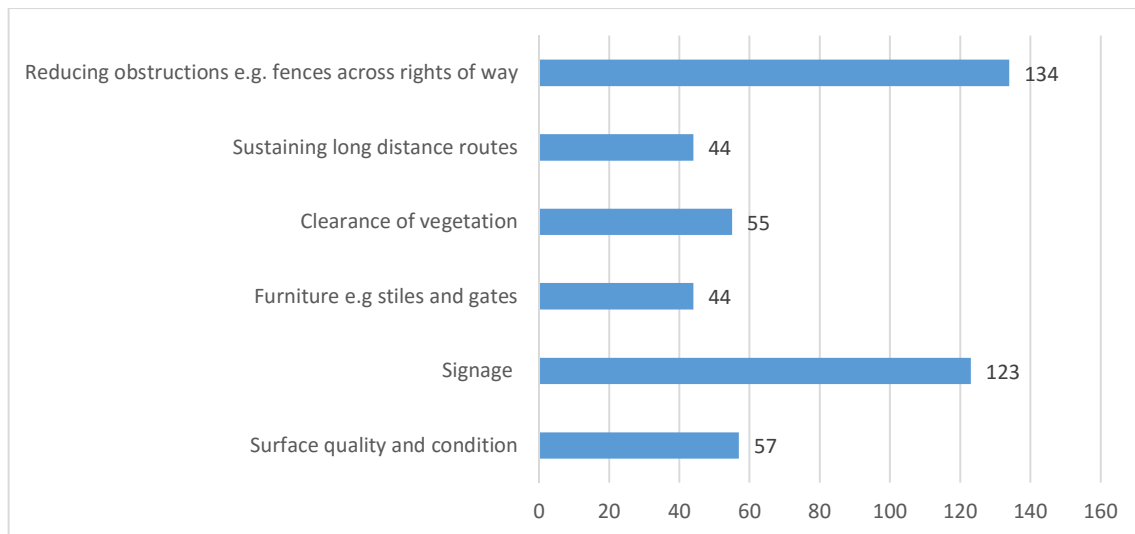


Respondents were asked to provide comments in an 'other' box. Responses were as follows:

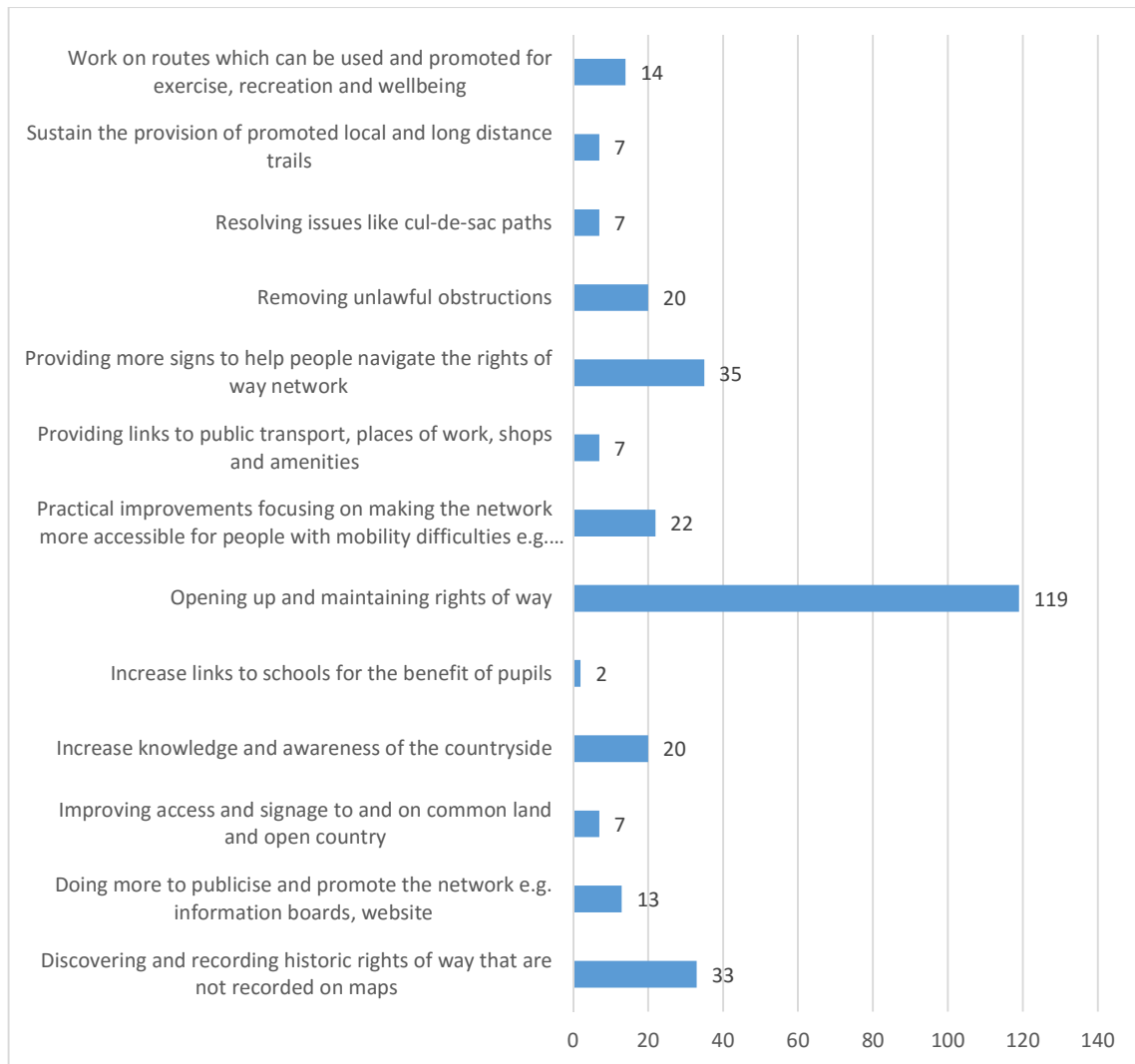
1. One of the success stories of CROW
2. My rights have been taken away by the CROW Act, remove the restriction on horses
3. Sometimes difficult to find access point onto access land
4. Nothing would deter me
5. Not local so can't comment
6. I stile or I kissing gate or I locked gate is enough to stop an all-terrain mobility scooter
7. It would help to have documentation of where they are and where keys can be obtained from.
8. Closed byways
9. None of the above/nothing
10. Lack of routes
11. Sometimes the issue is getting to it e.g. when bracken involves brambles
12. Limited access points (e.g. from Cwm Llŵch to the hillside)
13. Nothing
14. Lack of transport at the other end of a long distance route
15. Lack of parking. Parking areas normally over full
16. More signage would be helpful
17. National Park does not encourage responsible green laning for motorcycles unlike Devon and Wiltshire

18. I do not want to offend the local farmers or land owners
19. Nothing but a shotgun
20. No vehicle rights
21. I don't agree with Open Access
22. It is not clear if horse riders are permitted or what status the common is
23. I respect local landowners and would not venture on to private land without permission
24. Lack of information on which open access land is open to riders
25. We do not use the mountain for pleasure, we only go up there when it is clear
26. Never deterred
27. Again mainly aimed at walkers
28. Lack of paths
29. Not deterred
30. Can be too muddy
31. Nothing, I am quite used to using access land for walking
32. Not allowed to use access land on a motorcycle. Why not have some routes that we can use on a motorcycle? Even if they are permissive use and require the purchase of a license.
33. Not a problem for me
34. Not knowing whether tracts of land without paths are passable or are obstructed with vegetation, fences etc.
35. I love access land, just don't live close enough to BBNP to use it much there
36. Nothing would discourage me apart from major events taking place
37. Poor map reading skills
38. Horse damage to surfaces
39. Badly behaved dogs
40. See Q14

**Q17 In simple terms, there are six key aspects of work that are conducted by the Authority to improve the rights of way network. Please place in order of importance.**



**Q18 In more detail, what do you think our priorities should be for the future of the rights of way network and access land?**



