



RIGHTS OF WAY IMPROVEMENT PLAN (ROWIP) 2020-30

- DRAFT ROWIP Stage 5

- This outlines the DRAFT version of the ROWIP 2020-30 (Stage 5)
- It includes the review of the 1st ROWIP 2008-18 & New Assessment
- The DRAFT new ROWIP may not necessarily be finalised in this format
- This document is available in Welsh and is on Cardiff Council's website (Public Rights of Way) / Mae'r ddogfen hyn ar gael yn Gymraeg ar wefan Cyngor Caerdydd (Hawliau Tramwy Cyhoeddus)

Tricia Cottnam
rowip@cardiff.gov.uk

Cardiff Council Rights of Way Vision:

Cardiff Council aims to manage, maintain, improve and develop the Rights of Way network and countryside access, to provide better opportunities for more people to enjoy the outdoors, help support their way of life and contribute to their well-being.

We want to make the network more accessible for local communities and visitors to our city, also promote and encourage responsibility for our outdoor environment.

Cardiff Council
Rights of Way Improvement Plan (ROWIP) 2020-30 Draft
Statutory duty, [Countryside and Rights of Way Act 2000](#) Section [60](#) & [61](#)

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Abbreviations and Glossary:

DMS	Cardiff Council's <i>digital management system to record path issues, plan repairs or other work and run reports (currently AMX – Asset Management Expert)</i>
CROW	Countryside and Rights of Way Act 2000 – <i>this includes the requirement to produce a 10-year ROWIP (sections 60-61)</i>
DM	Definitive Map – <i>see page 4 for definition</i>
DMMO	Definitive Map Modification Order
km	Kilometre
m	Mile
LAF	Local Access Forum – <i>a group whose interests are relevant to PROW</i>
LA	Local Authorities – Cardiff Council's neighbouring LAs are: <i>Vale of Glamorgan Council, Rhondda Cynon Taf Council, Caerphilly County Borough Council and Newport City Council</i>
LDP	Local Development Plan – <i>a plan required by Welsh Government to increase housing to cope with demand for homes; Cardiff Council adopted their plan in January 2016</i>
NRW	Natural Resources Wales (formerly Countryside Council for Wales) – <i>this looks after the environment for people and nature and operates within WG</i>
OC	Outdoor Cardiff
OS	Ordnance Survey
PI	Planning Inspectorate – <i>this approves legal orders including DMMOs</i>
PROW	Public Rights of Way – <i>see Cardiff Council PROW</i>
RAMSAR	Wetland of International importance under the Ramsar Convention, <i>an intergovernmental environmental treaty established by UNESCO in 1971</i>
ROWIP	Rights of Way Improvement Plan – <i>a 10-year plan to manage and improve the PROW network in Cardiff – see Cardiff Council ROWIP</i>
SAC	Special Area of Conservation
SMART	Objectives: <i>Specific, Measurable, Achievable, Relevant, Time-bound</i>
SOA	Statement of Action – <i>part of the new ROWIP, it sets out the 10-year aims for improvement on the path network</i>
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SWOT	Analysis: <i>Strengths, Weaknesses, Opportunities, Threats</i>
WCP	Wales Coast Path – <i>path linking around the whole coast of Wales</i>
WG	Welsh Government – <i>within Environment and Countryside section, they develop policy and guidance on access to the outdoors, including guidance to LAs on the new ROWIP. They have also helped with some grant funding of certain path improvements.</i>

Foreword and endorsement from Leader & Cllr

There will be a Foreword and Endorsement by the Leader and member/s of the Cabinet on the Final ROWIP, when it is approved by Scrutiny and Cabinet.

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Our Rights of Way Improvement Plan (ROWIP)

Cardiff Council has a Public Rights of Way (PROW) network of around 200 kilometres/124 miles, consisting of footpaths, bridleways and restricted byways. The city also has several other sites and routes that provide access opportunities such as permissive paths, green lanes, cycle tracks, parks and common land.

Following national legislation the Countryside and Rights of Way (CROW) Act 2000 placed a legal obligation on all Local Authorities (LAs) to produce a Rights of Way improvement Plan (ROWIP). This plan would outline how each LA would manage and improve its PROW network over the next 10 years. The duty also stated LAs should take steps to improve their PROW networks to benefit all users; walkers, cyclists, horse riders, off-road users and people with sensory/mobility issues. In June 2008, Cardiff Council published its first ROWIP.

Now, a decade after publishing Cardiff's first ROWIP, the CROW Act 2000 requires all Local Authorities to consider whether or not to amend it for the next 10-year period. In 2016, Welsh Government provided [Guidance to Local Authorities](#) to support their first decennial review of ROWIPs, with the expectation that it would help to plan a strategy to manage, maintain, improve, develop, integrate and promote their local PROW network plans.

Here is an overview of each section in this document

- **Section 1** gives an Introduction and background to the ROWIP and the Cardiff Public Rights of Way (PROW) network.
- **Section 2** gives the reasons for making a new ROWIP for 2020-30.
- **Section 3** gives details of the New Assessment, which looks at 3 main points: reviewing ROWIP 2008-18, evaluating the current network and evaluating the public's future needs and opportunities of the network. When looking at the future needs, an extensive public survey was undertaken and the main results are included in this section.
- **Section 4** outlines the Statement of Action for ROWIP 2020-30, which has 5 key strategies for the long term aims over the 10-year period as listed below:

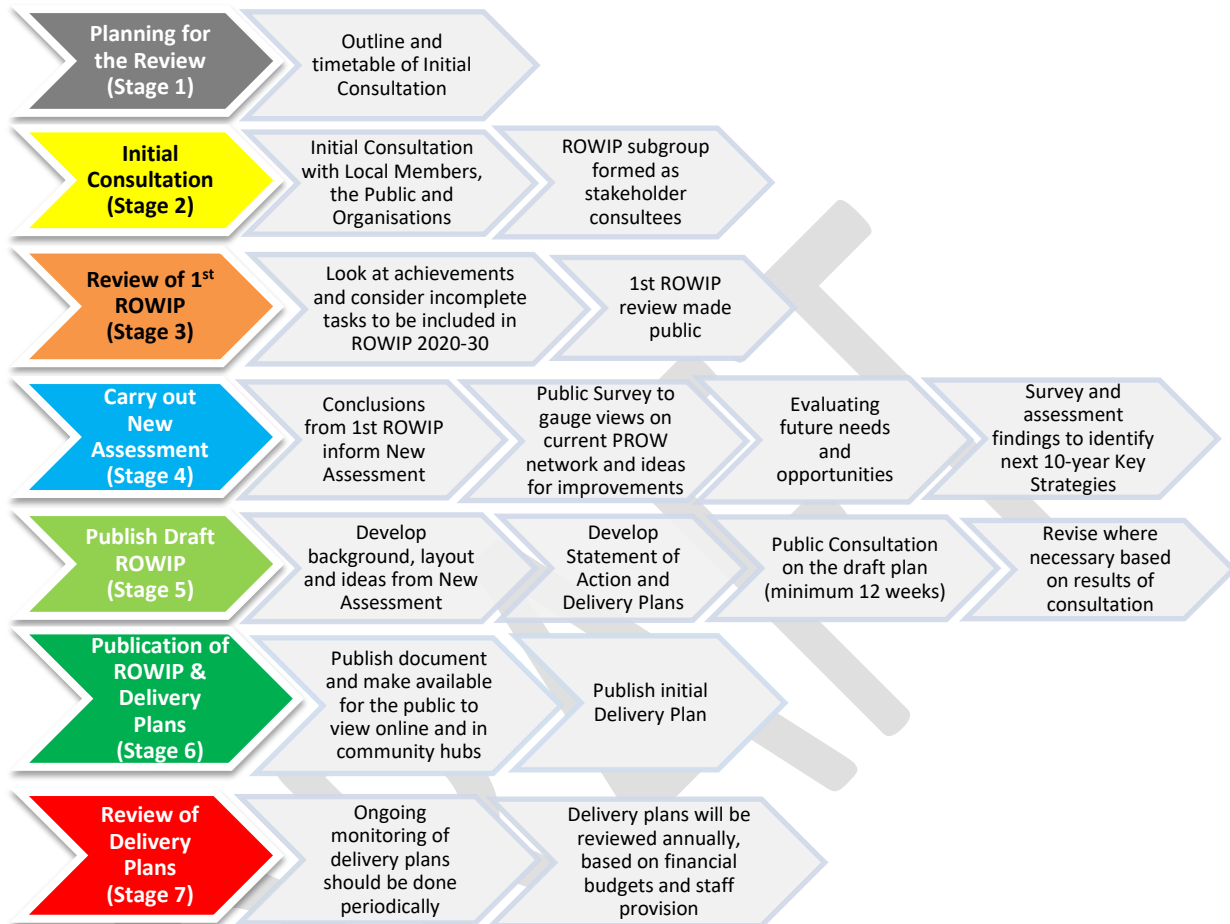
No.	Key Strategy
1	Develop a more efficient management system for statutory Rights of Way work
2	Increase access for all through network improvements
3	Improve and promote the PROW network and outdoor activities for health and recreation
4	Preserve and enhance the PROW network and ecosystems
5	Be responsive to new Legislation, revised local plans and strategies and land developments

- **Section 5** The Key Aims provide a more detailed plan of the Council's priorities over the next 10 years. These will inform the PROW team's Delivery Plan (annual work programme), which will have specific tasks that may change during the course of the year depending on availability of funding and staff resources. The 12 Key Aims are:

No.	Key Aims
1	Improve management and ongoing maintenance of the PROW network
2	Maintain an up-to-date Definitive Map and process Legal Orders
3	Enhance Cardiff's ecosystems along PROW routes
4	Install waymarking across the PROW network to help the public find their way
5	Support the Cardiff Local Access Forum and work in partnership with interest groups and volunteers
6	Identify and improve strategic links and accessibility of the network
7	Improve and increase the bridleway network
8	Protect and enhance paths within new developments and on private land
9	Publicise information online to help the public 'Report a Problem' on the path network
10	Maintain and improve the Wales Coast Path (WCP), liaise with NRW
11	Improve information about trails, places to visit, outdoor activities and events
12	Promote Codes of Conduct for the public to respect the environment and other path users

Delivery of ROWIP Key Stages

Based on Welsh Government guidance, the diagram below outlines the various Stages of the process of delivering Cardiff’s ROWIP 2020-30:



1. Introduction

1.1 Cardiff, Capital City of Wales

Cardiff, in the south east of Wales, is the capital city and has a population of more than 345,000 people, which has risen by 3,500 a year since 2001*.

Cardiff has about 200 km/124 miles of Public Rights of Way (PROW) footpaths and bridleways, with great links to the countryside, parks and coast; most are in the north and north-west of Cardiff (see map, page 11). Cardiff Council's PROW team are responsible for making sure the Rights of Way network is clearly mapped and the paths are maintained for safe use for the public to enjoy. In the built-up urban areas of the city, most other paths are pavements adjacent to roads (adopted highway), including shared use or segregated pavements for pedestrians and cyclists, which link around the city.

Though generally thought of as an urban city, about a third of the county is countryside, rich in natural beauty. There are 4 protected river and stream valleys with trails for walking and cycling; the Rivers Ely and Taff flowing into Cardiff Bay, the tidal Rhymney River and the Nant Fawr. Cardiff also has a mix of nature to enjoy, with 27 Conservation Areas, 2 sites with special biodiversity features (Cardiff Beech Woods SAC near Tongwynlais) and the Severn Estuary which has SSSI, SAC, SPA and Ramsar^ status). There are also a variety of historical places to visit, including Cardiff Castle, remains of hillforts from Iron Age to Roman and many religious sites.

There have been many changes in Cardiff in the last 10 years and there are new opportunities and challenges ahead, including new laws, new initiatives and importantly, expanding community areas within the Cardiff Local Development Plan (LDP). This ROWIP includes consideration and links to any new initiatives, new laws and other changes that may have developed.

Cardiff has 4 neighbouring Local Authorities – Vale of Glamorgan to the west, Rhondda Cynon Taf and Caerphilly to the north and Newport to the east. We will work together to improve route links, co-ordinate maintenance and help to promote long-distance routes for the future.



Above: Wenallt – Permissive Bridleway
Left: Fforest Fawr

Above: Taff Trail #, Blackweir by @welsh_poppy (Winner)

This photo was submitted for the ROWIP Instagram competition and was voted the winner from the final 5 shortlisted

* From the [Cardiff Local Development Plan 2006-2026 Adopted Plan](#)

^ See 'Abbreviations and Glossary', page 2, also LDP (page 26)

1.2 What are Public Rights of Way (PROWs)?

A 'Public Right of Way', is a highway over which the public has a right to pass and repass for all time. These paths have a legal status[^] and Cardiff Council has a statutory obligation to record and maintain them. See page 12 and 13 for path definitions, also Q & A on ['general guidance'](#) on the PROW website pages.



Garth mountain by Tricia Cottnam



*Castell Coch by @Gale_Jolly_photos

Right: *Llandaff Fields by @onemorebiscuitplease



*Photos featured above were submitted for the ROWIP Instagram competition; photos marked with * were in the final 5 shortlisted*

1.3 Definitive Map (DM)

The **Definitive Map (DM)** was established following the [National Parks and Access to the Countryside Act 1949 Chapter 97](#) and maps were produced for the Cardiff area on the relevant date of September 1954. The DM is a legal record and includes Statements for each path, with a series of maps displaying the routes. Each path Statement explains the route alignment, usually the OS grid reference and the surface, path width and any gates/stiles.

Some urban areas, such as Roath, Rhiwbina and Llanishen, were excluded from recording paths on the Definitive Map in 1954, however, the Wildlife and Countryside Act 1981 Section 55(3) required LAs to map all excluded areas of the original DM 1954. These paths were recorded on the Excluded Area Map in 2008.

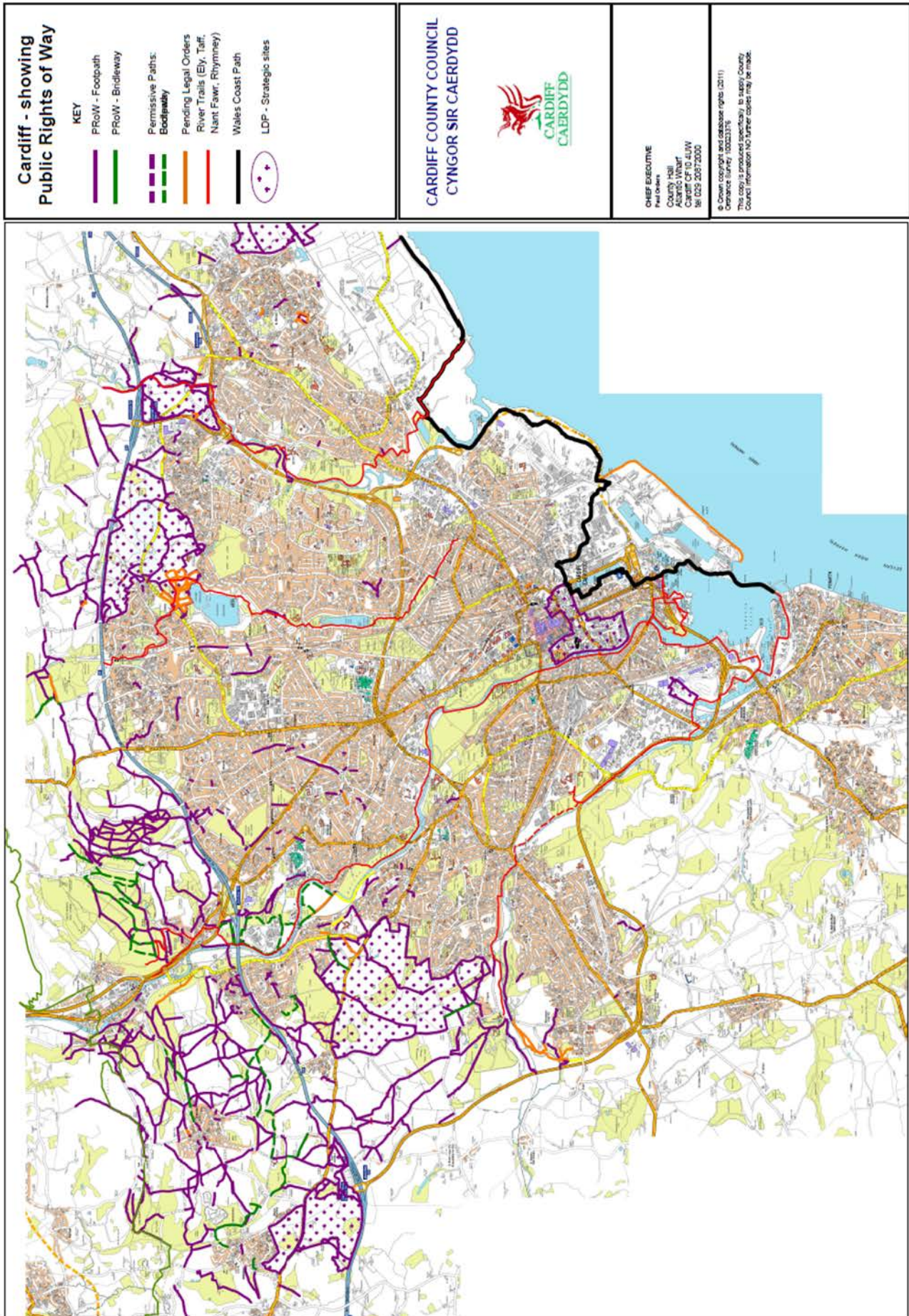
Definitive Map Modification Orders (DMMO) are legal orders to allow the DM to be amended. When orders are confirmed, the DM will be updated (along with the excluded areas) and sent to Ordnance Survey (OS); these are periodically re-printed. The scale required for DM is 1:25,000 (approx. 2 ½ inches/6.4cm per mile or 4cm per km). See [Cardiff DM](#) on Council mapping system.

