

Countryside Access Strategy for Jersey 2016

Department of the Environment



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Figure 1 - The States of Jersey Natural Environment Team manages recreational access to the coast and countryside.

¹ Jersey Tourism 2010 Annual Report, States of Jersey states that the paths are used by a third of visitors to Jersey, (685,000 total visitors or 335,000 leisure visitors)



Executive Summary

Jersey is highly valued for the recreational and tourism opportunities it offers. Much is being done through interpretation, information, education and communication relevant to all ages and backgrounds to increase understanding and shared enjoyment of and responsibility for Jersey's special qualities and places including Jersey's Coastal National Park.

Access and enjoyment have the potential, if appropriately managed, to increase respect for the Islands' countryside and, in so doing raise environmental awareness. Access and recreation can help meet broader strategic agendas for healthy living, improved quality of life and greater enjoyment of the countryside by all.

Our inward investment and tourism offering makes a major contribution to our economy and is targeted at people who value quality of life: access to unspoilt beaches, unique, world-class views and scenery, clean and pure sea air are just as important hooks as the proximity to international business centres, and point to a relaxed lifestyle in a tranquil and secure location where the best bits of our environment are both accessible and protected.

The Countryside Access Strategy for Jersey 2016 has been informed by a large amount of engagement with the public and users of the access network. The response has been remarkable and shows how much Islanders value and care about getting out into the open air and making the most of our environment in many different ways.

What is clear is that paths originally designed for pedestrian use in the 1980s are now being used for a much wider range of recreational pursuits: the access strategy consultation in 2014 highlighted this and how there was no clear consensus as to what we should use the access network for and how to avoid conflicts with different user groups.

Consequently, partnerships, communication and shared responsibility are key objectives that run through the strategy. In addition four priority areas of work have been identified to help to achieve the vision that access to Jersey's coast and countryside should be safe, sustainable and cost effective, with minimal impact on biodiversity.

In addition, the Department of the Environment will be investing additional financial and staff resources into delivering a set of short, medium and long-term actions to promote better engagement and cooperative working—identifying the barriers that are preventing people from enjoying and visiting the countryside and seeking to remove these barriers; improved interpretation and awareness and a network that has greater provision for a broader range of users and that is safe and resilient into the future.



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In 2014, in order to inform this review we undertook a public consultation to ask for people's views on the main issues surrounding use of the paths and possible options for their future management. How do people use the paths? What other facilities would they like? How can we balance the cost of maintaining the paths to keep them safe and usable with limited resources?

Based on the responses, it is evident that the access network is widely appreciated and considered highly desirable by those who make use of it in order to relax, de-stress and follow their recreational, sporting and leisure pursuits.

Walking and cycling are relatively inexpensive activities, at a basic level they require no special skills and can be built into people's regular, daily routine, thus providing one of the simplest ways for people to become more physically active. The consultation responses also confirmed a strong desire by many for the provision of off-road cycling and horse riding facilities. Further results from the consultation are available to download from www.gov.je

Countryside access in Jersey is dependent upon the goodwill of private land owners. Access to private land and farmland is fundamental in order to take the pressure of public access away from environmentally sensitive areas and to create a comprehensive Island wide network.

The Department of the Environment needs to work with other access providers, users, and landowners to deliver safeguarded, high quality, well maintained access to the countryside which meets the sometimes conflicting needs of the different user groups. Responsible use of the countryside needs to be encouraged for everyone to enjoy the natural environment in a sustainable way. Clear signage is vital to ensure that all information provided is easily accessible and consistently branded.

The current revenue budget for access management needs strengthening: it is just adequate for the scheduled cutting of vegetation to allow unhindered access and addressing priority health and safety concerns on the existing path system. It is not sufficient to allow for any growth in the network or providing specialist access provision.

The access network depends upon a range of infrastructure to enable safe access such as fences, steps, bridges, etc. Infrastructure on the access network has a 5 to 10 year life expectancy, after which it may become unsafe. It is recognised that sufficient funds need to be made available to ensure that the infrastructure is replaced before it becomes dangerous, make repairs to paths damaged by unplanned incidents e.g. extreme storm events, vandalism, erosion, etc. to allow resilience to be built into the paths into the future and in order to extend and consequently maintain any growth in access provision.

Public services are being reviewed and government department budgets are being significantly squeezed, consequently work needs to be prioritised. In order to deliver the aims of this strategy it will be necessary to redirect funding into key areas such as the access network, whilst doing things differently: to be more innovative, imaginative and collaborative in how programmes of work are developed, funded and delivered. To ensure consistency and the best and most appropriate use of public money, this strategy has been aligned to deliver several of the Goals within the States Strategic Plan (2015-2018), namely to:

- *Promote health and social wellbeing for the whole community, providing prompt services for all and protecting the interests of the frail and the vulnerable.*
- *Increase the performance of the local economy, encourage economic diversification and improve job opportunities for local people.*
- *Promote sporting, leisure and cultural activities that enrich Islanders' lives.*
- *Protect and enhance the Island's natural and built environment.*



- Provide attractive and well maintained public spaces, protect the environment from the impact of waste products and develop public transport, road and cycle networks that meet the needs of the community.

Figure 3 illustrates that 21% of respondents to the consultation considered that funding was the responsibility of the States of Jersey including the Department of the Environment/Tourism, etc. However, in order to improve access to the Jersey countryside users implied that they would be willing to consider joining volunteer working parties to create and maintain new paths.

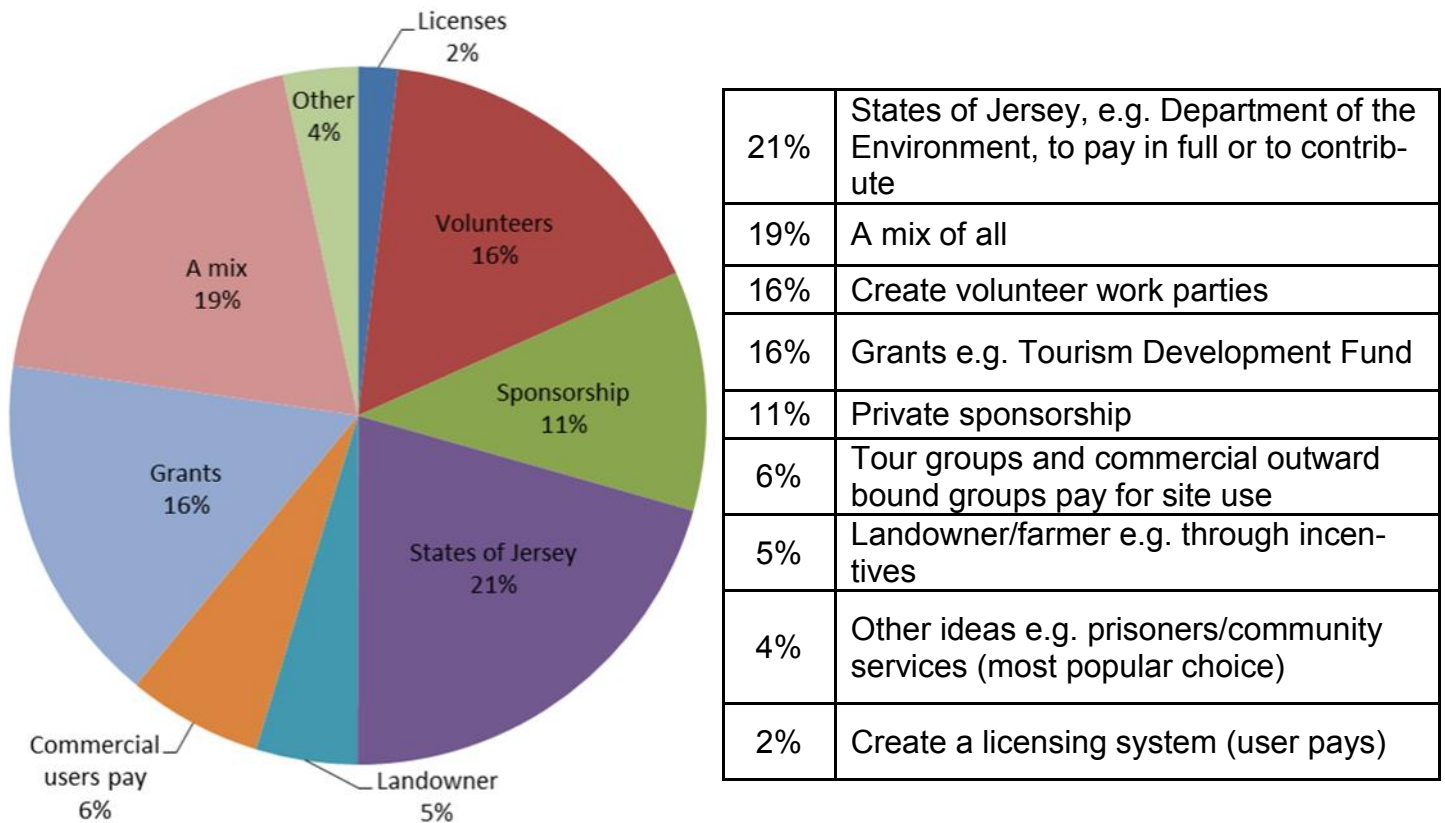


Figure 3 - How do you think new access would be best funded?

The consultation process has helped identify four priority areas of work that need to be addressed in order to achieve our vision, which is:

Access to Jersey's coast and countryside should be safe, sustainable, and cost effective, with minimal impact on biodiversity

The four priority areas are:

- Engagement and cooperative working
- Interpretation and awareness
- Legislation
- Managing and improving access to the countryside

For each of the priority areas we have outlined:

- The problem
- What you said
- What we are going to do



Priority Areas of Work

Priority Area A- Engagement and Cooperative Working

Clearly defined and consistent standards are essential in order to develop a coordinated and well-structured network of paths. It is essential that all stakeholders, partners and user groups work closely together in order to resolve issues of mutual interest and deliver and oversee a comprehensive and well planned access facility for all user groups.

Limited financial resources mean developing partnerships and working cooperatively is essential in order to reduce duplication of efforts. Shared expertise will ensure that future funding proposals are coordinated and targeted.

The Problem

Historically there has been little communication between service users and service providers.

Service Providers

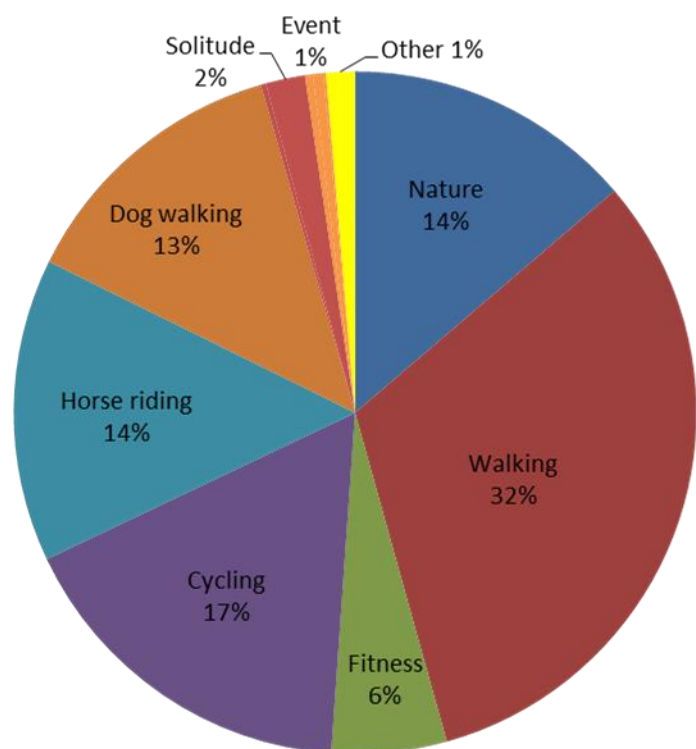
At present there is no umbrella organisation which brings together groups and organisations which have an interest in managing Jersey's network of paths.

Service Users

The change in recreational activities since the paths were created requires better lines of communication between interested parties in order to reduce risk and potential conflict between the different user groups. On a specialist level, cycling and horse riding should be considered as a sport and therefore are better suited as the responsibility of another stakeholder.

What you said

It was clear from the consultation that paths originally constructed for pedestrian use are now also being used for a multitude of diverse recreational pursuits. As illustrated in Figure 4, walking and dog walking are still the main purposes for using countryside paths, as well as an interest in nature; however, it is evident that cycling and horse riding are very popular pursuits.



32%	Walking
17%	Cycling
14%	Interest in nature e.g. bird watching
14%	Horse riding
13%	Dog walking
6%	Keeping fit e.g. jogging/running
2%	Solitude
1%	Participation in an event e.g. charity walk
1%	Other e.g. photography, fishing, rock climbing

Figure 4 - What is (are) your primary purpose(s) for using coast and countryside paths?



Priority Area A- Engagement and cooperative working				
What we are going to do:				
Key Action The Department of Environment will aim to:	Short term (by end Q4 2016)	Medium term (Q1 2017 to Q4 2019)	Long term	Ongoing
A1. Create two independent groups to provide a means to communicate thoughts, ideas and solutions for the improvement of access to the Jersey countryside: <ul style="list-style-type: none"> • one to be for users, Jersey Access Forum (JAF). • the other for providers and landowners, Jersey Access Service Providers (JASP). 	Set up Jersey Access Forum (JAF). Set up Jersey Access Service Providers (JASP).	Gather information on prospective new routes and existing tracks and paths appropriate for walking, horse riding, cycling and disabled use. Liaise with land owners in order to negotiate access to privately owned land.	Play a role in the creation of an appropriate network of paths suitable for pedestrian, equestrian, cycling and disabled use extending to every parish in the Island within 20 years.	Hold regular, annual stakeholder meetings with invited participants.
A2. Develop links with groups and organisations involved with using and providing recreational access in order to assess their demands and requirements.				Monitor the impact of different user groups on each other and the environment.
A3. Promote access to the countryside as an asset to Jersey with shared responsibility amongst government departments and other stakeholders.	Negotiate a Memorandum of Understanding relating to pooling resources and aligning policies with other government departments that have an interest in or benefit from the provision of access in the Island.		Support the creation of an Access Officer post in collaboration with others.	



(Coastal and countryside paths would be greatly improved if) "...an adequate budget was made available with a panel formed by user groups (stakeholders)"

Participant cyclist in Access to the Countryside focus group



Priority Area B – Interpretation and Awareness

Good interpretation helps countryside visitors connect with nature and the environment whilst avoiding conflict with areas of nature conservation interest. It provides health and safety, educational, and directional information.

Interpretation of the natural environment may be communicated in a number of ways including digitally, through leaflets and as site signs which should be accessible to multiple users, including children. Signs in the countryside may be viewed as intrusive thus detracting from the ‘wildness’ of the visitor experience; therefore their use should be kept to a minimum.

The Jersey National Park provides a superb opportunity to coordinate and brand countryside interpretation in Jersey.

The Problem

Much of Jersey’s countryside interpretation is over ten years old. In many cases existing signs are in poor condition, leaflets are out of date and interpretation boards are faded. A lack of joined up working by various service providers in the past has resulted in inconsistently branded information leaflets and signs.

What you said

57% of respondents to the consultation said they felt that currently there is insufficient information available about access to Jersey’s coast and countryside. 30% of respondents who do not use countryside paths state that the main reason is that they are unaware of available routes but expressed a desire to have information available in a variety of formats.

The idea of a comprehensive map to show all routes was a popular suggestion from all access users. Figure 5 shows how consultees said they would prefer information to be made available to them.

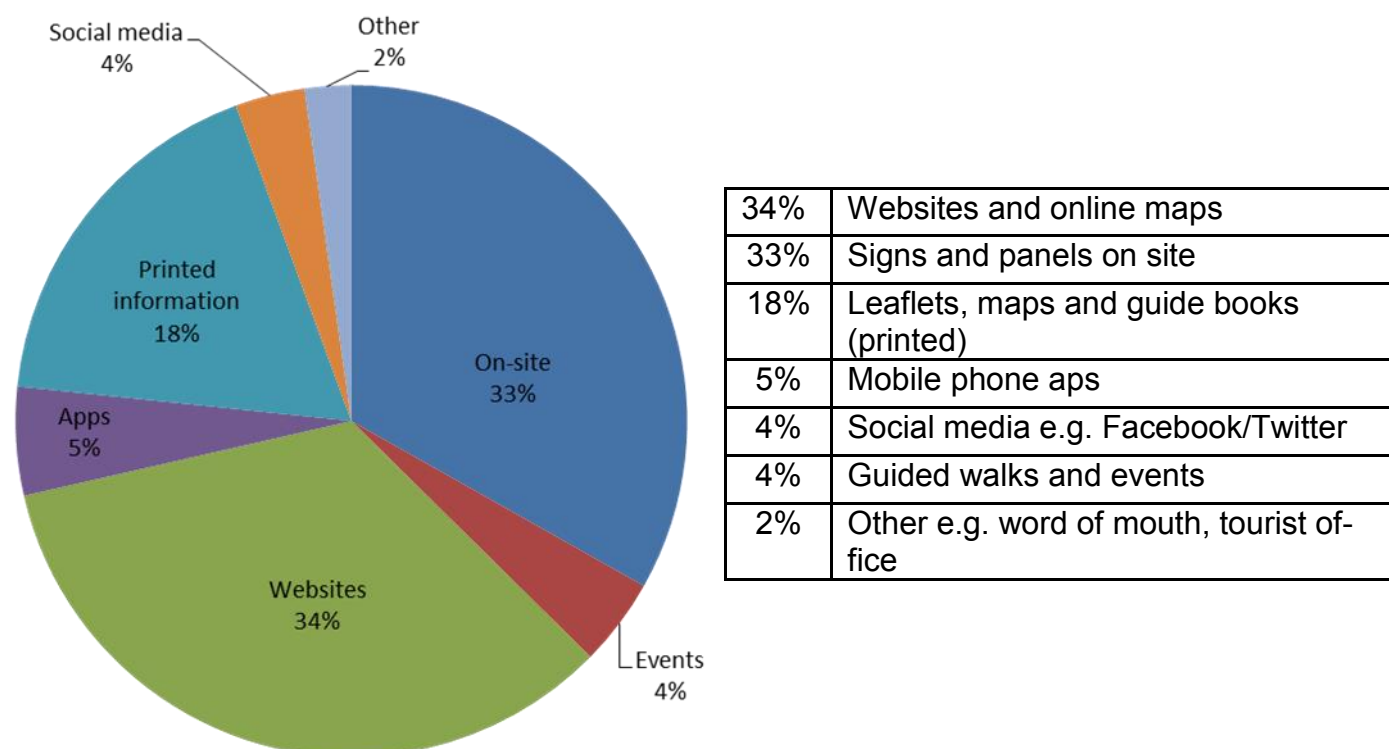


Figure 5 - How would you prefer general information about the countryside and coastal areas to be made available to you?



(Coastal and countryside paths would be greatly improved if) "...there was an overall strategy which ensures good, regular maintenance, clarity of use, a code of practice, clear user maps, advertising, education to ensure maximum multi use"

Participant walker in Access to the Countryside focus group



Priority Area B - Interpretation and Awareness

What we are going to do:

Key Action The Department of Environment will aim to:	Short term (by end Q4 2016)	Medium term (Q1 2017 to Q4 2019)	Long term	Ongoing
B1. Work in partnership with other stakeholders in order to achieve a consistent and coordinated approach.	Meet with the Department for Infrastructure to identify joint initiatives with the Sustainable Transport Strategy. Make a presentation to the Jersey National Park Interim Working Group to encourage an early focus on access provision within the National Park Management Plan.	Create a Memorandum of Understanding with Visit Jersey to ensure relevant and up to date information is provided on their website.	Work in partnership on an interpretation strategy for the Island which will provide consistent, clear signage and accurate information for users and to ensure this is kept up to date.	Hold regular, annual stakeholder meetings.
B2. Embrace technology and digital advances to publicise and promote the access network.	Create and publish a digital, activity focused map of known Island wide paths. Discuss the best ways to share this information with the States of Jersey Information Services .			
B3. Ensure that all way marking, interpretation and information provided is easily accessible and consistently branded.		Enhance visitor's experience by improving directional and informative signs.	Implement a waymarking system based on the French painted method.	
B4. Promote better understanding of the coast and countryside by encouraging education and increasing awareness of the environment.		Continue developing the Jersey Walking Guide Series.		



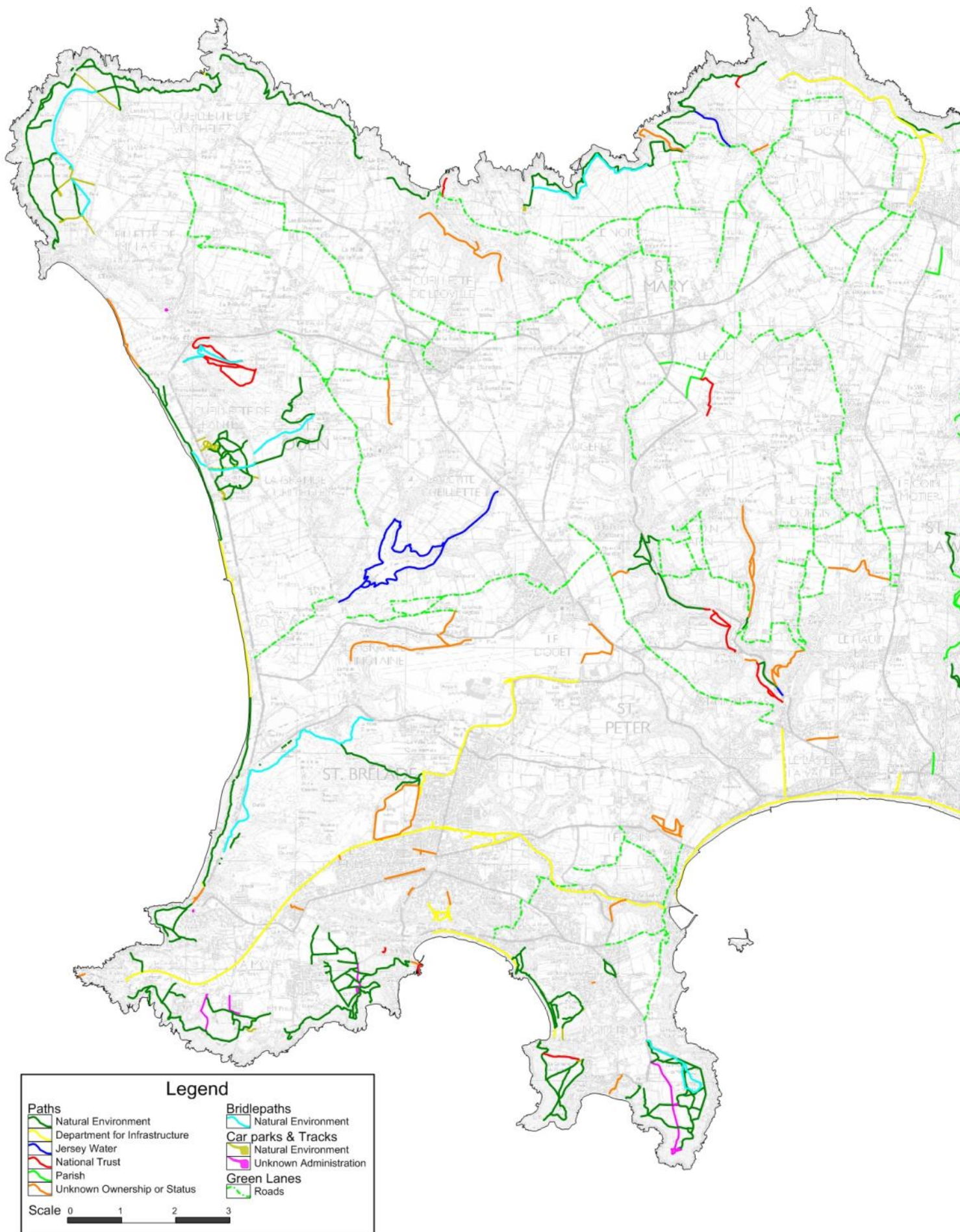
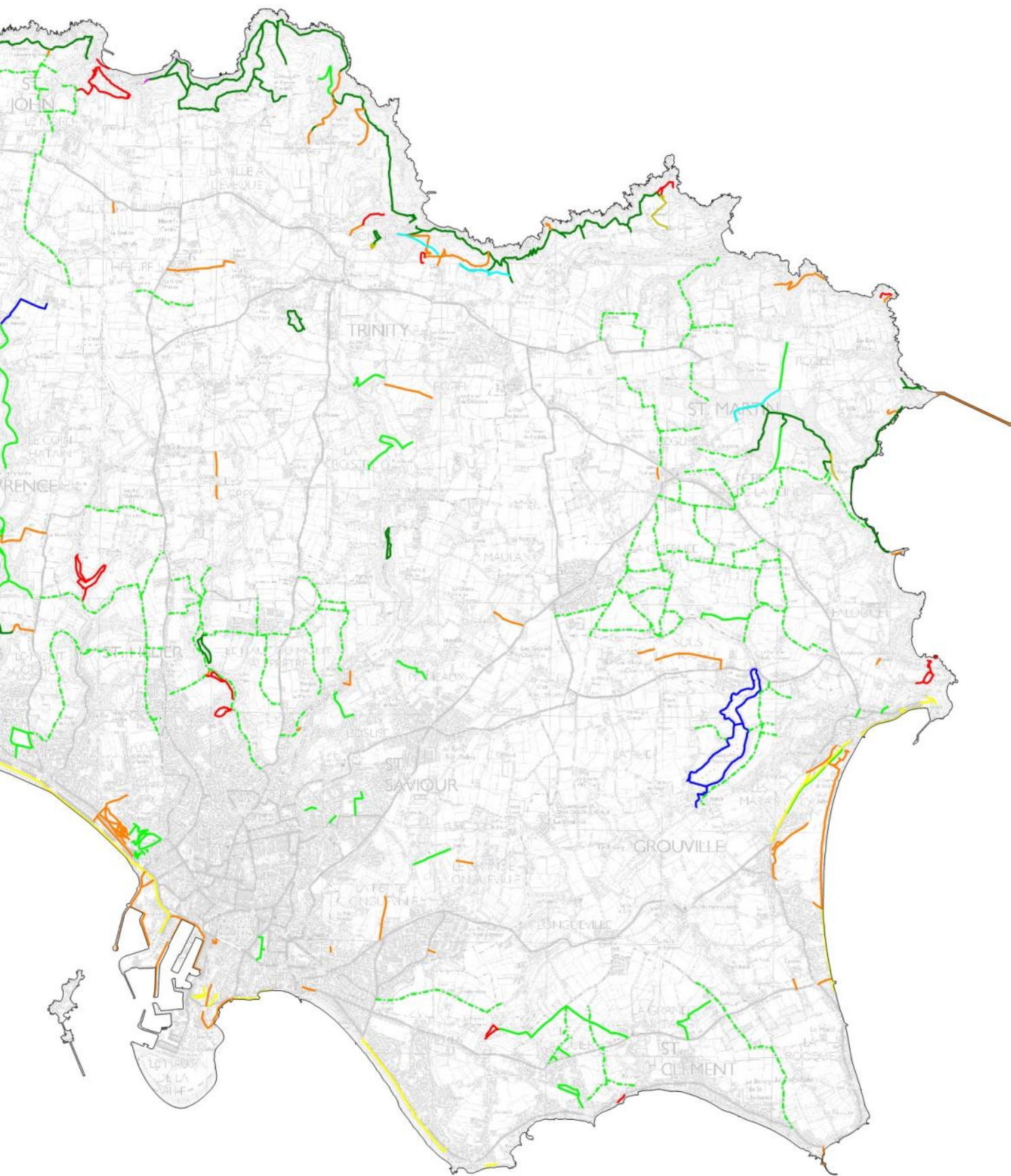


Figure 6 - Island map showing current footpaths, bridle paths and green lanes (This map is for illustrative purposes only; a larger scale map is available from the Department of the Environment)



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Priority Area C - Legislation

Jersey is signatory to several Multi-lateral Environmental Agreements and International Conventions (MEAs). One of these is the Convention on Biological Diversity, which requires participating countries to ensure a greater understanding of biodiversity for the residents of signatory countries. It is considered that providing access to the countryside assists the Island in partially meeting these obligations.

There are three laws relevant to species and habitat management in Jersey. Although these laws may appear unrelated to public access, they do have an influence.

Conservation of Wildlife (Jersey) Law 2000

This is the main law protecting wild animals, birds and plants in Jersey. Species that are listed in the Schedules to the Law, as well as their dens or nests, are protected from harmful activities.

Planning and Building (Jersey) Law 2002

This law protects Sites of Special Interest (SSIs).

Policing of Parks (Jersey) Regulations 2005

This law protects areas of public land from damage and forbids or restricts certain activities.

We need to evaluate current legislation and investigate the development of new measures in order to:

- Reduce risk to users of the paths.
- Reduce damage and disturbance to sensitive environments by inappropriate use.

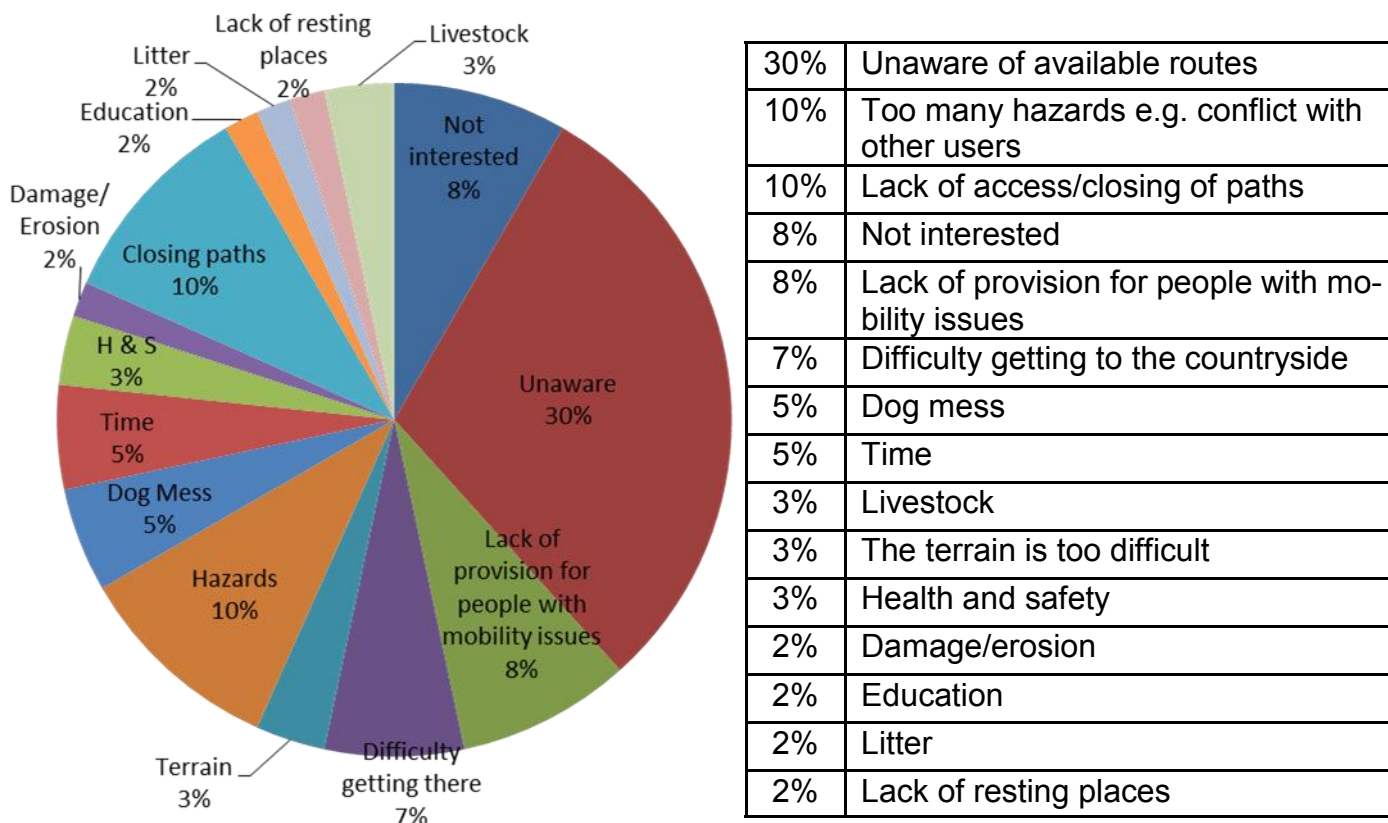


Figure 7 - If you do not use coast and countryside paths, why not?



The Problem

Current footpaths are narrow and unsuitable for multiple user groups; however, there is increasing demand for non-pedestrian facilities.

Some forms of access are currently uncontrolled and create significant erosion and disturbance problems, for example, off road mountain biking.

In Jersey, understanding access can be difficult due to the lack of clear legal definitions e.g. *Chemins de Voisiné*². In addition, it is known that well used paths have been closed to the public by private land owners after many years. It would be desirable to clarify the status of these existing and underutilised routes, and open them up for public access.

What you said

Figure 7 illustrates that 10% of consultees said that they did not use countryside paths because there was an issue with paths being blocked off; this was particularly true of the horse riders. Another 10% cited that there were too many hazards; dog mess and conflict with other users being the main hazards specified.



²A means for neighbouring property owners to get from their land to a public road. Although not intended to be a public right of way, other members of the public than those they were originally intended for started to make use of them, and therefore over the passage of time some *Chemins de Voisiné* became public paths

Priority Area C – Legislation				
What we are going to do:				
Key Action The Department of Environment will aim to:	Short term (by end Q4 2016)	Medium term (Q1 2017 to Q4 2019)	Long term	Ongoing
C1. Review current legislation in order to reduce risk to users for example on shared paths.		Erect chicane gates on footpaths to control non-pedestrian access.	Investigate the need for new legislative measures in order to ensure safety on the wider access network. Discuss with law officers the best way to protect users of paths now and into the future.	Follow the guiding principles of the Visitor Safety in the Countryside Group ³ . Use existing legislation and policy in order to increase enforcement activity for example under Policing of Parks (Jersey) Regulations 2005.
C2. Review current legislation in order to reduce damage and disturbance to sensitive environments by inappropriate use.		Seek to facilitate the development of suitable paths for specific user groups to reduce damage in sensitive areas. Investigate how other jurisdictions manage and control public access to sensitive areas.	Consider the development of new legislative and other measures as necessary, in order to reduce damage to the natural environment.	Fulfil the Island's international obligations under MEAs. Use existing legislation and policy in order to protect sensitive areas from inappropriate use.
C3. Review current legislation in order to determine the exact status of ancient routes for example <i>Chemins de Voisiné</i> in order to develop the access network.			Determine and clarify the exact status of ancient routes so they can be used for public access. Explore the potential of new legislation similar to the UK's CROW Act.	
C4. Work with stakeholders to implement existing Policing of Parks (Jersey) Regulations 2005.			Continue to implement regular dog mess campaigns through Eco-active	Reduce the amount of dog mess in the countryside.

³ Visitor Safety in the Countryside Group aims to publish guidance and good practice to a broad range of organisations with responsibilities for visitor risk management in the countryside and in the historic built environment in the UK and Ireland





Priority Area D - Managing and Improving Access to the Countryside

Service providers need to work together to deliver safeguarded, high quality, well maintained access to the countryside which meets the sometimes conflicting needs of the different user groups in order to benefit Jersey's economy and resident's health. Good management should aim to maintain the character of the countryside, whilst at the same time taking into account conservation objectives and ensuring the sense of 'wilderness' that gives users the feeling of freedom and adventure that they desire without damaging or detracting the features of interest.

The Problem

Uncontrolled activities may result in significant damage to the ecological Sites of Special Interest and other sensitive areas. Horse riding and mountain biking can affect wildlife habitat in a number of ways, including soil compaction, erosion, vegetation damage, increased path depth and width, and sediment movement. They may also cause health and safety issues and conflict with other users.

The majority of paths cross private land thanks to the goodwill of land owners. Landownership in Jersey can be a complicated matter and in some instances it can be very difficult or impossible to attribute some stretches of land to the correct legal landowner.

Over half of Jersey's land is classed as agricultural, yet most public access is currently restricted to the Island's coastline and some inland valleys. Making more use of agricultural areas will help encourage public understanding and appreciation of the role farmers, growers and landowners play in maintaining the countryside and enable the current network to be extended into new areas of the Island. There is a lack of incentives for private landowners to create new access.

A lack of strategic planning has resulted in many of the current paths being unlinked. More use could be made of existing paths, roads, green lanes, farm tracks and field margins and other areas in private ownership.

A decline in funding has dictated that the network has been maintained to minimum standards for many years and until 2011, resources had declined with the loss of staff and little budget growth. Current standards are just about acceptable but finances don't allow for the Department to build in any long term durability to the infrastructure across the network. There is also no capital resource available to extend, link and importantly maintain additional routes on the network.

With increasing global evidence for climate change, winter in Jersey 2015/16 was documented as the warmest since records began in 1894, it was also the 7th wettest⁴. Recent periods of extreme weather have resulted in major landslips and the subsequent collapse of various coastal paths which have required major investment in order to make safe.

What you said

The consultation identified that people recognised that space is limited and that with good codes of conduct multi user paths are a desirable and safe option. Not all paths are suitable for multiple use, for example narrow coastal paths, and users are unclear where it is permitted to pursue non-pedestrian recreational activities. Education and in particular codes of conduct were perceived to be key when addressing the needs of the different user groups, and that if all user types understood each other's needs and concerns potential conflict could be avoided.

⁴ Records from Jersey Met, States of Jersey



Walkers

Questioned as to what respondents would like more of Jersey’s countryside made available for, the top answer was walking, running and taking exercise (17%).

Other users

Only 3% of respondents to the consultation considered themselves disabled, with 68% of those saying that they had restricted mobility. It was suggested in the focus groups by this sector that a hub of paths appropriate for disabled users could be created nearby Maison des Landes Hotel, enabling locals and visitors with disabilities to enjoy the paths. Other places suggested were St Ouen’s bay and Corbière which are both relatively flat but lacking in disabled facilities.

Horse riders

The main issues for horse riders were the lack of connection to other paths (19%); current bridle paths being too short (18%) and riders being forced to use busy roads to reach them (18%).

Cyclists

57% of cyclists who responded said they currently cycle ‘off road’ and 25% of those admitted to riding on public footpaths. 37% of respondents thought that the best way to resolve issues between cyclists and other users sharing paths was through development of codes of conduct, and information/signage/education (14%).

Landowners

When questioned only 37% of respondents disclosed that they were landowners who permit the public to use paths across their land. The main reason for not allowing public access was concern regarding crime/vandalism (17%) and dogs, both dog mess (and litter) 17%, and stock worrying (13%). When asked whether they would consider allowing public access 67% of those who responded said that they would not.

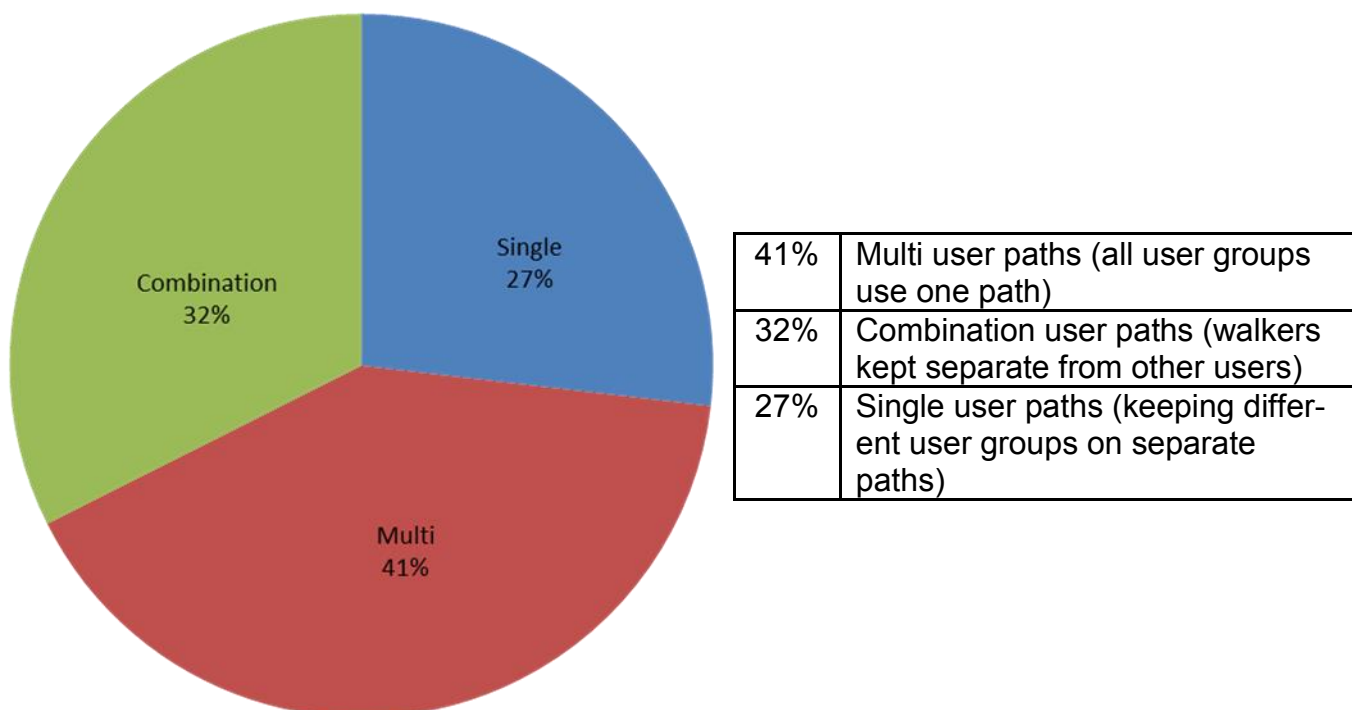


Figure 8 - If different recreational pursuits are to be accommodated, how would this be best achieved?

Priority Area D - Managing and improving access to the countryside**What we are going to do:**

Key Action The Department of Environment will aim to:	Short term (by end Q4 2016)	Medium term (Q1 2017 to Q4 2019)	Long term	Ongoing
D1. Where practical, create multi user paths (all user groups to use one path). Any new access routes must not detract from the ecology of the area.	Work with stakeholders to define/categorise Jersey's path types and clarify who can use them.	An increase of 5 km of access to be made available for multiple use for a twelve month trial period, after which time the success or otherwise will be reviewed and the long term status will be defined.	Seek professional advice on how cycle tracks can be developed in Jersey and determine the costs involved. (N.B. This does not include cycling requiring technical infrastructure).	Develop links with user groups in order to assess their requirements to work towards developing more off road routes for pedestrians, disabled users, horse riders and cyclists.
D2. Work with users, providers and tour and activity groups to encourage and promote good practice e.g. through eco active.	Liaise with stakeholders to develop and agree codes of conduct to promote understanding and resolve conflict.	Liaise with parishes to determine permissions required for the use of public land.		Work with users, providers, and tour and activity groups to protect SSIs and semi-natural sites from inappropriate use to minimise disturbance to sensitive habitats.
D3. Ensure long-term access and management agreements for all new and existing paths are kept up to date.		Work with Jersey Property Holdings to ensure that all formalised access routes have appropriate agreements in place.	Liaise with land owners in order to negotiate access to privately owned land.	Maintain public liability insurance policies in regard to public access agreements to protect landowners (this includes private land).
D4. Make use of private and farm land to enable the current network to be extended into new areas of the Island. This will take the pressure of public access away from environmentally sensitive areas and create a connected Island wide network.		Engage a specialist access consultant to identify routes and make recommendations.	Create at least 4 north to south and 2 east to west routes linking from coast to coast.	Facilitate the development of strategically linked routes across the Island making use of existing paths, roads, green lanes, farm tracks and field margins and other areas in private ownership.
D5. Maintain Department of Environment access network to a high standard ensuring the safety and health of all users.	Inspect paths on a 6 weekly basis to check for health and safety issues. Re-tender contracts for cutting of vegetation and basic maintenance every three years (due Q4 2016). Address high risk trees through surgery or removal.	Undertake a rolling programme of thorough tree inspections over sites of public access every 3 to 5 years. Ensure that the revenue budget increases in line with the growth of the access network.	Employ sufficient staff to ensure safety issues are addressed promptly.	Maintain the access network to a good standard Ensure zero claims against States of Jersey from accidents on access network.



Key Action (continued) The Department of Environment will aim to:	Short term (by end Q4 2016)	Medium term (Q1 2017 to Q4 2019)	Long term	Ongoing
D6. Explore additional funding streams in order to create and manage new paths.	Meet with other Government Departments with responsibilities for delivering parts of the Countryside Access Strategy e.g. Health and Social Services, Economic Development, Tourism, Sport and Culture to encourage financial commitment to the delivery of shared strategic aims in relation to access provision.	Investigate potential for user pays and commercial activities licences for specialised access for example cycling or horse riding provision on environmentally sensitive and protected sites. Planning Obligation Agreements, the proposed Community Infrastructure Charge and permit conditions should be targeted to fund the management and restoration of existing or contribute to new access provision.	Ensure that centres of population are linked to the access network wherever practical. Make sure that the provision of public access is more effectively linked to the development control process.	Work with other Government Departments to promote the potential of countryside access as an asset to Jersey including its benefits to the economy, health and social wellbeing as well as its importance to environmental issues in order to progress with a strategic Island wide access network.
D7. Ensure capital budget is made available for maintenance and enhancements to the access network.	Continue path improvement/ replacement programme to replace infrastructure before it becomes dangerous. Agree a Memorandum of Understanding with Department for Infrastructure and Jersey Property Holdings that clarifies roles and responsibilities in the event of catastrophic failure in the access infrastructure.			Have sufficient funds available to make repairs to paths damaged by unplanned for events e.g. extreme storm events/ vandalism, etc.

“We should all be able to appreciate what gems the Island has to offer, how we get to them shouldn't be singled out to any one particular group. If we all show consideration to each other this shouldn't be an issue”

Participant in Access to the Countryside focus group



Funding and Resources (indicative budget)

Key Action	Revenue	Capital	Staff input	Budget
A1 Create two independent groups to provide a means to communicate thoughts, ideas and solutions for the improvement of access to the Jersey countryside: <ul style="list-style-type: none"> • one to be for users, Jersey Access Forum (JAF) • the other for providers and landowners, Jersey Access Service Providers (JASP) 	£3,000.00		†	Existing
A2 Develop links with groups and organisations involved with using and providing recreational access in order to assess their demands and requirements.			†	Existing
A3 Promote access to the countryside as an asset to Jersey with shared responsibility amongst Government Departments and other stakeholders	£45,000.00 (access officer)		†	New (post 2019)
B1 Work in partnership with other stakeholders in order to achieve a consistent and coordinated approach.	£20,000.00 (approx. cost interpretation strategy)		† † †	New (post 2019)
B2 Embrace technology and digital advances to publicise and promote the access network.	£2,500.00 (map)		† †	Existing
B3 Ensure that all way marking, interpretation and information provided is easily accessible and consistently branded.		£55,000.00 (Determined by outcome of an interpretation strategy)	† † †	New (post 2019)
B4 Promote better understanding of the coast and countryside by encouraging education and increasing awareness of the environment.	£5,000.00 (publish walking guide)		†	New (2017-19)
C1 Review current legislation in order to reduce risk to users of the paths. Replacement programme for chicane gates every 7 years		£10,000.00	† † †	Existing
C2 Review current legislation in order to reduce damage and disturbance to sensitive environments by inappropriate use.			† † †	Existing



Funding and Resources (indicative budget)

(continued)

Key Action		Revenue	Capital	Staff input	Budget
C3	Review current legislation in order to determine the exact status of ancient routes ,for example <i>Chemins de Voisiné</i> , in order to develop the access network.			♣ ♣ ♣	Existing
C4	Work with stakeholders to implement existing Policing of Parks (Jersey) Regulations 2005.	Dog mess campaign (eco active)		♣ ♣	Existing
D1	Where practical, create multi user paths (all user groups to use one path). Any new access routes must not detract from the ecology of the area.		£5,000.00 (for 5 km, depends on terrain and what is required)	♣ ♣	New (2017-19)
D2	Work with users, providers and tour and activity groups to encourage and promote good practice e.g. through eco active.	£2,500.00 (printing costs for codes of conduct)		♣ ♣ ♣	New (2016)
D3	Ensure long-term access and management agreements for all new and existing paths are kept up to date.			♣ ♣ ♣	Existing
D4	Make more use of private and farm land to enable the current network to be extended into new areas of the Island. This will take the pressure of public access away from environmentally sensitive areas and create a connected Island wide network.	£30,000.00		♣ ♣ ♣	New (post 2019)
D5	Maintain Department of Environment access network to a high standard ensuring the safety and health of all users.	£64,206.00 (current)		♣ ♣	New
D6	Explore additional funding streams in order to create and manage new paths.			♣ ♣	Existing
D7	Ensure capital budget is made available for maintenance and enhancements to the access network to build in resilience.		£37,500/pa (to make improvements to current network)	♣	New (2017-19)



Links to Other States of Jersey Policy/Strategy

Access to the coast and countryside is a key asset for Jersey and should therefore be considered as a cross States of Jersey priority. There are many opportunities for collaborative working both internally and externally.

Supporting Documents to this Strategy

- [Countryside Access Strategy 2014 Consultation - Issues and Options Paper](#)
- [Countryside Access Strategy 2014 - Questionnaire](#)
- [Countryside Access Strategy 2014 - Focus Group Conclusions](#)
- [Countryside Access Strategy 2015 - Summary of Consultation Responses](#)

Other Government Policies

- [Rural Economy Strategy 2011 - 2015](#)
- [Jersey Island Plan 2011](#)
- [Jersey National Park \(JNP\)](#)
- [States of Jersey Strategic Plan 2012](#)
- [2015 - 18 States of Jersey Strategic Plan](#)
- [Sustainable Transport Policy 2010](#)
- [Medium Term Financial Plan 2013 to 2015](#)
- [Medium Term Financial Plan 2017 to 2019](#)
- [Preparing for our Future. A Strategic Planning Framework for Our Sustainable Future](#)
- [Fit for the Future A Five Year Strategy for Sport and Physical Activity in Jersey 2014 - 2018](#)
- [Fit for the Future Sport Strategy Progress Report January 2015](#)
- [Fit for the Future Sport Strategy Progress Report January 2016](#)
- [A Mental Health Strategy for Jersey \(2016 - 2020\)](#)



Consultees and Stakeholders

States Departments & Stakeholders	Walkers	Other Users	Horse Riders	Cyclists	Other Interested Parties
Economic Development Department	Jersey Adventures	Jersey Sports Association for the Disabled	Jersey Race Club	Boudins Cycles	Parish of St Helier
Transport and Technical Services	Blue Badge Guide	Jersey Society for the Disabled	Jersey Drag Hunt	Mark Pickford Cycle Shop	Parish of Trinity
Education, Sport and Culture	Walking Jersey	BeachAbility	British Horse Society Jersey	Lawrence de Gruchy Ltd	Parish of St Martin
Health and Social Services	Trek Plus	Independent	Pony Club Jersey	Caesarean Cycling Club	Parish of Grouville
Jersey Property Holdings	JSPCA animals' Shelter		Jersey Horsey Driving Society	Jersey Cycling Association Youth Academy	Parish of St Clement
Comité des Connétables	Jersey Walk Adventures		British Show Jumping Association Jersey	Big Maggies	Parish of St John
Jersey Water	Jersey Mencap		Jersey Dressage Club	Aarons Bikes	Parish of St Mary
National Trust for Jersey	Jersey Tourism		Jersey Riding Club	Velo Sport Jersey	Parish of St Ouen
Jersey Heritage	Island Walk Trust			Ocean Tide Cycling Team	Parish of St Peter
Planning and Environment	Jersey Dog Training Association			The Cycle Centre	Parish of St Brelade
Jersey National Park Steering Group	Diabetes Jersey			Jersey Cycling Association	Parish of St Lawrence
	Kennel Club of Jersey			Channel Island Mountain Biking Association	Parish of St Saviour
	Run Jersey			Independent x 8	Woman's Institute
	Undercliff Walkers				Air Training Corps, 7 (Overseas) Squadron
	Walking in Jersey				Pure Adventure
	Dog Obedience Training Centre				Commerce and Employment, Guernsey
	Greyhound Rescue Jersey				Jersey Farmers Union
	DogWorks				Jersey Landowners Association