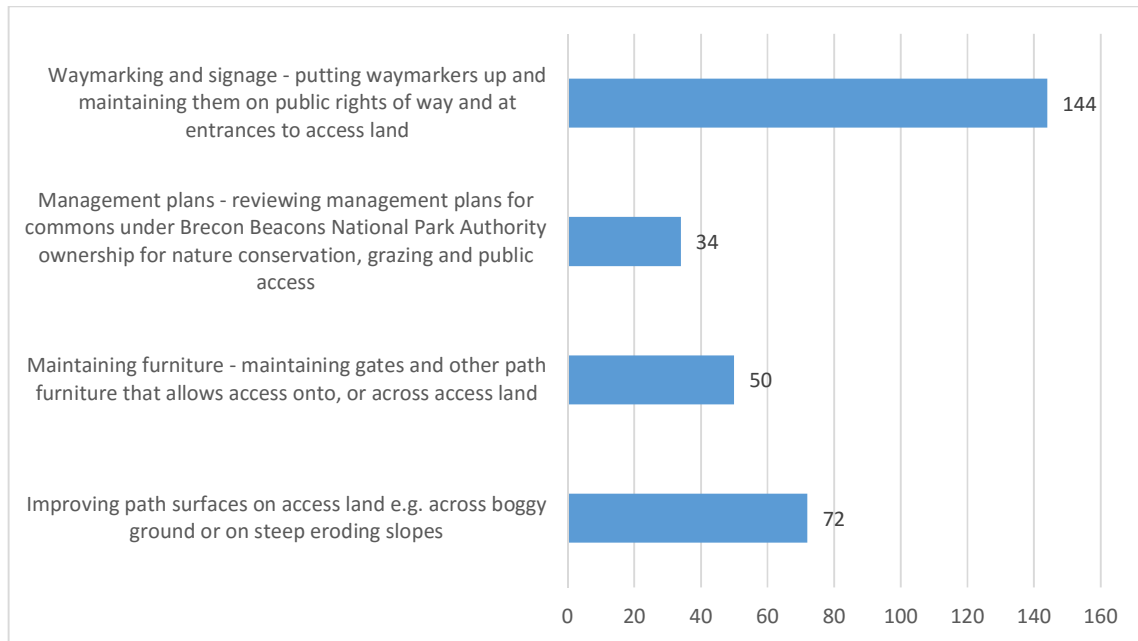
Respondents were asked to specify something else if they wished. Responses were as follows:

1. Make bridle paths better and open new bridle paths
2. Reopen closed byways
3. I'd like to have highlighted several of these priorities but the site did not let me!
4. More paths for motorcycles, charge if you need to
5. The question asks for priorities but allows only one answer! All these are important...
6. I believe that there are 7 of the above that need attention to improve upon for the future
7. Opening access to horses and motorcyclists
8. More access for motorcycles
9. A number of the above would have been selected if possible. Signage is very important
10. Accept that vehicular access is as important as footpaths and bridleways
11. Maintaining vehicle rights of ways
12. Motorcycle access routes off road

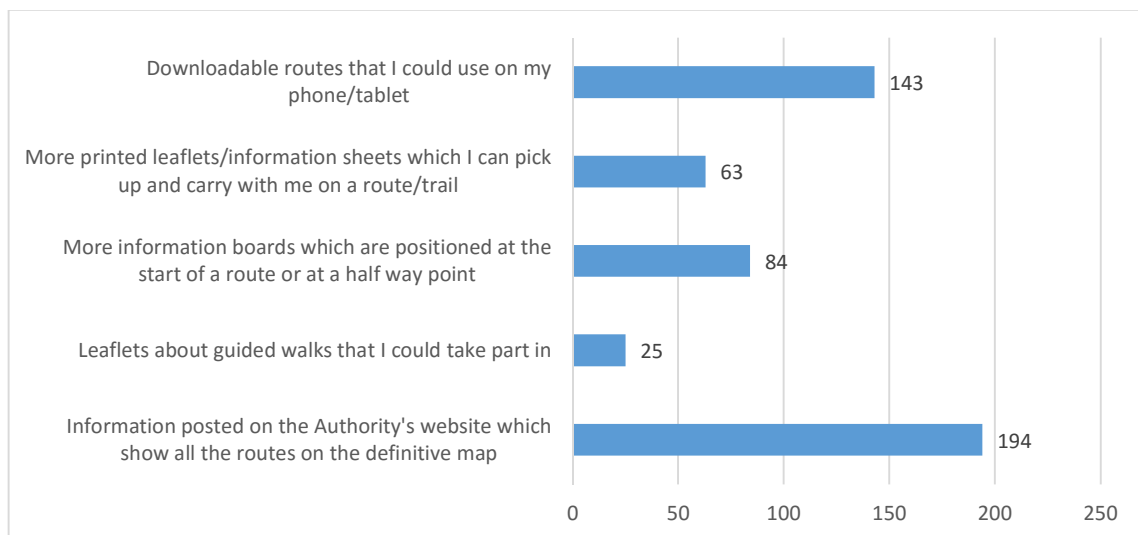
13. Reopening by ways areas for people with motor bikes and 4x4's. It's every ones environment
14. The Authority should seek to work more closely with the representatives of recreational motorists and stop thinking that motorised use is alien and destructive more than the damage caused by water erosion and other user groups
15. Removing unlawful obstructions. Providing better signage, as many other users are ignorant to the fact something is a by-way and open to ALL traffic
16. Reinstate use of Sarn Helen, Pontsticill Reservoir & Gap Road byways for motor vehicles
17. Provide access for horse riders
18. Reinstate use of Sarn Helen, Pontsticill Reservoir & Gap Road byways for motor vehicles.
19. Car parking
20. Open up vehicular rights of way closed by TROs and bad legislation, e.g. CROW and NERC
21. All of the above!
22. All of the above are important, but as you have identified them, you know that.
23. I think you have missed out consideration for the people that have to live and work within the national park and the survey is very one sided
24. I want to say more than one here. Encouraging local people to use and gain "ownership" is crucial. The physical and mental health benefits of getting people to exercise in the outdoors is inestimable
25. Develop new routes e.g. Heart of Wales Line Trail
26. More access for legal motorcycling
27. Stop being anti motorised vehicle
28. Improve parking at popular walks
29. Fair access for all
30. Alongside working with local schools/people to increase awareness and knowledge
31. Sharing historical knowledge
32. Probably all of the above
33. Ensure map information matches terrain and vice versa
34. Management of motorised vehicles. They damage paths, sometimes are antisocial plus safety concerns
35. Gates instead of stiles are needed for dogs & older walkers
36. Stopping horse damage to surfaces
37. Publish a handbook which could be purchased, that included all of the route for all recreation types



**Q19 The Authority has discretionary powers to carry out work in relation to 'access land'. If funding becomes available in the future, what do you think our priorities for this work should be?**



**Q20 What type of information would you find useful with regard to countryside access provision?**

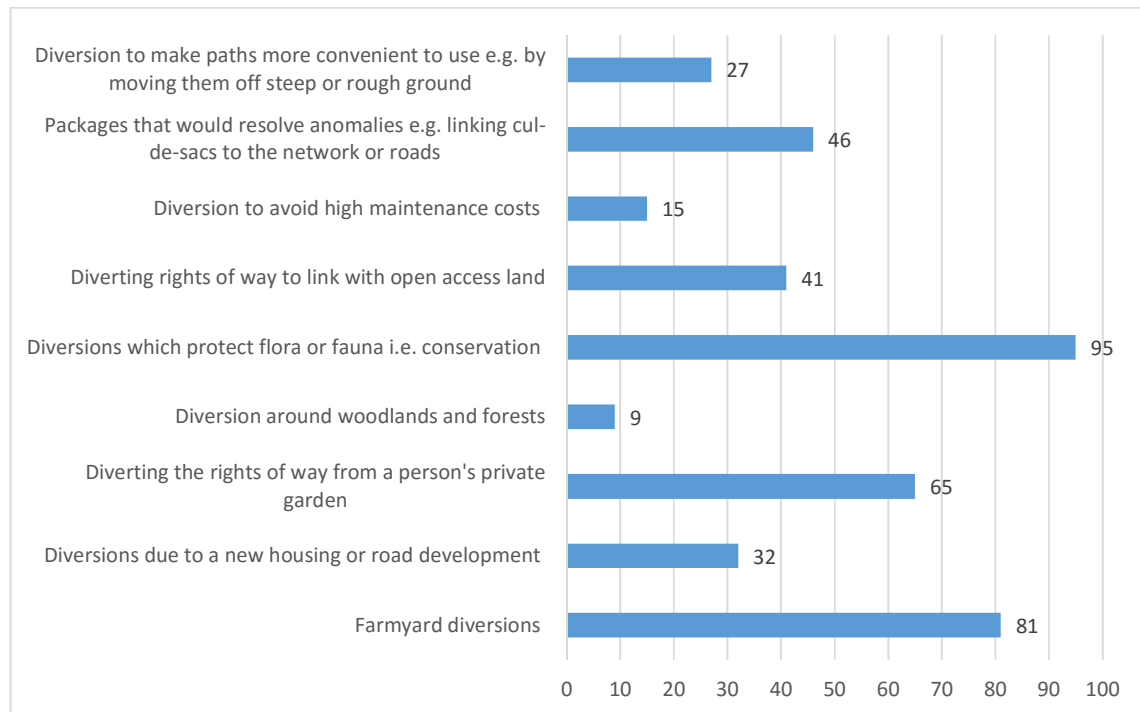


Respondents were asked to specify something else if they wished. Responses were as follows:

I. Dual status routes such as a footpath concurrent with a List of Streets Road should be shown at the higher status of road on OS maps, otherwise you discriminate against higher rights users

2. The Definitive Map should be available on line
3. Must be supplied free of charge
4. Info on routes greater than 3 miles that have been assessed for disabled accessibility and which describe defined gradings e.g. the Lake District NPA "Miles Without Stiles scheme but with longer routes.
5. Knowledge of where obstacles are and are not such as stiles, kissing gates and locked gates
6. Show accessible routes on maps
7. End putting up useless signs which only make sense if you are in an office. Giving an 8 figure coordinate for a diversion is useless if you are just out walking the dog. Sometimes diversions don't make sense. Many paths are closed off with no alternative given
8. Additional information for disabled users
9. And signs if a route has a closer on it would help
10. Clear signage for motor vehicles access to Byways
11. Signage to show joint user access on the 'green lanes'
12. Leaflets about rides. Need to cater for more than just walkers e.g. Buckland Hill has a fascinating history but no one would know!
13. How about some routes for motorcycles
14. This could encourage broader participation across park e.g. away from Pen y Fan