[^] **Rights of Way – A Guide to Law and Practice** (John Riddall and John Trevelyan); 'Rights of Way Law is a mixture of Common Law (law defined by judgments in court cases) and Statute Law, contained in Acts of Parliament and subordinate regulations.' (page 5)













Photos/leaflets covers to be inserted

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Map 1: Cardiff Public Rights of Way Network (current at 2019)



1.4 Table to show legal path users

Public Right of Way	Displayed on Council mapping (iShare)	Displayed on OS maps (1:25,000)	Legal type of user	Description	Example of sign	Number of PROWs	Length
Footpath				<ul style="list-style-type: none"> * A right of way for pedestrians * It has legal status 		352	172km/ 107m
Bridleway				<ul style="list-style-type: none"> * A right of way for horse riders, pedestrians and cyclists * Cyclists must give way to pedestrians and horse riders * It has legal status 		13	5.50km/ 3.40m
Restricted Byway				<ul style="list-style-type: none"> * A right of way for horse riders, pedestrians, horse & carriage and cyclists * It has legal status 		3	1.20km/ 0.75m

Other types of paths

Type of Path	Displayed on Council mapping (iShare)	Displayed on OS maps (1:25,000)	Description	Number of paths	Length
Permissive Footpath			This is a path where a landowner has given permission for the public to use it, but it is not a legal right of way	7	17.7km/ 11m
Permissive Bridleway				1	0.15km/ 0.09m
Pending DMMO		n/a	See description on page 9	34	16.2km/ 10.1m

1.5 Who can use which path?

Footpaths

A right of way for pedestrians. It has legal status.

Bridleways

A right of way for horse riders, pedestrians and cyclists. Cyclists must give way to pedestrians and horse riders. It has legal status.

Restricted Byways

A right of way for horse riders, pedestrians, horse and carriage and cyclists. It has legal status.

Byways open to all traffic (BOAT)

A right of way open to all types of users, including horse-drawn and motor vehicles. It has legal status. Currently there are no PROWs categorised as BOAT in Cardiff.

Permissive Paths

These are paths which a landowner has given permission for the public to use under a specific agreement, but it is not a legal right of way

Cycle Tracks

These are paths created for cyclists and pedestrians. While they have legal rights for path users, these paths are excluded from the DM and recorded as Adopted Highway.

Adopted Highway (road)

This is a term for a publicly maintained highway which has a higher maintenance and surface liability than a standard Public Right of Way.

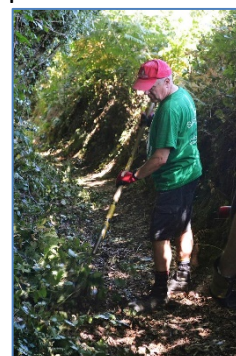
Footway

Pavement next to an Adopted Highway; this may be for pedestrians only, or signposted as shared use or segregated for pedestrians/cyclists.

Green Lanes

This term has no legal meaning, but has been used as a physical description of lanes that are vegetated underfoot or enclosed by hedges, hence the term 'green'. These may be sections of historically adopted highway (such as drovers' roads), but the surface is not suitable for motorised vehicles.

Photo: [Cardiff Conservation Volunteers](#)



Private access and land

Some paths may have private access rights such as vehicle access to a property or a farm track, equestrian access to a livery yard, etc. Almost all PROW paths cross private land rather than land being owned by Cardiff Council.

NOTE:

There are some highways owned and maintained by other organisations that are not adopted highway.

1.6 Who maintains our PROWs?

Statutory duties and discretionary work

Cardiff Council PROW team must carry out certain duties as statutory (such as waymarking, cutting surface vegetation along routes updating the Definitive Map), while other work is discretionary but helpful (such as creating circular trails and providing leaflets). See [PROW](#) web pages for further information.

Landowner responsibilities

Landowners must make sure paths crossing their land are not obstructed. This includes making sure access furniture, such as stiles and gates, is maintained and safe for the public to use. See [‘general guidance’](#) on the PROW website pages.

1.7 Local Access Forum (LAF)

The LAF is a statutory consultation body created under the [CROW Act 2000 \(s 94-95\)](#). This is a group of appointed volunteers with a variety of interests in the PROW network, usually meeting quarterly. The Cardiff LAF was established in October 2003 and is reconstituted every 3 years, as required by law. The following groups are represented:

- Walkers
- Equestrian
- Cyclists
- Water Sports
- Landowners
- Supporting Officers who are not Forum Members but advise the LAF when requested, including PROW Officers, a Cardiff Council Equalities Officer and members from the Cardiff Council Access Focus Group, Active Travel team and Sustrans

The LAF considers important issues related to land management and more importantly, the need to conserve the natural beauty of a specific area. This may include informing the PROW Officers about access issues (obstruction of paths by locked gates, poor surfaces on paths that would be useful for a strategic link if resurfaced, etc) or being consulted on specific planning applications where paths cross the site and will need to be realigned to be kept within green corridors.

Overall, the LAF plays a key role in helping to ensure ROWIP Delivery Plans are still relevant and key aims are being achieved in a timely manner, also offering their support/expertise on various projects.

Photos of LAF events to be inserted

2. Why are we making a new ROWIP?

There was a legal obligation for all Local Authorities to make a 10-year ROWIP under Section 60 (1) of the CROW Act 2000. Cardiff published its 1st ROWIP in June 2008, which helped the PROW team prioritise and plan work on the network over a 10-year period.

Under section 60 (3-4) of the CROW Act 2000, there is a legal obligation to review the 1st ROWIP, make a new assessment and decide whether to republish a new ROWIP; this should be done every subsequent decade.

There have been many changes in the last 10 years, including legal, policy and initiatives, so Welsh Government (WG) issued guidance on what needed to be considered if a new ROWIP were made. Following due consideration of various legislative changes and an appreciation of current economic challenges, Cardiff Council has decided to make a new ROWIP for 2020-30.

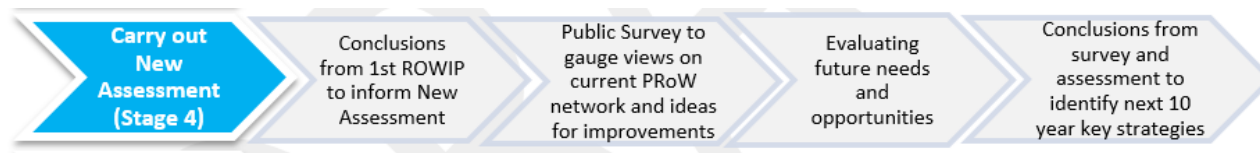
Cardiff's ROWIP 2020-30 sets out how the PROW team will identify, prioritise and plan improvements across the network for the duration. Proposals for managing Cardiff's PROW network are detailed in the **Statement of Action** Key Strategies and Key Aims in sections 4 and 5. These were identified as a result of the evaluation process and are important for the future management and improvement of Cardiff's PROW network. The Statement of Action sets out what we plan to achieve over the course of 10 years and will help to identify priorities in the Delivery Plan, which will be based on finance and staff resources.

In order to gauge what the public think about our current PROW network and ideas for making improvements, we undertook a public survey – See details in New Assessment (3.3, page 20)

Photos to be inserted

3. New Assessment and public survey

Based on the Welsh Government guidance, this stage went through the following steps:



The New Assessment for Cardiff's ROWIP 2020-30 was drafted, published and circulated to consultees, promoted through social media (Council website, Twitter, etc) and made available at a series of public events in libraries and community hubs. Further details of this process can be seen in the ROWIP supporting document **Stage 4 – New Assessment** on the [ROWIP web page](#).

Briefly, the New Assessment was divided into 3 main sections:

- **Evaluation of the delivery of the 1st ROWIP 2008-18** (Stage 3 – see 3.1)
- **Evaluating the current condition of the network and its legal record** (see 3.2)
- **Evaluating future need and opportunities** (see 3.3)

The following pages highlight results from the 1st ROWIP review, the public surveys and evaluation of the public's future needs to inform the conclusions of the New Assessment. These conclusions were used to help develop the next 10-year **Key Strategies** as outlined in the **Statement of Action** and development of the long term **Key Aims**, describing how they will be achieved.

3.1 Evaluation of the delivery of the 1st ROWIP 2008-18 (Stage 3)

The 1st ROWIP was originally written in 2006 and a draft ROWIP was published in 2007. It was then finalised, approved and adopted; the final version was published in June 2008. The review of the 1st ROWIP features the key aims, targeted actions and tasks and includes performance indicators. It should be noted that statutory tasks are included in the ROWIP 2020-30 and any other tasks that may be ongoing, not completed or not started may also be included. In reviewing the 1st ROWIP, several factors were taken into consideration which affected delivery of certain tasks, as not all could be completed or reviewed (such as the high number of tasks to complete, lack of grant funding or staff changes):

- Consideration of 1st ROWIP Review, also Key Highlights and achievements of ROWIP 2008-18 – 16 key aims are in Appendix 4
- Full review of ROWIP 2008-18 is available on the [ROWIP web page](#)

Summary outcomes of aims, actions and tasks in ROWIP 2008-18

There were 16 Key Aims, 63 targeted actions and of these, there were 213 tasks. Of the 213 tasks:

- 69 were completed
- 37 were substantially completed
- 20 were partially completed
- 13 were at planning stage
- 27 tasks were initiated
- 47 were not started

3.2 Evaluation of the current condition of the network and its legal record

This section was an evaluation of the current condition of the network, the completeness and accuracy of the Definitive Map and Statement and the management of any changes to the PROW network. The evaluation was undertaken by using information given by the PROW maintenance team and others including LAF members and ROWIP Sub-Group. Issues were also raised by members of the public.

3.2.1 The current condition of the network

Since the publication of ROWIP 2008-18, the Council Highways team has implemented a digital management system (DMS; currently AMX – Asset Management Expert), which is used to enable more efficient and informed management and maintenance of the highway network. This software is being further developed to manage and maintain the PROW network and will form an important and integral part of future PROW improvement. It is included in the ROWIP 2020-30 **Key Strategy 1**; ‘Improve the management and maintenance of the network’ and **Key Aim 1**. Details of these are in sections 7 and 8 respectively. Also, a SWOT analysis of this Key Strategy 1 is included in Appendix 2.

In future, the DMS will be used to store all network data, including:

- Condition data of routes and infrastructure (such as stiles, gates and bridges)
- Location of infrastructure
- Land ownership details
- Legal records relating to routes and issues
- Correspondence

The development of the DMS will over time enable the PROW team to be more informed to plan more appropriate, specific and effective management of the network. This is a priority task in the ROWIP 2020-30 (Key Aim 1).

3.2.2 The legal record

The Summary Review of ROWIP 2008-18 (Stage 3) highlighted this within Key Aim 1 – ‘Definitive Map (DM); Resolve current anomalies and produce an up-to-date DM for Cardiff’.

The review states:

- All draft DM and statements completed by Definitive Map Modification Orders (DMMO). The revised map can be viewed ‘live’ on [Cardiff Council iShare](#)
- Identifying unregistered paths and lost byways – there were 23 paths claimed and confirmed under Section 53 of the Wildlife and Countryside Act 1981.
- The Supplementary Planning Guidance (SPG) was a useful tool for developers to advise them about statutory obligations to check a potential development area for PROWs and consult the PROW team. The PROW Technical Guidance Notes (TGN) now supersede the PROW SPG, and are supplied by the Planning team to a Developer at the application stage.

The review of the ROWIP 2008-18 clearly shows that the legal record was being effectively managed; the review includes evaluation undertaken using information given by the PROW maintenance team and others including LAF members and ROWIP sub-group.

The legal record remains a key element of the ROWIP 2020-30 and is featured in Key Strategies 4 and 5 of Statement of Action and Key Aim 2, 6 and 8.

New developments

There are a number of new developments which are ongoing and will affect a number of PROW paths. These include the Local Development Plan (LDP) Strategic Sites, along with other smaller developments.

Local Development Plan (LDP)

Tasks in the new ROWIP will need to reflect the ever changing landscape of the county of Cardiff, by including aspects of the adopted LDP for 2006-2026. See the [Cardiff Local Development Plan 2006-2026 Adopted Plan](#) for full details.

The growth of Cardiff and its population has led to a significant increase in housing demand. The LDP sets out a strategy to deliver 41,415 new homes. This represents around 65% of all new homes being provided on brownfield sites and 35% on greenfield sites.

Due to the number of strategic development sites, there is a need to protect Cardiff's river valleys, biodiversity, landscape and built heritage. There are key objectives to create an environment that is more accessible to all groups in society to provide employment opportunities, facilities and services to provide multi-functional spaces (open spaces and allotments, parks, recreational routes and cycle ways, etc).

