

The following Appendix ([Appendix 1](#)) is the Electronic Supplementary Material of the article entitled “Factors determining changes in the network of marked hiking trails in the Sudetes” at <https://doi.org/10.1007/s11629-024-8624-x>.

Appendix 1 Survey form

1. Name of the institution ____

2. Did your institution influenced changes in the network of hiking trails in your area of activity? This involves changing the route of existing trails, eliminating trails and creating new ones – both at the design, advisory and implementation levels.

- yes
- no

If the respondent chose the answer “yes” in question 2:

3. How do you assess the impact of the institution you represent on the shape of the network of hiking trails in your area of activity?

- decisive
- significant, but not necessarily decisive
- advisory

4. What activities does your institution undertake in terms of shaping the network of hiking trails?

- determining the route of new trails
- determining changes in the route of existing trails
- liquidation of existing trails
- giving opinions on the routes at the request of other institutions
- marking trails in the field
- equipping trails with tourist infrastructure (benches, resting places, shelters, garbage bins)
- equipping trails with information infrastructure (educational boards, signposts)
- other ____

5. Does your institution have a separate department or designated person responsible for tourist trails?

- yes
- no
- I have no knowledge about this

6. You consider the network of hiking trails in your area of activity to be:

- underdeveloped
- appropriately developed
- overdeveloped

Please justify your opinion ____

7. What factors should determine the density of the trail network in a given area? Please select the three most important ones, starting with the most important one.

- tourist traffic intensity (number of tourists)
- density of population
- number of tourist attractions
- location of tourist attractions
- attractiveness of the landscape
- density of forest roads and paths (inaccessible to cars)
- density of roads accessible to cars
- car traffic intensity (taking into account the safety of hikers using roads)
- resilience of the natural environment
- other ____

8. What factors are most often taken into account when making decisions regarding changing the route of existing hiking trails, eliminating this type of trails or creating new ones? Please select the three most important ones, starting with the most important one.

- tourist traffic intensity (number of tourists)
- resilience of the natural environment
- destruction of the environment along existing trails (e.g. erosion, trampling of vegetation)
- opinions of residents
- types of road surfaces (taking into account the adaptation of the surface to the needs of hikers, e.g. hard surface – asphalt or concrete – is not recommended)
- car traffic intensity (if the tourist trail leads or is to lead along a road)
- plans for the development of infrastructure in a given area (e.g. construction of new roads, housing estates, but also development of tourist infrastructure)
- changes in legal regulations (including border regulations)
- other ____
- such decisions are not within our competence

9. What factors determined the following changes in the route of hiking trails in your area? Please answer to the best of your knowledge. If your institution did not participate in these changes and you have no knowledge of their conditions, please enter “not applicable”. If your institution did not participate in these changes, but you have knowledge about their determinants, please enter these factors, emphasising that it was not your institution that made decisions in this respect.

Under this question, specific changes to the routes of trails were listed depending on the research area.

10. Which of the above changes in the network of hiking trails in your area do you consider positive? Please also indicate why you rate them this way.

11. Which of the above changes in the network of hiking trails in your area do you consider negative? Please also indicate why you rate them this way.

12. Are decisions to change the route of existing trails, liquidate trails or create new ones preceded by an assessment of the impact of these changes on the natural environment?

- yes
- no
- I have no knowledge about this
- such decisions are not within our competence

If the respondent chose the answer “no” in question 2:

3. Do you think that your institution should have an influence on the shape of the network of hiking trails in your area of activity?

- yes
- no

If the respondent chose the answer “yes” in question 3 above (otherwise end of the survey):

4. What should this influence consist in?

- determining the density of the trail network
- decisions to create new trails
- decisions to liquidate existing trails
- determining the exact route of new trails
- determining changes in the route of existing trails
- giving opinions on the routes at the request of other institutions
- marking trails in the field
- equipping trails with tourist infrastructure (benches, resting places, shelters, garbage bins)
- equipping trails with information infrastructure (educational boards, signposts)
- other ____

5. What role should your institution play in decisions regarding the network of hiking trails in your area of activity?

- decisive
- significant, but not necessarily decisive
- advisory

6. Does your institution have a separate department or designated person responsible for tourist trails?

- yes
- no
- I have no knowledge about this

7. In your opinion, what factors should be taken into account when making decisions about changing the route of existing trails or creating new ones? Please select the three most important ones, starting with the most important one.

- tourist traffic intensity (number of tourists)
- resilience of the natural environment
- destruction of the environment on existing trails (e.g. erosion, trampling of vegetation)
- opinions of residents
- types of road surfaces (taking into account the adaptation of the surface to the needs of hikers, hard surface – asphalt or concrete – is not recommended)
- car traffic intensity (if the trail leads or is to lead along a road)
- plans for the development of infrastructure in a given area (e.g. construction of new roads, housing estates, but also development of tourist infrastructure)
- changes in legal regulations (including border regulations)
- other _____