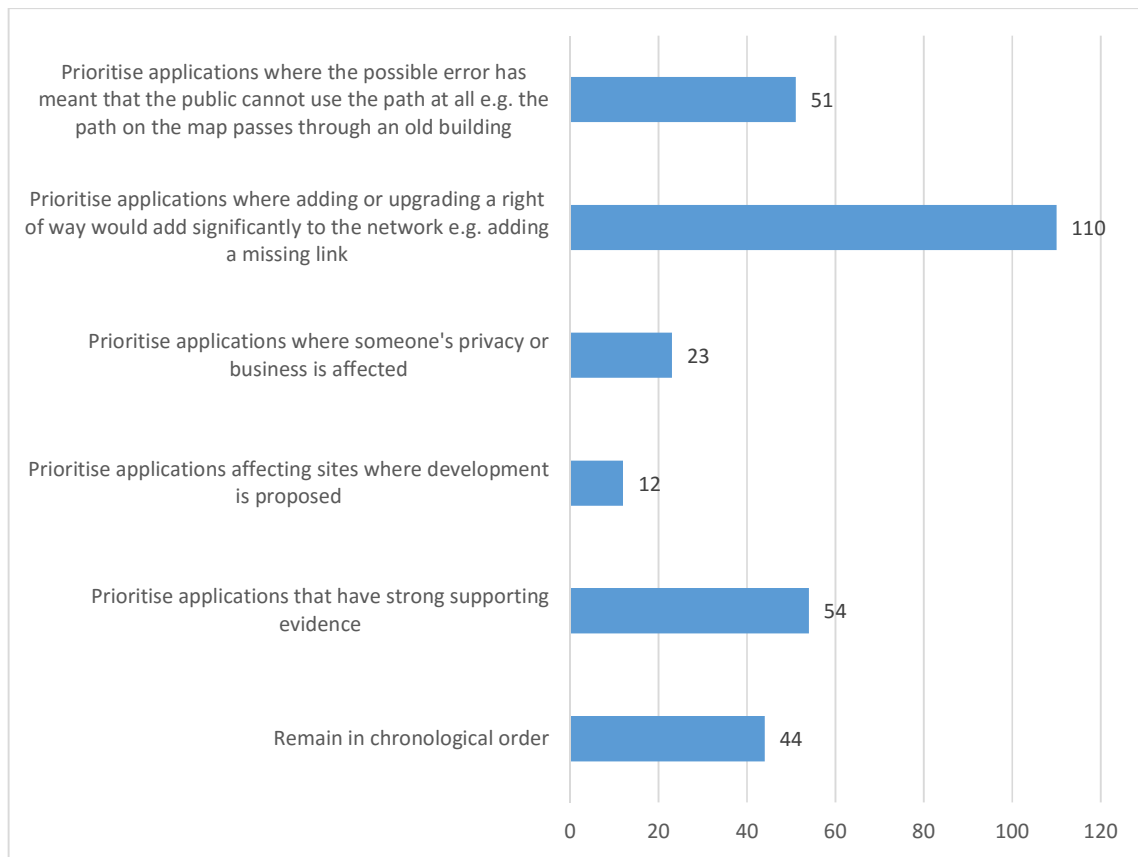
**Q21 The Authority currently processes applications for diverting rights of way for a variety of reasons. Looking at the list of reasons below please rank in the order that you think are the most important (1 the most important and 9 the least important).**



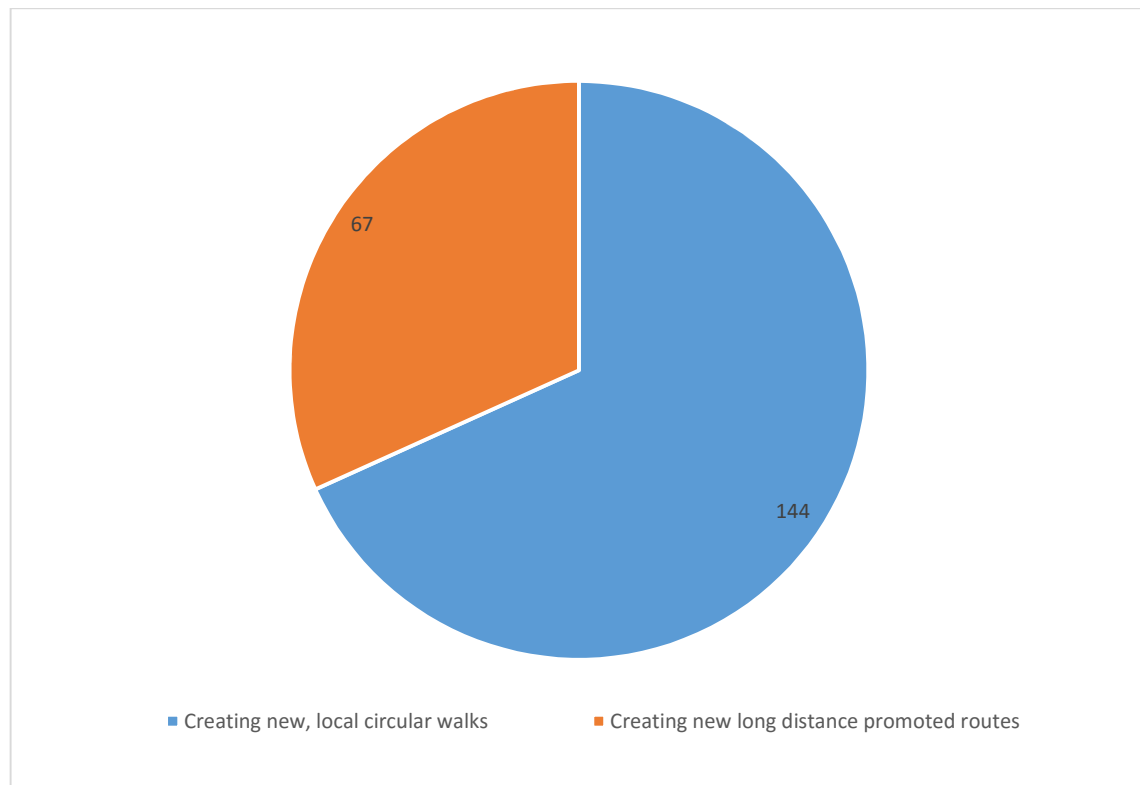
**Q22 The Authority also processes applications for Definitive Map Modification Orders, where someone believes that the Definitive Map is incomplete or incorrect and has evidence to support that.**

**The definitive map is the legal record of rights of way which shows their location and their status e.g. footpath or bridleway etc. We must deal with applications to modify the definitive map by law and we deal with them in chronological order.**

**Do you think we should give priority to some type of applications? How do you think we should do that?**



### Q23 Do you think the Authority should be:



Respondents were asked to specify something else if they wished. Responses were as follows:

1. Create more BOAT
2. Promoting a national trail for motorised users using off tarmac provision
3. Motorcycle routes
4. Opening up more BOAT routes to aid vehicle access to remote areas so disabled people can also access and enjoy remote areas
5. Have access to BOATs on the definitive map shown on the web
6. There are over 6 million disabled people in the UK many of who have a passion for the 'Great Outdoors'. With mobility scooters becoming more capable 'off-road', it would be so much appreciated if greater allowance was given to facilitating access to National Parks etc.
7. Open up routes suitable for road legal off road motorcycle and encourage green landing tourism and events
8. Planned areas for off road bikes and cars. It's their environment also
9. Legal trail motorcycle routes for a paid user
10. Maintain existing LDW/routes
11. Re-opening up BOATS and maintaining the traditional rights of way in how they were originally intended. There are too many bridleways and footpaths, the countryside is overrun with walking paths but there are very few "green-lanes" that remain
12. Encourage more visitors
13. Maintain existing routes

14. I have been involved in the policing of off road riding within SW Police area and also green lane myself. There are a lot of opportunities to make Wales one of the best places in Europe to come and green lane. The new Trans Euro Trail route comes through Wales and we should be looking at promoting it

15. Why just walks? What about all the other rights of way users?

16. Probably more realistic given a paucity of resources to modify existing routes so that they allow access from towns and villages and public transport

**Q24 The Authority manages the rights of way network by using a path priority system where each path is given a weighting according to whether it is promoted and its importance within the network. In general terms, if the path is part of a promoted route its priority is higher. Do you think that the Authority should keep this system or use something else?**

Keep – 206 responses

Where respondents wanted to suggest something else, the following comment were made:

1. Resource should be shared equally between all rights of way
2. Common sense
3. The park isn't just about tourists. How about residents? Surely rights of way used by local people should be just as important as people who come to the park on a day out and don't bring anything to the area apart from congestion and erosion
4. Keep flexibility to deal with problems as they arise
5. More emphasis on other rights of way problems
6. Importance re if there is an alternative. Many blocked bridleways the only alternative is a road which endangers life
7. Use a system where the users define which are the most important routes
8. No because the routes that have higher numbers using it will appear to be used more whereas in a recreational activity like carriage driving you will have less numbers to start with but they need the access to enjoy the National Park as much as any other hobby
9. Based on maintenance
10. Prioritise those rights of way which are most used
11. I think the priority should be for routes that help to meet improvement outcomes e.g. more circular bridleways for minority groups such as horse riders
12. Level of use
13. Apply condition assessment criteria across the network
14. Don't know
15. Monitor use and prioritise paths most used
16. You could listen to the users of the paths
17. In practice, favouring one route leads to no expenditure on others
18. No priority. All footpaths are important as to where they are and for the local communities. Otherwise it is a means to get rid of them
19. Maintain all routes for all
20. While I don't necessarily prioritise the use of promoted routes myself, I recognise the importance of keeping promoted routes open
21. Don't mind
22. How do they asses which routes are made more than others, people will use the best accessible route
23. It depends on how the status "promoted route" is decided

24. It depends how the path is weighted
25. Ask the wider public
26. Priority should be given to paths which are used most frequently and connect most to other paths
27. But perhaps the promote routes could be re-examined to prioritise routes that have higher health and well-being benefits because they link with local communities
28. Perhaps promoting quieter paths will help prevent traffic congestion on more popular routes
29. All paths should have equal priority
30. Prioritise routes that offer greatest benefit to local communities through connected networks of routes
31. Balance with condition of less used rights of way
32. Public opinion and warden judgement
33. Discuss how the network of use can be managed with all user representative groups to find common ground
34. Priority for what?
35. Fair access for all users
36. All paths equal
37. Traffic or historical use
38. Depends how / who sets the priority - needs to be someone who actually use them for their families / friends
39. That sounds like a cost cutting exercise. Work with user groups, e.g. LARA, TRF, GLASS etc. There are a huge number of volunteers in these groups who are quite willing and able to help you to responsibly manage rights of way and the issues that come as part and parcel of them
40. Respond to complaints
41. If not promoted paths will fall out of use and will be lost. All paths should be promoted equally
42. By sustainability and use
43. I think it depends on the contributions made by the land owner
44. Prioritise the most popular routes
45. The legislation means that all have to be maintained
46. Base the priority on use rather than promotion. Some promoted routes are not used much at all
47. Safety
48. The Beacons Way gets all the attention, to the detriment of other rights of way. I think they all rights of way should be maintained, regardless as to whether they are part of a "route"
49. Try to keep all paths in use
50. The Usk Valley walk should be extended up to the Mynydd Du source, not start in Brecon!
51. All paths are equally important
52. Don't know - depends on how promoted route is defined
53. Promotion can skew 'importance'. Need objective assessment
54. Again, this is only aimed at paths for walkers. How about vehicular access?
55. Priority to keeping access open
56. Local networks are just as valuable
57. Promote and maintain lesser used paths
58. Keeping it accessible despite how much use it gets

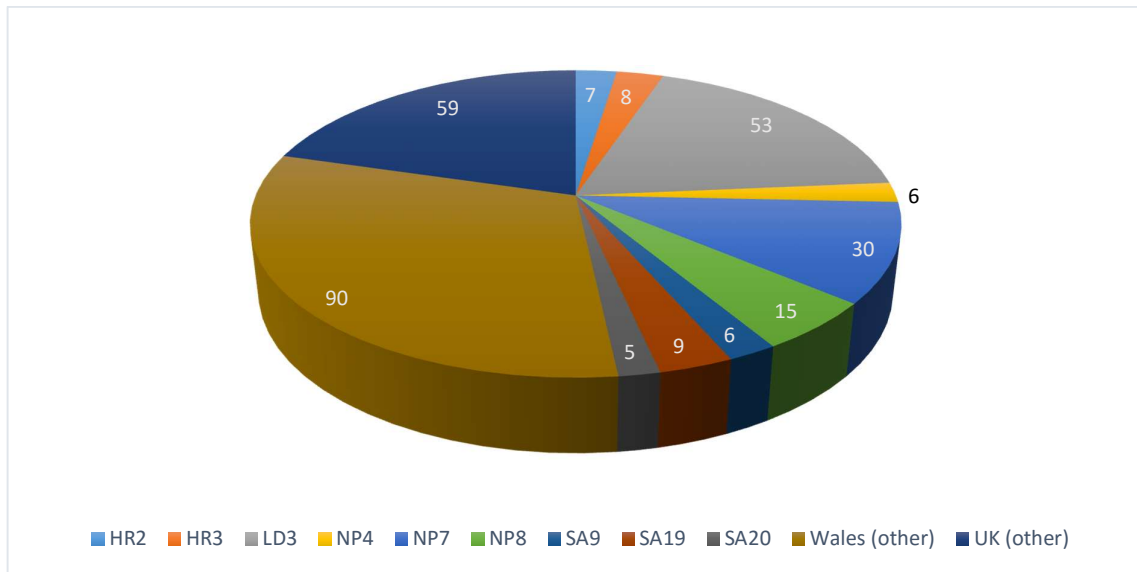
59. Just ensure if the promoted route is on a byway people understand that they may meet the odd motorcyclist
60. Respond to requests from the public. Make it easier for the public to make requests i.e. to report problems
61. Spread some of the cost to opening up less used tracks
62. No as we are losing some paths due to this
63. No information known about how the weighting works. Paths should be promoted for a variety of reasons
64. Don't know enough about management or how importance is rated
65. Based on usage
66. Priority for maintenance/management should be on the basis of the degree of use, rather than whether they are being promoted or not
67. Paths with the greatest use or those that are the most complained about should get priority

### **About you**

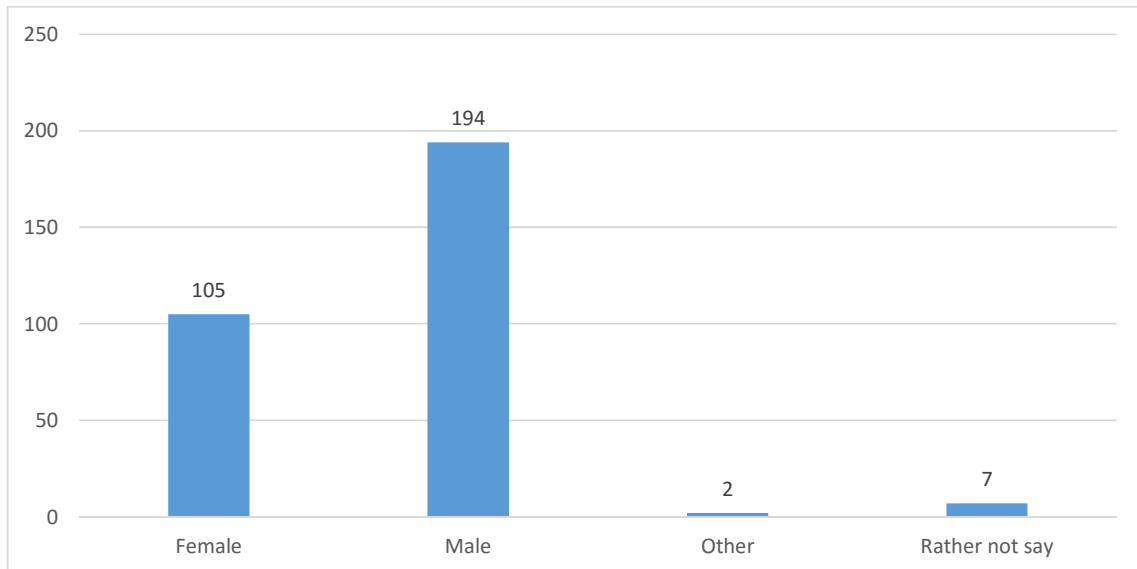
If you are representing an organisation, association or group, please state its name below:

NPA, BBPS  
 Lliw Walking Club  
 Scout Group  
 Local Council  
 Disabled Ramblers  
 Member of The Disabled Ramblers but I don't speak for them.  
 Disabled Ramblers x2  
 Open Spaces Society Member  
 TRFx7  
 GLASS  
 Herefordshire Trail Riders Fellowship  
 South Wales Trail Riders Fellowship  
 Penrhawd Farm  
 Walkabout Wales  
 Disabled Ramblers  
 The Black Mountain Graziers Association  
 Exploring Mid Wales  
 Cynon Valley Ramblers  
 Scouts/DofE  
 Heart of Wales Line Trail Steering Group  
 Planning Committee, Brecon Town Council  
 Local Access Forum  
 Cymdeithas Edward Llwyd

**What is your postcode?** Respondents were asked for their full postcode or the first part of it e.g. LD3. 288 respondents gave their postcodes. This is broken down into the first part of the postcode below where five or more respondents shared a postcode.