Below is a summary of the LDP Strategic Sites and the number of paths likely to be affected:

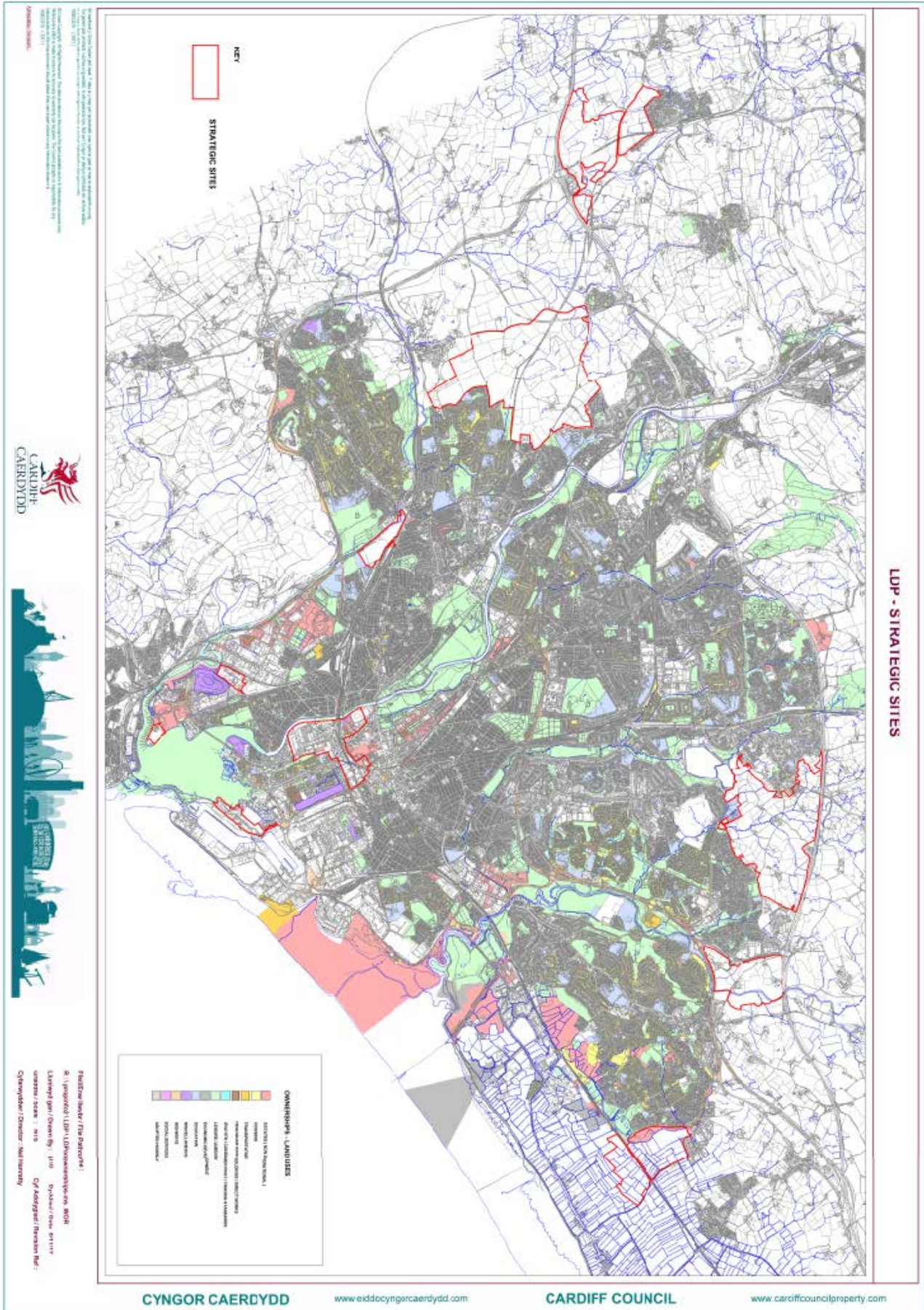
Strategic Site Location	Number of PROW Paths within site
A – Cardiff Central Enterprise Zone and Regional Transport Hub	No PROW footpaths, Taff Trail walking and cycling route, 2 cycle routes
B – Former Gas Works, Ferry Road	None
C – North West Cardiff	2 disused railway lines, 1 secondary cycle route, 6 PROW footpaths, 2 bridleways
D – North of Junction 33 on M4	3 PROW footpaths
E – South of Creigiau	None
F – North East Cardiff (west of Pontprennau)	24 pending DMMO, 11 PROW footpaths
G – East of Pontprennau Link Road	7 PROW footpaths, 1 pending DMMO, Potential links to Rhymney Trail
H – South of St Mellons Business Park	1 PROW

Map 2 shows the 8 Strategic Sites from the LDP, which are outlined in red.

Working with developers

Although PROW Technical Guidance Notes have been adopted and the Green Infrastructure Strategic Planning Guidance is awaiting adoption, further work is needed to ensure developers are aware of the importance of rights of way crossing their sites, begin early discussions with officers and LAF members to consider ways of enhancing and protecting these routes. This will feature in the new ROWIP as a Key Aim.

Map 2 – LDP Strategic Development Sites (red outline)



3.3 Future needs and opportunities

We examined the extent to which Cardiff's PROW network met the present and likely future needs of the public and the opportunities it has provided for exercise and other forms of outdoor recreation and enjoyment both currently and for the future.

3.3.1 Public survey

We conducted a public survey to raise awareness about Cardiff's PROW network, to get feedback on what people thought about the current network and give their ideas for future improvements.

3.3.2 How we carried out the survey

Consultation on the Cardiff's Public Rights of Way (PROW) was open from 10 April to October 14 October 2018 and centred on an electronic survey. The survey was sent to a list of 270 consultees (including those required and relevant in CROW Act 2000, section 61 (1)). The survey was also featured on the web pages of Cardiff Council's PROW, ROWIP and Ask Cardiff, along with the Outdoor Cardiff website.

Cardiff Council's Communication team conducted a campaign through social media on Cardiff Council's Twitter and Facebook accounts, with an audience of more than 45,000 followers on Twitter and 21,000 on Facebook. People responding to the ROWIP campaign were primarily on Twitter, with more than 480 clicks, retweets or shares.

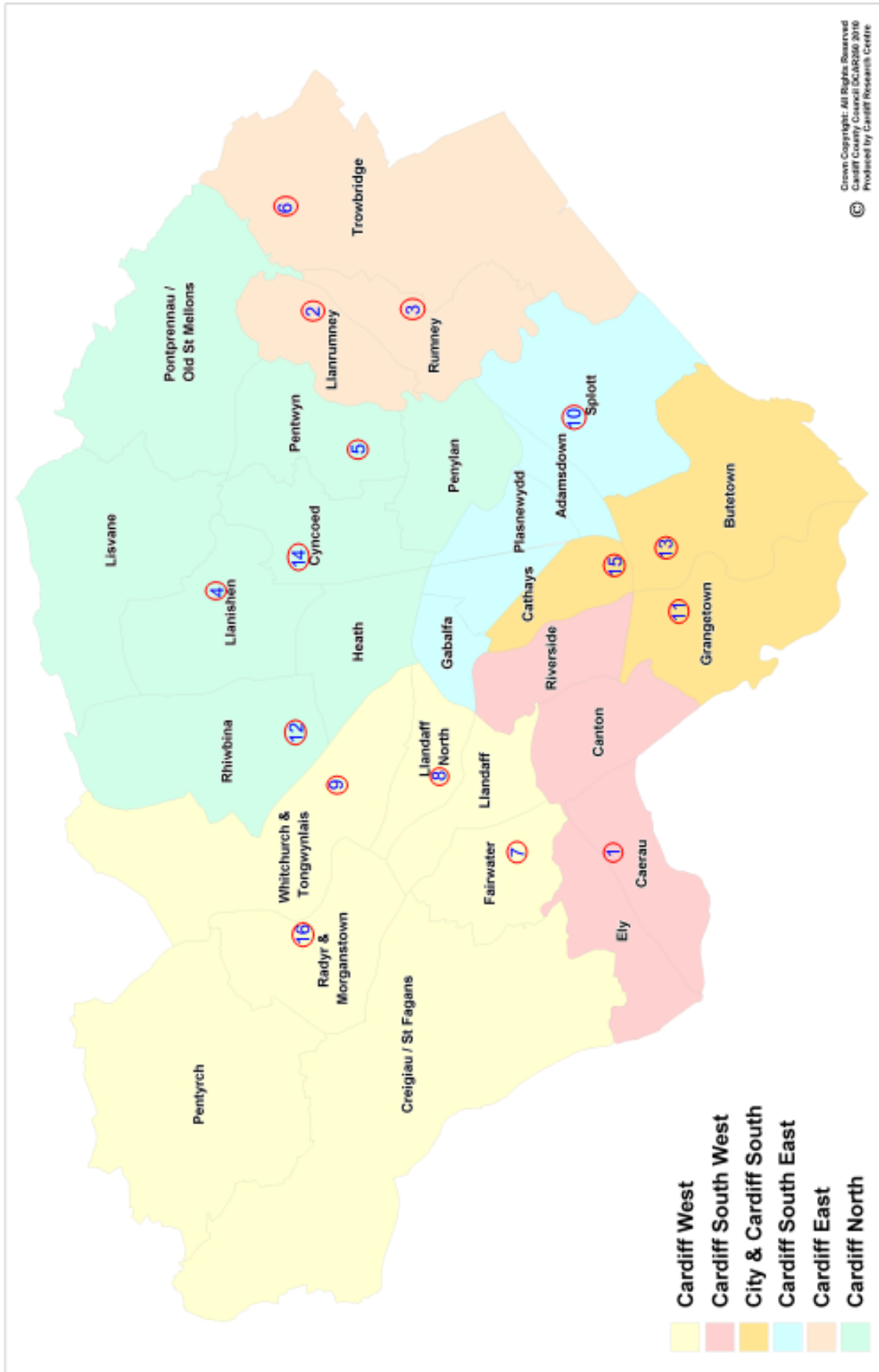
In addition, 1,500 hard copy surveys were also distributed across public buildings in the city including libraries, hubs, leisure centres, community centres and core Cardiff Council buildings.

In order to reach across all communities in Cardiff, a programme of face-to-face engagement sessions took place at Hubs and libraries in Cardiff to promote Rights of Way and to encourage people to take part in the survey (see Map 3 references on page 21). In August and September 2018 these sessions took place at:

- 1) Ely & Caerau Hub
- 2) Llanrumney Hub
- 3) Rumney Hub
- 4) Llanishen Hub
- 5) Llanedeyrn Hub
- 6) St Mellons Hub
- 7) Fairwater Hub
- 8) Llandaff North & Gabalfa Hub
- 9) Whitchurch Library
- 10) Star Hub
- 11) Grangetown Hub
- 12) Rhiwbina Library
- 13) Butetown Hub
- 14) Rhydypennau Library
- 15) Central Library Hub
- 16) Radyr Library

Map 3: Cardiff Neighbourhood Area Map

As part of the New Assessment stage, consultations and surveys were made within each of the six neighbourhood areas.



3.3.3 ROWIP Survey – how responses have changed

- There were a total of 1,018 survey responses, compared to 673 in 2005*.
- **57.8%** who responded use outdoor spaces in Cardiff **every day** (Q4), which is a significant increase of 16.8% from 2005*.
- There was a general increased trend of people visiting outdoor spaces outside Cardiff (Q4), with **27.8% visiting at least once a week** (8.2% increase from 2005*) and **27.9% visiting on weekends** (new category in 2018). Overall in Wales, there were 22% of frequent and 62% infrequent participants visiting outdoor spaces^.
- **Walking** was still the **most popular** activity (Q5), with 88.2% in Cardiff (an increase of 7.2% from 2005*) and 60.2% Elsewhere.
- There was a significant increase in people using outdoor spaces for **Relaxation/to feel better**; 66.6% in Cardiff compared to 39.2% in 2005* (62.9 Elsewhere compared to 29.3% in 2005*), suggesting that people are enjoying the outdoors more.
- Socially (ref Q6), there was a marked increase of just over 26% of those using the paths **Alone** in Cardiff at 58.4% (39% in Wales overall#) and a decrease of 7.5% using paths with a partner compared with 2005*. 9.4% of respondents used paths in Cardiff as member of an organisation compared with 8.8% in 2005*; in both surveys, the most popular group were Ramblers.
- In Q8, we asked what PROW paths people are not able to access. Just under 50% of respondents gave 3 main reasons; overgrown paths, not enough information and routes not well signposted. Results were quite similar in 2005*.
- We asked what else holds you back (Q9); 28.6% mentioned safety issues (with 29.1% specifying safety in Q8), significantly fewer compared to 46.3% in 2005*, which suggests people now feel safer on paths.

Open questions were used to encourage people to specify potential maintenance issues (Q8a), find out what stops people using paths in Cardiff (Q9) and to ask for comments (Q11). This led to some specific points and ideas for consideration in the new ROWIP, for example:

- **Maintenance issues (Q8a)** – ‘Once crossing over the stiles, it’s unclear where the path is meant to lead’ (Pentyrch 19) – *this suggests we may need to improve our signage*. There were also several described paths that may need attention, such as ‘overgrown... south of Llantrisant Road’ *near/on Llanillterne 20*.
- **What stops use of paths (Q9)** – ‘not enough information available’, ‘it would be nice to have a list on the website that’s very easy to find and a pinned post on Facebook’ – *this suggests we need to improve access to maps and information about our PROW network*.
- **Comments (Q11)** – This question produced a variety of ideas, for example ‘more joint working with other adjacent local authorities’, ‘Make more paths available to horse riders’, ‘brilliant if a directory specifically for users of mobility vehicles was available’, ‘Why not encourage volunteering in the same way as the National Trust’, ‘more circular walking routes which are accessible from public transport’.

* Public Rights of Way Questionnaire 2005 (results)

^ NRW Welsh Outdoor Recreation Survey 2014/15 – Key Facts

While bridleways allow cycling (giving way to other path users), cycling is not a specific activity for PROW, but there were several comments on shared cycle use and general cycling provision. A significant number of comments were about the need for segregation, safety/respect for other path users/aggressive cycling, shared use paths and the need for more cycle routes. There were also positive and negative comments about the Taff Trail (not a PROW) and general on-road cycling:

- **Segregation** – ‘separation needs to be enforced to differentiate between cyclists and pedestrians’, ‘All new developments in Cardiff should have segregated paths and cycle routes’.
- **Safety/respect for other path users** – ‘enjoyment and safety... adversely affected by cyclists going too fast’, ‘in Forest Fawr... mountain bikers... fly down these self-made paths at great speed... having near misses with people using the forest legitimately’.
- **Shared use paths** – ‘hazardous and often results in an argument with a cyclist going too fast’, ‘pedestrians straggling across full width of path for joint use by cyclists’.
- **More cycle routes** – ‘I want to cycle into work but lack of safe and pleasant provisions prevent me’, ‘we need more off-road cycle paths for commuters and access for cycles to railway stations’.

These issues and comments were passed to colleagues involved in Active Travel schemes in Cardiff. We will also work together to address issues on bridleways and potential paths that could be upgraded from footpaths to bridleways (see Delivery Plan, Key Aim 7).

