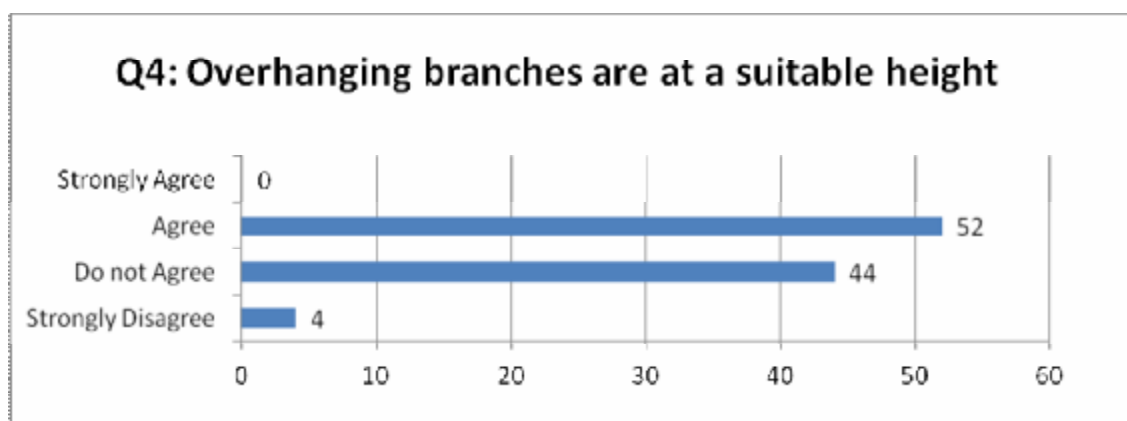
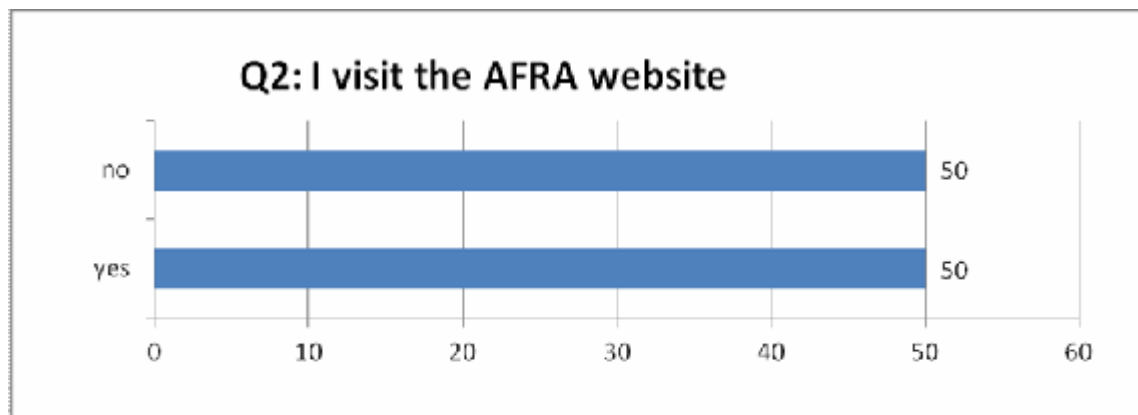
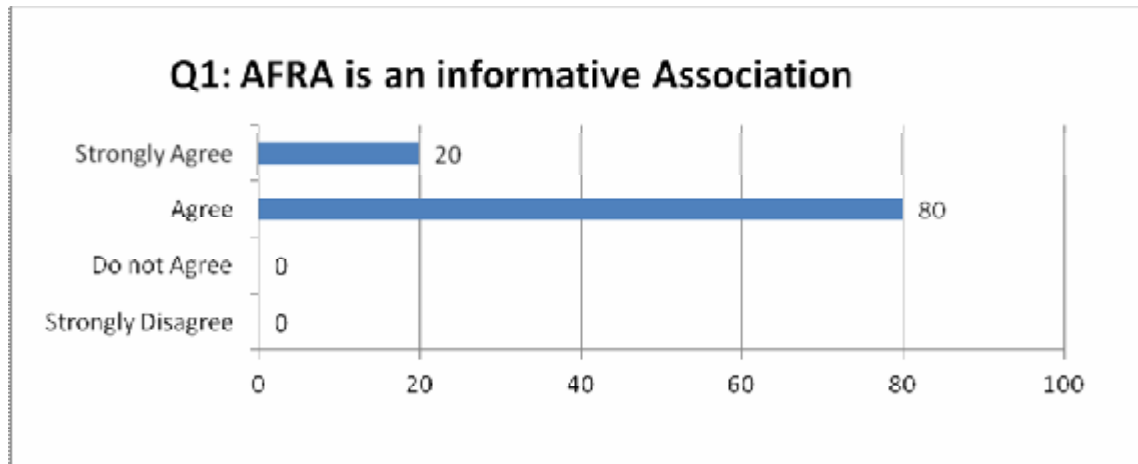


# AFRA 2010/11 SURVEY

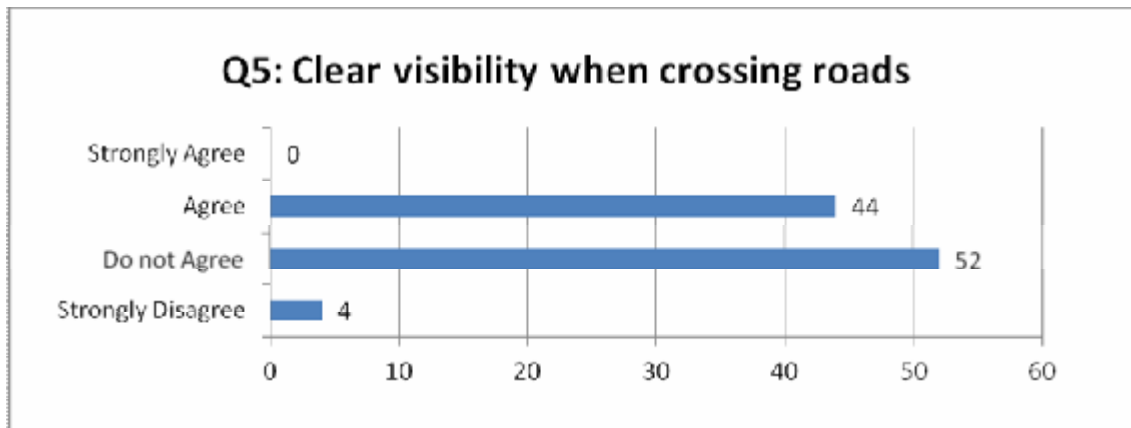
Numbers on graphs shown are the percentage. I.e. for Q1 20% strongly agree and 80% agree. There were 25 respondents.

This percentage is as a percentage of the number of respondents, not as a percentage of every AFRA member – for Q1 25 people responded 5 people strongly agree and 20 people agree (there were a few people that did not answer some questions).



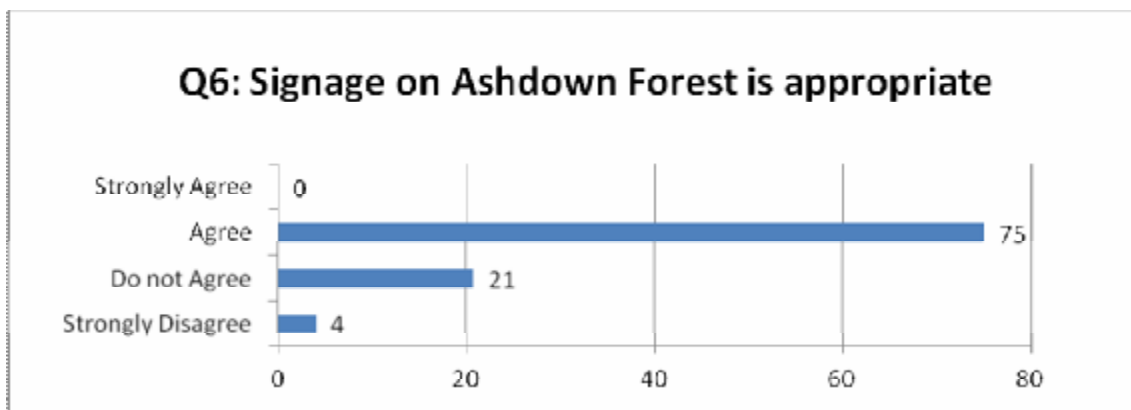
Comments for consideration:

1. From Priory Road, Forest Row to Goat needs cutting back.
2. We get used to ducking!
3. Overhanging branches on route onto Forest from opposite Pooh Bridge carpark.
4. Yellow horse route marked on map that should come out onto Chuck Hatch Lane between the ford and Steppey Lane junction – virtually impassable due to overhanging branches.
5. Overhanging trees on tracks around Misbourne/Boringwheel Mill entrance & valley.



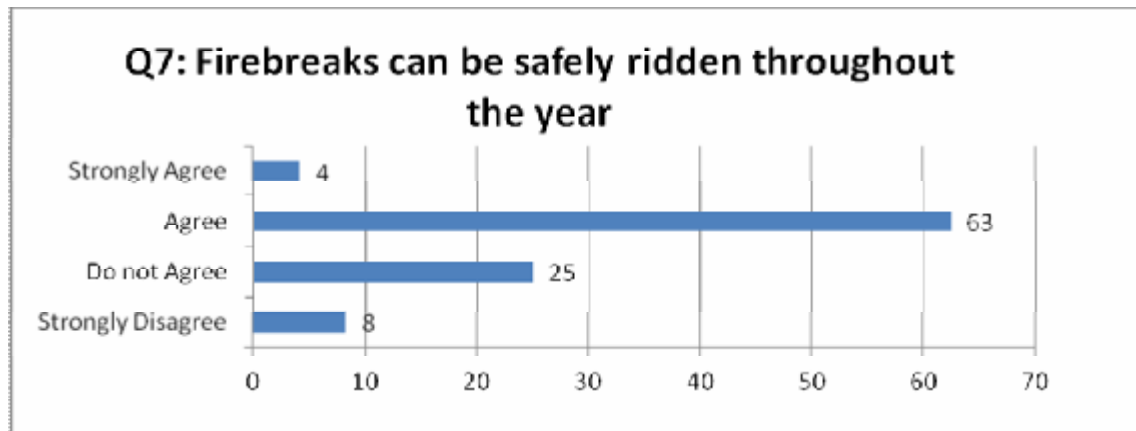
Comments for consideration:

1. Crossing at Duddleswell tearooms problem going East
2. Bushy Willows crossing.
3. Bend near police training (near aerials)
4. Very hard at Kings Standing Farm.
5. Crossing from Kings Standing over to side of Gills lap carpark is blind in southerly direction, just have to listen out for cars.
6. From Camp Clump side to police place, traffic comes round bend (from South) very quick and you can only hear them.
7. Crossing by junction at Kings Standing, large road sign in the way.
8. Pedestrian/horse gate onto B2026 north of Duddleswell Manor has appalling visibility to the south.
9. Bad visibility crossing B2026 from East to West between Pooh Bridge turning and Wren's Warren, and crossing B2026 at Gills's Lap in the same direction.
10. The tree on the path opposite Gill's Lap carpark restricts visibility when crossing.



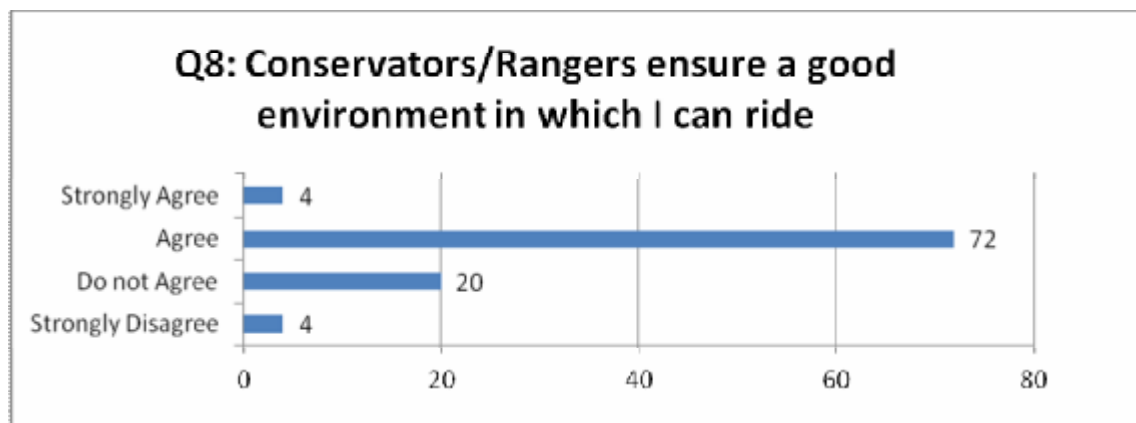
Comments for consideration:

1. Horse crossing signs on B2026 at Roman Road to Old Lodge and B2188
2. Signs needed to alert drivers of horse crossings where visibility is poor.
3. The main AF signs look as if they were borrowed from Disneyland. The original green and white ones were appropriate – specifying that riding is by permit only!



Comments for consideration:

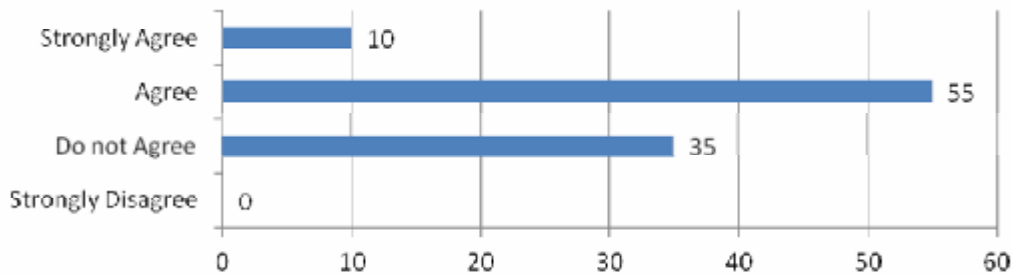
1. Often dangerously rutted & uneven in summer, very boggy in winter.
2. In the last few years there has been massive tree clearing in the forest, nearly always in the winter, resulting in ground being severely damaged by large machinery and contributing to massive erosion & rutting, the latter further compounded by lack of trees so there is nothing to “hold” the top soil or help absorb moisture.
3. All this tree clearing results in rides being more exposed to the view and noise of roads which can be more hazardous, particularly on young or nervous horses, also defeating the idea of riding in the countryside.
4. Work at Kings Standing has left some of the tracks nothing more than mud & ruts, very slippery & dangerous & very unattractive.
5. Rutted area surrounding Boxes carpark.
6. Firebreaks on Gil’s Lap carpark & Chuck Hatch side have not been touched for years and are rutted, stoney and dangerous.



Comments for consideration:

1. Compared to Broadwater forest where I used to ride, far less is done on Ashdown forest to keep the environment in good order for riding.
2. Do not enjoy the many views that are now “contaminated” by carparks, roads & bulldozed vegetation.
3. I sometimes sense an undercurrent of hostility to riders for some reason, despite the fact that we pay.
4. Signs in carparks saying to ensure dogs under control.

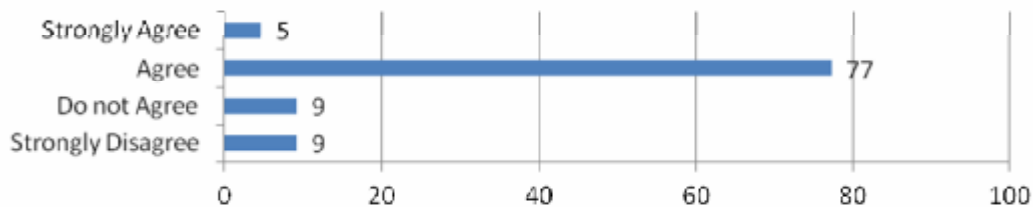
### Q9: There is an atmosphere of openness, trust & honesty with the Conservators



Comments for consideration:

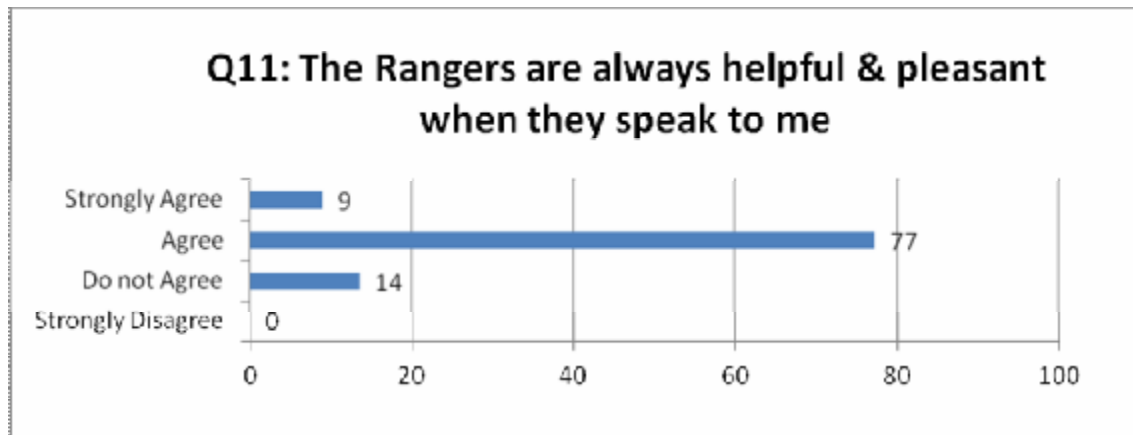
1. Much more communication needed.
2. There is still a culture of certain people thinking that they are doing the horse riders a favour, although I think it's improving.
3. I sense an undercurrent of hostility to riders, eg. permit fee justified because of bridge repairs, but these have to be reinforced to a greater degree to take the weight of the tractors, etc. these days traversing the Forest in their attempt to restore heathland status.

### Q10: The Conservators try to continuously improve the forest



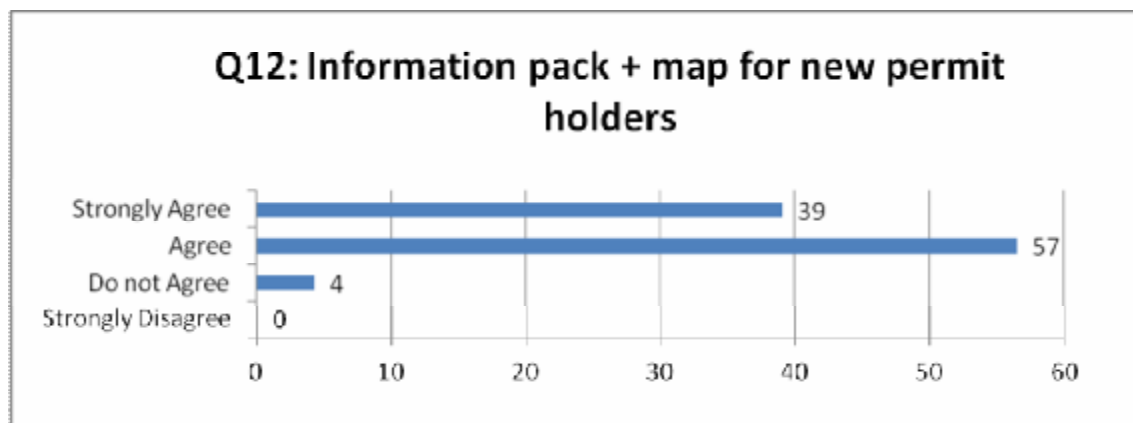
Comments for consideration:

1. For the Conservators aims, not the riders.
2. Whilst I appreciate a certain amount of clearing is necessary to maintain firebreaks, the work that has been done over the last four years has ruined the Forest visually & has made riding & walking on it a lot less safe & pleasant – due to exposure to traffic & bad rutted boggy conditions underfoot.
3. I am sure the Conservators are trying to improve the Forest for visitors and wildlife, but not necessarily for riders.



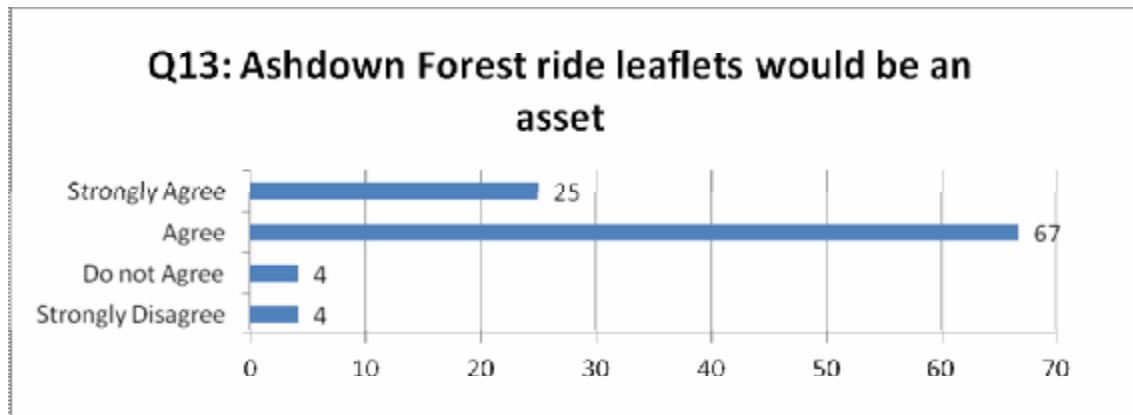
Comments for consideration:

1. On the several occasions I have been asked for my pass, they have done so quite aggressively & made me feel like a criminal. Once we were asked on the road, we had not been and had no intention of going on forest, but made to give name & badge number, we were very upset by his attitude. Once had forgotten pass, Ranger very demanding & unsympathetic – I compete and so have to remove badge and occasionally forget to put back on.
2. Even when I apologized for being in the wrong place (due to a dead end path) I still felt about an inch tall as the Ranger refused to let me ride across an empty carpark to get back on track, and forced me to cross back over the B2026 at a point of poor visibility and go round a longer route.
3. There is a lady in the forest centre who is unhelpful and rude, when renewing permits.



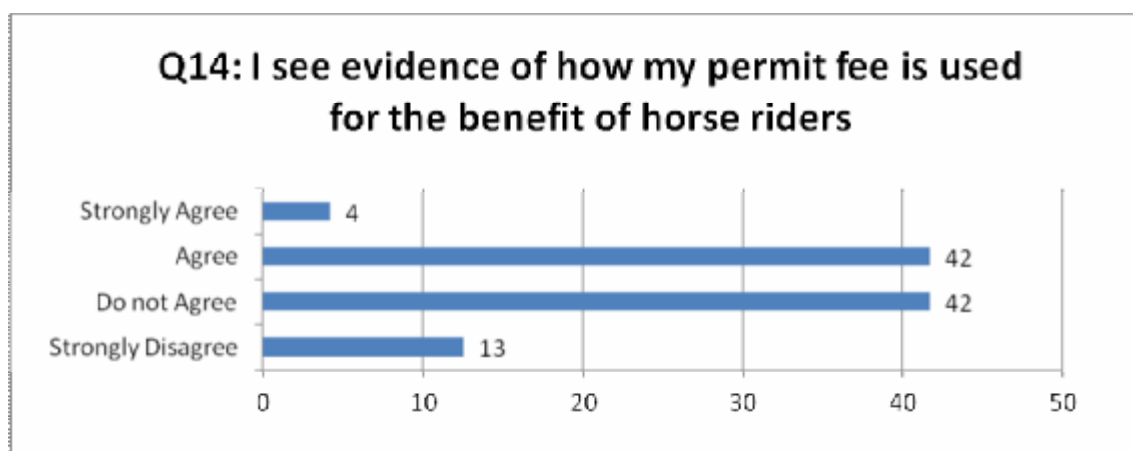
Comments for consideration:

1. May be useful for existing holders too.
2. For new riders to the forest this is a must.
3. Absolutely, makes complete sense.
4. Laminated map would be useful.



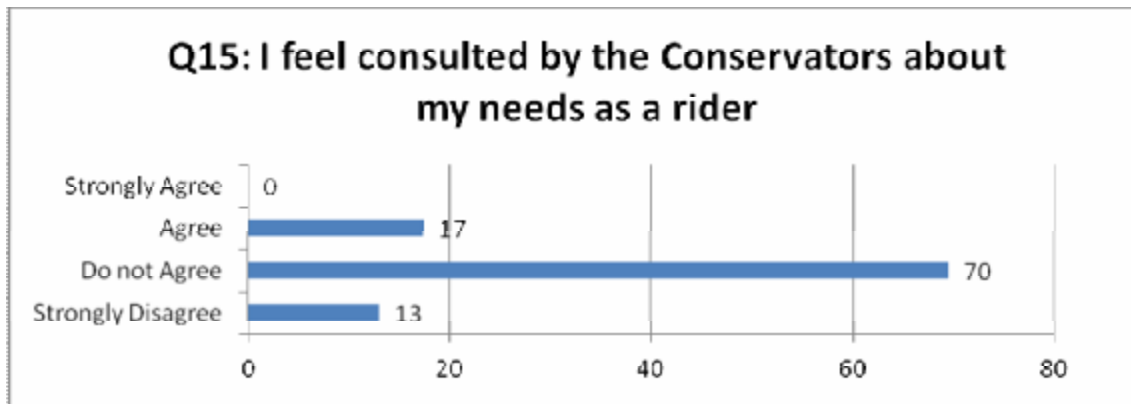
Comments for consideration:

1. It would be nice to know exactly where you can/cannot go especially if you are riding in a slightly different area to normal.
2. Extremely useful for riders new to the area.



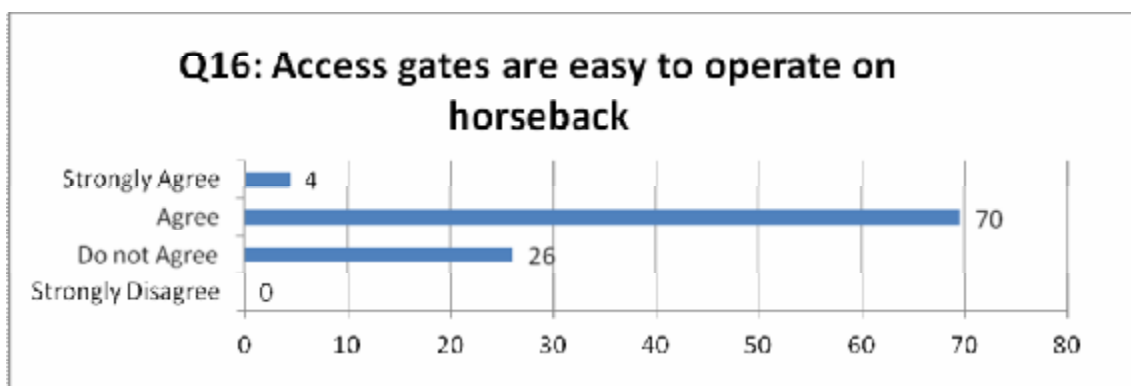
Comments for consideration:

1. More could be done to very wet areas
2. Would like to see a breakdown of where the money is spent that comes from permit holders.
3. If permit holders could see where their money is spent for the sole benefit of riders, there may be less of a problem with out-of-date/non-permit holders.
4. Lots needs doing around Cackle Street, Airman's Grave paths are not in good condition.
5. There seems to be no/very little work done to improve the surface of the rides
6. It would be interesting to see how much year-on-year expenditure the Conservators consider is directly attributable to maintaining riding routes.
7. Entrance tracks to forest need improving.



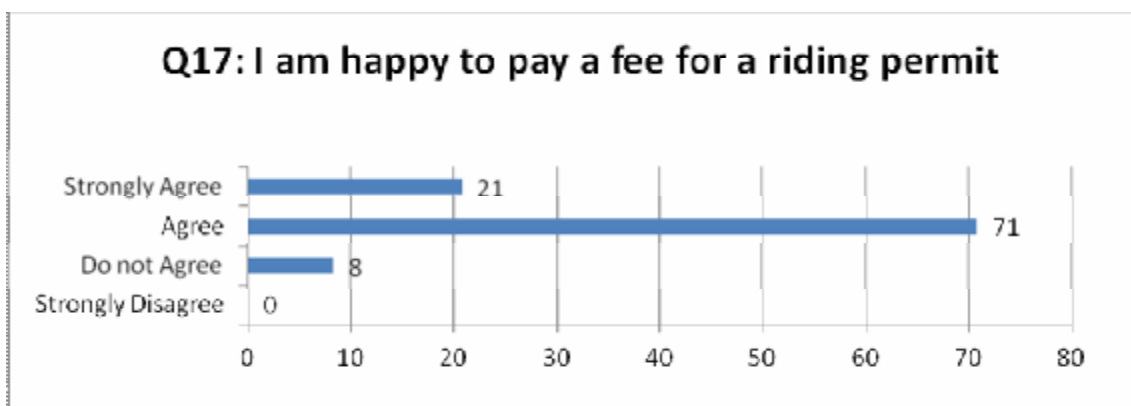
Comments for consideration:

1. This is the first time anyone has asked for the “rider’s opinion” as far as I’m aware.
2. I have not directly been consulted but I have not sought it either.
3. I don’t think riders in general are consulted about their needs. There is some consultation with AFRA but it doesn’t seem to be initiated by the Conservators.
4. I don’t recall being asked about any of my needs as a rider by anyone.



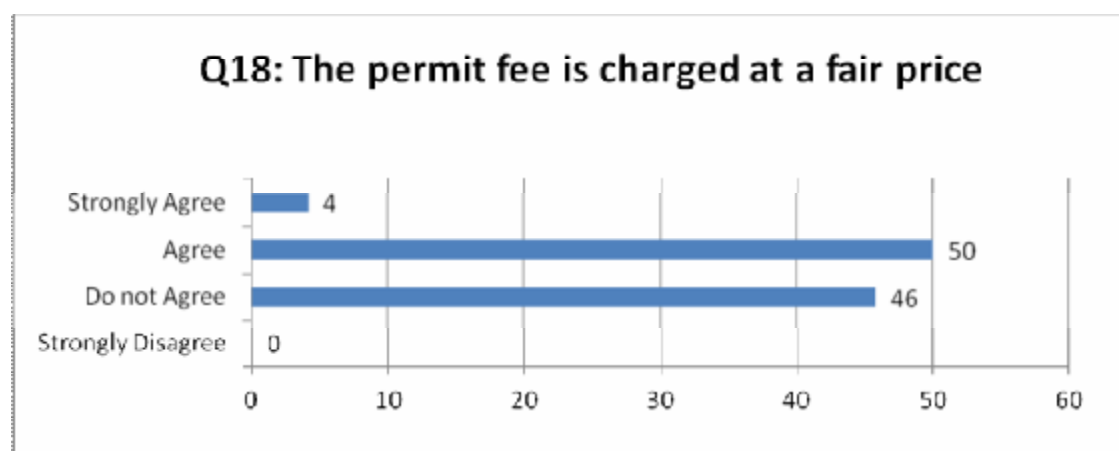
Comments for consideration:

1. Cackle Street difficult for young and nervous horses.
2. Fairwarp end gate heavy
3. Many of the gates have to be lifted/pulled very hard to open/close.
4. Some gates swing shut on you before you get a chance to get through.
5. Gate down by Tyler’s Lane is narrow and swings back very quickly.
6. Smaller gates more difficult to operate on large horses.
7. Many gates are not exactly rider friendly, especially on a 17.2hh horse.
8. Many gates weighted badly & often have gorse around latches/sides so cannot get close enough.



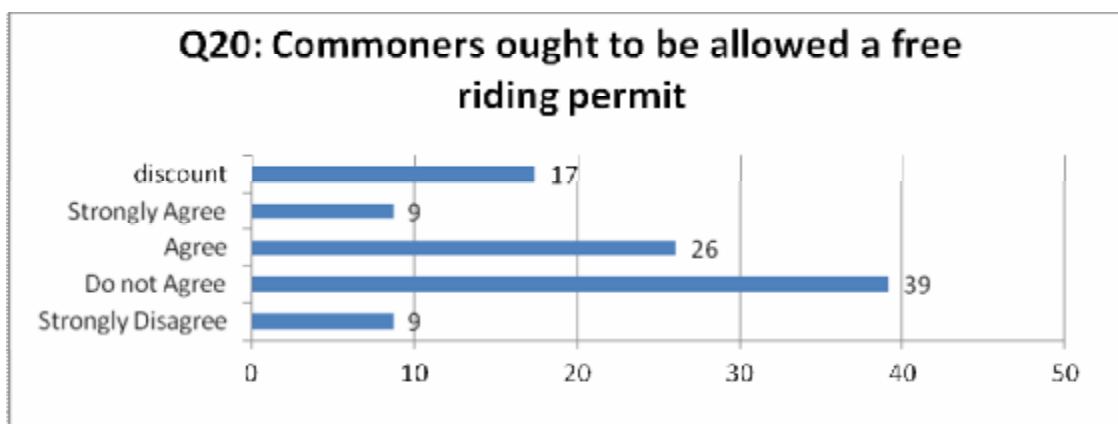
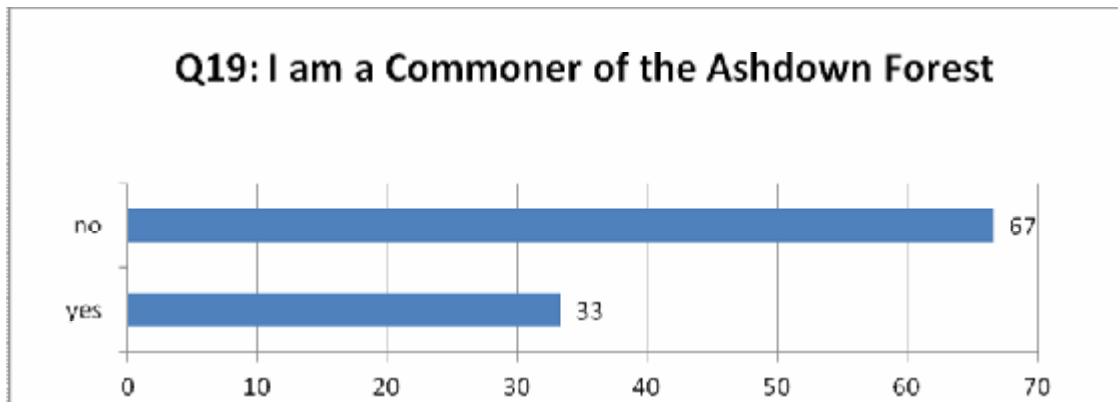
Comments for consideration:

1. Happy to pay if the money is then spent on the forest for riders, as was the case where I rode before.
2. I am a Commoner and should not have to buy a permit.
3. Riders ought to contribute for track maintenance.
4. Permit system regulates number of people riding & hopefully ensures awareness of responsibilities & behave in safe and courteous manner, so keeps wear & tear of paths to an acceptable level (although this pales into insignificance compared to damage caused by forest machinery).
5. We have to ensure the forest is maintained and looked after for everyone's benefit and everyone should contribute something towards this.
6. As long as the Conservators treat us as if we have a right to be there, which we do.
7. I totally agree with having to pay to ride on the forest. However, I am very unsure what my money is going towards as it is certainly not going towards the upkeep of tracks anywhere near where I live.



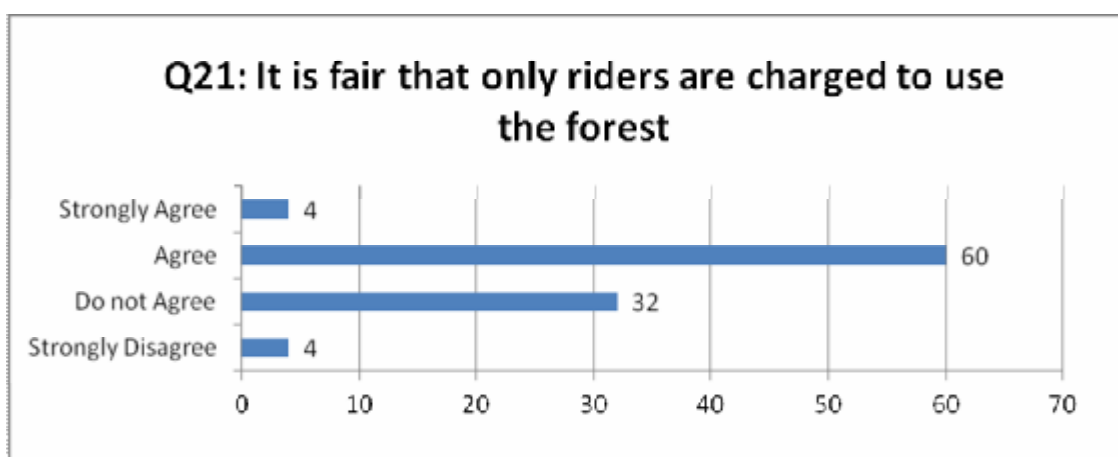
Comments for consideration:

1. This year I feel should have been a bit less
2. Discount for infrequent riders living further away.
3. Discount for riders who live on the forest and therefore have nowhere else to ride
4. Not at the moment.
5. Does seem to go up quite a lot each year!
6. I do not want to be seen as an income generator for the Conservators without corresponding investment in riding track maintenance.
7. Child permit needs to cease at 16years old, not 12, it's far too young.
8. Possibility of a family pass?
9. If it was reduced more people could afford it.
10. Discount for second horse?
11. I would be happier to pay if I knew what my money was going towards.
12. Ought to be allowed to ride all over the forest, would help keep paths that are unused by walkers more open, so offering more variety for walkers.



Comments for consideration:

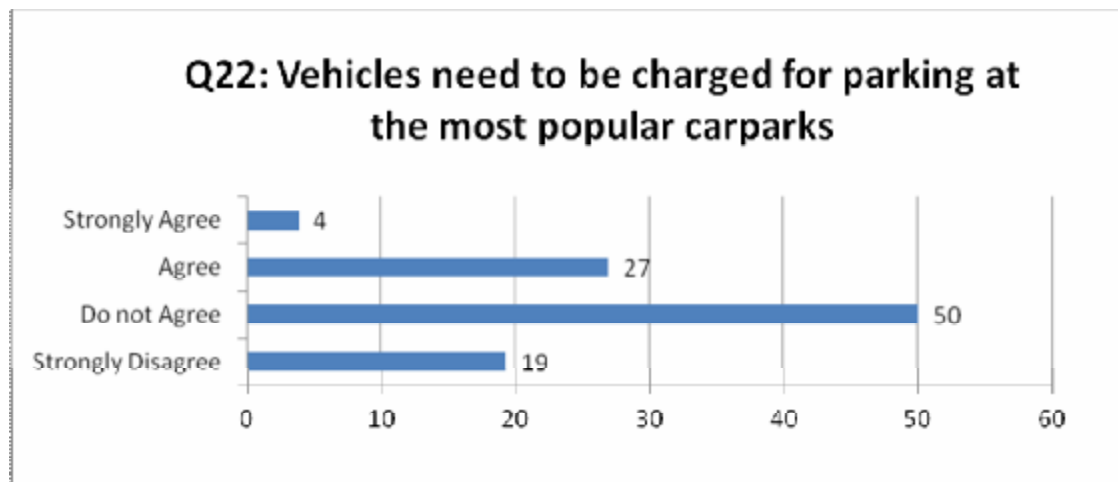
1. Commoners have grazing rights so why not riding rights too, their situation and roads lead only to the forest in many areas.
2. Commoners used to have one permit half price.
3. Commoners ought to be allowed a discount



Comments for consideration:

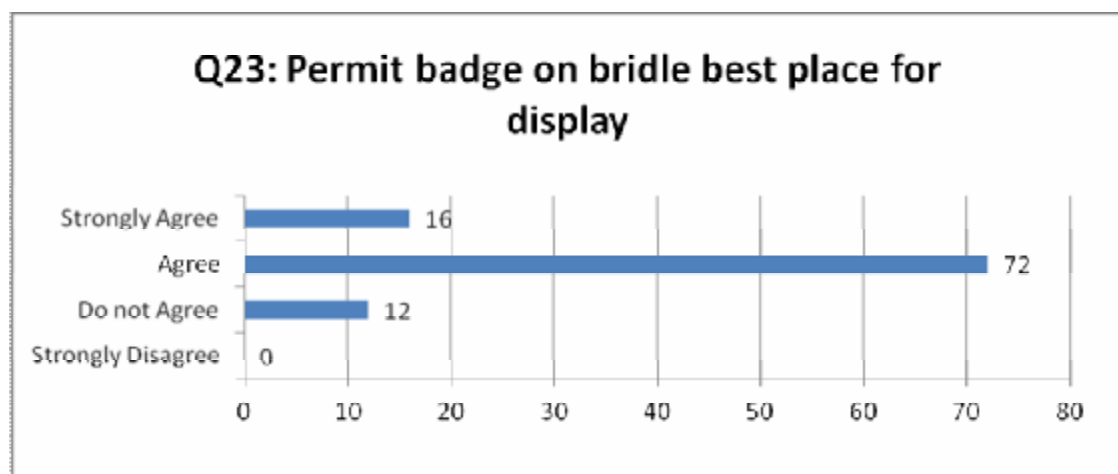
1. Happy to pay if the money is used for the benefit of riders.
2. Everyone that uses the forest should contribute to its upkeep, particularly dog walkers, how about voluntary contributions by way of boxes or an open day?
3. I have encountered problems with dog walkers, and their animals being off lead and out of control, leading to potential dangerous situations. Riders are now required to have public liability insurance, surely this needs to be the case for dog walkers too?
4. It is not fair that only riders pay – just because they are easier targets!
5. As long as I'm not exploited as an income source for the Forest if the tracks are not maintained in reasonable condition.

6. Currently fee is far too much, £50 with no price increase is suitable.



Comments for consideration:

1. A22 park – lorries park and people picnic, this may be the only carpark that could be charged.
2. Yes, even a nominal charge would raise significant amounts of money.
3. A big attraction of the forest is that it's non-commercial (except for the odd icecream van). Charging at carparks would change this.
4. A small charge would help contribute towards Forest upkeep and its carparks. I don't think horse riders should bear the total cost when so many walkers and their families also use the forest.
5. Would probably lead to irresponsible parking elsewhere.



Comments for consideration:

1. The previous system I used the permit belonged to the rider and was worn by them so could ride a number of horses with same permit.
2. Permit per rider – one rider can't ride different horses at the same time.
3. Put inexpensive dog tag on saddle with name/address/tel number to identify loose horse – much more efficient – if a walker catches a loose horse the current permit means nothing.
4. What happens about say an unconscious/fallen/hurt rider – how are they identified?
5. Every permit I have had has snapped, perhaps drill hole and attach to keyring so can clip on saddle.
6. Head bands (like TROT do) – far more visible at a distance.