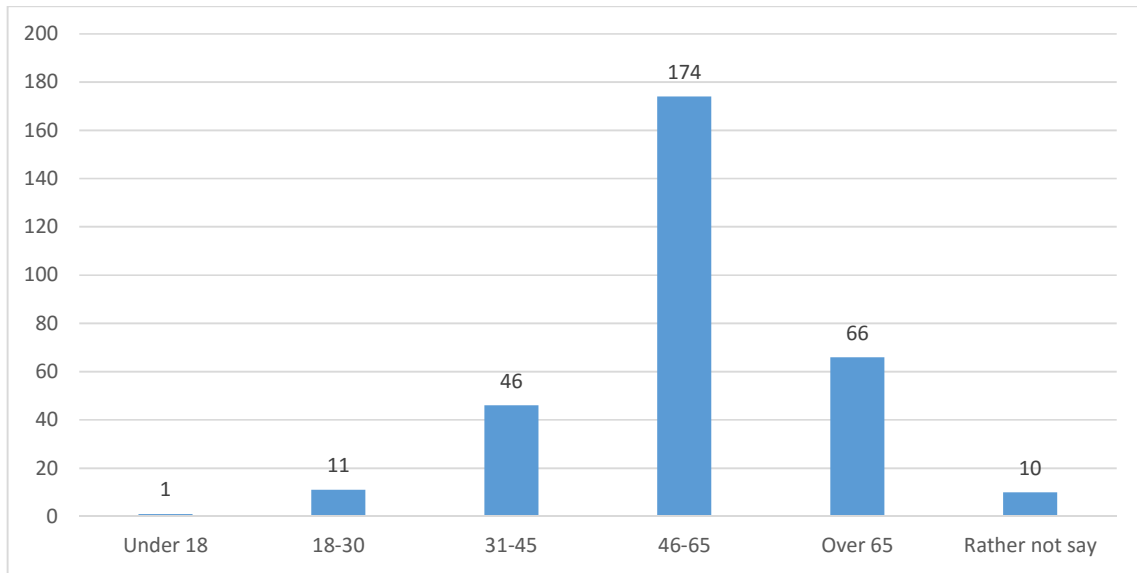


**What is your gender?**

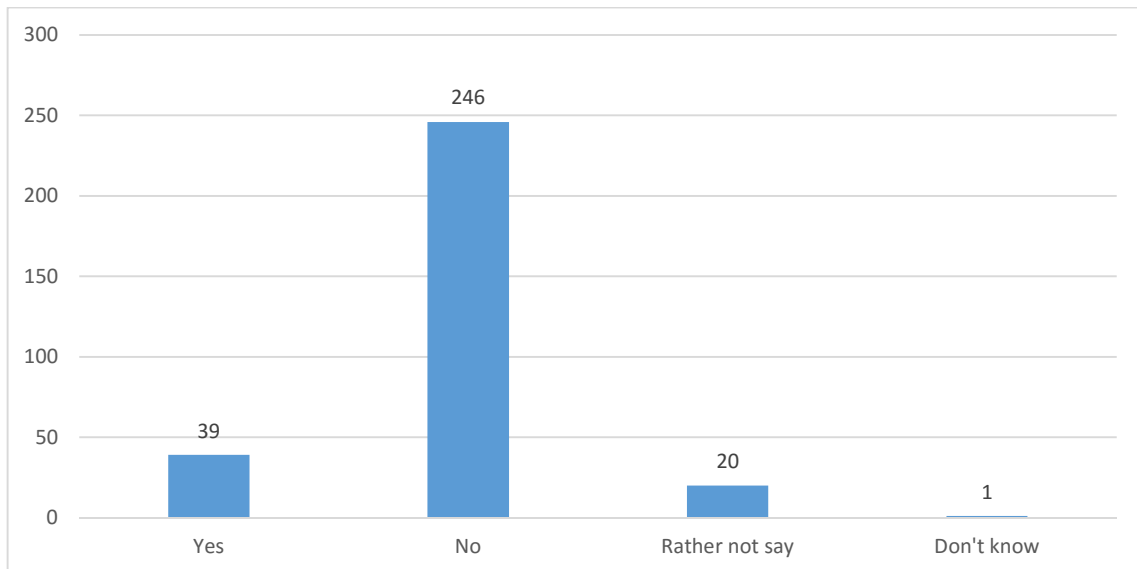




## Age



**Do you have any physical or mental health conditions, illnesses or impairments, lasting, or expected to last, 12 months or more?**



## Comments

Respondents were asked to provide any further comments at the end of the questionnaire. 88 of them chose to do so. Duplicate comments have been removed. Typographical errors in the submissions have been corrected. Any personal details have been removed. Any offensive words or phrases have been removed. Links to other websites included with comments have been removed. Comments provided in capital letters have been changed to sentence case. If a comments requires explanation one has been provided in the footnotes.

1. The questionnaire is far too long
2. I would ask the park do more for horse riders. Bridleways are woefully inadequate in the park and when you have them gates are on one hinge, they can't be opened from horseback, farmers tie extra fencing to the bottom which could kill a horse if its foot gets caught in it.
3. Your consultant document<sup>1</sup> re changes overall to the rights of way system e.g. all footpaths to be multi user was excellent and removing the restriction of horses on access land. I spoke to a solicitor who represents moorland owners and he admitted that the moorland owners knew that horses had always historically been ridden across moors so they were delighted by the CROW Act barring them
4. We are all sick of everything being geared towards cyclists. We need things more evenly weighed to include walkers and riders and proper thought be put into furniture and its location and ease of use e.g. no horse gates in very enclosed parts which make it hazardous for riders to use
5. Are you going to work in conjunction with the Local Council as a lot of these rights of way pass in and out of the BBNP and it would make sense for the access to be managed with that in mind
6. Please think of those who earn their living off this land and private home owners - the encouragement of tourism is laudable and brings money into this area but at the same time the Sandford principle should be adhered to. It is becoming more and more obvious that the rights of people that live here are being dissolved in preference to tourism
7. Felindre forest walk used and enjoyed for generations should be now put on the definitive map. It's a wonderful walk which we miss. So much evidence of daily use has been put forward - please let us walk it again
8. The point about getting the definitive map online, so that anyone can consult it easily at any time, is important in my view
9. I have seen some nice maps of walks and mountain bike routes but cannot afford them surely these could be made available online at no cost so even the less privileged can have the ability to access these places
10. Political correctness should not be a concern of a national park authority
11. I think the rights of way is a very important function of the Park and does a good job but it needs to be more responsive, this is probably due to resource limitations. It may be that a change in approach is needed that utilises a more innovative approach that better uses technology to free up resources
12. A definitive map of all route furniture/barriers would be very helpful. So all terrain mobility scooter users know don't go up there because there is a stile. A good updated publication of accessible routes such as was published a few years ago
13. Are you going to have a survey of people whose land is crossed by public right of way? Do you even care what problems and damage is caused by encouraging ever larger numbers

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<sup>1</sup> Presumably a reference to the Welsh Government consultation entitled "Taking Forward Wales' Sustainable Management of Natural Resources" issued in 2017

to use these paths? Are the opinions and wants of tourists always rated higher than local people? Have you ever done an actual count of people using these paths or is it all just guessed using Big Pit visitor numbers?

14. To open up more routes for motorcycles as nation parks was supposed to be for all users not just walkers

15. More BOATs (byways open to all traffic) more info for walkers on the rights of other users!

16. Open routes to motorcycles charge a fee for a set period to put back into the Beacons, be strict on those who haven't paid

17. I believe in equal access for all users whether on foot, horseback, bike or motor powered and that we should all work together to improve the network jointly through multi-disciplinary meetings and then voluntary improvement of the network (something which I already am involved with)

18. Having had some issues with rights of way in the past regarding diverting or pussyfooting residents one thing to remember, why buy property with a right of way in the first place if you don't want it to be used and as a horse rider the bridleways are awful in our area routes that were ridden many years ago are either being blocked by farmers or the routes are impassable making it difficult for riders to get off the busy a4067 we need help with these issues we don't want to be riding through farmers prime fields we are not like that but we do need routes that we can use

19. Why is the national park committed against recreational MPV usage?

20. Motorcyclists are badly represented by most places in the country somewhere like Brecon Beacon is needed to realise it has an important asset and encourage motorcycles to use facilities and to make sure all provide good routes for motorcyclists

21. You could work with agencies such as the TRF, GLASS and Ramblers to maintain usage rather than spending money closing or diverting legal routes because they don't fit for a few,

22. Occasionally I have raised issues about local paths by email to the BBNP Rights of Way Committee and have zero response. Does that mean it is ignored or just been filed?