3.3.4 Instagram competition

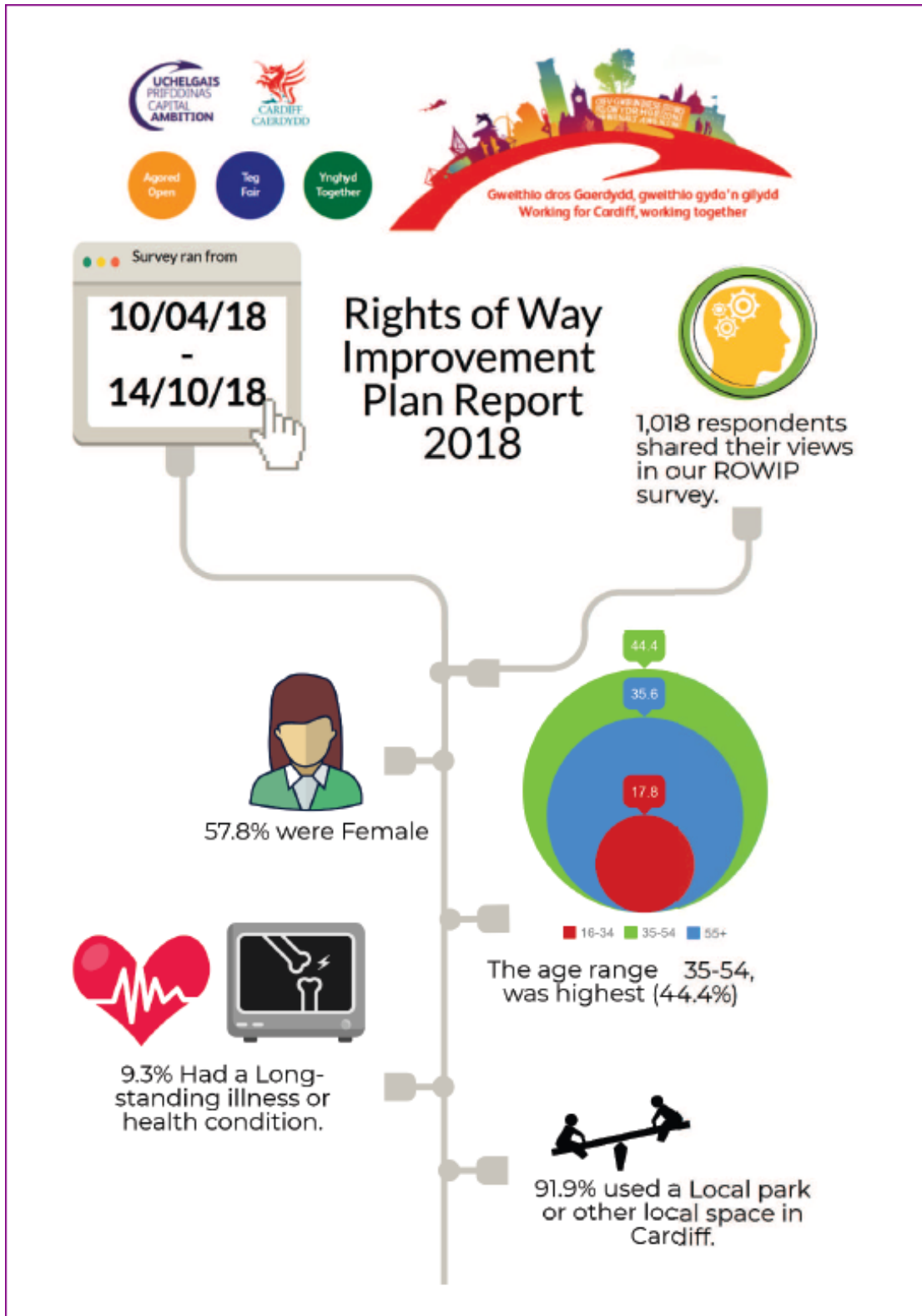
In the lead-up to the end of the ROWIP survey, our Communications Team hosted an Instagram competition (using #CardiffROWIP) for the public to submit photos we might use in publicity material, the winner to receive £100 in Mountain Warehouse vouchers. There were 185 submissions, 5 were shortlisted and, over a series of posts, viewers were asked to ‘like’ their favourite photo. The winning image was of the Taff Trail at Blackweir by @welsh_poppy and is featured on page 8, also page 24 along with the other 4 finalists.

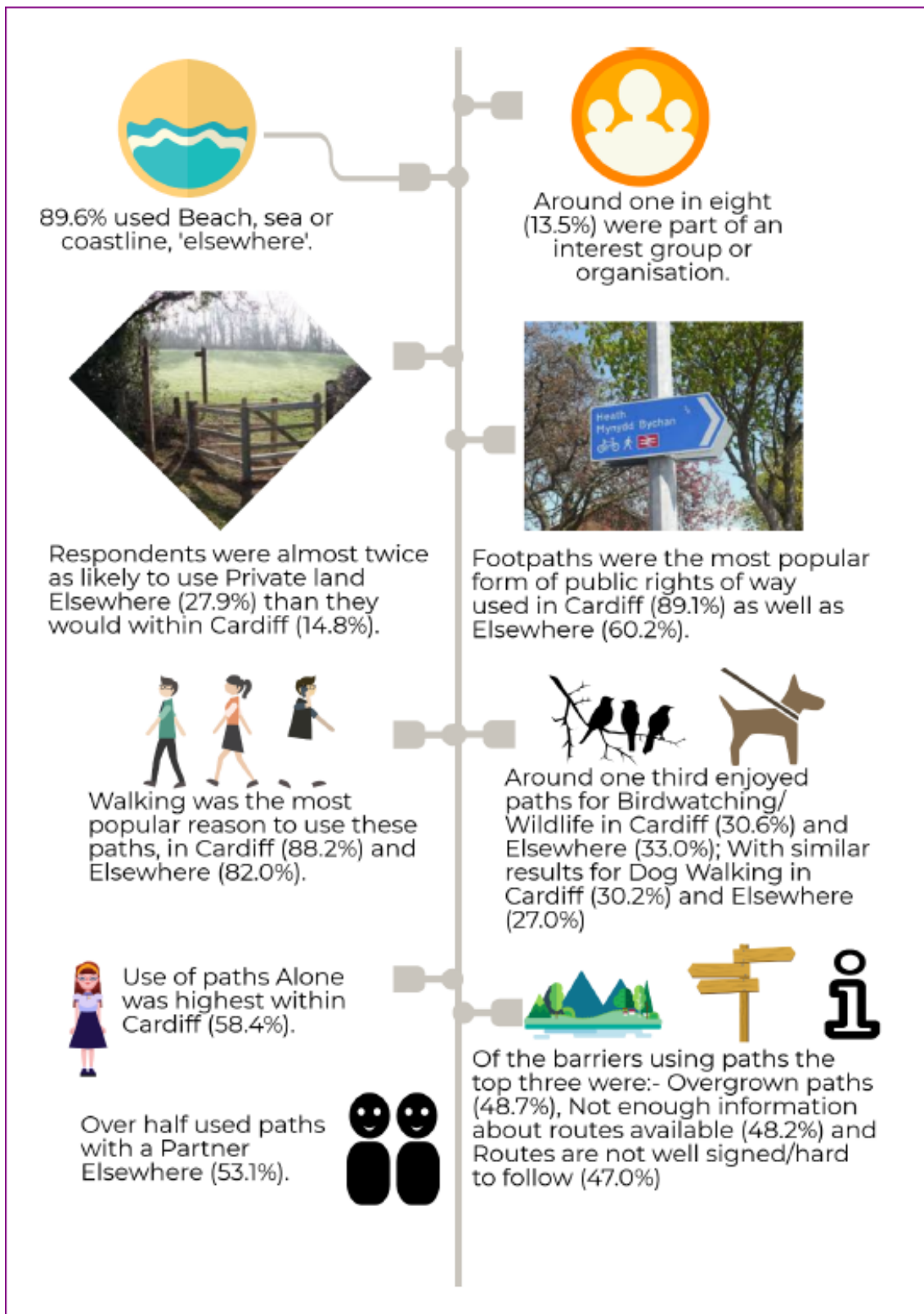
Photos – 5 finalists of Instagram competition

DRAFT

3.3.5 Survey results

The full survey results can be viewed on the ROWIP website.





3.3.6 Evaluation – further points to note

Aside from the consultations, a number of factors are likely to affect future needs of the PROW network, including:

- Opportunities for the future will need to reflect the steady increase in people living and working in Cardiff, mainly because of the increase of community housing areas and business growth, within the 10 strategic sites of the LDP (see Map 2 for locations).
- National research by Sustrans has shown that more people intend to walk/cycle in future.
- More provision of routes with facilities for disabled people.
- An increase in use of routes and the potential for newly recorded routes; this will lead to an increased need for maintenance.
- While there is a small amount of annual internal budget that would cover statutory duties, there is no guarantee of funding for discretionary work or projects.

3.3.7 Supporting groups and influencing factors

A number of groups will be supporting the ROWIP 2020-30 (Green Infrastructure, Local Access Forum (LAF), Active Travel Team, etc). In addition, underpinning the promotion of all outdoor activities linked to PROW, is the website of 'Outdoor Cardiff'. There are also a number of influencing factors (LDP, Capital Ambition, well-being objectives) to consider.

Local Access Forum (LAF)

The Local Access Forum (LAF) is a statutory body formed as a requirement of the Countryside and Rights of Way Act 2000. The LAF has volunteers who include a range of people from across Cardiff including landowners, access users such as walkers, cyclists and horse riders and those representing other interests such as health and conservation. See 1.7 for more information.

Green Infrastructure Group

The Green Infrastructure Group is an inter-departmental working group within Cardiff Council to make the best use of financial resources and avoid duplication of efforts by providing a central group for green infrastructure development actions. This includes acting as consultee for planning applications, implementing biodiversity projects across the city and improve access to green spaces.

The group has created a Green Infrastructure Plan setting out Cardiff Council's approach – multi-functional, connected green spaces that make the best use of land – at the same time showing the need to provide and enhance green open space for all, helping wildlife to flourish and delivering a wide range of economic, health and community benefits.

The benefits of a Green Infrastructure approach enables landscapes to deliver social, economic and environmental benefits simultaneously, and then looks at how those benefits can be multiplied by being connected to a wider network of spaces. For example, the health and well-being benefit will be enhanced by improved air quality and noise regulations, while more accessible areas for exercise and amenities improve health and social conditions. Tourism and recreation is increased by creating more attractive destinations and providing a range of recreational opportunities.

Local Development Plan (LDP)

Tasks in the new ROWIP will need to reflect the ever changing landscape of the county of Cardiff, by including aspects of the adopted LDP 2006-2026. See 2.2 for more information and location map.

Active travel

Active travel, meaning walking and cycling for journeys with a purpose, rather than solely for recreation, is now a government priority. The purpose of the Active Travel (Wales) Act 2013, ‘...aims to make active travel the most attractive option for most shorter journeys. Its purpose is to enable more people to undertake active travel...’ (1.1 WG Guidance).

The definition of ‘active travel’ in WG guidance, means ‘walking and cycling as an alternative means to motorised transporta journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities.’ (WG Guidance, page 5). Active travel does not include bridleways or recreational and general use of paths.

It is interesting to note that cycle use increased by 10% between 2001-11 and rail travel increased by 82% in the same period (LDP, p20).

The Transport team in Cardiff Council, along with Sustrans and Exegesis SDM (under contract for Welsh Government), produced an Integrated Network Map (INM) which sets out Cardiff Council’s 15-year vision to improve cycling and walking routes across the city. Some routes are on PROW; the routes will be reviewed as potential improvements are identified. Also, to uphold the active travel aims and objectives, the LDP sets out to ensure that all new development areas (whether greenfield or brownfield) create sustainable communities with useful and linked walking and cycling networks.

Within the [Capital Ambition](#) initiative, Cllr Huw Thomas, Leader of Cardiff Council, states: ‘I am determined that we prioritise sustainable transport modes’ and that we will ‘adopt Smart City approaches to managing city infrastructures’.

Outdoor Cardiff

The initiative to create the [Outdoor Cardiff](#) (OC) brand and website was a major achievement arising out of the ROWIP 2008-18 process, through discussions with relevant Council teams (including Parks, Harbour Authority and Active Travel), who were consulted on the process and progress of the ROWIP. As there were many common aims and objectives within the teams and opportunities for potential joint projects, Outdoor Cardiff became a central point for the teams to communicate to the public about outdoor activities in Cardiff. Between Oct 2016 and Oct 2017, there were 41,453 page views and 14,546 unique visits.

Well-being objectives

This will be an important part of the ROWIP 2020-30 and incorporates objectives of the [Wellbeing of Future Generations \(Wales\) Act 2015](#), which requires ‘...public services boards in local authority areas...to take action in pursuit of the economic, social, environmental and cultural well-being in their area...’

The seven key well-being goals are to have:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

The Cardiff Well-Being Plan

The [Cardiff Well-Being Plan](#) sets out the priorities for action by the Cardiff Public Services Board (PSB), which includes Cardiff Council, Cardiff and Vale Health Board, Natural Resources Wales, Welsh Government, the 3rd Sector and the Fire, Police and Probation Service. The purpose of the PSB is to improve the economic, social, environmental and cultural well-being of Cardiff by strengthening joint working across the city's public services.

Cross-border links and volunteering opportunities

As part of Outdoor Cardiff partnership group, various projects are implemented across Cardiff and linking with neighbouring Local Authorities to benefit the public and visitors to the area to enjoy outdoor and green spaces. This has been ongoing for many years and will continue as a key aim in the ROWIP 2020-30.

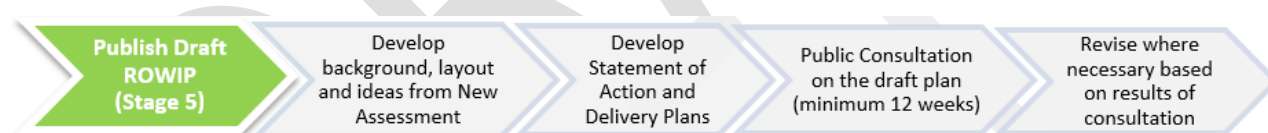
Parks Officers currently work with volunteer groups to help carry out improvements and initiate projects but, to increase the capacity of an already successful programme, additional funding is needed. PROW has the opportunity to work more collaboratively with Parks and neighbouring authorities when implementing projects.

3.4 Conclusion of the assessment

Taking into account all the details of the New Assessment given above, in order to plan for the ROWIP 2020-30, we have:

1. Evaluated the ROWIP 2008-18 and picked up on tasks that could be included
2. Evaluated and will continue to evaluate the current condition of the PROW network
3. Evaluated future needs by looking at responses to the public survey, WG guidance, new legislation and policies

These 3 key components have helped to inform identifiable opportunities for the Statement of Action and Key Aims for ROWIP 2020-30 (see sections 4 and 5).



4. Statement of Action 2020-30 – what we aim to achieve

The Statement of Action (SOA) is an overall 10-year outline plan of what we hope to achieve for Cardiff's PROW network. We considered all the information from the New Assessment (Section 6), which helped us to identify **5 Key Strategies** for the ROWIP 2020-30. These strategies inform the **12 Key Aims** and tasks for improvements and activities that will be considered over the next 10 years. The Key Aims will inform the **Delivery Plan** (Annual Work programme), which will have specific tasks that may change during the course of the year, while other tasks may also be put forward (depending on availability of funding and staff resources).

Section 5 of the 2016 Welsh Government guidance provides particular guidance on what is expected from the Statement of Action (SoA):

5.1 The CROW Act requires local highway authorities to prepare a statement of the action they propose to take for the management of local rights of way, and for securing an improved network of local rights of way...

5.2. The Statement of Action will set out the authority's broad strategic commitments towards meeting the needs and developing the opportunities identified in the assessment, but may also include other matters relevant to the management of local rights of way.

5.5. It is recommended that new Statements of Action should include only those actions that are sufficiently long-term and strategic to be unlikely to become obsolete during the 10-year term of the ROWIP. Short and medium term actions and those arising from other specific plans or legislation should be incorporated in the Delivery Plan, or in rights of way policies.

Following evaluation of the 1st ROWIP 2008-2018, the New Assessment confirmed that the Statement of Action and Delivery Plan going forward needed to become more realistic and flexible enough to prioritise tasks based on available financial budgets, staff and volunteer resources and grant funding. For the ROWIP 2020-30, tasks will be based on current budget allocation and staff resource. Additional grants and other funding will be sought over the 10-year period for new and aspirational tasks.

The public survey confirmed known issues on the network as being the most important, including:

- Overgrown paths
- Unclear waymarking (making it difficult to follow paths)
- Poor surface conditions
- Not enough information about routes that are available to use

There were also tasks that were incomplete from the 1st ROWIP, which are still relevant and have been identified through the public consultation and will be included in the ROWIP 2020-30 (such as upgrading of the green lanes for horse riding, protecting and enhancing routes within new developments and improving links to schools and communities).

4.1 Key Strategies

The table below sets out our **5 Key Strategies** to achieve over the next 10 years, based on outcomes from the New Assessment. A full assessment of each key strategy, SWOT analysis and its links to the New Assessment are shown in Appendix 2.

	Key Strategy	Description
1	Develop a more efficient management system for statutory Rights of Way work	Management of the PROW network will be fully supported by the ongoing development and data input to the Council's Digital Management System (DMS). It will provide key outputs for managing, maintaining and reporting any issues on the PROW network and its inventory. This includes signage, path clearance, surfacing and any work needed to ensure paths are fully available and fit for purpose. It also includes the need to take into consideration ecosystems and access for all. This strategy is the overarching strategy and will link to strategies 2-5.
2	Increase access for all, through network improvements	This is based on the need to provide the least restrictive access to PROWs and any improvements to the network will have this as a driver for change. For example, existing stiles could be replaced with gates or gaps.
3	Improve and promote the PROW network and outdoor activities	Encourage and support the public to access the PROW network and green spaces across the city, through various promotional materials including electronic, on site information boards and printed leaflets.
4	Preserve and enhance the PROW network and ecosystems	Effectively manage and update the Definitive Map and Statement and any changes to the network such as diversions, extinguishments and creations. Any opportunities to improve the PROW network will be pursued, such as consideration of new projects (e.g. bridleways), strategic links (e.g. cross-border), ways to enhance existing paths (e.g. access for all – see 2 above) and consideration of ecosystems and seasonal work. These will be dependent on funding.
5	Be responsive to new legislation, revised local plans and strategies and emerging land developments	Over the next 10-year period there will likely be unforeseen events that affect the PROW network. These will be addressed through the Delivery Plans to ensure the network is maintained and managed responsively to changes in legislation, plans and strategies. Particular attention will be paid to PROWs affected by new land developments to ensure they are preserved and enhanced.

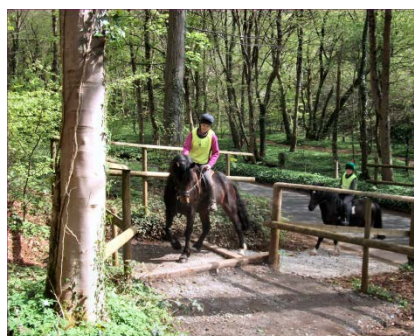
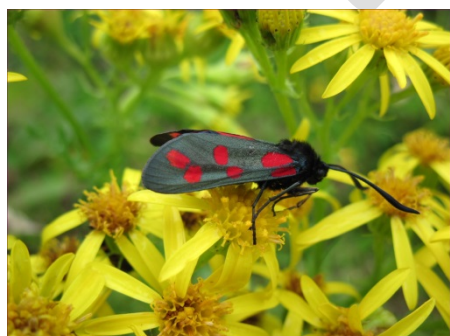
5. Key Aims

5.1 About our Key Aims

The Key Aims provide a more detailed plan of how Key Strategies will be achieved over the next 10 years.

These Key Aims will inform the PROW team's Delivery Plan (annual work programme), which will have specific tasks that may change during the course of the year depending on availability of funding and staff resources.

No.	Key Aims
1	Improved management and ongoing maintenance of the PROW network
2	Maintain an up-to-date Definitive Map and process Legal Orders
3	Enhance Cardiff's ecosystems along PROW routes
4	Install waymarking across the PROW network to help the public find their way
5	Support the Cardiff Local Access Forum and work in partnership with interest groups and volunteers
6	Identify and improve strategic links and accessibility of the network
7	Improve and increase the bridleway network
8	Protect and enhance paths within new developments and on private land
9	Publicise information online to help the public 'Report a Problem' on the path network
10	Maintain and improve the Wales Coast Path (WCP), liaise with NRW
11	Improve information about trails, places to visit, outdoor activities and events
12	Promote Codes of Conduct for the public to respect the environment and other path users



Understanding the tables		
Key Aim: This describes what we plan to achieve within the next 10 years and which Key Strategies it relates to as well as Legislation, National and Local Policies and Plans (see lists below)		
No.	Task and Description	Funding Source
Unique reference number for each task	<p>Task: Brief description of work that needs to be undertaken to achieve the key aim.</p> <p>Description: This provides in more detail the type of work that will be carried out to support the task to achieve the key aim.</p>	<p>How each task will be financially supported to carry out the work required.</p> <p>Revenue: Cardiff Council's internal funding, which is allocated annually</p> <p>Additional funding: Grant funding or other funds not yet identified</p>

ROWIP Key Strategies	Legislation, national and local policies and plans
<p>Which ROWIP Key Strategy does this Key Aim support to achieve within the 10 years, as described in section 4:</p> <ol style="list-style-type: none"> 1. Develop a more efficient management system for statutory Rights of Way work 2. Increase access for all through network improvements 3. Improve and promote the PROW network and outdoor activities 4. Preserve and enhance the PROW network and ecosystems 5. Be responsive to new legislation, revised local plans and strategies and emerging land developments 	<p>Each Key Aim applies to various legislation and policies and this will indicate which are relevant.</p> <ol style="list-style-type: none"> A. Well-being of Future Generations Act 2015 – Welsh Government outline to the Act B. Environment (Wales) Act 2016 also Welsh Government outline to the Act C. Natural Resources Policy for Wales (NRP) D. Sustainable Management of Natural Resources (Part 1 of Environment (Wales) Act 2016) E. Cardiff 'What Matters' Strategy 2010-2020 F. Cardiff Local Development Plan 2006-2026 G. Cardiff Capital Ambition H. Cardiff's Green Infrastructure Plan (Draft 2018) I. Cardiff's Integrated Network Map for active travel J. Equality Act 2010

[Cardiff's Public Rights of Way](#) can be viewed on the Cardiff Council website on www.cardiff.gov.uk

http://ishare.cardiff.gov.uk/mycardiff.aspx?MapSource=Cardiff_Live/base_Standard&Layers=PublicRightsOfWay&tab=maps

Key Aims 2020-30 – description and funding

Key Aim 1: Improved management and ongoing maintenance of the PROW network		
<i>ROWIP Strategies: 1, 2, 3, 4, 5</i>		
<i>Legislation, National and Local Policies: A, B, C, D, E, G, H, I, J</i>		
No.	Key Aim Description	Funding Source
1.1	Maintain and manage the PROW network	Revenue: Staff time
1.2	Undertake a survey of all PROW paths and record on DMS the PROW network furniture, waymarking and surface conditions. This will help to prioritise path maintenance required as part of the Council's statutory obligation.	Revenue: Make periodic surveys, undertake maintenance
1.3	Create criteria to compare information collected from the condition surveys to develop a system for maintenance and project prioritisation required as part of the Council's statutory obligation. Liaise with various user groups to identify paths that would benefit the public by being improved to become more accessible.	Revenue: Staff time to develop criteria and identify project priorities Additional funding: Improve path surfacing/ access features
1.4	Continue to develop DMS to further improve management and maintenance of the PROW network.	Revenue: Staff time to improve data collection and features in DMS
1.5	Identify, inspect, record and undertake treatment of invasive weeds on or near PROW paths.	Revenue: Record, plan inspections, organise treatment

Photos – before and after examples of work done

Key Aim 2: Maintain an up-to-date Definitive Map and process Legal Orders		
<i>ROWIP Strategies: 1, 3, 4, 5</i>		
<i>Legislation, National and Local Policies: B, F, H</i>		
No.	Task and Description	Funding Source
2.1	<p>Update the Definitive Map (DM) and Statements in a timely manner</p> <p>The DM and Statement will be under continuous review, as required by the Wildlife and Countryside Act 1981 (section 53). The DM will be republished as needed and Ordnance Survey (OS) informed of changes.</p>	<p>Revenue: Staff time and publication costs to republish the Definitive Map and Statement</p>
2.2	<p>Manage and process Legal Orders in a timely manner.</p> <p>The Legal Order process is controlled by legislation and can take 6-8 months to confirm. Review internal policies to help reduce timescales.</p>	<p>Revenue: Staff time and support from Legal Services</p> <p>Landowners: Legal Order fees to cover all costs</p>
2.3	<p>Update and improve information on Cardiff Council's website about the DM, Statement and current Legal Orders.</p> <p>Public information about the DM, Statement and Legal Orders (Definitive Map Modification Orders – DMMO) on Cardiff Council's website and iShare map will be improved and updated to help inform the public of any changes to the network or temporary path closures.</p>	<p>Revenue: Staff time and ICT support to update website and iShare map</p>

Key Aim 3: Enhance Cardiff's ecosystems along PROW routes		
<i>ROWIP Strategies: 1, 3, 4</i>		
<i>Legislation, National and Local Policies: A, B, C, D, E, F, G</i>		
No.	Task and Description	Funding Source
3.1	<p>Plan and undertake vegetation maintenance along PROW routes to minimise impact on ecosystems, especially in sensitive areas.</p> <p>PROW Officers will liaise with internal departments for advice on appropriate work methods on PROW paths located on or near sensitive ecological or historic sites (e.g. SSSI, ancient woodlands, ancient forts, etc), also to share resources and provide a variety of skills to undertake tasks. Locations and details will be recorded in DMS.</p>	<p>Revenue: Staff time for appropriate work methods and undertaking statutory maintenance</p>
3.2	<p>Aspirational: Enhance specific sites through partnership funded conservation projects.</p> <p>PROW Officers and Maintenance staff will work with various groups to enhance specific sites on conservation projects when additional funding has been sourced.</p>	<p>Additional funding: Conservation projects may require additional resources to undertake improvements</p>

Key Aim 4: Install waymarking across the PROW network to help the public find their way.

ROWIP Strategies: 1, 2, 3, 4, 5

Legislation, National and Local Policies: A, B, C, D, E, G, H, I, J

No.	Task and Description	Funding Source
4.1	<p>Improve waymarking and mapping of the network to help the public navigate routes.</p> <p>Identify routes where there is ambiguity and based on priority criteria, clearly waymark to help the public find their way.</p>	<p>Revenue: Staff time to identify routes and install signage</p>
4.2	<p>Aspirational: Create and install location tags on furniture to help the public navigate and report a problem along their journey.</p> <p>Liaise with other LAs and National Trail organisations for ideas that have worked well for location finding on furniture (e.g. path name and number, grid references, etc).</p>	<p>Additional funding: Design, print and install location tags on furniture</p>
4.3	<p>Aspirational: Create new circular walks, long distance trails or other types of trails for a variety of path users.</p> <p>PROW Officers will work with partners on new trails being considered to improve accessibility, create links to points of interest and amenities, etc. If funding available, install information boards on site, produce promotional leaflets, etc.</p>	<p>Additional funding: Staff time to create trail.</p> <p>Create and install information boards, print leaflets, etc.</p>

Photos of waymark posts and leaflet of a circular route

Key Aim 5: Support the Cardiff Local Access Forum and work in partnership with interest groups and volunteers

ROWIP Strategies: 1, 2, 3, 4, 5

Legislation, National and Local Policies: A, B, C, D, E, F, G, H, I, J

No.	Task and Description	Funding Source
5.1	<p>Promote and support the Cardiff Local Access Forum (LAF).</p> <p>Support the LAF and recruit members every 3 years. Ensure members represent a variety of interests (e.g. horse riders, cyclists, walkers, water access, landowners, etc). Continue to host periodic meetings, consult on new developments, policies and assist with path issues and improvements that affect the PROW network.</p> <p>As part of the CROW Act 2000, LAF will ensure projects link to the ROWIP 2020-30 Key Strategies and Key Aims.</p>	<p>Revenue: Staff time as Secretary of the LAF, costs for meeting room hire and travel expenses.</p>
5.2	<p>Recruit volunteers to help maintain and improve paths.</p> <p>PROW to team up with volunteer groups to assist on path improvements, biodiversity enhancements and maintenance.</p>	<p>Revenue: Depending on type of work being carried out</p>
5.3	<p>Aspirational: Partnership working on projects to enhance the network.</p> <p>Liaise with various groups to address specific path issues (see Key Aim 1) and assist with additional funding opportunities to increase promotion of the network.</p> <p>Implement path improvements, where possible, with the assistance of volunteers and partnership groups.</p>	<p>Additional funding: Implementation of projects</p>

Key Aim 6: Identify and improve strategic links and accessibility of the network

ROWIP Strategies: 1, 2, 3, 4, 5

Legislation, National and Local Policies: A, B, C, D, E, F, G, H, I, J

No.	Task and Description	Funding Source
6.1	<p>Improve route accessibility based on priority criteria.</p> <p>Identify paths that need additional maintenance or improved access for mobility and sensory impairment by using information from the PROW path surveys (see Key Aim 1) and liaising with relevant user groups.</p>	<p>Revenue: Staff time to liaise with user groups to prioritise paths for improvements</p>

6.2	<p>Aspirational: Implement path improvements to increase accessibility</p> <p>Improvements will be subject to financial resources and landowner consent. Liaise with partners and Council departments to help source grant funding.</p> <p>Where possible, work with community groups and volunteers to help with installations and path improvements.</p>	<p>Additional funding: Furniture and path improvements</p> <p>Volunteers: Assist with installations</p>
6.3	<p>Aspirational: Create new strategic routes and improve cross-border links.</p> <p>Routes may be identified as missing links for continuity of the network and/or cross-border routes. Liaise with landowners, community councils, adjacent LA and user groups to consider what improvements are needed and source funding to implement them.</p> <p>Where suitable, use people counters to help monitor path use at specific locations to help prioritise potential improvements.</p>	<p>Additional funding: Furniture and path improvements</p> <p>Volunteers: Assist with installations</p>

Key Aim 7: Improve and increase the bridleway network

ROWIP Strategies: 1,3, 4, 5

Legislation, National and Local Policies: A, B, C, D, E, F, G, H,I

No.	Task and Description	Funding Source
7.1	<p>Identify and record where horse riders are at risk.</p> <p>Identify roads where horse riders are at risk due to narrow/busy lanes and where there have been known near misses or accidents between riders and drivers/cyclists. Record on DMS map (see Key Aim 1).</p> <p>Liaise with Highway Officers to consider installation of road signage to inform drivers of horse riders/bridleways nearby.</p>	<p>Revenue: Staff time to identify and record</p> <p>Additional funding: Highways to install road signage or make infrastructure improvements</p>
7.2	<p>Aspirational: Upgrade the surface of existing green lanes and other potential routes to create new bridleway routes, increase the bridleway network and improve cross-border links.</p> <p>Liaise with various groups and horse riding organisations (e.g. British Horse Society – BHS) to identify routes that could be upgraded to develop an off-road bridleway network, LA cross-border links and long-distance trails.</p> <p>Where there are known risks to horse riders using busy roads, or where new developments will affect quiet lanes, liaise with Council Officers to consider realignment of routes or path improvements to protect these key links.</p>	<p>Revenue: Surveys and liaising with user groups</p> <p>Additional funding: Path improvements</p> <p>Developments: Legal Orders and path improvements</p>

Key Aim 8: Protect and enhance paths within new developments and on private land

ROWIP Strategies: 1, 2, 3, 4, 5

Legislation, National and Local Policies: A, B, C, D, E, F, G, H, I, J

No.	Task and Description	Funding Source
8.1	<p>Retain existing PROW paths within green spaces and improve strategic links to local amenities.</p> <p>Identify and improve paths within developments to create good connections to amenities and green spaces.</p>	Revenue: Liaise with user groups and Planning Officers
8.2	<p>Liaise with landowners/developers to ensure routes are retained and accessible during development phases.</p>	Revenue: Path surveys, inspections and enforcement
8.3	<p>Improve information on Cardiff Council's PROW website on legal responsibilities for landowners and developers.</p> <p>Information will continue to be improved and updated to explain what their responsibility is to maintain paths during the Legal Order process.</p>	Revenue: Staff time and ICT support to update the website and iShare map

Key Aim 9: Publicise information online to help the public 'Report a Problem' on the path network

ROWIP Strategies: 3, 5

Legislation, National and Local Policies: A, B, C, D, E, F, G, H, I, J

No.	Task and Description	Funding Source
9.1	<p>Aspirational: Add the PROW network to the 'Report a Problem' mechanism on Cardiff Council website and/or Council app to make it easier for the public to identify specific locations and upload photos.</p> <p>The 'Report a Problem' website and Council app options will allow PROW Officers and Maintenance staff to identify locations, arrange inspections and resolve issues more efficiently.</p>	Additional funding: Staff time and ICT support to update website and app
9.2	<p>Aspirational: Publicise information online to help the public identify invasive weed locations and how to report to the Council to activate an inspection.</p>	Additional funding: To create an online reporting system and for publicity information