23. The apparent lack of representation on the various committees and steering groups of motor vehicle (bike, 4x4 and car)

24. The national park is a fantastic place, and those who run it have a very difficult job to do with incredibly meagre resources. I use the park as both a walker, and a motorcyclist. The rights of way for motorcyclists are very limited and although it is not a popular argument, I do feel that there should be more access for motorcyclists, and that considerations should be given to opening up more rights of way just to bikes, that have been closed. I think that the damage bikes effect on rights of way is more akin to that of a horse, rather than a 4x4 and I think that should be taken into account when enforcing TROs and bans. I think it boils down to fair access for all user groups. There are many hundreds of miles of rights of way open to use by horses, walkers and cyclists, and not even one percent of that is open to motorcyclists. I think this needs addressing

25. When I use the area as a walker there is plenty of suitable routes, when I use the area on a motorcycle the access is very limited and I would like to see more routes available and signed as such

26. As mentioned some vehicular rights of way are dead ends or even are sections in between footpaths. How can this be!!!! Also the confusion caused by the NERC bill regarding dual status routes has led to some confusing outcomes. Sections of Sarn Helen for example can withstand vehicular use and have done for so many years but have now lost vehicular rights. Surely there is a way to reverse this or open as a permissive route. Again the Gap road was able to withstand vehicular traffic so why cannot the short periods where it is open to vehicles be reintroduced or a permit system? I do find myself visiting the NP

- area less than I did 10 or more years ago due to less vehicular rights of way therefore spending less money in cafes, petrol stations and pubs
27. No thank you, but thanks for providing the opportunity to make comments and observations
28. My use of the countryside involves byways and this is my main priority. I cannot walk all the footpaths so prefer to drive byways where they exist. Wales has lost many byways and these need reinstating
29. I like to drive vehicle rights of ways and think there should be less use of TRO and more cooperation with 4x4 clubs to help with maintenance
30. I believe that the Parks should be looking at extending the ways in which different user groups can use this valuable resource. There needs to be a sensible and open discussion about the future of BOATS and such like. We believe (TRF) that all user groups can enjoy this lovely countryside if a code of conduct can be agreed and adhered to as conflict is not going to help the situation. If you continue to restrict by ways etc. then the illegal use of these will just increase. There needs to be a different mind-set as a promoted and safe Motorcycle Trail route which was agreed by all would be of an enormous benefit to the local economy and would make this National Park stand out as forward thinking in comparison to some of the others. Please involve the TRF in any future decisions. Many thanks
31. Off road bikes and cars get a bad report. Some people. Like myself have spent 30 years running and saving loves in the Beacons. Now with damaged knees and back the motor bike helps me carry on seeing the environment.
32. I feel that all lanes and paths should be signed posted like they have down in Devon which gives people confidence to explore the country side and keeps everyone legal and land owner happy and if some lane and paths are closed there should be a sign saying path closed
33. 20 % or 12 million people have some form of disability. Does your NPA give them enough consideration?
34. The BBNPA volunteer programme prioritizes the central Beacons and black mountains paths. It would be great if you facilitated more community focussed projects on the rest of the network. It would also be good to see more investment in the rights of way network where the authority collects parking income
35. I find the wardens very responsive and helpful. This contrasts with Monmouthshire CC rights of way system which is computer controlled and impersonal
36. Take steps to clearly illustrate in your published literature that the term "all users" actually does mean what it says. Too much of the countryside is thought to be only available to ramblers and horse riders whose increased use is just as detrimental as any other activity. Not enough is done by any of the National Parks, and associations such as the National Trust, to encourage people from less affluent social groups to use and enjoy the countryside. Seek assistance from user groups to encourage voluntary working parties and funding to improve the local conditions of routes
37. I am concerned by your questions about diverting paths for the convenience of the landowners. The presumption should be that existing rights of way are not moved for this reason, but only if there is a specific benefit for the users of the path
38. Who is the clown that thought a 5 page questionnaire was a good idea?
39. I was a member of the Western area BBNP local access forum, and also the Carmarthenshire local access forum. I resigned from both, as when the CROW act came into force, I stated it should have been called "The walking man's right of way act", as it serves no purpose for any other users
40. Reinstate use of Sarn Helen, Pontsticill Reservoir & Gap Road byways for motor vehicles

41. Poor quality paths - cut up by cattle - become impassable - when added to zero signage with distance / timing this is not conducive to getting families / new walkers / users of the outdoors participating in walking - they will slip over or worse injure themselves, get not just "a bit muddy" but they / kids will fall / get covered in mud - and either get lost or walk too far etc. This means a day's walking becomes seen as "awful" and never repeated - thousands of leaflets at tourist info/visitor centre are fine - but signs and markers "on the ground" are what make the difference - and keeping cattle off paths!
42. The National Park needs to be seen to be more inviting to the public and all users of the public rights of way network including the users of mechanically propelled vehicles. There is enough space for everyone to enjoy the park and as long as users keep to the correct rights of way for their activity there is no reason for the conflicts that currently occur to happen.
43. Carmarthenshire's area is deemed a wilderness area. Access is not encouraged. This doesn't help the communities here and lack of action is unacceptable
44. As paths are a 'key' part of our use of the Park, we should do all we can to make them easily accessible, interesting, well signed and straight-forward to use
45. There are two stiles I regularly use both of which need making safer to use
46. How will this review link into the current Welsh Government consultation On Access to the Countryside?
47. As an open hill footpath user I think the BBNP Authority & its wardens do a good job. I'm not aware of lowland issues. I would like to see an effort to encourage the people using the Pen y Fan walks to use routes other than the Pont ar Daf path in particular
48. The Dragons Back loop from Pengefnordd has no waymarker at all, it is a very popular walk and people continually get lost. The killer loop is a very popular mountain bike route, a waymarker is needed on the downhill section through the forest loads of riders miss the turn
49. Give consideration to the farmers who care for the countryside
50. I have been verbally intimidated and threatened recently by walkers wanting to walk across my farmland where there are no public rights of way because the walkers are using poor quality maps printed off the internet which do not correctly show the public rights of way. A definitive map of public rights of way on the National Park website would help to prevent confusion for walkers
51. As an organization of over 80 members grazing over half of the area of the Black Mountain our greatest concern is disturbance to our hefted flocks by increased activity on the mountain by walkers, we do not want to encourage mountain bikers, especially dog walkers with disease potential for humans and animals and welfare of stock
52. Please open up your lanes to vehicles, it would bring so much revenue to your area, how about a permit to drive them? That might help to stop the idiots
53. I mentioned earlier about subsidising navigation courses. I feel strongly about this, especially when you read so many of the Mountain Rescue reports. I wrote to Carmarthenshire County Council recently complaining about one of their leaflets showing a walk over Llyn y Fan. There was no mention of kit required, navigation skills required etc. You get television programmes giving the impression that you can go for a walk with a Wainwright book. It is so irresponsible. And yet these are the platforms that could so easily raise awareness. Even the BBC Countryfile Children In Need leaflet that I picked up in Millets makes no mention of navigation skills. What is going on?
54. Ideally hope that the issue regarding motorised vehicles can be resolved for the benefit of all the park users. It's distressing to see the land churned up
55. This questionnaire assumes that everyone is of the same opinion as the national park and that is we need more tourists to survive and therefore they must be catered for with little regard for the residents of the national park

56. The work done by the Park is excellent, though the demise of the TIC network is lamentable. I think more could be done to encourage local people out into "their" national park. Motorbike intrusions on the Black Mountains need to be tackled. The Usk Valley walk should be extended. More on-road cycle routes, such as the Cycle across the Beacons initiative could be developed

57. Motorcyclists are discriminated against dreadfully. I am an ex-RAF Senior officer, business owner and active member of my community. The conduct of a handful of low-life, illegal riders is used as a stick to beat the rest of us with. Disgraceful

58. Access to National Parks should be for all users. You only welcome those on foot. What about access for motorcycle users?

59. My nearest path that links to the Sugar loaf is heavily overgrown and frequently obstructed variously with pig netting or gates and large tree trunks etc. at the top where the new landowner is trying to block access. As the designation of the path is under the jurisdiction of Monmouth, and they have no funds to maintain it, it is gradually falling into disuse. I cannot maintain it on my own...such a shame as it links to the bridleway going up the Sugar loaf, and from the bottom end would allow users to avoid walking along the A40. There are linking footpaths on the other side of the A40. As vehicle access is no longer possible due to the overgrowth, it would be so good if the Brecon Beacons could undertake to maintain walking access up this path. Signage would help, but the landowner has a record of removing them e.g. if attached to gate post he will remove the gate post! Or 'accidentally' bulldoze the post etc. I have been trying to get help with this for a number of years, and have just about given up

60. Better routes for walking through the towns would be good - the roads seem to be very car/motor traffic orientated, whereas they are actually rights of way for pedestrians/horses/bikes etc.