Key Aim 10: Maintain and improve the Wales Coast Path (WCP), liaise with NRW		
<i>ROWIP Strategies: 1, 2, 3, 4, 5</i>		
<i>Legislation, National and Local Policies: A, B, C, D, E, F, G, H, I, J</i>		
No.	Task and Description	Funding Source
10.1	<p>Maintain and improve the WCP along the coast.</p> <p>Work with various groups to consider options to realign the path along the coast, providing an attractive and interesting route, supporting local businesses and links to communities, green spaces and other promoted routes (e.g. Ely Trail).</p>	<p>Revenue:</p> <p>Staff time to liaise with various groups (including NRW)</p>
10.2	<p>Aspirational: Source grant funding to implement path realignment along the coast.</p> <p>Liaise with partners to source grant funding to enhance habitats and biodiversity along the route and implement projects to enhance user experience.</p>	<p>Additional funding:</p> <p>Bids for Wales Coast Path grant funding may be able to assist with certain projects</p>
10.3	<p>Ensure the WCP is open at all times for the public to use and well waymarked.</p> <p>Ensure any realignments, temporary diversions and updates are added to the National WCP website through Natural Resources Wales (NRW), who manage the WCP website.</p>	<p>Revenue</p> <p>Staff time to inspect and maintain the route, waymark and update information online.</p>

Key Aim 11: Improve information about trails, places to visit, outdoor activities and events		
<i>ROWIP Strategies: 2, 3, 4, 5</i>		
<i>Legislation, National and Local Policies: A, B, C, D, E, F, G, H, I, J</i>		
No.	Task and Description	Funding Source
11.1	<p>Improve information online about accessibility, path condition and amenities to make it easier for the public to decide which routes are suitable for them.</p>	<p>Revenue: Staff time and ICT support to update website</p>
11.2	<p>Promote trails, information about biodiversity features and upcoming outdoor activities to encourage more people to participate or to increase volunteering opportunities.</p>	<p>Revenue: Staff time and ICT support to update website</p>
11.3	<p>Aspirational: Consider new technology and ways to promote the network to encourage more people to use the routes.</p>	<p>Additional funding:</p> <p>Source new technology</p>

Key Aim 12: Promote Codes of Conduct for the public to respect the environment and other path users

ROWIP Strategies: 3, 5

Legislation, National and Local Policies: A, B, C, D, E, F, G, H, I, J

No.	Task and Description	Funding Source
12.1	<p>Promote Codes of Conduct online and signage onsite where appropriate to encourage the public to respect the environment.</p> <p>Partnership working to promote respect for the environment (e.g. litter, dog mess, etc).</p>	<p>Revenue: Staff time and ICT support</p> <p>Additional funding: for promotion and signage</p>
12.2	<p>Promote various campaigns to help raise awareness of responsibility on shared paths.</p> <p>Update information online and on site about responsible use on PROW paths and bridleways to encourage respect for all path users.</p>	<p>Revenue: Staff time and ICT support</p> <p>Additional funding: for promotion and signage</p>

5.2 Managing future change in Key Policies and Legislation

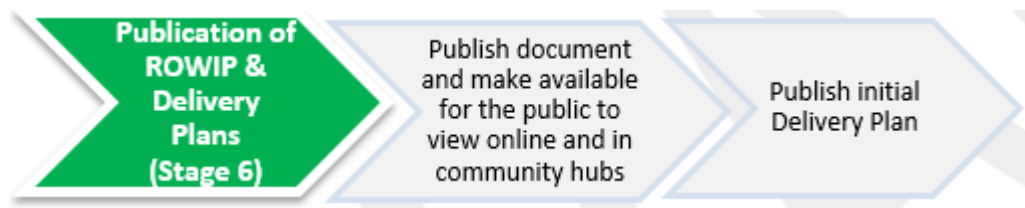
It is reasonable to expect changes to key policies that could directly affect PROW in the lifetime of this ROWIP. The Welsh Government ROWIP guidance requests the Statement of Action considers Council processes that will manage this situation. The exact process followed and the level of consultation will depend on the nature and extent of the legislative change. However, the points below outline the main processes that would be followed.

Changes to local or national policies and legislation:

1. Local Access Forum (LAF) would be consulted and responses may be given as a Forum and by individual members. Depending on the policy the public may also be consulted.
2. PROW team will liaise with colleagues from the Green Infrastructure Group and senior management and respond accordingly.
3. PROW team and senior management will consider how the new or amended policies and legislation will affect the day to day management of the PROW network and put appropriate measures in place.

6. Delivery Plans

6.1 Welsh Government Delivery Plan guidance



The Delivery Plan sets out short, medium and long term projects and work tasks which demonstrate how we will apply the **Key Strategies** and **Key Aims** over a specified period of time. These plans complement the Statement of Action and Key Aims in order to allow the new ROWIP to be more responsive to changing circumstances (budgets, staff, funding, etc.) without losing sight of the Council's commitments.

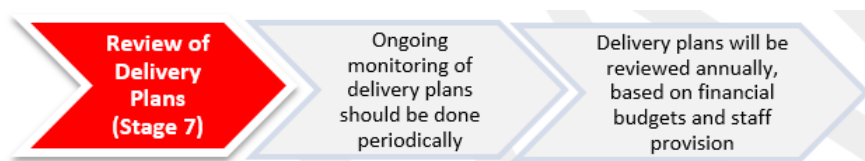
Members of the LAF will be involved in consultation, planning, support and overview of Delivery Plans on a periodic basis.

The PROW team will continue to work with other Council Departments and organisations with linking projects (e.g. Green Infrastructure Plan), which may include sourcing funding. There may also be regional projects with other Local Authorities (e.g. RCT's Penrhys Pilgrimage Trail).

Welsh Government require that the Delivery Plans should be in 3 parts:

1. An evaluation of Progress in delivering the ROWIP and previous action plans.
2. A review of Policies for the management of local PROW
3. SMART work plans, which will include;
 - a) The specific description of the output
 - b) How progress will be measured, monitored and reported
 - c) Resources needed and availability (this may include staff)
 - d) Who will deliver and the key partners for delivery
 - e) The Statement of Action objectives that are being delivered
 - f) A Timetable of actions and projects

6.2 Review of Delivery Plans – the Annual Programme



The Delivery Plans will manage PROW work on an annual basis, which includes the monitoring and evaluation of projects. The Delivery Plan will be based on priorities identified in some or all of the 5 Key Strategies and the 12 Key Aims.

6.2.1 The 5-Step PROW decision-making and delivery plan

STEP 1 – Develop Delivery Plan

The Digital Management System (DMS) is designed to record information about each path and its condition. This information will be used to identify potential improvements to the network and prioritise works based on various factors, such as:

- Condition surveys
- Cost
- Strategic links
- Accessibility
- Number of public requests for improvements
- Partnership projects and grant funding
- Usage

Project delivery will always consider other requirements and processes, such as:

- Licences needed relating to protected species (e.g. bats, dormice) or protected areas (e.g. SSSI, CADW)
- Seasonal work (e.g. nesting birds, invasive weed treatment)
- Development phases of work

Project development will start in the autumn and progress over the winter period in readiness for the Council's budget approval process in the spring. The Local Access Forum (LAF) will be consulted on the content of the Delivery Plan. Based on consultation and current resources available ((e.g. staff, funding, grants, community support, etc). The PROW team and Senior Management will agree the proposed Delivery Plan.

STEP 2 – Confirm Budget and Agree Programme

Budget allocation is set in the spring and will confirm the final programme. The Delivery Plan will be available to view on the PROW website and updated when amendments to the programme happen.

STEP 3 – Manage Delivery Plan

Projects and maintenance will be delivered throughout the year in line with the proposed programme.

STEP 4 – Interim Review

Projects will be reviewed in August to monitor expenditure and progress. Changes will be made as needed in order to be responsive to unforeseen factors that may become evident. For example, unexpected funding or partnership support becoming available.

STEP 5 – Final Review and Evaluation

All projects will be evaluated and outcomes recorded using 'SMART' principles (Specific, Measurable, Achievable, Relevant and Time-bound). Success will be measured against the Key Strategies and Key Aims in the Statement of Action. This will allow the progress and success of ROWIP to be monitored and reported over the longer term.

Delivery of projects will follow an annual cycle of development, delivery and review, as shown on the diagram below:



Appendix 1 – Supporting documents and references

The list below provides further information that has been referenced in this document or used as a source. In order to minimise the size of this document this information is available on-line.

Web links to Local/Area Policies and Strategies:	Web address links:
ROWIP 2008-18	www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/Public-rights-of-way/ROWIP
Review of ROWIP 2008-18 (Stage 3)	<i>As above</i>
New Assessment (Stage 4)	<i>As above</i>
ROWIP Survey results	<i>As above</i>
Green Infrastructure Plan (Draft)	
Local Development Plan (LDP) 2006 – 2026 (Adopted)	www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan
Cardiff Local Transport Plan 2015-20	www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/transport-policies-plans/local-transport-plan
SEW Regional Transport Plan (2010)	
Cardiff Council Strategies: Capital Ambition Corporate Plan Cardiff Improvement Plan Cardiff Well-being Plan 2018-2023 Cardiff in 2018 Liveable City Report 2018 City Deal Parks and Green Spaces Strategy	www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies
Cardiff's Cycle Network (Enfys)	www.keepcardiffmoving.co.uk
Integrated Network Map	www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/transport-policies-plans/integrated-network-map
Cardiff Well-being Plan 2018-23	www.cardiffpartnership.co.uk/well-being-plan
Cardiff 'What Matters' Strategy 2010-2020	www.cardiffpartnership.co.uk/what-matters-2010-2020/wm-strategy
Cardiff and Vale local public health plan 2018-21	www.cardiffandvaleuhb.wales.nhs.uk/public-health-wellbeing-news-events

NRW's Area Statement – South Central Wales Area (under Enviro Act 2016)	https://naturalresources.wales/about-us/area-statements/south-central-area-statement/?lang=en
Web links to Relevant Acts/Legislation:	Web addresses:
Countryside and Rights of Way Act 2000 Sections 60 and 61	www.legislation.gov.uk/ukpga/2000/37/contents - Go to sections 60 and 61
Well-being of Future Generations Act 2015	www.legislation.gov.uk/anaw/2015/2/introduction/enacted
Environment (Wales) Act 2016	www.legislation.gov.uk/anaw/2016/3/contents/enacted
Equality Act 2010	www.legislation.gov.uk/ukpga/2010/15/contents
Local Government Act 1999	www.legislation.gov.uk/ukpga/1999/27
Web Links for more information:	Web addresses:
ROWIP	www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/Public-rights-of-way/ROWIP
PROW	www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/Public-rights-of-way/About-Public-rights-of-way
Outdoor Cardiff	www.outdoorcardiff.com
Wales Coast Path	www.walescoastpath.gov.uk
Natural Resources Wales – ROWIP general information	https://naturalresources.wales/days-out/recreation-and-access-policy-advice-and-guidance/grants-and-projects/rights-of-way-improvement-plans-and-funding
Welsh Government Guidance	https://gov.wales/rights-way-improvement-plans-guidance-local-authorities
Natural Resources Wales	www.naturalresourceswales.gov.uk
NRW: Welsh Outdoor Recreation Survey – key facts for policy and practice 2016 – Summary report	https://naturalresources.wales/evidence-and-data/research-and-reports/national-survey-for-wales
Web links to Neighbouring Local Authorities (PROW):	Web addresses:
Rhondda Cynon Taf Council	www.rctcbc.gov.uk
Vale of Glamorgan Council	www.valeofglamorgan.gov.uk
Caerphilly Council	www.caerphilly.gov.uk
Newport Council	www.newport.gov.uk

Appendix 2 – Considerations of 1st ROWIP Review

In reviewing the 1st Rights of Way Improvement Plan (ROWIP), there were certain factors affecting whether certain tasks were completed successfully:

- a) **No ROWIP 'Template' to use:** It was the first time all **Local Authorities (LA)** were tasked with making a ROWIP. There was Statutory Guidelines from **Welsh Government (WG)** and the **Countryside Council for Wales (CCW, now Natural Resources Wales; NRW)**, however a template was not provided to show how the ROWIP document should look. There were 23 ROWIPs published in Wales and following this, the Wales ROWIP Review (March 2009) concluded that; 'every ROWIP was different' and that a 'template ROWIP document might have been helpful for ROWIP authors.'
- b) **High number of tasks:** There were 16 Key aims and priorities and within these aims, there were 63 targeted actions with 213 sub-tasks. Following a letter from WG saying that all ROWIP's were to be used to bid for additional funding, with emphasis on quantifying resources, the ROWIP was expanded (ref p5 of 1st ROWIP), which led to more tasks being included.
- c) **Funding issues:** ROWIP grant funding was made available to LAs from WG (managed by CCW), based on the % of total length of PROW and % of population within Wales; it was not for the full 10-year period, but was provided year-on-year without guarantee. This resulted in an inability to clearly set out achievable targets. Also, many of the actions and tasks in Cardiff's 1st ROWIP were aspirational and dependent on unconfirmed grant monies. During the 10-year period of the ROWIP, grant monies were also greatly reduced year on year, which affected a number of tasks. Furthermore, whilst the total published estimated costs for all ROWIP tasks was £1,281,100 (ROWIP 2008-18, p99), the actual ROWIP grant funding over the 10-year period was £319,828 and there were supplementary grants of £274,938. There was also annual internal revenue funding (£129,702) which covered day to day maintenance and ground work and some of this was used to supplement ROWIP tasks as match funding.
- d) **No Project Management system:** There was no specific Project management tool to help issue, monitor and report on ROWIP task progress. While the CAMS system was intended to manage the network and report on progress, in practice it became too costly to use and did not specifically relate to the ROWIP tasks. Towards the end of the 10-year period, the AMX system was adopted and is currently being used and updated to help in maintenance planning of the PROW network. The LAF were updated on progress of the ROWIP and were involved in specific projects, however the ROWIP was not reviewed annually/tri-annually.
- e) **Staff changes:** Within the life of the 1st ROWIP, there were staff changes that resulted in issues of handover and continuity of ROWIP tasks and progress, so some tasks could not be commented on fully in the review.

Despite these factors, the PROW team achieved many of the tasks and in some instances, they excelled – especially in regard to finding and recording the anomalies on the Definitive Map (see Key Aim 1 below), also pioneering the initiative of the 'Outdoor Cardiff' brand and website. The initiative to create the **Outdoor Cardiff (OC)** brand and website was a major achievement that arose out of the 1st ROWIP process, through discussions with relevant Council teams (including Parks, Harbour Authority, Active Travel), who were consulted on the process and progress of the ROWIP. It became clear that there were many common aims and objectives within the teams, with opportunities for potential joint projects, resulting in agreement that it would be useful to have a central point to communicate to the public about all outdoor activities in Cardiff. Once content and design were agreed, the OC brand became the central point for the teams to work together on various projects and is a useful tool for the public.

Key Highlights and achievements of ROWIP 2008-18 – 16 Key Aims

Priority Task	Key Aims	Key highlights of targeted actions
1.	Definitive Map (DM): Resolve current anomalies and produce an up to date DM for Cardiff	<ul style="list-style-type: none"> All draft DM maps and Statements completed by Definitive Map Modification Orders (DMMO). The revised map can be viewed 'live' on Cardiff Council iShare Identifying unregistered paths and lost byways; there were 23 paths claimed and confirmed under Section 53 of the Wildlife and Countryside Act 1981. The Supplementary Planning Guidance (SPG) was a useful tool to advise Developers on the statutory obligations to check a potential development area for PROWs and consult the PROW team. The PROW Technical Guidance notes (TGN) now supersedes the PROW SPG and is supplied by the Planning team to a Developer at Application stage.
2.	Signposting / Information: Improve visibility of PROW network on the ground	<ul style="list-style-type: none"> Priority routes were those deemed most popular routes in Cardiff for recreation and commuting; they were identified by our partners, also Information boards were installed in collaboration with the Countryside Team. Signs from metalled roads; PROW team are now using AMX programme, checking signage on urban paths has become part of the overall maintenance plan.
3.	Publicity and promotion: Improve awareness of PROW	<ul style="list-style-type: none"> A major achievement out of the ROWIP process, was the creation of the Outdoor Cardiff (OC) brand, website content and design, due to collaborating with internal Council partnerships (including Harbour Authority and Parks), as a means to work together on various projects promoting all outdoor activities. The Public Survey was completed by 673 people and an overview of main results given in 1st ROWIP (pages 36-38). Other groups and organisations were consulted, including Community Councils, Ramblers, British Horse Society, Cardiff Cycling Campaign, Cardiff Institute for the Blind and the Cardiff Youth Forum (pages 37-40). Statistics are compared to the Public Survey completed in 2018 in this ROWIP; see above 3.3 (from page 20). Circulation of leaflets to local country pubs/cafes, community centres where they link to promoted routes/trails.
4.	Circular Walks: Create supplementary circular walks	<ul style="list-style-type: none"> The creation of circular walks led to improved accessibility, for instance removing stiles where possible or installing steps on steep gradients and surface conditions of the existing PROW. Circular walks are available on OC website to download. Parks also have a Guided Walks and Events programme hosting activities throughout the year.

		<ul style="list-style-type: none"> • Promoted routes had specially designed signage, information boards installed and leaflets to download/print to encourage more visitors to use them. People counters were also installed to see if more people were using the routes. • Volunteer WfH leaders using these routes for organised walks.
5.	Wales Coast Path (WCP): Ensure participation and task completion	<ul style="list-style-type: none"> • There was separate grant funding for the WCP, so no key tasks were planned as part of the 1st ROWIP. However, as the WCP (opened May 2012) was featured in the 1st ROWIP and is now part of the PROW network, overall comments were included. • In 2008, a bridge was installed on Cardiff Bay Barrage linking Penarth with Cardiff Bay, which proved very popular. • 2 new PROW were created; Trowbridge 1 along the seawall (under S 26 of the Highways Act 1980) and on the west bank of the Rhymney River (under S 26 of the Highways Act, with a Dedication of land owned by Welsh Water), adding 5.1km to the PROW network. • Due to the various biodiversity protections of the Severn Estuary, Appropriate Assessments were conducted for Cardiff, then jointly with Newport and Monmouthshire Councils, to consider the impact of the path. When granted, ground works were subject to seasonal restrictions.
6.	Accessibility of PROW: Ensure realistic and reasonable routes for disabled and impaired PROW users	<ul style="list-style-type: none"> • RAFA ran until Feb 2010 and involved Cardiff Council's Equality Officer; he then established Cardiff Council Access Focus Group (CCAFG), who were involved in consultations for the ROWIP 2020-30. • It continues to be a priority to improve access for all across the path network. There are approx. 50 stiles on the roadside and 10 stiles away from the roadside to be replaced by gates or gaps. • ‘Taff Trail Circular Walks’ and ‘Healthy and Scenic Walks Pack’ do not currently state locations of barriers, but the Taff Trail circular walks describe the route, e.g. inclines and steps. In future, as leaflets are reviewed or updated, this will be included to help inform the public to plan their routes. They are available to download from the Outdoor Cardiff site.
7.	Maintenance and Enforcement: Make formal, efficient management procedures	<ul style="list-style-type: none"> • The AMX programme with mapping on PROW webpage is to help the public to ‘Report a Problem’ on any PROW on-line. • Groups including the LAF, WfH and OC partners have been helpful in identifying maintenance issues. More liaison with Community Councils will help to advise PROW team about routes in their areas that need work to help maintenance planning. • Enforcement letters sent refer to PROW guidance available on the website.

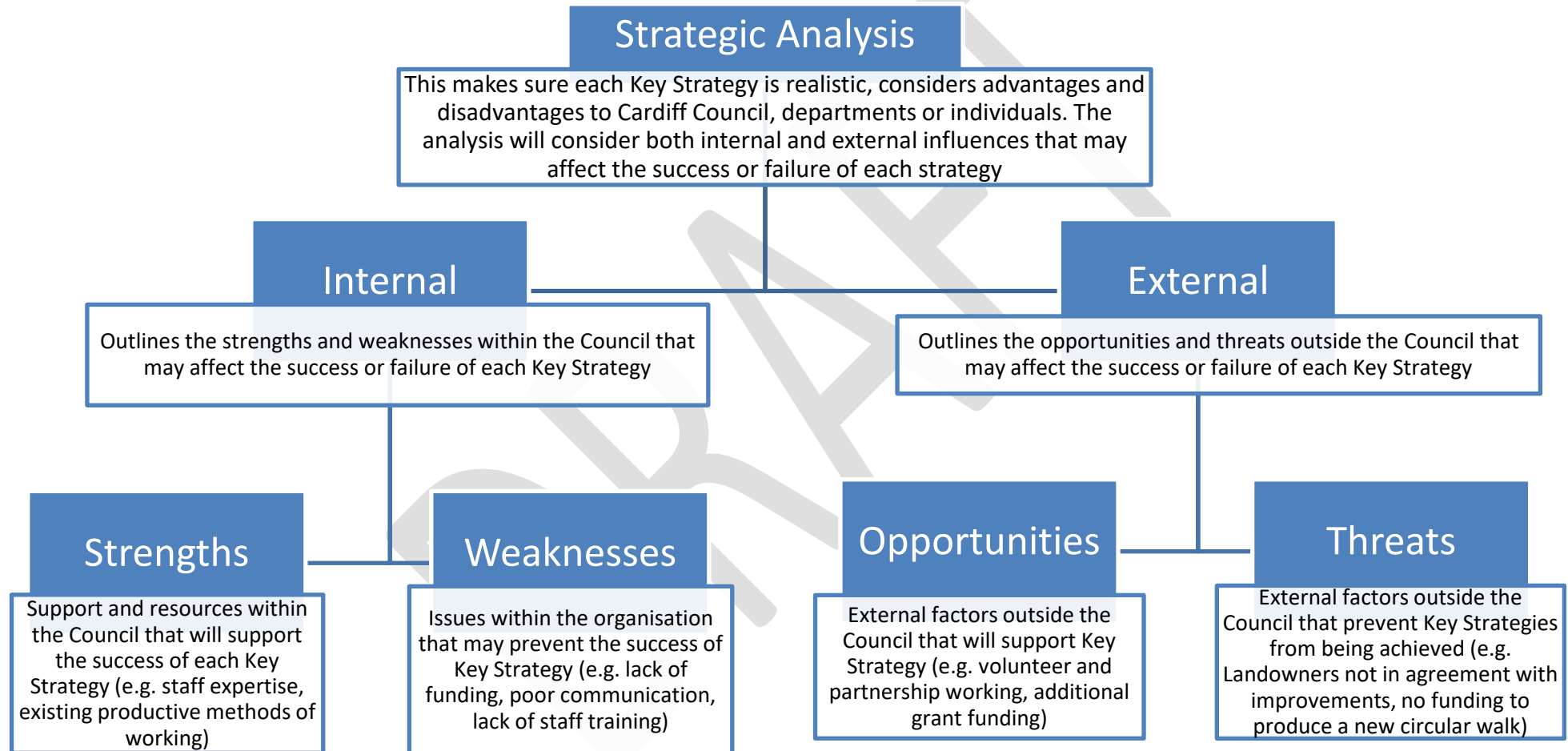
8.	Safety: Manage perceived safety fears	<ul style="list-style-type: none"> • Though all the various promotions of led walks and circular walks, path use increased. • PROW team established relationships with most Cardiff Community Councils, as 'ears to the ground' on safety issues. • New developments (e.g. LDP) should adhere to Strategic Planning Guidance to minimise risks to the public.
9.	Cycling: Extend network of cycle paths and signpost	<ul style="list-style-type: none"> • This involved liaising with Transport Policy Team (TPT), who created Strategic Routes that link with PROW, also linking with the Integrated Network Map and LDP to create a cohesive network. • PROW Officer attended regional meetings about the Taff Trail; the group ensured that signage and markings along the trail were the same. Sustrans now maintain signage and produce the Taff Trail leaflets. • Sustrans have done an assessment of the Taff Trail along with consultation; this included shared use user conflict, then made various proposals for future implementation. • Following approval by Parks, motorcycle barriers were removed by TPT in the early stages of the 1st ROWIP. The Parks department deal with barriers in Cardiff Parks and Open Spaces policy.
10.	Bridleways: Increase easily accessible routes for horse riders	<ul style="list-style-type: none"> • A permissive bridleway route was planned around Canada lakes (Pentyrch) to create a circular route to take horse riders off the busy roads, but became delayed due to funding and legal agreement between the Council and landowner. • Sections of the green lanes were resurfaced over the years to improve the off-road network for horse riders, but these routes need to be maintained. The main issues were lack of funding and staff resources. • Signs were installed on the highway to warn drivers of horses ahead at 10 locations where PROW bridleways joined the adopted highway. The review of these signs is one of the aims for the ROWIP 2020-30.
11.	Priority routes: Identify and manage priority routes	<ul style="list-style-type: none"> • As part of Outdoor Cardiff all partners contribute to joint promotion, which is ongoing. • Regular PROW team and PROW maintenance team meetings and attendance at other relevant meetings including LAF and Community Councils, all tasks were completed (100%). • 'People counters' were installed, but how the data is collected and managed will be reviewed. This will be a priority task in the ROWIP 2020-30, also some may be moved to new locations.
12.	Examine the possibility of obtaining finance from additional sources	<ul style="list-style-type: none"> • Additional grants were sourced from partnership projects via OC; Cardiff WfH Scheme and Countryside Projects, which included initiatives via the Council's Ecologist and Parks Departments. Project funding provided by Welsh Government.

		<ul style="list-style-type: none"> The Council's Countryside Team formerly managed these projects, which are now part funded from the Welsh Government's Environment and Sustainable Development Directorate, a single revenue grant to LAs in Wales to deliver Ministerial priorities and multiple benefits in support of the Well-being of Future Generations (Wales) Act Goals.
13.	Shared use paths: Programme educating people to be considerate to other path users	<ul style="list-style-type: none"> As part of their role, LAF (who represent a variety of user groups) actively respond to new initiatives and consultations. Note: since publication of the ROWIP in 2008, new legislation in the form of Public Space Protection Orders now incorporate a clause on control of Dogs. Dog Control Orders are no longer used. Continuing support and promotion of the Cardiff Code of Conduct on shared use paths, explored training opportunities for volunteers; e.g. assist with maintenance, Walk Leaders, etc., as promoted on OC website. Signage; partially progressed with the Code of Conduct as above. Countryside Code is available as a link on the PROW and OC website
14.	Outsource network maintenance: is it possible to devolve responsibility	<ul style="list-style-type: none"> Liaised with community councils, community groups and Council departments to understand where improvements on the network are needed and create opportunities to work with volunteers on projects on the PROW network.
15.	Litter on PROW: How to deal with this practically	<ul style="list-style-type: none"> 'Report a problem' is publicised through the Cardiff Council website and PROW continue to liaise with Waste Management to report fly tipping as a reactive measure. One known hot spot is Rover Way, where PROW team work with waste management, various Council Officers and organisations to resolve the problem, but this is a site specific issue rather than a general issue across the network. The AMX system provides a means to quantify re-occurring issues and hot spots. Keep Wales Tidy and Keep Cardiff Tidy tackle areas of littering in Cardiff with volunteers; this is done mostly independently and does not involve PROW, however they cleared areas of WCP route before the WCP official opening.
16.	Quick wins and network surveys: To encourage public use of PROWs. Make regular surveys	<ul style="list-style-type: none"> A survey of the footpaths identifying all furniture, types of surface and condition on paths was carried out but not completed. The survey provided detail of condition, type and any maintenance requirements. This helped to identify where improvements were needed to improve access for all. Whilst the CAMS system was used initially to record these issues, towards the end of the 1st ROWIP period, the AMX system is now being used.

The full Review of the first ROWIP 2008-18 is available on the [ROWIP web page](#)

Appendix 3 – SWOT analysis definition and Key Strategies

This standard business analysis tool has been used to define the **Key Strategies** and understand the opportunities or threats that may affect each strategy over the next 10 years.



ROWIP Key Strategies – SWOT Analysis

<p>SWOT Analysis on ROWIP Strategy 1: Develop a more efficient management system for statutory Rights of Way work</p> <p>Description of strategy: Management of the PROW network will be fully supported by the ongoing development and data input to the Council's Digital Management System (DMS; currently Asset Management Expert (AMX). It will provide the key outputs for managing, maintaining and reporting any issues on the PROW network and its inventory. This includes signage, path clearance, surfacing and any work needed to ensure paths are fully available and fit for purpose. It also includes the need to take into consideration ecosystems and access for all. This strategy is the overarching strategy and will link to strategies 2-5.</p>	
<p>Internal Factors : Strengths</p>	<p>Weaknesses</p>
<ul style="list-style-type: none"> • Dedicated, enthusiastic PROW Team and Maintenance Officers. Good working relationship with Parks, High Speed Routes Team/Active Travel and Contractors to arrange work days. • DMS already in use within Highways with basic PROW information uploaded; Information available to set up condition surveys. • Restructuring of PROW team has already occurred therefore current situation is stable and statutory work being managed. • Minor improvement works may be funded by additional budgets. • Furniture costs for PROW are minimal (waymarking) 	<ul style="list-style-type: none"> • Lack of additional staff to cover sickness/annual leave, causing delays in maintenance Delivery. • Need additional resource to manage volunteers and programming of works. • Future organisation restructuring could result in staff and resource changes. • Reliant on other staff to help develop survey condition in DMS. • Time constraints for PROW staff training required for DMS. • PROW team are based within Highways department with related budgets; where larger highway schemes are identified, budget constraints may be limited as there may be other priority works across the Highway network.
<p>External Factors : Opportunities</p>	<p>Threats</p>
<ul style="list-style-type: none"> • Opportunity to work with volunteers to assist with path improvement works. • Collaborative working with organisations and community groups may provide access to additional grant funding and project delivery support. • Planning Applications affecting PROW paths may include path improvements and provide new routes to communities, Active Travel routes and green spaces. 	<ul style="list-style-type: none"> • Unable to manage programme of works and provide appropriate training for volunteers. • May not be able to recruit volunteers to assist with PROW improvements. • Additional grant funding for larger schemes cannot be forecast for long term planning • Developments may be detrimental to PROW network if not addressed at an early stage to ensure protection and enhancement of routes • If landowners do not maintain furniture and routes crossing their land, this will lead to enforcement action and require additional staff resource time to administer key stages.
<p>Evidence supporting key strategy above:</p> <p>Stage 3 – 1st ROWIP Review evidence: Task 2 Improve visibility of PROW network on the ground through signage; Task 4.3 Ensure grass verges along the circular walks are maintained; Task 5 Wales Coast Path; Task 6.2 Replace stiles with gates or gaps; Task 7 Maintenance and Enforcement (make formal, efficient management procedures); Task 8.2 Vegetation clearance for reducing dark zones creating safety fears; Task 11 Identify and manage priority routes; Task 12 Identify additional funding resources; Task 14 Working in partnership to assist with maintaining PROW routes; Task 15 Report a Problem; Task 16 Undertake periodic surveys of the network.</p> <p>Stage 4 – New Assessment evidence: 2.2 Condition surveys of the PROW network; 2.3 Green Infrastructure improvements, Active Travel agenda, local developments affecting PROW paths, Capital Ambition to improve health and well-being, volunteering opportunities.</p> <p>Public Survey Results: Ref 4.Q3 Importance and increase of PROW usage; Ref 4.Q4 Increased in participation on PROW paths; Ref 4.Q8 barriers identified to prevent users access; Ref 4.Q9 other types of barriers; Ref 4.Q11 Suggested improvements.</p>	

SWOT Analysis on ROWIP Strategy 2: Increase access for all through network improvements

Description of strategy: This is based on the need to provide least restrictive access to PROWs and any improvements to the network will have this as a driver for change. For example, replacing existing stiles with gates or gaps, etc.

Internal Factors : Strengths	Weaknesses
<ul style="list-style-type: none"> Internal consultations with CCAFG, Equalities and Disability Network will help PROW team to understand various access challenges, access requirements and specific site considerations for improvements across the network. Key Strategy 1; condition survey results from DMS database will provide the ability to identify locations in need of improvements, prioritise areas of need and inform day to day decision making. Experts within Highways department and external contractors to undertake minor path improvements, reducing time and costs. Internal staff have the training and expertise to update the website and promotional information to assist the public. 	<ul style="list-style-type: none"> Available budgets will determine what improvements are able to be done. Difficulty in balancing the need between one user group and another in areas of complexity. Additional resource is needed to update the information on the website and existing printed materials and provide them in a format suitable for various user groups will require funding to create and reprint.
External Factors : Opportunities	Threats
<ul style="list-style-type: none"> There is already a known increase in public using the network and with additional information about accessibility of the network, path users will be able to make a more informed decision about what routes/trails are suitable for them. When improvements are being considered, legislation and guidance is readily available to ensure paths are being constructed appropriately and structures/design are DDA compliant. Create more accessible routes through new developments. 	<ul style="list-style-type: none"> Contractors on new developments where there are PROW paths may not consider path improvements as it is too costly, or beyond what they deem as necessary or required. Some landowners may not agree to improvements that PROW recommend due to fear of increase of users on their land, fear of stock control issues, costs, etc. Creating more accessible routes may trigger misuse, e.g. fly tipping, motorbikes, etc. Creating more accessible routes within a development while the existing routes nearby are in a poor condition or do not have the same level of accessibility could create inadequacies across the network.

Evidence supporting key strategy above:

Stage 3 – 1st ROWIP Review evidence: Task 2 Improve visibility of PROW network on the ground through signage; Task 3 Publicity and promotion (improve awareness of PROW network); Task 4 Create supplementary circular walks; Task 6 Ensure realistic and reasonable routes for disabled and impaired PROW users; Task 9.3 Remove motorcycle barriers where appropriate; Task 11 Identify and manage priority routes; Task 12 Identify additional funding resources; Task 14.1 Enhance and extend relations with Community Councils; Task 16 Undertake periodic surveys of the network.

Stage 4 – New Assessment evidence: 2.2 Condition surveys of the PROW network; 2.3 Green Infrastructure improvements, Active Travel agenda, local developments affecting PROW paths, Capital Ambition to improve health and well-being.

Public Survey Results: Ref 4.Q3 Importance and increase of PROW usage; Increase of those with impairments using PROW network (e.g. 1 in 20 respondents had a mobility impairment); Ref 4.Q4 Increased in participation on PROW paths; Ref 4.Q5 various reasons to use paths; Ref 4.Q8 barriers identified to prevent users access; Ref 4.Q9 other types of barriers; Ref 4.Q11 Suggested improvements.

SWOT Analysis on ROWIP Strategy 3: Improve and promote the PROW network and outdoor activities

Description of strategy: Encourage and support the public to access the PROW network and green spaces across the city, through various promotional materials including electronic, on site information boards and printed leaflets.

Internal Factors : Strengths	Weaknesses
<ul style="list-style-type: none"> Internal staff have the ability, training and expertise to undertake various promotional work, e.g. update online mapping and website, design promotional material for print, host events and activities, etc. Most promotional work is undertaken in collaboration with other Council departments (e.g. Parks, Harbour Authority, etc.). Good communication links through Council networks (e.g. Social media, web pages) departments, Outdoor Cardiff, Community Councils and Council Hubs to promote upcoming events or launches of new trails. 	<ul style="list-style-type: none"> Reprinting of leaflets and creation of onsite information boards is costly and is limited to partnership projects where there may be additional funding available. Staff time is limited to update the website and participate at local events that would benefit the public to let them know about outdoor trails and activities. To improve how promotional information is provided through new technology is costly, so will be limited to funding availability.
External Factors : Opportunities	Threats
<ul style="list-style-type: none"> More information and access details will be available to the public and encourage more people to access the PROW network and green spaces. Ability to analyse how the Outdoor Cardiff website and Council websites are accessed, along with popular searched activities, to better understand public interest. Venues and community buildings are generally willing to host outdoor recreational information and leaflets. Collaborative working with community groups and organisations to promote Outdoor Cardiff and host events. 	<ul style="list-style-type: none"> Without the ability to continue to provide printed leaflets/information, people may be restricted to being able to access information. Downloadable material from the website is not available to all users. Promotional material in venues may not be in prominent position. Unable to host regular consultations with the public to gather more information about what they need, to encourage more people to access the outdoors and discover the type of information that would help them make more informed decisions about routes suitable for them.

Evidence supporting key strategy above:

Stage 3 – 1st ROWIP Review: Task 2 Improve visibility of PROW network on the ground through signage; Task 3 Publicity and promotion (Improve awareness of PROW network); Task 4 Create supplementary circular walks; Task 5 Wales Coast Path; Task 6 Ensure realistic and reasonable routes for disabled and impaired PROW users; Task 8 Manage perceived safety fears; Task 12 Identify additional funding resources; Task 13.2 Publicise Countryside Code.

Stage 4 – New Assessment evidence: 2.3 Green Infrastructure improvements, Active Travel agenda, improve Outdoor Cardiff website and materials, Capital Ambition to improve health and well-being, promote volunteering opportunities.

Public Survey Results: Ref 4.Q3 Importance and increase of PROW usage; Ref 4.Q5 reasons to use paths; Ref 4.Q6 Social dynamic use of paths; Ref 4.Q8 barriers identified to prevent users access; Ref 4.Q9 other types of barriers; Ref 4.Q11 Suggested improvements.

SWOT Analysis on ROWIP Strategy 4: Preserve and enhance the PROW network and ecosystems

Description of strategy: Effectively manage and update the Definitive Map (DM) and Statement and any changes to the network such as diversions, extinguishments and creations. Any opportunities to improve the PROW network will be pursued, such as consideration of new projects (e.g. bridleways), strategic links (e.g. cross border), ways to enhance existing paths (e.g. access for all – see 2 above) and consideration of ecosystems and seasonal work. These will be dependent on funding.

Internal Factors : Strengths

- Advance notice of pre-applications is received from the Planning Department and allow Green Infrastructure Group (GIG) early involvement to consider PROW improvements, ecology enhancements or mitigations, Active Travel links, etc.
- [DM](#) is available online and helps the public to identify routes they wish to be improved and informs landowners/developers of routes that may affect any proposals to change use of their land.
- Expertise in PROW Team to advise developers/landowners and also work closely with the Legal Department for various queries and path orders.
- Key Strategy 1 will inform PROW Team to identify path improvements and make more informed decisions of priorities.

Weaknesses

- There is a high volume of planning applications requiring PROW consultation and some requiring legal orders to be processed.
- Lack of staff resource to follow up developments with site inspections on a regular basis, to ensure legal procedures are being followed and the correct licenses are in place.
- There are a number of key projects identified through the ROWIP and Green Infrastructure Action Plan, however staff resources and funding are limited so implementation may be slow to address the need of the environment and the public.

External Factors : Opportunities

- This task will promote beneficial working with neighbouring LAs on cross border routes.
- Working collaboratively with organisations and community groups to help fund improvements, enhance ecosystems and create promoted routes.
- Creation of long distance routes with partnership working with neighbouring authorities and Active Travel teams.

Threats

- Contractors on new developments where there are PROWs may not consider path improvements and some landowners may not agree to path improvements at PROW's request.
- Developers may obstruct paths crossing their site during construction phases, resulting in additional staff resource time to undertake enforcement action.
- Creation of new routes may require compensation to the landowner.

Evidence supporting key strategy above:

Stage 3 – 1st ROWIP Review: Task 1 Resolve current anomalies and produce an up to date DM; Task 2 Improve visibility of PROW network on the ground through signage; Task 3.3 Establish a 'regional body' with neighbouring authorities; Task 6 Ensure realistic and reasonable routes for disabled and impaired PROW users; Task 7 Maintenance and Enforcement (Make formal, efficient management procedures); Task 10 Increase easily accessible routes for horse riders; Task 11 Identify and manage priority routes; Task 12 Identify additional funding resources; Task 13.1 Local Access Forum consultation.

Stage 4 – New Assessment evidence: 2.2 Condition survey of the PROW network to identify routes; 2.3 Green Infrastructure improvements, Active Travel agenda, local developments affecting PROW paths, cross border links and volunteering opportunities.

Public Survey Results: Ref 4.Q3 Importance and increase of PROW usage; Ref 4.Q4 Increased in participation on PROW paths; Ref 4.Q5 comparison of reasons to use paths; Ref 4.Q8 barriers identified to prevent users access; Ref 4.Q9 other types of barriers; Ref 4.Q11 Suggested improvements.

SWOT Analysis on ROWIP Strategy 5: Be responsive to new legislation, revised local plans and strategies and emerging land developments	
<p>Description of strategy: Over the next 10 year period there will likely be unforeseen events that affect the PROW network. These will be addressed through the Delivery Plans to ensure the network is maintained and managed responsively to changes in legislation, plans and strategies. Particular attention will be paid to PROWs affected by new land developments to ensure they are preserved and enhanced.</p>	
Internal Factors : Strengths	Weaknesses
<ul style="list-style-type: none"> PROW receives advance notice of new strategies and plan changes. Internal staff expertise support PROW to understand how these may affect ongoing work strategies and future schemes. Advance notice of planning applications allows initial internal consultations with GIG, developers and planners. Ability to create clearer guidance for developers and landowners to ensure paths remain open, accessible and legal orders/licenses are acquired where appropriate. 	<ul style="list-style-type: none"> Political pressures may challenge requests from PROW. Requires time allocation for PROW team to investigate on site where there are proposed developments and negotiate with developers to enhance existing paths or dedicate new routes identified. There is no guarantee developers will agree or wish to cover costs. Developers and landowners may choose to ignore legislation guidance which relies on PROW undertaking enforcement action resulting in staff time and cost resources.
External Factors : Opportunities	Threats
<ul style="list-style-type: none"> National agendas may benefit PROW proposals for improvements to meet the need (e.g. health benefits promoted by NHS, Active Travel and walk to work/school schemes, etc.). Some new land developments may benefit PROW network. Collaborative working with neighbouring authorities and attending national group (Wales Rights of Way Management Group) provides information about best practice, advice and national guidance updates. 	<ul style="list-style-type: none"> Developments may detrimentally affect PROW routes and not have the opportunity to be retained in green spaces. New legislation or local strategies may require PROW to review policies and procedures. This is necessary, but preparation may take away from other priority work. Political agendas may require more focus on other areas within local strategies and plans, therefore PROW may not be seen as a priority over other schemes.
<p>Evidence supporting key strategy above:</p> <p>Stage 3 - 1st ROWIP Review: Task 1 Resolve current anomalies and produce an up to date DM; Task 2.1 Install more general signage (liaise with national groups and neighbouring authorities); Task 6 Ensure realistic and reasonable routes for disabled and impaired PROW users; Task 9 Extend network of cycle paths and signpost (Integrated Network Map); Task 11.1 Investigate feasibility of implementing 'desired routes' suggested by LAF (planning applications); Task 12 Identify additional funding resources; Task 13.1 Local Access Forum consultation.</p> <p>Stage 4 – New Assessment evidence: 2.2 Condition surveys of the PROW network; 2.3 Green Infrastructure improvements, Active Travel agenda, local developments affecting PROW paths, Capital Ambition to improve health and well-being, cross border links.</p> <p>Public Survey Results: Ref 4.Q3 Importance and increase of PROW usage; Ref 4.Q4 Increased in participation on PROW paths; Ref 4.Q5 comparison of reasons to use paths; Ref 4.Q8 barriers identified to prevent users access; Ref 4.Q9 other types of barriers; Ref 4.Q11 Suggested improvements.</p>	

Appendix 4 – ROWIP Consultation List

Neighbouring Authorities PROW Officers:

Vale of Glamorgan Council
Rhondda Cynon Taf County Borough Council
Caerphilly County Borough Council
Newport City Council

Community Councils and Councillors:

Lisvane Community Council
Old St Mellons Community Council
Pentyrch Community Council
Radyr and Morganstown Community Council
St Fagans Community Council
Tongwynlais Community Council
All Cardiff Council Councillors

Internal Council Departments:

Chief Executive
Transportation
Planning, also Tree Officer and Ecologist
Parks
Drainage and Flood Alleviation Team
Equality Officer and CCAFG
Cardiff Partnership
Communities First
Housing
Regeneration
Strategic Estates
Tourism
Harbour Authority
Schools Organisation

Communications and Media
Scrutiny

Cardiff Council Employee Networks:

Black and Ethnic Minority Network
Carers Network
Disability Network
LBGT Network
Women's Network

Utilities:

Welsh Water
Virgin Media
Wales and West Utilities
Western Power
BT

User Groups/Organisations:

Local Access Forum
Cardiff Ramblers
Ramblers Wales
Tiger Bay Ramblers
Auto Cycle Union
British Horse Society
S.A.F.E
Byways and Bridleways Trust
Open Spaces Society
Cyclists Touring Club
Welsh Trail Riders Association
Taffys Trails

Long Distance Walkers Association
South Wales LDWA
Cardiff CHA Walking Club
Cardiff Outdoor Group
Farmers Union of Wales
National Farmers Union
Ordnance Survey
Sport Wales
Disability Sport Wales
Welsh Athletics
South Wales Orienteering Club
British Driving Society
Nat Association of Local Councils
Nat Fed of Bridleway Associations
South Wales TRF (Trail Riders)
South East Wales TRF
Visit Wales
Sustrans
Cardiff Cycle City
Welsh Cycling (SE Wales)
Cycling UK
Pedal Power
Land Access and Recreation Association
Land Registry
Planning Inspectorate
CALM (Countryside Access for the less mobile)
Cooke and Arkwright (land agents)
CLA (Country Landowners Association)
Arup

User Groups/Organisations continued:

Cardiff and Vale Community Health Council
 Cardiff and Vale University Health Board
 Public Health Wales
 Cardiff Public Services Board
 Velindre (Physiotherapist)
 British Heart Foundation Wales
 Ty Hafan
 South Wales Chamber of Commerce
 BAWSO
 Diverse Cymru
 Race Council Cymru
 Race Equality First
 BEN (Black Environmental Network)
 WCVA (Wales Council for Voluntary Action)
 British Trust for Ornithology Wales
 CADW
 RCAHM Wales (Royal Commission on the Ancient
 and Historical Monuments of Wales)
 Glamorgan Gwent Archaeological Trust
 Sport and Recreation Alliance
 Coed Cymru
 Age Connects (Cardiff)
 Age Cymru
 Independent Age (SW England and S Wales)
 Disability Wales
 Access Association (Wales)
 Disability Rights UK
 Disabled Ramblers
 Scope
 RNIB Cymru
 NFBUK (National Federation of Blind UK)

Action on Hearing Loss (Wales)
 Fieldfare Trust (access for Disabled people)
 Innovate Trust (venture out)
 South Wales Outdoor Activity Providers Group
 Duke of Edinburgh Award (Wales)
 Scouts Cymru
 Girl Guiding Cymru
 YHA (Youth Hostel Association)
 RSPCA Cymru
 Dogs Trust
 The Kennel Club
 Safer Pets
 Keep Wales Tidy
 Cardiff Conservation Volunteers
 Ramblers Volunteers
 Green Days (volunteers-Innovate Trust)
 Glamorgan Voluntary Services
 Cardiff City FC (charity)
 Cardiff University
 Friends of Parc Cefn Onn
 Stonewall Cymru
 Penrhys Pilgrimage Charity

Advisory groups

Natural Resources Wales (Strategic Assessments)
 Welsh Government (Nature and Forestry)