61. Got bored survey too long, lost interest

62. The promotion of lesser used areas together with the sensitive provision of pay and display car parks could reduce pressure and subsequent degradation of popular routes e.g. Waterfalls, Pen y Fan from Storey Arms

63. Although I agree that access is important and high footfall areas need proper mountain paths built. There is something magical about upland areas with little evidence of human intervention, without paths e.g. some parts of the Black Mountain area to the west. Of course when erosion is manageable

64. Glad that we have National Parks to look after these beautiful areas

65. It is a shame to see our historic roads being shut down. By doing so you will eventually push some users to ride or drive illegally. I have seen this happen in other areas

66. As mentioned elsewhere, I enjoy off road motorcycle riding using an entirely legal motorcycle, I find the network of legal roads/byways decreasing. This leads to an attitude by some that if all areas are out of bounds then where can you ride. Hobbies apply to all people and there is sufficient space for everyone to enjoy their hobby without the need to remove vehicle access. Also finding information as to which roads are open or not is seemingly impossible without having a legal background, this should not be the case

67. Yet another rights of way improvement plan that seems to pander to the needs of walkers. You should remember that we are all entitled to use the rights of way network no matter what our mode of transport is

68. Promote, maintain and create legal routes for off road trail riding (motorbikes). Re-open the Sarn Helen byway

69. It's a pity this survey wasn't more available to 'ordinary' people like me who is an individual with a single voice unlike the fact for example the Trail Riders people have advertised it on their UK websites so you get a very biased result from those that are

interested purely in riding motorised vehicles. They have made sure they give you a response which benefits only themselves and turning these 'footpaths' into highways/roads where historically they were never ever used by a motor vehicle

70. Last year my teenage son and I had a nasty encounter with dogs and their owners at a farm. The dogs were on long chains but it wasn't clear you could find a path through the farmyard which kept you clear of them. The female owner held one dog but when we got to the gate the other side we couldn't unlock it. Panicked by the dogs, which she seemed to have let go, we climbed over at the hinge end at which point we got a load of abuse from her about damaging her gate (we hadn't). She said the locks were used on all the gates in the area but we'd encountered nothing like it all day or on any of our many previous trips. I think a simple path diversion would help

71. Easier to search for information for landowners about their legal responsibilities for rights of way across their land

72. Apart from one bridleway where the gates don't open properly my local green lanes and bridleways are all blocked. Some are padlocked up. The green lanes are the worst

73. Opening up footpaths for cyclists would be a good idea. Access for motorcycles is also important, hard bottom tracks like Sarn Helen are suitable as they suffer very little erosion from use, unlike the scars left on the Beacons by walkers

74. Due to knee arthritis I have to use a horse and not my own legs to enjoy the countryside and satisfy my lust for adventure. The BBNP offers huge potential for horse riding circular and linear (long distance) routes but it is difficult to make use of this unless one can rely on the paths exiting as shown on the OS maps and not being blocked or unusable for any other reasons. This is even more important for bridleways than footpaths, as it's more difficult and hazardous to improvise with a horse than on one's own 2 feet, and the distances involved are likely to be much greater. It will be wonderful to know that the paths shown on the maps as bridleways are safe and usable

75. Trailbikes – Y Grib and Pen y Manllwyn very eroded - and what is the point of improving on top of Waun Fach then trail bikes coming and tearing it up?

76. I appreciate the bus network is not in the gift of the National Park, and non-car owners are very much in a minority. But guided walks could be more car share friendly

77. Try to resolve path issues quicker?

78. Most stiles are not dog friendly. We have large heavy dogs that we cannot lift over. Gates are much better also for older or more infirm walkers or for those with young children

79. Paths, walkers and farmers sometime conflict as to where paths should be. We should always be aware that farmers are trying to make a living in tough times and if moving a path to the other side of a fence then this should be done

80. I would like the Mid-Wales Hospital public right of way kept open please and signs available.

81. We love the Brecon Beacons!

82. It is noted in Q10 and Q11 that there is reference to ethnic minorities and it is queried why provision would be different from the other categories noted. It is also queried what is meant by 'carriage drivers'

83. A very technical questionnaire which I struggled to answer - and I have a good knowledge of the park and its management. I am unsure about the results you will get from this and how valid findings will be. Needs a lay person friendly version

84. Realise that a lot of really good work goes on. Footpaths are generally good but my personal experience is that a lot less has been done to support mountain biking and the upkeep of tracks etc.

85. I think more could be done to encourage "green laning" for responsible off road motorcycle users
86. Lack of public toilets on routes - walking into pubs and inns with muddy boots can sometimes offend
87. More resources, both financial and staff, needs to be devoted to organise and facilitate volunteers to survey footpaths to enable the sorts of problems identified in this survey to be picked up and rectified more regularly and quickly. This is surely going to be more cost effective in the end, rather than relying on paid staff along or, on reports/complaints from disgruntled members of the public. In other words a proactive rather than simply reactive approach. Maintenance of the rights of way system is critical to the fulfilments of the two principal National Park purposes

## Key findings

1. There is a high level of understanding as to what rights of way and access land are (Q1);
2. The majority (68%) of people visit hills and mountains, woodland and forest, lakes and reservoirs and riversides (Q2);
3. The vast majority (76%) use rights of way all year round and in all weathers (Q3);
4. The Beacons Way is the most popular recreational trail followed by the Offa's Dyke Path and the Taff Trail (Q4);
5. The main activities undertaken on the rights of way network are walking (weekly), dog walking (daily), walking (every 2 or 3 months) and walking (daily). These are followed by cycling (monthly) and motorcycling (weekly) and motorcycling (monthly) (Q5);
6. The main motivation for using rights of way is leisure and recreation. Enjoying the view/landscape, personal wellbeing/relaxing and exercise/staying healthy are equal second. Getting to places e.g. work, shops lags considerably behind (Q6);
7. The majority of journeys (57%) to the start of a right of way are by car. This is followed by walking (23%) (Q7);
8. The majority of people prefer to use the general rights of way network over other types of routes e.g. promoted routes (Q8);
9. The majority of problems encountered whilst using rights of way are poor signage/waymarking and overgrown surfaces/vegetation (Q9);
10. The suitability of the network for different user was rated, in general, as follows: walkers - good; dog walkers - good; persons with restricted mobility - poor; blind or partially sighted people - poor; families with young children - good; teenagers and young people - good; people from ethnic minorities - good; runners - good; cyclists - good; mountain bikers - good; horse riders - average; carriage drivers - very poor; motor cyclists - very poor; 4x4 drivers - very poor (Q10);
11. The one thing that the Authority should do to make the rights of way network for suitable to different users was, as follows; walkers – signage; dog walkers – more dog friendly stiles/gates; persons with restricted mobility – remove furniture or replace stiles with gates; blind or partially sighted persons – better signage and targeted provision; families with young children – better furniture/signage; teenagers and young people – signage and information; ethnic minorities – information; runners – signage; cyclists – signage; mountain bikers – signage; horse riders – signage; carriage



- drivers – signage; motor cyclists – more access; 4x4 drivers – signage (although the highest response was to ban them) (Q11)
12. The quality and standard of the surface of rights of way is good or average (Q12);
  13. The quality and standard of furniture, stiles and gates on rights of way is good or average (Q12);
  14. Signage on rights of way is average (Q12);
  15. The quality of practical improvements that are seen whilst using rights of way is good (Q12);
  16. Evidence of any enforcement action that has been taken to remove obstructions is average (Q12);
  17. Promotional information about where the public can go is average (Q12);
  18. Information about long distance routes is average to good (Q12);
  19. Dealing with legal changes to rights of way is very poor or poor (Q12);
  20. Ordnance Survey maps are the most popular source of information about the rights of way network followed by the National Park Authority and local knowledge (Q13);
  21. The biggest discouragement to using the rights of way are obstructions and the condition/surface of the paths (Q14);
  22. Access land is used regularly but the biggest deterrent to using access land is not enough signage and not knowing where it is located (Q15 and Q16);
  23. The most important aspect of the Authority's work to improve the rights of way network should be to reduce obstructions and signage (Q17);
  24. The National Park Authority's highest priority for the future of the rights of way network and access land should be to open up and maintain rights of way (Q18);
  25. The highest priorities for the use of discretionary powers in relation to access land should be waymarking and signage (Q19);
  26. The information that people would find most useful with regard to access provision would be an online definitive map and downloadable routes for their phones/tablets (Q20);
  27. Diversion which protect flora and fauna and move rights of way out of farmyards were deemed the most important (Q21);
  28. The highest priority for processing applications for Definitive Map Modification Orders should be given to applications where adding or upgrading a right of way would add significantly to the network (Q22);
  29. The majority of people think that the Authority should be creating new, local circular walks rather than creating now long distance prompted routes (Q23);
  30. The majority of respondents though that the Authority should keep its current path priority system (Q24)

## Annex I Rights of Way Improvement Plan Questionnaire

## Brecon Beacons National Park Authority - Rights of Way Improvement Plan Questionnaire

The Brecon Beacons National Park Authority is keen to ensure that the National Park is as accessible as possible.

We would like your views on a variety of matters associated with public access in the National Park. This should only take a few minutes to complete. By collecting this type of information and comparing it across many different types of people, we are able to see patterns that can tell us about where we can do things better, to meet people's needs.

The information you provide will be treated in the strictest of confidence and used only for making statistical comparisons. You don't have to answer any question that you don't want to. However, the more that you can tell us, the better our information will become, so please try to provide us with as much information as you possibly can. The answers to this data will be anonymised to ensure your privacy.

All questions are optional. Please leave blank any that you prefer not to answer.

### Q1 Do you know what the following are:

Public rights of way?                      Yes        No   

<https://naturalresources.wales/days-out/recreation-and-access-policy-advice-and-guidance/managing-access/public-rights-of-way/?lang=en>

Access land?                                      Yes        No   

<https://naturalresources.wales/days-out/recreation-and-access-policy-advice-and-guidance/managing-access/open-access-land/?lang=en>

### Q2 Do you visit any of the following in the National Park?

- Local parks or gardens
- Lakes and reservoirs
- Common land and open countryside
- Nature Reserves
- Farmland
- Woodland and forests
- Riversides

Other (please specify below)

**Q3 Which of the following best describes your use of the public rights of way in the National Park?**

- All year round in any weather
- Regular but fair weather user
- Sometimes
- Don't use but would like to
- No interest

Something else (please specify below)

**Q4 Do you use any of the following recreational trails within the National Park?**

- Offa's Dyke Path
- Beacons Way
- Taff Trail
- Usk Valley Walk
- Three Rivers Ride

**Q5 The following activities take place on our rights of way network. Please state which ones apply to you and how often you do them:**

	Daily	Weekly	Monthly	Every 2 or 3 months	Once a year	Never
Walking						
Dog Walking						
Running						
Wheelchair use						
Cycling						
Mountain Biking						
Horse riding						
Carriage Driving						
motorcycling						
4 x 4 driving						

**Q6 What is your main motivation for using the public rights of way network?**

- Leisure/recreation
- Exercise/staying healthy
- Personal well-being/relaxation
- To enjoy the view/landscape
- To get to places e.g. work, shops

Other reason (please specify)

**Q7 How do you usually travel to the start of a right of way:**

- Walk
- Run
- Cycle
- Ride a horse
- Train
- Motor vehicle
- Taxi
- Bus
- Get a lift
- Community transport

Something else (please specify)

**Q8 What type of route do you prefer to use?**

- Long distance promoted route
- Promoted circular route
- A town walk
- The general public rights of way network
- Route on access land
- All of the above
- No preference

Why is this your preference?

**Q9 What problems have you encountered whilst using the public rights of way network in the National Park?**

- Poor signage/waymarking
- Overgrown surface/vegetation
- Poor condition of stiles/gates
- Insufficient or lack of information about routes
- Fallen trees/obstructions
- Intimidation from landowners/occupiers
- Intimidation from landowners' dogs/occupiers' dogs
- Intimidation from other users
- Ploughing and cropping

Animals (please specify)

Something else (please specify)

**Q10 How suitable is the public rights of way network in the National Park for the following?**

	Excellent	Good	Average	Poor	Very poor	Don't know
Walking						
Dog Walkers						
Persons with restricted mobility						
Blind or partially sighted people						
Families with young children						
Teenagers and young people						
People from ethnic minorities						
Runners						
Cyclists						
Mountain bikers						
Horseriders						
Carriage drivers						
Motorcyclists						
4x4 drivers						



**Q11 What is the one thing that you would like to see the Authority do to make the rights of way network more suitable for the following? Please comment on as many or as few as you like.**

Walkers

Dog Walkers

Persons with restricted mobility

Blind or partially sighted people

Families with young children

Teenagers and young people

People from ethnic minorities

Runners

Cyclists

Mountain bikers

Horseriders

Carriage drivers

Motorcyclists

4x4 drivers

**Q12 The National Park Authority undertakes a number of functions in terms of promoting, maintaining and improving the rights of way network. How would you rate the quality of the service that the National Park Authority delivers in terms of the following?**

	Excellent	Good	Average	Poor	Very poor	Don't know
The quality and standard of surfaces						
The quality and standard of furniture, stiles and gates						
Signage e.g. waymarking and signposts						
The quality of practical improvement work that you see whilst out using the network						

Evidence of any enforcement action that has been taken to remove obstructions to a path						
Promotional information (leaflets, noticeboards) that give details about where you can go						
Information about long distance routes						
Dealing with legal changes to rights of way						

**Q13 Where would you normally get information about the rights of way network in the National Park?**

- National Park Authority (website, phone or email)
- National Park Visitor Centre
- Tourist Information Centre
- A local hotel/guesthouse/B&B
- Friend or family member
- A club or association
- A bookshop
- Local knowledge
- A guidebook or leaflet
- Other websites
- A local library
- Ordnance Survey Maps

Other (please specify)

**Q14 What discourages you from using public rights of way within the Park?**

- I don't know where the routes are or where they go
- The routes don't go where I want to go
- The paths I use can be obstructed sometimes
- The condition/surface of the path can be an issue
- I don't like crossing someone else's land or walking through farmyards
- I feel intimidated
- I don't want to be caught in bad weather
- I'm worried about getting lost
- There is a lack of organised walks
- I have concerns over my safety
- There are too many stiles to negotiate for me to enjoy using the network
- There is a lack of public transport to get me to a right of way
- Other rights of way users
- There are not enough circular walks

Something else (please specify)

**Q15 How often do you use access land?**

- Regularly (daily, weekly, monthly)
- Sometimes (every couple of months, once or twice a year)
- Never

**Q16 What would or does deter you from using access land?**

- I don't know where access land is located
- The routes don't tend to go where I want to go
- The condition of the route surface is an issue
- Bad weather
- There is a lack of organised walks
- I have concerns over my own safety
- I feel intimidated
- I am worried about getting lost
- There are too many stiles
- There is a lack of public transport to get me to the start of a walk
- Not enough signage

Something else? Please specify

**Q17 In simple terms, there are six key aspects of work that are conducted by the Authority to improve the rights of way network. Please place in order of importance.**

	1 (Most Important)	2	3	4	5	6 (Least Important)
Surface quality and condition						
Signage						
Furniture e.g. stiles and gates						
Clearance of vegetation						
Sustaining long distance routes						
Reducing obstructions e.g. fences across rights of way						

**Q18 In more detail, what do you think our priorities should be for the future of the rights of way network and access land?**

- Providing more signs to help people navigate the rights of way network
- Practical improvements focusing on making the network more accessible for people with mobility difficulties e.g. replacing stiles with gates
- Doing more to publicise and promote the network e.g. information boards, website
- Opening up and maintaining rights of way
- Removing unlawful obstructions
- Resolving issues like cul-de-sac paths
- Discovering and recording historic rights of way that are not recorded on maps
- Providing links to public transport, places of work, shops and amenities
- Improving access and signage to and on common land and open country
- Work on routes which can be used and promoted for exercise, recreation and wellbeing

- Increase links to schools for the benefit of pupils
- Increase knowledge and awareness of the countryside
- Sustain the provision of promoted local and long distance trails

Something else? (Please specify)

**Q19 The Authority has discretionary powers to carry out work in relation to ‘access land’. If funding becomes available in the future, what do you think our priorities for this work should be?**

- Maintaining furniture – maintaining gates and other path furniture that allows access onto, or across access land
- Waymarking and signage – putting waymarkers up and maintaining them on public rights of way and at entrances to access land
- Management plans – reviewing management plans for commons under Brecon Beacons National Park Authority ownership for nature conservation, grazing and public access
- Improving path surfaces on access land e.g. across boggy ground or on steep eroding slopes

**Q20 What type of information would you find useful with regard to countryside access provision?**

- Information posted on the Authority’s website which show all the routes on the definitive map
- Leaflets about guided walks that I could take part in
- More information boards which are positioned at the start of a route or at a half way point
- More printed leaflets/information sheets which I can pick up and carry with me on a route/trail
- Downloadable routes that I could use on my phone/tablet

**Q21 The Authority currently processes applications for diverting rights of way for a variety of reasons. Looking at the list of reasons below please rank in the order that you think are the most important (1 the most important and 9 the least important).**

	1 (Most Important)	2	3	4	5	6	7	8	9 (Least important)
Farmyard diversions									
Diversions due to a new housing or road development									
Diverting rights of way from a person's private garden									
Diversion around woodlands and forests									
Diversions which protect flora or fauna i.e. conservation									
Diverting rights of way to link with open access land									
Diversion to avoid high maintenance costs									
Packages that would resolve anomalies e.g. linking cul-de-sacs to the network or roads									
Diversion to make paths more convenient to use e.g. by moving them off steep or rough ground									



**Q22 The Authority also processes applications for Definitive Map Modification Orders, where someone believes that the Definitive Map is incomplete or incorrect and has evidence to support that.**

**The definitive map is the legal record of rights of way which shows their location and their status eg. Footpath or bridleway etc. We must deal with applications to modify the definitive map by law and we deal with them in chronological order.**

**Do you think we should give priority to some type of applications? How do you think we should do that?**

- Remain in chronological order
- Prioritise applications that have strong supporting evidence
- Prioritise applications affecting sites where development is proposed
- Prioritise applications where someone's privacy or business is affected
- Prioritise applications where adding or upgrading a right of way would add significantly to the network e.g. adding a missing link
- Prioritise applications where the possible error has meant that the public cannot use the path at all e.g. the path on the map passes through an old building

**Q23 Do you think the Authority should be:**

- Creating new long distance promoted routes
- Creating new, local circular walks

Something else. Please make a suggestion below:

**Q24 The Authority manages the rights of way network by using a path priority system where each path is given a weighting according to whether it is promoted and its importance within the network. In general terms, if the path is part of a promoted route its priority is higher. Do you think that the Authority should keep this system or use something else?**

- Keep

Use something else (please specify)

**About you**

If you are representing an organisation, association or group, please state its name below:

What is your postcode? If you'd rather not give your full postcode, please let us know the first part e.g. LD3 If not from the United Kingdom, please state country of residence

**What is your gender?**

- Male
- Female
- Other
- Rather not say

**Age**

- Under 18
- 18 - 30
- 31 - 45
- 46 – 65
- Over 65
- Rather not say

**Do you have any physical or mental health conditions, illnesses or impairments, lasting, or expected to last, 12 months or more?**

- Yes
- No
- Don't know
- Rather not say

If you wish to raise any other matters as a result of this questionnaire, or generally, please do so here:

