

Cardiff Council

# Rights of Way Improvement Plan





# Contents

---

	Page
Foreword	2
Executive Summary	4
Statement of Intent	10
1. Introduction	14
2. Cultivating the Countryside	20
3. The Present Path (Assessment Stage)	28
4. Crossing the River	46
5. The Future Path (Statement of Action)	50
6. Conclusion	100
Appendices	104

This publication is also available in Welsh

# Foreword

---

On behalf of Cardiff Council I am pleased to endorse the Council's Rights of Way Improvement Plan (ROWIP).



The Plan has been prepared in accordance with a statutory duty set down in the Countryside and Rights of Way Act 2000 and has been completed following a substantial consultation exercise.

Whilst this document has been produced in response to the Council's statutory duty, it is much more than that. It is a statement of the Council's commitment and desire to improve what is an extremely valuable resource for the residents of Cardiff. The Plan also aims to address the largely untapped potential for those visiting the Capital to enjoy the countryside and open space, as well as encouraging walking as a contribution to general health and wellbeing.

The Plan assesses the current management and use of Cardiff's rights of way network and sets out an initial three year programme to improve measurably the current situation. Overall the Plan has a 10 year lifespan and three-year business plans will be established and reviewed to ensure that the overall aims and objectives are achieved within the available resources. This process will allow the Plan to be developed to reflect the changing landscape, in an environmental, financial and social context.

The published Plan is the culmination of significant time and effort on the part of a small team of Council Officers and other stakeholders. To everyone who has contributed to this process I would like to express my sincere thanks.



**Councillor Delme Bowen**  
Executive Member – Traffic & Transportation  
June 2008

# Executive Summary

---

The Countryside and Rights of Way Act 2000 imposed a duty on all local authorities to produce a Rights of Way Improvement Plan (ROWIP) for its administrative area.



Cardiff Council committed resources to this task and in March 2007 a report attaching a draft ROWIP was submitted to its Executive to gain approval to commence a 3 month statutory consultation period.

The draft report was published for consultation in June 2007 and an approximate total of 600 reports were issued either directly to interest groups or on request from interested persons or organisations.

The consultation closed on 11 September 2007 and shortly afterwards a letter from the Minister for Environment, Sustainability and Housing was received by all Local Authorities.

This letter sought to clarify that ROWIP's were to be used as a basis for bidding for additional funding - and therefore particular emphasis should be placed on quantifying the resources necessary to achieve the key aims of the Plans.

This letter, together with comments received during the consultation period (particularly from the Countryside Council for Wales and Cardiff's own Local Access Forum) led to a substantial expansion and clarification of the Plan. This expansion served the purpose of ensuring that necessary re-sourcing was comprehensively identified.

The essence of Plan did not change in terms of its key aims and objectives but there was greater clarity in the strategy to be employed to implement the Plan.

The Plan begins by describing the 'outdoor attractions' of Cardiff which, although condensed into a relatively small area, are substantial.

The ROWIP makes reference to a number of feature areas - in particular the coastal strip being linked by the three main river valleys to a rural hinterland.

The beauty of Cardiff's outdoor opportunities (for leisure/recreation) is that they are on everyone's doorstep - but at the same time provide links to the wider network for the more committed user. There has been a requirement for all authorities to undertake an Assessment Stage by the third year of the Plan preparation period.

It was stated that this should in particular review and analyse; other plans and strategy documents, the definitive map, needs of users, maintenance and enforcement issues, the needs of the disabled and publicity and promotion of the network. The Assessment was to be an evaluation of the status quo, a statement of current practices/resources employed and an analysis of future opportunities.

It was clear from the Assessment that (in common with many other authorities) substantial work is required to update Cardiff's Definitive Map and develop a suitable promotional strategy for rights of way.

In Cardiff's case the outcome of the Assessment was the establishment of 16 Key Aims which can be seen as fundamental to ensuring continuous improvement over a ten year period.

Each aim has been analysed separately and broken down into sub-actions to firmly establish a clear process of implementation.

Each sub-action has been further evaluated to consider how long it should take, when it would start and what staff resources are required to make it happen.

Furthermore, consideration was given to which partner organisations (both internal and external) would be essential to processing each aim.

It has been determined that the Plan will proceed in 3 year business plan cycles - progress of which will be overseen by the Local Access Forum.

At the end of each 3 year period a review of progress made will be reported to Council together with an updated business plan for the ensuing 3 years.

By adhering to this approach, there will be clarity of expected outcomes on a year by year basis and an opportunity to bid for additional resources. Such an approach will also give the rights of way team an ability to respond to potential changes during the life of the Plan.

A summary of the finance required during the first 3 years is presented on page 99.

It is evident that the total amount required to undertake the actions contained within this ROWIP is around £150,000 more (per annum) than the amount currently spent on the network.

The Welsh Assembly has made a nominal amount of additional finance available to all authorities - which will be administered via the Countryside Council for Wales (CCW).

However, it would be fair to say that this amount is adequate to resource the full extent of the Key Aims and Priorities set out in this plan. Therefore it will be necessary to realise additional funding from other sources.

This could possibly be from planning gain, grants from other organizations, or direct funding from major businesses that see commercial benefit in supporting such activities as contained in the Plan.

In preparing the Plan a substantial network of contacts has been built up and it is seen likely that through the fostering of such contacts opportunities for joint initiatives and collaborative working will develop.

There are clearly substantial challenges ahead for the Council in this area of its responsibilities. However, the rights of way team has shown (to date) that it has employed resources to good effect. Such deployment of resources has led to a dramatic improvement in the accessibility of the rights of way network.

The implementation of the Rights of Way Plan is seen as a fundamental component of the Council's commitment to providing leisure opportunities to benefit the health of the community at large.



Priority Tasks	Anticipated Consequences
1) Resolve all current anomalies and produce an ‘up to date’ consolidated Definitive Map for Cardiff.	The necessary recording of all rights of way within the County of Cardiff.
2) Improve the visibility of the network ‘on the ground’. More sign posting and information centres must be established.	A greater clarity as to the extent and location of Cardiff’s rights of way network.
3) Improve the awareness of public rights of way and encourage their use by all groups by means of publicity and promotion.	An increase of general awareness amongst all groups of society – resulting in a greater number of visitors.
4) Install supplementary circular walks within Cardiff.	A provision that will allow members of the public to start and finish an excursion in the same location. This consideration will greatly assist the planning of a journey.
5) Ensure Cardiff’s participation and task completion in the creation of an ‘All Wales Coastal Path’.	The development of a ‘multi user’ path that links the whole of Wales.
6) To the most realistic and reasonable extent the network must be made more suitable for disabled users and those with impairments.	An identification of the network’s current accessibility – allowing improvements to be made that will raise this standard. This will bring about a greater ‘equality of access’.
7) Matters of maintenance and enforcement should be subject to more formal and efficient management procedures.	Allows a more strategic management approach to be implemented – reducing the opportunity for confusion and contradiction.
8) Practical means must be established to deal with perceived safety fears.	An attempt to install a sense of community pride. A provision to make the countryside more attractive for visitors.

Priority Tasks	Anticipated Consequences
9) Establish an extended network of cycle paths – ensure that these paths are appropriately sign-posted.	An extension of the cycle network coupled with an appropriate provision of guidance.
10) Increase the number of easily accessible equestrian routes.	An enhanced provision of facilities for equestrians.
11) With regard to the development of a cohesive management strategy, a methodology must be established to identify priority routes.	A realistic appraisal of the most popular routes within Cardiff's rights of way network.
12) Examine the possibility of obtaining finance from additional sources.	An attempt to ensure that all necessary resources are secured – so that all ambitions can be fulfilled.
13) Co-existence must be encouraged – a programme of education should be initiated in order that a more considerate and tolerant attitude might be fostered.	Will ensure an awareness of the rights and responsibilities that are associated with countryside use.
14) Examine the possibility of devolving the responsibilities of network maintenance.	Creates a wider spectrum for tasks to be undertaken.
15) Practical means must be established to deal with the perceived problem of litter.	An attempt to install a sense of community pride. A provision to make the countryside more attractive for visitors.
16) A number of 'quick wins' must be achieved so as to reassure the public about the significance of the ROWIP. Conversely, plans must be set in motion for further overall surveys of the network.	A reassurance to the public as to the progress that is being achieved.

# Statement of Intent

---

The City and County of Cardiff is uniquely blessed in terms of its physical make-up.

Cardiff is rapidly developing into a metropolis that rivals any other European Centre of Excellence and thus warrants intensive exploration.



Conversely, this essential development has not undermined the distinctive balance that Cardiff has in providing vast areas of rural splendour for its residents and visitors.

With such an expanse of finery bestowed upon the county, it is essential that a strong Public Rights of Way network is both conceived and delivered.

In very simple terms, public rights of way allow people to get from A to B whether it is for recreational or everyday purposes.

For instance, the Welsh Assembly Government’s ‘Road Safety Strategy for Wales’ states that “...The increase in people’s leisure time, coupled with the growth of ‘sustainable tourism’ means that more and more people are being encouraged to walk and cycle in the countryside at weekends and during their holidays”.

The provisions of the 2000 Countryside and Rights of Way Act (CROW) seek to ensure a greater provision of access to the countryside coupled with a detailed clarification of how this requirement might be achieved.

The CROW Act places a duty on all Highway Authorities to produce a Rights of Way Improvement Plan (ROWIP).

In drawing up the ROWIP, Local Authorities are required to assess the extent to which the rights of way under their jurisdiction meet the present and (likely) future needs of the general public. Based upon this assessment, a schedule for restoration and alteration will be submitted.

The Welsh Assembly Government has issued guidelines as to the form (and the timetable of production) that the ROWIP should take. Subsequently, Local Authorities have five years from November 2002 to create and publish the document.

Crucially, it is the intention of the Council that a channel of communication with the general public should remain continuously open. The reasoning for this is that the aspiration for improvement is an ongoing endeavour.

The literature provided here is supplementary to (and supersedes) the draft ROWIP outline that has previously been produced by Cardiff Council.

Specifically, the Cardiff ROWIP will be constructed under a number of section headings;

- 1) In the first instance, a general INTRODUCTION will provide a greater illumination of the County’s extensive pastoral environment.
- 2) A more general reflection will examine how the ROWIP document might align itself with and obtain additional consideration from other strategic plans. This wider range of discussion will be undertaken under the heading ‘CULTIVATING THE COUNTRYSIDE’.
- 3) The Assessment Stage will be undertaken under the heading ‘THE PRESENT PATH’. More specifically, this portion of the document will include all relevant statistical analysis (undertaken by the rights of way team) coupled with an overview of identified areas in need of attention. Furthermore, a listing of current available resources will be provided.

It is essential to point out that the information identified within the assessment stage will be the driving force behind the measures introduced in the Statement of Action.

4) Following this, it will be possible to present a simple inventory listing the priority issues that need to be tackled within the ROWIP – this will be entitled ‘CROSSING THE RIVER’.

5) The answering of each of these points on an individual basis ultimately represents the essence of the ROWIP. This fundamental rationale will comprise the Statement of Action - which will be entitled ‘THE FUTURE PATH’. Again, it is important to point to the fundamental and necessary linkage between the assessment stage and the statement of action.

6) Appropriately, a final summing up of what has gone before is offered within the CONCLUSION.

Now that the methodology has been established, the Rights of Way Improvement Plan for the City and County of Cardiff can be suitably formalised.



# 1. Introduction

---

For the purposes of clarification, it is important to define what constitutes a right of way;

**FOOTPATH:** A public right of way for walkers.

**BRIDLEWAY:** A public right of way for walkers, horse riders, those leading a horse and invalid carriages. Although not a right, cycling is also permitted as long as cyclists give way to walkers and horse-riders.

**BYWAY OPEN TO ALL TRAFFIC:** Although motor vehicles are entitled to use them, the predominant use of byways open to all traffic is normally by walkers, horse-riders and cyclists.

**RESTRICTED BYWAY:** A new category of public rights of way which has been created due to the reclassification of what were RUPPs. A restricted byway will be a public right of way for walkers, pedal cyclists, those on horseback or leading a horse and for all non-mechanically-propelled vehicles such as horse-drawn carriages.



**ROAD USED AS PUBLIC PATH (RUPP):** A RUPP was previously classified as a route predominantly used by walkers and horse-riders even though it is not a footpath or a bridleway. RUPPs have now been reclassified and are shown as restricted byways. All records will be amended to reflect this administrative change.

The City and County of Cardiff is an urban conurbation of over 300,000 inhabitants situated to the south of the former industrial and mining areas of the South Wales valleys. However whilst Cardiff is generally considered an urban authority, it should be noted that over one third of its administrative area is countryside.

This area is served by four main river valleys: the Taff, the Rhymney, the Ely and the Nant Fawr. These river corridors provide a ‘green lung’ within Cardiff – with the Rhymney and the Ely corridors currently being subject to strategic developments driven by the Council’s Countryside Team and Cycling Officer.

Such geographical structure creates a tremendous opportunity to establish direct access from the urban centre to the surrounding countryside. The challenge of this Rights of Way Improvement Plan is to ensure that the rights of way network assists in the process of creating continuous linkages which will facilitate sustainable transportation and exploration.

A detailed description of all that the rural fringe within the County has to offer is beyond the scope of this document. However it is appropriate that some space is devoted to highlighting this diversity.

A practicable influence can be taken from the ‘Cardiff Landscape Study’ document produced by Cardiff Council in partnership with the former Welsh Development Agency (WDA) and the Countryside Council for Wales (CCW).

Within this document, a number of specific locations have been singled out as dominant elements of the rural framework.

In the first instance, the rural hinterland of Cardiff embraces significant areas of unspoilt countryside and an assorted pattern of landscapes.

### **1.1 Garth Hill Uplands**

The Garth Hill Uplands have been described as ‘an area of unspoilt open countryside with a distinctively semi-natural character and few detracting influences’. Garth Hill is recorded as the highest point in the County. As such, it is one of Cardiff’s most distinctive landscape features with exceptional panoramic views of the Brecon Beacons to the north and the Devon countryside to the south. This attribute is further emphasised as Garth Hill forms part of the dramatic backdrop of encircling hills to the north of the City.

Garth Hill is classified as common land with open access available for walkers via the Ridgeway Walk. There is also an extensive availability of other rights of way within the area.

## 1.2 Pentyrch Ridges and Valleys

The Pentyrch Ridges and Valleys can also be referred to as possessing the same visual prominence as Garth Hill. However, the area has been described as having ‘a much more domestic and managed character’.

Much of this area is sparsely populated and thus retains an unspoilt, rural feel. The attraction of this area is intensified thanks to its extensive woodlands and a highly modified quarry landscape. Within the area there are a number of rights of way that allow a full exploration of the countryside.

## 1.3 St Fagans Lowlands and Ely Valley

This area of Cardiff is characterised by its captivating and extensive countryside, comparisons of which have been drawn with a large parkland estate. This description is justified by a well-managed structure of mature woodland, hedgerows and trees. Furthermore, ‘the Ely Valley contains a number of sensitive riparian and woodland habitats while the St Fagans area is of historic and cultural significance’.

Such fascinating historical remnants include a medieval village located within the vicinity of St Fagans and Michaelston-super-Ely, as well as numerous sites of interest to be found at the Museum of Welsh Life. Again, the wide-ranging rights of way network in this area (recently enhanced by the extension of the Ely Trail) ensures that these rural amenities can easily be accessed and thus fully utilised.

## 1.4 Forest Fawr and Caerphilly Ridge

This dramatic landscape provides a prominent and distinctive backdrop for the City and County of Cardiff. In an almost literary sense, much of this area is dominated by thick woodland and there is a general air of attractiveness and isolation. A number of important historical and cultural features can be located and accessed within this environment, including Castell Coch (described below) and the Coed y Wenallt enclosure.

Due to the large-scale quarrying of limestone that has occurred in this region, a unique configuration of the natural environment can be experienced that is not to be found anywhere else within Cardiff.

## 1.5 Wentloog Levels

The Wentloog Levels represent a unique make-up of flat, low-lying coastal marshes in the south east of the County. This location retains a status of vast importance as it represents the only stretch of undeveloped coastline in Cardiff and thus an expansive area of open landscape. The majority of this area is designated as a Site of Special Scientific Interest for its networks of flora and fauna that have been deemed of national importance. The remains of Roman architecture (combined with the potential for yielding further archaeological finds) make this an area of outstanding historic value.

## 1.6 Forestry Land & Coastal Links

Cardiff also has an impressive provision of dedicated forestry open access land. Seven sizeable areas of wooded beauty are accessible within Cardiff – predominantly in the north of the County. Such environments can be found at Fforest Fawr and Tyn Y Coed.

Additionally, whilst Cardiff cannot be described as an extensively ‘Coastal County’, there is an opportunity available to develop a path that leads from the Eastern boundary of the County (along the Cardiff Foreshore) to the constantly evolving Cardiff Bay. One might also consider a possible extension of this path into Newport - and beyond. Currently, there are only minimal links that allow access to this potential route - and the Foreshore path itself is subject to some ownership discrepancy. However, the rights of way team (following a National Assembly funded initiative) is already working with its partners to develop this coastal link.

To a lesser extent perhaps, but Cardiff’s urban network assists in facilitating a full exploration of the Capital City.

The ‘jewel in the crown’ of Cardiff’s urban network is the Taff Trail. The Taff Trail is a multi-purpose route between the Cardiff waterfront at Cardiff Bay and the Mid Wales market town of Brecon. A large proportion of the Taff Trail is designated ‘traffic free’ and is consequently used by walkers and cyclists for trips of varying length.

Parts of the trail are suitable for horse riders. With specific regard to Cardiff, the Taff Trail is described as ‘bringing the countryside into the town’. The trail is also purposeful in the sense that it provides access to many of Cardiff’s most prominent sites of interest.

## 1.7 Castell Coch

Castell Coch (Red Castle) was rebuilt in 1890 as a country retreat by the third Marquis of Bute. The castle is located just a few miles north of the City and is somewhat iconic as it is perched on vertical cliffs and surrounded by wooded glades.

This vista has resulted in the attraction being dubbed ‘the fairytale castle’. The castle’s historical importance justifies its being maintained by CADW the organisation dedicated to the preservation of Welsh Historical Monuments.

The fairytale metaphor is continued when one explores the interior of the castle. The visitor will observe stunning ceilings, scenes from Aesop’s fables on the walls, bird and animal mouldings around the doors and extravagant furnishings and fireplaces. Castell Coch will both surprise and charm, thus every ‘nook and cranny’ should be examined. The extensive network of public rights of way in this area means that such an objective is readily achievable.

## 1.8 Millennium Stadium

The Millennium Stadium is the heartbeat of the City and County of Cardiff. Since its opening in June 1999 it has welcomed over 1.3 million visitors per year.

The stadium is renowned the world over as a first class, multi-purpose venue that provides a flexible platform for sporting, cultural and entertainment events. A steady stream of highly memorable events has graced the stadium since it hosted the Rugby World Cup in 1999. These have included the FA Cup Final, the Carling Cup Final, the British Speedway Grand Prix and concerts from outstanding artists such as The Manic Street Preachers, Bon Jovi and Robbie Williams.

With such visitor numbers, access links to the stadium are extensively utilised. The Taff Trail is one of these.

## 1.9 Cardiff Bay

Cardiff Bay has altered beyond recognition in recent years, having been transformed into Europe's largest waterfront development with a wealth of leisure, commercial and living accommodation both on and off the water.

The Bay is home to a number of attractions such as the Techniquest Science Centre, the Pierhead History and Arts Centre, the Norwegian Church, the political establishment of a devolved Wales and the Wales Millennium Centre.

The construction of the Cardiff Bay Barrage in 1999 was one of the largest engineering projects of its kind in Europe. The result of this has been the creation of a 500 acre freshwater lake and an expansive waterfront, further stimulating the development of Cardiff Bay as a leisure destination. Cardiff has now been put on the map as a superlative maritime city – with an established network of linkages.

Whilst these descriptions have only 'skimmed the surface' they are sufficient to demonstrate the extensive attractiveness possessed by the County of Cardiff.



## 2. Cultivating the Countryside

---

An Examination of how Rights of Way Management Might Integrate with other Policy Strategies



The Rights of Way Improvement Plan is not the only document to be formulated regarding issues of transportation and access. Other documentation also deals with matters of this nature and thus there is obvious potential for overlap and reinforcement.

Within many of these strategic frameworks, two consistent elements can be pinpointed as having specific reference to the ROWIP.

We are frequently urged to cultivate a healthy lifestyle through regular exercise and the Welsh Assembly Government document entitled 'Healthy and Active Lifestyles in Wales: A Framework for Action' provides example of this.

Secondly, there is now a requirement to ensure adequate means of transportation for those who have limited options available. In other words, there is a 'social inclusion agenda'.

Examples of the aforementioned 'strategic overlap' can be found in a number of documents – including the Local Transport Plan.

## **2.1 Consideration of a Healthy Lifestyle Agenda**

In the document 'Walking and Cycling – An Action Plan', Dr Kim Howells MP states that "...Around 60% of men and 70% of women are currently not physically active enough to benefit their health...walking and cycling offer the opportunity to build moderate, pleasant exercise into people's routines".

A priority aim of documents such as the ROWIP is to enhance the ease and convenience by which members of the public can undertake 'enjoyable exercise'. In later sections of the ROWIP, certain provisions will be detailed to facilitate this objective. Such aims will encompass matters of promotion, route visibility and an enhanced organisation of the network.

Initially, it will be important to place emphasis on the increasingly popular 'Walking for Health Scheme'. The success of these guided group walks is made visible in the 'Local Transport Plan – Annual Progress Report 2006'. The aforementioned document states that "...The walk programme has been extended to 10 walks per week, 61 walk leaders have been trained so far for Cardiff and over 200 walkers have joined the scheme this year, with the average number of walkers increasing to over 100 per week". Consequently, further emphasis will be placed on this initiative within the ROWIP's Statement of Action.

The previously referenced 'Walking and Cycling: An Action Plan' aims to influence members of the general public to change their travel behaviour. It might be possible for walking and cycling to be assigned 'on prescription'. With GP's standing as 'pillars of the community', individuals feel more inclined to follow their advice.

Young people can get a proportion of their daily exercise by travelling to school on foot or by bicycle. This is an incremental step that will contribute to an overall change of attitude. Such an endeavour is supported within Cardiff's Local

Sustainability Strategy where it is stated ‘...Children who walk, cycle or take public transport to school...improve their health through the extra exercise within their daily routine’. The ‘Safe Routes to School’ programme managed by the Council’s Road Safety Centre also promotes the same idea.

As stated in ‘Walking and Cycling: An Action Plan’, this endeavour aims “...to offer pupils and parents a wider range of choices for the school run, by encouraging schools, local authorities, public transport operators and local residents to work together to draw up School Travel Plans”.

In certain cases, it is quite possible for a public right of way to be used as part of a ‘school run’. To this end, the rights of way team has established a working arrangement with the Road Safety Centre. Initial co-operation occurred when the rights of way team played an active role in the development of a travel plan for Whitchurch High School – and it is hoped that such participation will continue on a long term basis.

In this way, rights of way can link in to the wider highway network in order to increase provision and serve a practical purpose.

Further support can be readily identified for this ‘Safe Routes to School’ initiative. An example of this can be found in Cardiff Council’s ‘Walking Strategy’, where the ambition is detailed to ‘...Encourage children to walk and cycle through school travel plans’. This ambition is also echoed in the Cardiff Cycling Strategy that was finalised in July 2007.

This first step towards re-engaging today’s youth within a healthy lifestyle has received significant backing from the Welsh Assembly. The document ‘Healthy and Active Lifestyles in Wales: A Framework for Action’ states that, to the date of its 2003 publication “...£11 million has been allocated to Welsh Local Authorities...The Assembly’s Welsh Network of Healthy Schools Schemes aims to encourage schools to develop a ‘whole school’ approach to health and provides additional opportunities for building links between physical activity and health”.

Indeed, the same document sets out a policy manifesto giving rights of way an intrinsic role.

It is stated “...Several new initiatives are proposed, based on evidence of effectiveness and need, in order to develop a more comprehensive programme of physical activity promotion that will contribute to achieving a more active population in Wales”.

A comprehensive promotion of Cardiff’s rights of way would fulfil the criteria of a new initiative, as it has never been suitably undertaken in the past.

## **2.2 Consideration of a Social Inclusion Agenda**

A common phrase to be heard in recent consultations for the Rights of Way Improvement Plan has been ‘how do we access the access?’ While it is of benefit to improve provisions on site, it remains a problem for some people to actually travel from their home to a desired amenity. As such, a proportion of the population is excluded from certain resources.

The Welsh Assembly Government has recognised this problem of social exclusion and has given it significant prominence within the ‘Road Safety Strategy for Wales’.

This document outlines a strategic aim as being “...Meeting equal opportunity obligations by recognising that people who do not have regular access to a private car – such as women, children and ethnic minorities – need to be able to travel safely to a wide range of destinations on foot, by bike or on public transport”. The ROWIP also seeks to address this inequality. Discussions have taken place with regional public transport companies and these will be developed within a long-term agenda.

Such measures to address ‘infrastructure alienation’ are advocated within a number of documents – including the Local Transport Plan for Cardiff. This document was published in 2000 and has a ten year life cycle. The ROWIP should benefit from the Local Transport Plan being strongly in place and reaching its peak prominence at this time.

It is also of benefit to the ROWIP that the Local Transport Plan recognises that rural areas are of particular concern. It is prominently underlined that “...The rural areas of Cardiff do not share the same level of public transport provision”. Therefore the Local Transport Plan and the ROWIP are aligned in their assertion that it is of vital importance to develop links between the urban area and the wider countryside.

This sentiment is echoed within the ‘Cardiff Countryside Strategy’. This document states that ‘...People on low incomes, the unemployed, those with low levels of car ownership and ethnic minorities are generally under represented in the countryside...Improvements to public transport will play an essential role in encouraging these groups to participate’. A firm commitment is therefore made within the Local Transport Plan to “...Explore improvements to services in other parts of the City, including the development of circular and cross-city services...This is an integral part of widening travel choices, enabling better access to areas poorly or not served by public transport”. The document ‘Local Transport Plan – Annual Progress Report 2006’ goes on to say that “...The Sewta (South East Wales Transport Alliance) Regional Bus Strategy was prepared in February 2006...The primary objectives of the strategy are to encourage...Reductions in social exclusion”. The publication of the ROWIP would seem to provide the opportune moment for the execution of this commitment.

As a point of interest, the rights of way team is in the process of establishing a series of highly co-operative relationships with Cardiff’s Communities First teams. The Communities First programme is a long-term strategy for improving the living conditions and prospects for people in Wales’ most disadvantaged communities. This programme is supported by the Welsh Assembly Government. Accordingly, Communities First will prove to be a vital mediator between the Council and those for whom increased participation is sought. It is anticipated that such liaison will provide an effective mechanism of exchange and analysis.

Cultivation of such a relationship is supported by the Welsh Assembly Government. The document ‘Climbing Higher – Next Steps’ describes how ‘...The Communities First programme is targeted at the most disadvantaged and most deprived communities in Wales...Sport and physical activity have a key role to play in promoting better health, social inclusion and community cohesion in these areas’.

### **2.3 Additional Considerations for Strategic Co-operation**

Whilst initial focus has been on two particular strategic concerns, a number of other objectives can be identified for integration.

It has already been suggested that the essence of the ROWIP is to provide improved rural access for all potential user groups. One such initiative that has arisen from this criterion is the establishment of the Rural Access for All Group (RAFA) focus group. This working group (as will be detailed further within the Statement of Action) has the aim of identifying the required network modifications to benefit disabled users and those who experience visual impairment.

The Local Transport Plan, in an appendix, states that “...Measures will be taken to improve the safety, security and conditions for people with impaired mobility, including people with disabilities...Seeking to protect the more vulnerable members of the community through consideration of their needs in the design and implementation of transport projects”.

‘Healthy and Active Lifestyles in Wales: A Framework for Action’ proposes that a small grants scheme should be established that supports local based community projects which address barriers to physical activity. Again, emphasis is being placed on the encouragement of reasonable access provision for all who wish to utilise it.

The advancement of website management will be identified as a key measure for ensuring cohesive promotion. This would best be achieved by the creation of a ‘website gateway’ which can direct one to the desired content. Such a premise is indicated within ‘Walking and Cycling: An Action Plan’ where support is offered for “...The establishment and maintenance of a website/portal which provides information on research, training and good practice for walking practitioners, as well as links for the public to find out about walks, and walking groups, in their locality”.

Support for enhanced educational links is also apparent within a number of these guideline documents. For instance, ‘The Countryside Strategy’ prescribes that ‘...Raising awareness of the natural environment at a young age should help develop a more responsible attitude towards the environment over time’. Such an achievement would surely benefit local communities in the widest sense. An improvement of attitude in one specific area can hopefully permeate all aspects of society.

It is important to note that the needs of equestrians are directly referred to within the appendices to the Local Transport Plan. The horse-riding fraternity (and the rights of way team) can point to the statement “...The development and improvement of bridleways will be favoured where appropriate”.

Likewise, a commitment to meeting the needs of cyclists is detailed in the ‘Local Transport Plan – Annual Progress Report 2006’. Within this document it is stated that “7.538 kilometres of cycle route were completed in 2005/06, meeting the Council’s annual 5-10km target for implementing the Council’s strategic cycle network”

## 2.4 Corporate Strategy Approach

Finally, the ROWIP’s Statement of Action will see common reference made to the need to work co-operatively with other (related) Service Areas. To this end, it is important to ensure that, not only are more effective channels of communication established but that an enhanced ‘spirit of communication’ is fostered.

The formalisation of such cohesion has already been established via the creation of an ‘open-space working group’ with an umbrella logo “OUTDOOR CARDIFF”. Meetings have been held involving the varying Council sections that are responsible for ‘green-space management’. This is a very basic initiative, but it marks a significant advance as Council Service Areas are traditionally protective of their remits and resources.

Such discussion and sharing of information is essential to ensuring that the wider highway network (including public rights of way) is cohesively managed.

This ‘co-coordinated management’ approach should bring about the most extensive possible provision to drive a common agenda.

Early discussions have focussed on potential overlap and areas where joint co-operation would be beneficial for all concerned parties. Particular issues of interest have included;

- Publicity and Promotion (with particular reference to website development and literature for distribution).
- Initiating joint bids for allocated resources (with particular reference to the Welsh Assembly Government).
- A linking of routes on the ground so as to ensure the widest possible provision for users.
- Community involvement in the management of the network.

Grounding for this initiative is provided within the ‘Countryside Strategy’ where it is stated that ‘...Where there are areas of conflict between groups, a more well defined network of countryside groups would provide an appropriate mechanism for seeking consensus’.

The Council must recognise that it is one complete organism and should work together for the greater good of the whole. This attitude must also penetrate the organised groups who represent the different classes of users. It is essential that user

groups can co-operate in a strategic sense as this will assist in their dealings with the local authorities.

Indeed, it is referenced within the ‘Strategy for the Horse Industry in England and Wales’ that ‘...The (British Horse) industry needs to establish productive links with the organisations which have led the way for walkers and cyclists...At a local level, Local Access Forums need to be developed further so that they can work effectively with local authorities in the delivery of Local Transport Plans’.

*A vital function of the Rights of Way Improvement Plan is to serve as an effective bidding document. The detailed objectives cannot be attained without the requisite funding. The fact that other strategic documents support similar aims adds credence to this request. Implementation of the ROWIP will require sustained investment in service provision.*



# 3. The Present Path

---

An Assessment of Cardiff's Rights of Way and their Current Condition



An assessment of the current rights of way within Cardiff must be undertaken in order to establish the basis on which improvements should be made. Accordingly, this section of the document will provide an overview and explanation of all collated information.

This assessment process is crucial to the overall outcome of the ROWIP because it sets out the strategic context for the management of local rights of way.

### **Management Strategy**

Traditionally, the rights of way team has managed the network in a ‘fire fighting fashion’. This is because the overriding priority has been that of maintenance – ensuring the best possible condition of the network with limited resources - at the expense of improvement.

The conception and implementation of the ROWIP gives the rights of way team an opportunity to formulate a longer term strategy.

This new management strategy seeks to promote an all inclusive approach both in terms of usage and ongoing consultation. Such an approach will look to include the individual user, stakeholder groups and Community Councils.

When undertaking the assessment it has been important to consider a variety of factors. A review of such things as;

- The condition of the existing rights of way network.
- The existing and likely future needs of the different classes of user.

- The identification of areas where provision for one or more class of user is considered to be deficient.
- The opportunities and priorities for the improvement of the existing network.

### **3.1 Statistical Methodology**

In 2002 an overall survey of the entire rights of way network was undertaken within the local authority. This will prove to be very useful as it will provide a base point for additional future analysis.

Contemporary appraisal of the network has been undertaken by the rights of way team using two main techniques.

The primary tool of usage has been the Government instituted device of Best Value Performance Indicators. The rationale of Best Value Performance Indicators (BVPIs) is that those rights of way which are considered as being easy to use are then expressed as a percentage of the entire network length.

In a more specific sense the term ‘easy to use’ refers to paths that;

- Are signposted or way-marked where they leave the road.
- Are free from unlawful obstructions and other interference.
- Have a surface and barriers (of a legal nature) in good repair
- Have a surface and barriers (of a legal nature) that allow ease of access to the public without undue inconvenience.

According to the guidance provided by the Government, the Local Authority should choose at random a selection of paths for inspection.

Local Authorities with networks in the range of 25 – 500km (of which Cardiff is one) should survey a minimum of 25km of the network per year. This process is most practicably undertaken in two stages - thus two surveys each evaluating 12.5km of the network. If a path is allocated a failure on any one of the essential criteria it will be deemed to have failed the overall evaluation.

Production of a Definitive Map for Cardiff was firmly in mind when utilising the second means of statistical analysis. Further information on the definitive map is provided later, but suffice to say that it is a map prepared by the Local Authority which constitutes a legal record of the rights of way network.

This secondary process of assessment was more laborious for the rights of way team as each historical path file was individually examined.

### 3.2 Statistical Overview

The inventory of Cardiff's public rights of way network shows that;

- Cardiff has 334 footpaths with a combined length of 172 kilometres or 107 miles.
- Cardiff has 13 bridleways with a combined length of 5.5 kilometres or 3.4 miles.

- Cardiff has 2 restricted byways (formerly 'RUPPs') with a combined length of 1.2 kilometres or 0.75 miles.
- Cardiff has 1 byway open to all traffic 0.093 kilometres or 0.06 miles long.

In light of the 2002 overall survey it is possible to express the following as a base point for our statistical analysis;

- 47 % of the available footpaths were considered to be accessible and usable.
- 95 % of the available bridleways were considered to be accessible and usable.
- Both 'RUPPs' (now restricted byways) were considered to be accessible and usable.
- The 1 byway open to all traffic was considered to be accessible to pedestrians but obstructed to vehicular traffic.

Clearly, there is a limited amount of provision within Cardiff for all users – particularly cyclists and horse-riders. Therefore, it would appear that the most basic requirement of future provision is the need to improve the condition of current access whilst attempting to secure an extension to the network.

Certain problems were identified at the time of this survey in relation to localised obstructions and inefficiencies. Such impediments are appropriately expressed in the tables below;

- **Number of obstructions identified during Survey.**

<b>Fence/Barrier</b> 201	<b>Surface</b> 60	<b>Trees</b> 53	<b>Encroachment</b> 117	<b>Other</b> 3
-----------------------------	----------------------	--------------------	----------------------------	-------------------

- **Furniture identified as requiring repair/renewal.**

<b>Stiles</b> 70	<b>Gates</b> 8	<b>MarkerPosts</b> 155	<b>Kissing Gates</b> 11	<b>Other</b> 4
---------------------	-------------------	---------------------------	----------------------------	-------------------

Following this 2002 survey the obvious challenge faced by the rights of way team was/is to build upon these statistics and remedy all identified problems.

The Best Value Performance Indicators can be used to reveal the extent to which the aforementioned objectives have been achieved. In the first instance, a very general summary can be provided that does show an incremental enhancement;

- 64 % of the available footpaths are now considered to be accessible and usable.
- 98 % of the available bridleways are now considered to be accessible and usable.
- Both restricted byways (formerly 'RUPPs') are considered to be accessible and usable.
- The 1 byway open to all traffic is considered to be accessible to pedestrians but obstructed to vehicular traffic.

<b>Month/Year</b>	<b>Total Distance of Network Surveyed (KM)</b>	<b>Total % of Sampled Network Easy to Use</b>
May 2004	12.152	55
Nov 2004	12.534	51
May 2005	12.715	66
Nov 2005	12.747	66
May 2006	13,253	76
Nov 2006	12,660	52

These statistics are somewhat better than the range of 41 % to 44 % that constituted the Welsh averages over the same period of time. However, this consideration should not be dwelt over with any great sense of pride.

The Welsh statistics illustrate a poor situation and Cardiff’s statistics are only moderately better - but the steady advancement does show the commitment to improvement.

The extensive usefulness of BVPIs is borne out in their ability to collate information on matters of greater strategic importance;

- **Obstructions removed since Survey.**

Fence/Barrier	Surface	Trees	Encroachment	Other
6	49	46	112	3

- **Furniture repaired/replaced since Survey**

Stiles	Gates	Marker Posts	Kissing Gates	Other
64	4	142	9	3

As stated, the second statistical analysis was implemented with the construction and management of the definitive map firmly in mind.

Accordingly, before this data is presented it would be wise to include some relevant definitions as follows;

**CREATION ORDER:** An order made by the Local Authority to create a new footpath or bridleway.

**DIVERSION ORDER:** An order made by a Local Authority to divert a footpath or bridleway.

**EXTINGUISHMENT ORDER:** An order made by a Local Authority to close a footpath or bridleway.

**MODIFICATION ORDER:** A Definitive Map Modification Order (DMMO) is made by the surveying authority to amend the definitive map and statement.

**RECLASSIFICATION ORDER:** An order made by the surveying authority to reclassify a road used as a public path to either a footpath, bridleway or a byway open to all traffic.

**PUBLIC PATH ORDER:** A collective term for creation, diversion and extinguishment orders.

Provision of these definitions will allow an easier interpretation of the following data. These figures will subsequently be factored in to the production and management of a new definitive map for Cardiff. It is important that the historical nature of these statistics is again emphasised.

Conversely, one must also bear in mind that there may well be additional limitations or conditions on the network (and the public's right to use them) that are as yet unrecorded;

#### SEARCH RESULTS OF HISTORICAL RECORDS AS DOCUMENTED BY 2003:

- **Number of Diversion Orders processed since the production of the latest Definitive Map.**

	Totals
Diversion of Footpath	
Proposed Diversions	144
Orders Made	87
Orders Confirmed	75

- **Number of Path Extinguishments processed since the production of the latest Definitive Map.**

	Totals
Extinguishment of Paths	
Total Extinguishments	27
Part Extinguishments	47

- **Number of Side Road Orders processed since the production of the latest Definitive Map.**

	Totals
Side Road Orders	
Side Road Orders	44

- **Number of issues that need to be resolved due to Planning Orders.**

	Totals
Planning Matters	
Changes necessary as a result of Planning Matters	11

- **Number of paths incorporated into/after developments.**

	Totals
Adoption Matters	
Paths now Adopted	22
Part Adopted Paths	7

- **Number of discrepancies identified between the Definitive Map and the Council's Geographical Information System (GIS).**

	Totals
GIS Management	
GIS Errors (Major)	152
GIS Corrections	6

- **Number of paths claimed via Section 53 of the 1981 Wildlife and Countryside Act subsequent to the production of the latest Definitive Map.**

	Totals
New Footpaths (Modifications)	
Order Proposed	9
Order Made (Information Located)	5
Order Confirmed	8

- **Number of errors identified when referencing the Definitive Map compared to an actual inspection of the intended routes.**

	Totals
Definitive Map Management	
Definitive Map – Original Errors	120

### 3.3 Definitive Map and Statement

The definitive map has been mentioned on a number of occasions in relation to the statistics presented above. The updating and correction of the Definitive Map is seen as a priority objective

The definitive map constitutes the official record of public rights of way as managed by the Local Authority. If a ‘way’ is shown on the definitive map then this is legal confirmation that the public had the right to utilise the route at the time of the map’s production.

A Definitive Statement accompanies the definitive map and this document has the purpose of describing each individual right of way in as much detail as necessary to fully define its route. If the statement defines the position or width of a right of way shown on a map then that information is conclusive at the time of the map’s production.

The Local Authority has a duty to keep the definitive map and statement under continuous review. Accordingly, there will be a need to make modification orders as necessary so that a fully updated and accurate record of the network is maintained.

The relevant document of reference is the map covering the former County of Glamorgan and an extension into the County of Monmouth. The definitive map for Glamorgan consists of five sheets at a scale of 1:25,000 and has a relevant date of 14 September 1954. The definitive map for Monmouth consists of one sheet at a scale of 1:10,560. This map has a relevant date of 1 July

1952. These maps can be said to cover the rural hinterland of Cardiff.

One can immediately deduce that historical factors will have contributed significantly to inaccuracies in these maps as a true record of the rights of way network.

This matter is further complicated by the fact that the National Parks and Countryside Act 1949 granted permission for ‘urban areas’ to be considered exempt from the process of recording a definitive map. As Cardiff chose to make use of this exemption, a significant proportion of established routes remain unrecorded on a definitive map.

It is clear that a new definitive map for Cardiff will have to be produced to include all necessary amendments. An appropriate course of action to achieve this objective will be detailed in Chapter 5 – ‘The Future Path’.

Currently, an exercise is being undertaken to review the accuracy of the historical maps and to identify established routes in previously excluded areas. This task is being shared between two existing members of staff who currently spend a total of one day each a week investigating this matter.

The fact that the Council does not have the resources to employ a dedicated Definitive Map Officer means an already elongated process will become further drawn out. This situation is also not aided by previous inaccuracies in recording historical and legal events. These inaccuracies are

more a reflection of the working practices of the time rather than an example of any deliberate attempt to mis-lead.

### **3.4 Management and Enforcement of Public Rights of Way**

As previously stated, the traditional ‘management’ strategy of the rights of way team has been to deal with maintenance issues in a ‘fire-fighting’ manner.

Accordingly, remit and resource limitations have predominantly contributed to the lack of a strategic maintenance and enforcement regime. However certain improvements have been made in recent times – mainly attributable to the dedication of the small yet committed team.

The Cardiff Council rights of way team currently consists of four permanent, full time members of staff and three full time agency staff. One of these permanent staff members has the chief responsibility for the preparation of this ROWIP document and has been in post since November 2005.

The other permanent members of staff have their time split between rights of way improvement schemes, completing surveys for Welsh Assembly Government (WAG) performance indicators, local land searches, maintenance of the highway adoption register, definitive map orders, footpath orders and administration in relation to the Cardiff Local Access Forum (LAF).

The necessity for enforcement administration is a further commitment. As such, members of the public are actively encouraged to advise the rights of way team in order to report matters of concern.

An existing member of the rights of way team is currently responsible for investigating reported obstructions and sending out all necessary correspondence within the parameters of the law. Historically, the rights of way team (sometimes in conjunction with Caerphilly Mountain Countryside Service) has directly employed contractors to undertake work on the rights of way network.

However, since July 2003 two manual operatives have been employed to undertake maintenance and minor improvement works. These works have included such items as the installation/renewal of way marker posts, cutbacks and style repairs.

This initiative has proved highly successful in providing a quicker response to complaints and circumventing the tendering procedure which was previously required for even the smallest of jobs. More importantly, the BVPIs have also recorded a distinct improvement – something that can be significantly attributed to the initiative.

Contractors are still employed for those tasks which remain inappropriate for the manual operatives to carry out. These would include such things as surface improvement works.

The rights of way team wishes to indicate at this stage that a desirable level of staffing would see the employment of a dedicated Definitive Map Officer, along with two additional maintenance

staff. If these additional resources were realised, the rights of way team would be able to establish its highest ever level of efficiency. This would be made evident by BVPI figures increasing at a more significant rate than previously indicated – coupled with a more rapid production of the consolidated definitive map.

However, it is not clear where the additional resources can be obtained from to facilitate this ‘ideal scenario’.

As an additional matter of interest, Pentyrch Community Council previously entered into an agency agreement with Cardiff Council to maintain rights of way within their community boundary. Radyr and Morganstown Community Council have also had an agreement to maintain certain paths within the Radyr Woods conservation area. These examples of devolved responsibility will provide useful case studies for Chapter 5.

### 3.5 Consultation Methodology

The Cardiff Local Access Forum (LAF) has provided essential feedback and discussion on rights of way issues for some considerable time.

#### **THE CARDIFF LOCAL ACCESS FORUM:**

The CROW Act placed a statutory duty on all Councils to establish and maintain Local Access Forums. The underlying function of the LAF is to advise relevant bodies on possible improvements for public access.

Cardiff’s LAF was founded on the 13 October 2003 with an initial intake of eight members.

The LAF is directed to have regard for the needs of land management, the desirability of conserving the natural beauty of the area and any guidance given by the National Assembly for Wales. The LAF must also be consulted on issues affecting the making of Byelaws, the appointment of wardens, certain exclusions/restrictions and matters pertaining to the draft map.

The Local Access Forum must also play an active role in the development of the Rights of Way Improvement Plan. It would be fair to say that the Cardiff LAF has and will continue to provide valuable input at all stages of ROWIP production, implementation and review.

A more specific consultation process for the ROWIP was instituted in May 2005 and has continued since this date.

In May 2005, a questionnaire was published in the Capital Times Newspaper and delivered to every household within Cardiff. A total of 673 completed questionnaires were returned. The Council’s Research Centre has indicated that this constituted a very positive number of results. A copy of the questionnaire is attached in Appendix 2. However, it was somewhat disappointing that the majority of the responses came from the section of population that one might consider to be the ‘typical’ users of public rights of way - that is males over the age of 35.

It is advantageous that these individuals can monitor the network on a regular basis. On the other hand, it would have been useful to establish how reluctant users might have been more encouraged to explore public rights of way.

This accumulated data was subsequently used to produce a draft outline of the ROWIP. The outline document was presented to the Local Access Forum for consideration and thus distributed to a number of relevant user groups.

The Council was extremely grateful to receive some comprehensive responses to this publication. Particular credit must be given to the Cardiff Cycling Campaign and the British Horse Society whose valued opinions are described later in this section.

The latest stage of consultation was initiated upon the appointment of the dedicated ROWIP officer in November 2005. Within the rights of way team it was determined that a more direct period of liaison should be initiated – particularly targeting those people who had not been sufficiently represented via the questionnaire. Correspondence and appointments were thus arranged on an ad hoc basis in order to ensure a flexible approach.

The publication of the draft ROWIP saw the formal commencement of a three month consultation period.

### 3.6 Consultation Overview

In terms of the May 2005 questionnaire the following statistics emerge;

- The majority of respondents (96.5 %) replied to the questionnaire as residents of Cardiff.
- Over two fifths (41.0 %) of all respondents reported that they use paths in the countryside or open space within Cardiff every day or nearly every day.
- Respondents who reported that they use paths outside Cardiff stated that they are most likely to use them once a month (19.8 %) or at least once a week (19.6 %).
- Walking (81.9 %) and relaxation (39.2 %) were the most popular activities to be carried out on Cardiff paths.
- Respondents reported that they travel outside Cardiff to use paths elsewhere mainly for a change of scenery (40.5 %) and general exercise (14.1 %).
- Over two thirds (68.1 %) of all respondents indicated that they would be most likely to visit Cardiff paths at the weekend. Mornings (39.1 %) and afternoons (39.2 %) were identified as being the most popular time of day.
- One third (33.7 %) of respondents reported visiting paths in the Cardiff Countryside with their partner and 32.1 % visit paths alone.
- 59 respondents stated that they use paths in the countryside as a member of a club – with rambling clubs being the most popular.
- One tenth (10.7 %) of respondents who use paths for walking were deterred from using them because the routes are not sufficiently well marked. Other reasons cited included too much

litter, the surfaces of paths being too muddy/rough and a lack of route information.

- Increased route information and more linkages/circular routes were viewed as the most likely improvements that would encourage greater use of paths.
- According to respondents, the best things about paths in Cardiff are their easily accessible nature (15.2%), the fact that they are traffic free (10.9%) and the wildlife (8.9%).
- Respondents listed their priority areas of improvement as being increased route information (14.0%), a reduction in litter (12.8%) and a greater feeling of safety (9.8%).

Members of the British Horse Society kindly provided a map of Cardiff showing the existing bridleways and other horse routes within the County. Additional information on the map also includes proposals for ten new bridleways which have been identified as areas for possible development. Potential upgrading of provisions for the horse-riding fraternity will be assessed in Chapter 5.

The Cardiff Cycling Campaign committed themselves to undertaking an in-depth consultation of their membership as to how the cycle network within Cardiff might be improved. As a consequence a co-coordinated response was received containing a number of suggestions for both short and long distance routes within Cardiff. Detailed information provided by the group addressed the separate areas of the County. This form has been retained to present their suggestions;

- North Cardiff Peripheral Cycleway: This is a suggestion for a cycleway to provide a mostly 'off-road' route around the northern periphery of Cardiff. This route would link the Taff Trail at Tongwynlais to the Celtic Trail north east of the County Boundary. It has been suggested by the Cardiff Cycling Campaign as having the potential for utility and leisure cycling plus safe routes to school.
- Lisvane, Llanishen and Environs: A further proposal is to incorporate cycle paths within the proposed development of the Lisvane/Llanishen Reservoir site. This would serve the purpose of linking to and upgrading existing cycle tracks to provide safe routes to Corpus Christi RC High School and Cardiff High School. Additionally, it would also see an improvement of general cycling conditions within the area.

It should be noted that the rights of way team has deemed an examination of potential 'safe routes to school' schemes to be of significant importance.

- Whitchurch, Rhiwbina and Heath: It has been suggested that vehicle free routes should be provided in these respective suburbs via a structured process of improvement and upgrading.
- Pontcanna, Llandaff, Radyr, Fairwater and the Taff Trail: The Campaign has identified several opportunities for improving the amenities for cycling in these areas. Increased links with the existing network is again the primary suggestion along with a further use of paths located in parks.
- Ely Valley: A number of enhancements have been suggested to improve this ongoing development. These amendments will be duly

considered by those directly involved in the management of the scheme.

- South and East Cardiff: As these areas of the County are currently in a stage of substantial investment and development the Cardiff Cycling Campaign have identified a number of ambitious opportunities for improved cycle access. The areas suggested for potential improvements include Cardiff Bay, the old industrial areas of Southern Cardiff and the more rural areas of Eastern Cardiff and the Rhymney Valley Trail.

The suitability of these proposals will be duly considered by the Council (predominantly the Cycling Officer) and any necessary provisions within the Rights of Way Improvement Plan will be appropriately referenced.

The Council is grateful that communication links were established with a selection of Land Managers within the County. Unfortunately the outcome of discussions tended to focus on local problems rather than an establishment of innovation and suggested strategic improvements.

However, some useful contributions have been made that will bring about advancement in the ROWIP.

It should be noted that the Cardiff Youth Forum has facilitated the contacting of a younger audience.

Consultations held within Leisure Centres have enabled enthusiastically active people to be targeted and discussions have also taken place with local health groups.

References to these contributions will become apparent at various stages within this document. It would be fair to say that many of the primary issues raised are similar to those expressed via the questionnaire. Particular issues of concern include the desire that rights of way are kept free from obstruction and the requirement for greater publicity as to where routes are and how they can be accessed.

An issue of utmost priority within this consultation process was the need to receive feedback from those who might be considered as having a disability or impairment.

#### **DISABILITY ISSUES IN RELATION TO PUBLIC RIGHTS OF WAY:**

The proportion of the network currently usable by those with mobility or visual impairment has not been quantified. Clarification is not easily attainable as there would be several sub-divisions of impairment with consequences for the varying degrees of inconvenience.

It would seem fair to say that the County is very limited in terms of its provision of adequate parking, toilet facilities, availability of refreshments and other such resources that are seen as being required by this group of users.

One organisation which has been very proactive is the Cardiff Institute for the Blind. The participation of the Institute within the consultation process was significantly beneficial. An offer was made inviting the Council to establish a relationship of co-operation with the Blind Institute in terms of advice and promotion.

The possibility of creating audio guidance tapes was a simple but very positive idea. Circular flat routes were also seen as a useful provision as they would allow people with visual impairments to start and finish at the same place thereby reducing the chances of getting lost.

The members of the Institute’s Consumer Group reassured the rights of way team that they would not feel patronised if the Council were to promote one or two ‘impairment friendly’ routes or provide a sliding scale of route difficulty.

Finally, a number of individuals suggested that they were made somewhat nervous when sharing a path with fast moving cycle traffic. A request was therefore made for certain paths to be classified as being unavailable for cyclists.

Whilst making assumptions is always dangerous, one could conceive that other disabled users of the network might make similar statements.

It is the case that legal and moral requirements ensure that a greater access provision for disabled users is of the highest importance. Some measures to improve conditions have been briefly highlighted above and greater detail will again be provided within Chapter 5 – ‘The Future Path’.

Clearly, reliance on supposition is not an ideal scenario. Therefore attempts to obtain direct comment will continue even after the publication of this ROWIP.

Presently this document may appear biased towards those groups who have contributed to the consultation process. It is certainly not the intention of the rights of way team to give this impression but reliance must be based on evidence ascertained rather than on assumption. The rights of way team will continue to involve all stakeholders during the life-span of this document - particularly during monitoring and review opportunities.

<b>Stakeholder</b>	<b>Inclusion within Consultation</b>
Local Access Forum	Meetings/Workshops/Reports
Residents of Cardiff (General)	Questionnaire in the Capital Times Newspaper/ Advertised Consultation Days
BME Residents (Specific)	Letters/Attendance at Community Events
Ramblers	LAF/Group Meetings
Cyclists	LAF/Group Meetings
Equestrians	LAF/Group Meetings
Land Owners	LAF/Group Meetings
Forestry Commission	LAF/Group Meetings
Schools/Youth Groups	Letters/Groups Meetings/Attendance at Organised Events
Healthy Living Groups	Letters/Group Meetings/Attendance at Organised Events
People with Disabilities/Impairments	Letters/Group Meetings/Attendance at Organised Events

### 3.7 The Publicity and Promotion for Rights of Way

Publicity and promotion are obvious necessities to ensure that the general public is made fully aware of the facilities that are available to them. Therefore, a great deal of significance will be attributed to this matter within the statement of action. Currently the methods of publicity being used could be described as somewhat traditional. Present examples include website information and dedicated press features prior to individual events. Whilst these methods are cost effective the question should be asked whether they are comprehensive enough to broaden the target audience.

The issue of ‘lack of knowledge’ is one that was constantly brought up within the consultation processes. In order to address this and also encourage non-users to make use of the network, a more direct and comprehensive form of publicity is required. There is an evident need to make the issue of public rights of way more relevant to those who do not make use of these facilities as well as those who do but require more detailed information to enhance their experience.

### 3.8 Available Resources

This assessment process has been very useful in helping to identify particular features of network management that need to be modified and improved. However, the extent and timescale to which these modifications can be made is very much dictated by the amount of available funding.

It is important to again emphasise that a priority role of the ROWIP is to act as a bidding document both within the Council and beyond.

It is anticipated that funding from the Countryside Council for Wales will be utilised when appropriate.

Other potential avenues for funding include;

- Planning Gain.
- Welsh Assembly Government
- Wales Tourist Board.
- Sponsorship Funding.

Additionally, recent experience has shown that it is beneficial to establish close working relations with volunteer groups, as they can apply for the various available sources of grant funding that are not accessible to local authorities.

Such measures that incur a necessary cost include;

- Purchasing of Way-marker Posts
- Purchasing of Stiles
- Purchasing of Gates (Including Kissing Gates)
- Contractual Works
- Purchasing of Computer Software
- Staff Training/Courses
- Legal Requirements (Including Advertisement required by Law)

The table below (based on data provided by the Council to the County Surveyor Society Wales benchmarking group) indicates that levels of funding available to the rights of way team have fluctuated in recent years.

These figures have been broken down in order to give a specific assessment of how costs are accrued and monies spent.

Years	Length of PROW km.	Contract Cost	Client Cost	On cost	Total Expenditure	Expenditure per km. of Network
2001/02	177.2	7750	18000	37400	63260	357
2002/03	177.2	54000	52200	42360	148600	839
2003/04	177.2	43700	25700	69600	139000	784
2004/05	177.2	32000	44200	28400	104500	589
2005/06	177.2	124600	42000	66000	232600	1313

### 3.9 Asset Management

It should be noted, that the rights of way team is currently embarking upon an Asset Management analysis. Based upon recently established Council protocol, the rights of way team will look to quantify such things as;

- Total length of individual paths
- Types of surfacing found on individual paths
- The physical provisions or obstacles found on individual paths
- The necessary timeframe of maintenance required by individual paths

In this way, it will be possible to predict future schedules of work and their accompanying costs.

### 3.10 Summary of Assessment Material

This assessment process has provided much material for analysis. Some of these matters have

positive attributes and others can be defined as being detrimental to the Plan.

It is only fitting that the primary characteristics that have been discussed in this Assessment Stage should now be summarised for ease of reference. As such, the table below provides a schedule of the positive and negative features that have been identified in relation to the current condition of the network.

This summary table will provide the core material for content described in the Statement of Action. For this reason, all measures detailed within the Statement of Action will contain a passage entitled 'Links to the Assessment'. This reference will be used to detail why the prescribe action has come about.

It is fair to say that the Statement of Action will deal primarily with addressing those issues identified as having a negative connotation.

Strengths of the Current Network Management	Weaknesses of the Current Network Management
<ul style="list-style-type: none"> <li>The rights of way team is made up of highly professional, hard working members who possess no little skill in the undertaking of their endeavours.</li> </ul>	<ul style="list-style-type: none"> <li>BVPIs provide an assessment of only a limited proportion of the network. Moreover, a lack of manpower means that overall surveys (such as the one undertaken in 2002) are a rare occurrence.</li> </ul>
<ul style="list-style-type: none"> <li>Cardiff itself must be counted as a strength. It is a capital city with the associated characteristics, yet it also possesses many natural attractions which can be accessed via public rights of way.</li> </ul>	<ul style="list-style-type: none"> <li>There are only limited facilities within the County of Cardiff for cyclists.</li> </ul>
<ul style="list-style-type: none"> <li>The BVPIs have provided evidence of incremental improvements in terms of the network condition. These improvements must largely be attributed to the work of the two manual operatives – which has allowed certain bureaucracies to be avoided in relation to the tendering process.</li> </ul>	<ul style="list-style-type: none"> <li>There are only limited facilities within the County of Cardiff for equestrians.</li> </ul>
<ul style="list-style-type: none"> <li>Steps have been taken to establish initiatives of joint co-operation with a chosen few Community Councils. This devolution of responsibility has had some initial success and thus further extensions of this will be duly considered.</li> </ul>	<ul style="list-style-type: none"> <li>Multiple user groups exploiting a limited network can sometimes lead to difficulties and conflict.</li> </ul>
<ul style="list-style-type: none"> <li>Regular users of the network help to aid the process of monitoring and assessment. This self-regulation should be further encouraged – perhaps in the form of an official scheme.</li> </ul>	<ul style="list-style-type: none"> <li>There are many problems associated with the construction of an ‘up to date’, consolidated definitive map for Cardiff. Historical anomalies have been compounded by administrative confusion. Additionally, the legal procedures for the provision of a new map are complicated and time-consuming.</li> </ul>
<ul style="list-style-type: none"> <li>The rights of way within Cardiff are considered highly conducive to creating an atmosphere of relaxation. This should be further encouraged and promoted.</li> </ul>	<ul style="list-style-type: none"> <li>It would appear that only certain people within the County of Cardiff believe rights of way to be applicable and accessible to them. This is something that has been shown up via the consultation processes and the Council must address this.</li> </ul>
<ul style="list-style-type: none"> <li>The extent of wildlife visible from public rights of way within Cardiff is said to be a significant point of attraction. Improving conditions/promotion for this must therefore be considered.</li> </ul>	<ul style="list-style-type: none"> <li>Lack of information has frequently been cited as a major drawback against using the network. Insufficient publicity and promotion about where paths are (and to what extent they can be accessed) has apparently dissuaded many people from using rights of way.</li> </ul>

Strengths of the Current Network Management	Weaknesses of the Current Network Management
<ul style="list-style-type: none"> <li>The Council and the LAF have worked closely together to ensure the construction of the most relevant and effective ROWIP.</li> </ul>	<ul style="list-style-type: none"> <li>It is apparent that there are too few circular walks within Cardiff.</li> </ul>
<ul style="list-style-type: none"> <li>An effective channel of communication has been established with the Cardiff Cycling Campaign – thereby facilitating a greater insight in to the needs of the cycling fraternity.</li> </ul>	<ul style="list-style-type: none"> <li>Problems with litter and anti-social behaviour have also been quoted as primary subjects for concern.</li> </ul>
<ul style="list-style-type: none"> <li>An effective channel of communication has been established with the Cardiff Institute for the Blind – thereby facilitating a greater insight in to the needs of those who have a visual impairment.</li> </ul>	<ul style="list-style-type: none"> <li>A necessary ‘ad hoc’ approach to maintenance issues has contributed to the lack of a strategic approach towards maintenance and enforcement.</li> <li>The network is largely unsuitable for disabled users or those with visual impairment. Basic requirements such as parking and toilet facilities are not currently available. In addition, it would appear that there are limited available resources to rectify this.</li> <li>The provision and effectiveness of financial resources (as a whole) are somewhat limited. The available budget must cover staff payment as well as modification schemes. Therefore, all suggestions for improvement must be suitably structured to conform to these financial conditions. Conversely, alternative (appropriate) means for obtaining finances must be investigated.</li> <li>The general point should be raised that this document must not be allowed to go the way of other initiatives – and quickly be dismissed.</li> </ul>

*An assessment of how the network currently stands has now been completed. The next step is to draw up a list of priority actions that will initiate the necessary improvements. These actions will be based on the previous statements of summary. A presentation of these ‘target issues’ is apparent within the following – ‘Crossing the River’.*



# 4. Crossing the River

---

The Priority Issues to Address within the Rights of Way Improvement Plan for Cardiff



The CROW Act 2000 specifies that a comprehensive review of their Rights of Way Improvement Plan must take place ten years after its initial publication. Within this time the ROWIP should have addressed the general issues of maintenance, enforcement, accessibility for different users, promotion, publicity, monitoring and matters pertaining to the definitive map.

In order to address these issues within Cardiff (all of which have been identified and brought forward from the assessment stage) sixteen over-arching Key Aims have been formulated.

The following Key Aims will form the basis of an agenda that will be addressed over the next ten years.

- Improve the awareness of public rights of way and encourage their use by all groups by means of publicity and promotion.
- Improve the visibility of the network ‘on the ground’. More sign posting and information centres (including an emphasis on natural features) must be established.
- With regard to the development of a cohesive management strategy, a methodology must be established to identify priority routes.
- Resolve all current anomalies and produce an up to date consolidated definitive map for Cardiff.
- Increase the number of easily accessible equestrian routes.
- Establish an extended network of cycle paths – ensure that these paths are appropriately sign-posted.
- Install supplementary circular walks within Cardiff.
- To the most realistic and reasonable extent the network must be made more suitable for disabled users and those with impairments.
- Co-existence must be encouraged – a programme of education should be initiated in order that a more considerate and tolerant attitude might be fostered.
- Practical means must be established to deal with the perceived problems of litter.
- Practical means must be established to deal with perceived safety fears.
- Matters of maintenance and enforcement should be subject to more formal and efficient management procedures.
- Examine the possibility of devolving the responsibilities of network maintenance.
- A number of ‘quick wins’ must be achieved so as to reassure the public about the significance of the ROWIP. Conversely plans must be set in motion for further overall surveys of the network.
- Examine the possibility of obtaining finance from additional sources.

- Ensure Cardiff’s participation and task completion in the creation of an ‘All Wales Coastal Path’.

Within the consultation process that followed the publication of the Draft ROWIP the respondents were asked to place these suggested measures in order of priority.

Following a tabulation of these results it was possible to classify the foremost priority tasks (identified by the general public) as being:

- 1) Resolve all current anomalies and produce a consolidated definitive map for Cardiff.
- 2) Improve the visibility of the network ‘on the ground’. More sign posting and information centres (including an emphasis on natural features) must be established.
- 3) Improve the awareness of public rights of way by means of publicity and promotion. The applicability of the network beyond the traditional users must also be encouraged.
- 4) Install supplementary circular walks within Cardiff.
- 5) Ensure Cardiff’s participation and task completion in the creation of an ‘All Wales Coastal Path’.

(Equal number of votes)

- 6) Establish an extended network of cycle paths – ensure that these paths are appropriately sign posted.
- 6) To the most realistic and reasonable extent, the network must be made more suitable for disabled users and those with impairments.

- 6) Practical means must be established to deal with perceived safety fears.
- 6) Matters of maintenance and enforcement should be subject to more formal and efficient management procedures.

The rights of way team is charged with a number of statutory duties and these must be defined as the priority tasks for initiation.

As it happens, issues relating to the definitive map, signage and maintenance already fall under the title of ‘statutory requirements’.

However, this priority list (whilst remembering that all sixteen key aims and priorities are important) will provide some useful guidance in determining which measures will have most significance when completed.

This is especially the case as priority has been assigned primarily by the general public - and in a secondary sense via deliberation amongst the rights of way team.

To this end, the statement of action will present the aforementioned fundamental tasks in priority order as defined by the Plan and as approved by Council.

*As a consequence of identifying these key aims an effective Statement of Action has been developed which will launch a programme of continuous improvement. Within the next section entitled 'The Future Path' each key aim has been clearly defined and broken down into a series of sub-actions which have resources and timescales ascribed.*

# 5. The Future Path

---

A Statement of Action facilitating the improvement of Cardiff's Rights of Way Network



The content of the Assessment Stage now makes it possible to construct a list of priority tasks for further analysis and implementation.

The Statement of Action allows the local highway authority to set out how they intend to alter rights of way management so that an improved network might be secured.

Within this section it is appropriate to reinforce;

- Key aims and priorities.
- The resources available and required.
- The key partners in the delivery of improvements.
- The timescales for action.

The necessary form of this document will resemble something of a business plan.

### **THE THREE YEAR BUSINESS PLAN:**

The Rights of Way Improvement Plan is anticipated as having a ten year cycle. This suggests that the presented business plan will have to anticipate the full extent of improvements possible over a ten year period.

Within all walks of life it is difficult to anticipate circumstances that will transpire ten years hence. To this end, the business plan for the Cardiff ROWIP will be modified in three year cycles so as to ensure a more appropriate, evolutionary process.

Such separation of tasks will allow a more realistic ten year business plan to be gradually built up.

As such, each progression of a task will be assigned the status of being a short, medium or long term aim. The position of the task within the various ROWIP cycles (and its anticipated completion date) will determine its related definition.

For reference purposes (and following guidance from the Welsh Assembly Government) the commencement date for this ROWIP should be considered as being 1 April 2008 – although certain processes have been set in motion prior to this date.

- Short term refers to the first cycle of the ROWIP – i.e. years 1-3
- Medium term refers to the second cycle of the ROWIP – i.e. years 4-6
- Long term refers to the third cycle of the ROWIP – i.e. years 7-10

Some tasks might continue over two or more stages of the business plan. In these circumstances the timeframe of such tasks will be referred to as ‘ongoing’.

Consequently, these tasks will also be defined as ‘long term’ projects.

This identification of logical cycles also allows the rights of way team to make the commitment that they will improve accessibility (in line with BVPI criteria) by a further 5% over the short term period.

### **HOW THE STATEMENT OF ACTION IS TO BE PRESENTED:**

The business plan must be presented to show the implications associated with varying courses of action. The most appropriate manner in which to do this is in the form of individual tables.

Initial tables will be presented at the conclusion of each Key Aim & Priority.

These simplistic tables will show a total cost of the Key Aim & Priority – with an associated ‘three year breakdown’

Subsequently, a series of ‘specific tables’ will be presented in Appendix 5.

Within this appendix, a separate table will be displayed for each individual ‘Targeted Action’ identified as needing to be undertaken under the banner of a Key Aim & Priority.

The aforementioned tables in Appendix 5 will be presented with the related headings:

- Proposal
- Associated Benefits
- Task Progression
- Time-frame for Progression
- Staff Deployment
- Estimated Cost
- Key Partners
- Consequences of a Funding Shortfall

This format will allow each individual target to be broken down in to a ‘step-by-step’ progression.

Such presentation should assist in bringing about absolute clarification – thus allowing this ROWIP to act as an effective bidding document.

### **HOW THE STATEMENT OF ACTION IS TO BE MONITORED:**

The Local Access Forum is going to be central to the monitoring and review process that will follow the publication of the ROWIP.

Currently, an annual report is constructed for the LAF members, which charts the events and achievements of the year.

This report will now be made more comprehensive in nature and will be used to detail tasks for the forthcoming year, together with a progress report concerning tasks that have been initiated.

Consequently, the LAF will be in a natural position to scrutinise task ambition and work progression.

Crucially, the views and comments of the LAF members will be recorded in this formal document – which is available for consideration by the general public.

This primary method for monitoring and review can also be supplemented with a number of additional measures.

It would seem a profitable exercise to undertake further ‘customer satisfaction questionnaires’. The conclusion of each three year cycle would seemingly provide a logical interlude for such a process to occur.

Clearly, BVPIs will also play a fundamental role in ensuring that the ROWIP is serving a useful purpose.

Additionally, the conclusion of one ROWIP cycle will obviously necessitate the formulation of an updated business plan.

This advanced documentation will be significantly scrutinised by objective Council Officers on its way to being presented at the Council’s Executive Business Meeting.

It is important to note, that the information provided below does not represent a lack of ambition over the next three years – but rather an initiation of general projects that can be ‘attacked’ with greater specification over the next ten years.

### **5.1 Key Aim & Priority No.1 – Resolve all current anomalies and produce an ‘up to date’ consolidated Definitive Map for Cardiff**

**ISSUE:** The definitive map and statement constitute the official record of public rights of way within Cardiff. Evidence is currently provided by six maps recording the former counties of Glamorgan and Monmouth.

Unfortunately, the definitive map and statement no longer present a true record of the rights of way network within Cardiff. Appropriate actions must be undertaken to ensure suitable amendment.

**LINKS TO THE ASSESSMENT:** It is described within Section 3.3 (Definitive Map and Statement)

that the definitive map for Cardiff is currently spread over a number of sheets and that there are a number of historical inaccuracies.

Furthermore, (as described in Section 3.3) the current definitive map does not include ‘urban areas’ due to Cardiff previously deciding to exert its ‘opt out clause’ under the National Parks and Countryside Act of 1949.

It is also indicated within Section 3.3 that Cardiff Council is currently without a dedicated Definitive Map Officer.

**SUGGESTED SOLUTIONS & APPRAISAL:** Since the recording of the 1954 maps, ‘community evolution’ has rendered the recorded information somewhat outdated. Many new housing and highway developments have occurred – and resulted in diversions and extinguishments.

It is also the case that most of the definitive statements are very limited in their content and would benefit from a complete overhaul.

It is not yet clear whether a modification order will be needed for each occurrence, or whether a ‘grouping’ of alterations can be made on one order.

If these modifications were to be processed individually, the task would be considerable and the cost would run in to thousands of pounds.

For this same reason, there would seem little point in incorporating paths that are positioned within (protected) public open spaces.

Collaboration with the Council’s Legal Services is currently underway so that a new, consolidated definitive map can be produced. This will result in a more up to date recording of the network.

Many workforce hours will be required to ensure the satisfactory completion of this operation, such allocation of staff time having repercussions for both the rights of way team and legal services.

There are also public rights of way that have been created (via usage) but have not yet been claimed.

These can be added to the rights of way which have been recorded in historical documentation, yet have never been included within the map and statement.

Accordingly, a major part of the ROWIP process will be to identify and confirm any unregistered rights of way. Confirmation can only occur following an investigation of the associated evidence.

This rather academic task will necessitate an examination of historical records and an assessment of ‘route usage’. Dependent upon satisfactory evidence, the relevant legal procedures can be initiated so that these routes might finally be included within the definitive map and statement.

A number of historical documents can be interrogated to assist with this process. The main repositories for these are the Glamorgan Record

Office (GRO), Cardiff Central Library, the National Library of Wales (NLW), the National Assembly Aerial Photography Department, the Public Record Office (PRO) at Kew, the British Library and the Parliamentary Archive at Westminster.

The Countryside Council for Wales recognise that although an important issue, the resources required to undertake this exercise are not currently available and consequently have afforded this action a low priority, preferring instead for Local Highway Authorities to concentrate on addressing the known anomalies.

Members of the public (particularly stakeholder groups) should be encouraged to undertake research projects of their own. This encouragement must again form part of any campaign to ensure increased visibility and awareness.

Such resourcefulness would support a slight reduction in the burden of time-management placed upon the rights of way team.

However, the rights of way team must still ensure that they can provide suitable guidance to those who wish to participate in this process and require further clarification.

As indicated in the assessment stage, if significant funding was to become available the rights of way team would consider the employment a dedicated Definitive Map Officer to be the ideal scenario.

However, it is unlikely that the Council's budget will be extended to incorporate this measure, so the rights of way team will continue to petition the Welsh Assembly Government via CCW.

At present, only one legal officer is assigned to matters that pertain to rights of way. Whilst this officer provides valiant assistance, their workload is not restricted to rights of way matters and therefore delays must be expected in processing legal orders.

To further improve matters, it would seem wise to maintain a dialogue with Legal Services to identify any problems at an early stage and to prioritise workloads. This would allow a greater monitoring procedure to be established.

This improved communication may be further extended to encompass the Council's Development Control, the wing of the Council that deals with Planning Permission matters.

Whilst welcomed, Cardiff's continuing growth and economic buoyancy inevitably places greater development pressure on green field sites.

Past experience indicates that development sites have had an adverse effect on the rights of way network. Negative occurrences have included paths being channeled in to inappropriate alleyways - or actual obstruction by buildings.

It is hoped that such inappropriate and unlawful obstruction might be suppressed by the publication of 'Supplementary Planning Guidance for Rights of Way and Development' – or SPG.

This document seeks to guarantee that any new paths within development sites are provided in accordance with the relevant national and local guidelines. Approval for this document was obtained in January 2007.

The importance of SPG is directly referred to within 'Cardiff's Walking Strategy', when it is stated that '...Consideration will be given to the production of Supplementary Planning Guidance specifically for Public Rights of Way to ensure both planners and developers give due consideration to rights of way at the earliest stage of the planning process'.

This importance is echoed in the 'Strategy for the Horse Industry in England and Wales' where it is stated that "...The (horse) industry needs to work with local authorities and others to...Secure a more consistent approach to planning'.

Subsequently, it is essential that this SPG document is distributed as widely as is required, so that it might be used by the Council and developers alike.

Planning permission irregularities have been identified as contributing to definitive map anomalies. Further anomalies have been listed within the Assessment Stage – and there are still more to be quantified.

Consequently, the rights of way team must continue with its extensive 'on the ground' surveys.

Moreover, associated issues will continue to arise - so members of the rights of way team must be charged with undertaking all necessary administrative tasks in addition to their current responsibilities.

An overriding theme of this action point is that the definitive map production process must become more structured and formalised.

### Key Aim & Priority 1 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
1.1	55,600	55,600	55,600	166,800
1.2	126,667	126,667	126,667	380,000
1.3	15,267	15,267	15,267	45,800
1.4	167	167	167	500
1.5	8,467	8,467	8,467	25,400
1.6	267	267	267	800
				<b>619,300</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

**5.2 Key Aim & Priority No.2 – Improve the visibility of the network ‘on the ground’. More sign-posting and information centres must be established**

**ISSUE:** It would appear that some users are unable to find where the rights of way are or the line of the path.

**LINKS TO THE ASSESSMENT:** As indicated in Section 3.1 (Statistical Methodology) the issue of whether paths are suitably signposted and way-marked is an important consideration in the calculation of BVPIs.

The results of the May 2005 questionnaire present the fact that 10.7 % of respondents were deterred from using public rights of way because the routes are not sufficiently well marked.

Also within Section 3.6 (Consultation Overview) it is emphasised that increased route information is one of the major factors that would encourage greater use of paths.

**SUGGESTED SOLUTIONS & APPRAISAL:** In terms of making rights of way more visible, one needs to examine the type of signage that is provided.

Within the ‘Walking Strategy for Cardiff’ it is detailed how ‘...The Council will clearly sign routes that lead to recreational facilities or link to the more rural areas to make them accessible’.

However, whilst there are already finger posts indicating the point at which a right of way begins, there is seemingly a need for additional demarcation.

One comment that has been noted is that there should be ‘signs to get you to the right of way in the first place’.

This implication is that there should be a greater referencing of a right of way within its surrounding area. A comparison might be made to the type of signage that identifies new building developments. The benefit of this is that people may be attracted to use a right of way that they might not have known existed.

Finger post provision should also be reviewed and improved. The performance indicators previously utilised by all Local Authorities had a specific category of measurement for appropriate finger post signage.

However, subsequent changes in guidance have resulted in Welsh Local Authorities incorporating signage matters into the overall performance indicator.

This is not to say that a separate signage indicator is not a good initiative - and that Cardiff should not implement such an action for its own advantage.

As such, the rights of way team will initiate its own set of ‘signage performance indicators’ (in

conjunction with the LAF) that will determine the standard of signage upon the network.

As with the standard BVPI's, the ambition of the rights of way team will be to achieve a year on year percentage increase.

The rights of way team will report these statistics to the LAF by way of the LAF Annual Report. It should also be the aim of the Council to position information boards at the start of public rights of way. This action will allow members of the public to plan their routes strategically whilst also being kept abreast of all other developments.

Of course, there are potential drawbacks to this initiative, one being the cost of producing this signage.

Furthermore, there might be a certain amount of bureaucracy to be overcome getting the signs approved and positioned. Acts of vandalism might also necessitate a replacement of signs at various stages. However, because of the potential benefits this is certainly a proposal that requires further investigation.

Closely related to the issue of signage is the need to improve the availability of appropriate mapping.

The issue of the definitive map is of fundamental importance. Consequently, a specific action point has already been dedicated to this topic.

However, route information must be made available in other forms so that it might be more easily referenced.

The dedicated rights of way website (under the banner of Outdoor Cardiff) must be further exploited. This website should include route maps which are readily available under a clearly defined section heading.

Members of the public should be able to download a chosen map from the website to use in paper form.

Investigation will also continue regarding whether 'new technology' (such as GPS systems) can be suitably utilised without breaking any copy-right laws

A further (simplistic) suggestion is that the marker posts should be colour coded - thereby allowing members of the public to follow a continuous path without confusion.

Certainly, the successive marker posts should be consecutively numbered to provide a further aid to logical progression.

It would appear that this additional signage can be made as detailed or as simple as desired.

The only real concern is the obvious cost of production that would be involved in implementing these measures.

However, if this initiative were to prove successful a realistic number of provisions could be undertaken on a yearly basis in order to spread the cost.

The Council would see the establishment of guided walks as a useful innovation.

This idea is similar to a scheme implemented by the Council's 'Walking for Health' campaign. These walks would be led by the rights of way team and would serve the purpose of showing participants the route progression and any other matters of interest. Such an initiative could surely be established in the short term.

The long term aim would be to encourage some participants to become walk leaders themselves. In this way, a wider range of guided walks might be offered.

Extra staff time will clearly be needed to launch this initiative. Additionally, health and safety guidelines will also have to be looked at if members of the public are to become walk leaders. However, this would again seem a somewhat straightforward proposal and therefore worthy of inclusion within the ROWIP business plan.

### Key Aim & Priority 2 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
2.1	2,833	2,833	2,833	8,500
2.2	4,333	4,333	4,333	13,000
2.3	4,833	4,833	4,833	14,500
2.4	467	467	467	1,400
2.5	4,833	4,833	4,833	14,500
2.6	3,900	3,900	3,900	11,700
				<b>63,600</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

### **5.3 Key Aim & Priority No.3 – Improve the awareness of public rights of way and encourage their use by all groups by means of publicity and promotion**

**ISSUE:** Public awareness of Cardiff’s rights of way network (both in terms of its location and extent) is somewhat limited. It is also the case that a proportion of the population is almost entirely unacquainted with the network’s existence.

**LINKS TO THE ASSESSMENT:** As previously quoted, within Section 3.6 (Consultation Overview) it is emphasised that increased route information is one of the major factors that would encourage greater use of paths.

It is also described in Section 3.7 (The Publicity and Promotion for Rights of Way) how the rights of way team does not possess any dedicated promotional leaflets.

Section 3.7 also gives the rights of way team an opportunity to make the honest assessment that they are ‘naive’ in matters of self promotion.

**SUGGESTED SOLUTIONS & APPRAISAL:** There is a fundamental need to introduce new and innovative means of publicity and promotion. Currently, the methods of promotion employed include such things as displays in libraries, website information and dedicated press features.

Clearly, these have only served their purpose to a certain degree in terms of improving awareness and usage.

Support for the enhancement of guidance materials is provided in the over-arching ‘Cardiff Countryside Strategy’. According to this document ‘...It is important that thought is given to how promotional material is set out, distributed and its intended target audience...Materials should be aimed beyond those who are already ‘involved’ and extended to those who currently have little interest or understanding of countryside related issues’.

Firstly, more use should be made of the internet, which is rapidly becoming the most utilised medium of raising awareness and self-promotion.

Accordingly, there is a need to further develop the dedicated rights of way website that exists within the Council’s overall I.T. network. This website must be easily accessible - but also professional and comprehensive in detail. Information must be provided as to the location of rights of way and the varying natural attractions that are available.

Crucially, the rights of way website will form part of a wider Council network under the banner of ‘Outdoor Cardiff’. This is the promotional strategy being designed to encompass all Council Service Areas that have a responsibility for providing and maintaining outdoor amenities. Once established, external partners will also be invited to participate within this endeavor.

An Outdoor Cardiff website has been commissioned and will shortly be established. It will be possible to access this through the main council website at [www.cardiff.gov.uk](http://www.cardiff.gov.uk).

The Countryside Council of Wales (CCW) has also made the kind offer that the Outdoor Cardiff website can be linked to their Access Wales Website. This will further expound the concept of Outdoor Cardiff on a national level.

The further development of this specific website would appear to be wholly positive. A dedicated department within the local authority means that this objective is readily achievable and cost effective.

However, the drawback with this means of publicity is that people still need to be made aware of the website's existence. Forming links with other websites will go some way towards solving this problem - but details of the website will still need to be included within other forms of publicity.

A 'Community Roadshow' scheme might be a more extensive means of promotion. Such a facility could be provided by current members of the rights of way team. This operation would take the form of displays and literature being provided at pre-arranged venues under the determined brand name of 'Outdoor Cardiff'. A wider population can thus be attracted by holding these events in strategically targeted areas of the City.

It would certainly seem logical that some sort of 'regional forum' might be established involving neighbouring local authorities immediately bordering Cardiff. This would benefit all concerned parties by allowing a pooling of resources and a sharing of knowledge.

The danger of this initiative is that any such relationship might only serve as a 'talking shop'. This must be avoided - by the organisation defining their remit within a Mission Statement.

There is a definite need to establish links with relevant local businesses. In this context, the term 'relevant businesses' refers to establishments that would conceivably benefit from increased rights of way usage.

It would be the aim of the Council to ensure that promotional literature is displayed in outdoor clothing shops, cycling shops, equestrian shops etc. In reference to equality of usage, material should also be provided to disability organisations.

Such a measure would seemingly garnish support from the British Horse Industry as the 'Strategy for the Horse Industry in England and Wales' emphasises the need to '...Encourage the leisure sector (riders, trainers and riding schools) and business (trade, farmers and education establishments) to work together at local level with local government'.

Key targets (not simply for social purposes!) would be public houses (and other such amenities) in close proximity to rights of way.

The establishments themselves would surely welcome the increased trade that would result from the area becoming more populated and might agree to display promotional material.

Significantly, the Council would like to establish links that would allow use of car parking facilities.

Consultation seems to suggest that people still drive to the rights of way network before engaging in their activity. An increase in parking provision is thus something that could be included within any promotional literature.

This initiative will obviously contribute to the increasing cost of updated and effective promotional material. Furthermore, it is anticipated that significant workforce hours will be needed to undertake the relevant negotiations with businesses. The material will also have to be designed, produced and distributed.

However, the scheme itself is reasonably simplistic in purpose and nature – with the end result being a large degree of direct targeting. Supplementary costs might be offset by allowing a proportion of the promotional material to be assigned for advertising.

One must also remember that all promotional material should be produced with the needs of the visually impaired in mind.

### Key Aim & Priority 3 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
3.1	867	867	867	2,600
3.2	1,067	1,067	1,067	3,200
3.3	267	267	267	800
3.4	1,133	1,133	1,133	3,400
				<b>10,000</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

#### **5.4 Key Aim & Priority No.4 – Install supplementary circular walks within Cardiff**

**ISSUE:** Extensive consultation has indicated that the introduction of circular walks would be a popular initiative. Essentially, this will allow members of the public to start and finish in the same location whilst undertaking one continuous walk.

**LINKS TO THE ASSESSMENT:** It is indicated within Section 3.6 (Consultation Overview) that the development of circular routes is another prominent feature that would encourage an increase in public rights of way usage.

**SUGGESTED SOLUTIONS & APPRAISAL:** Circular routes should ideally be developed where there are accessible links to bus stops and/or car parks. It remains common practice that the public will use vehicular means to reach the right of way that they intend using. As such, an initial transport link needs to be provided.

An appropriate research programme needs to be undertaken to determine where these ‘most ideal’ sites are. Additionally, it is important to emphasise the need for strategic liaison with Cardiff Bus.

It might be argued that Cardiff Bus would not install additional stops or increase services for a few rights of way users. However, it would seem a realistic aspiration to obtain a link to and from the Cardiff Bus website. Also, one would hope to agree

the display and distribution of promotional material in Cardiff Bus information offices - and on the vehicles themselves.

The need to liaise with other establishments concerning the use of car parks has already been mentioned.

Of course, there is always the possibility that approval for usage might not be forthcoming. However, it remains the belief of the Council that the possibility of obtaining greater visitor numbers will lead to a ‘community minded’ spirit.

Further liaison should also be developed with the Walking for Health Campaign – which is possible via the Outdoor Cardiff partnership.

Walking for Health has recently identified a number of ‘linked routes’ which they are promoting as circular walks.

The rights of way team would wish to further explore the benefits to be had from a joint promotional campaign.

Additionally, if this trend of utilising such walks is continued, circular rights of way will be a valuable commodity.

A further issue is that consultation will need to take place with internal partners to ensure that grass verges used as part of promoted circular routes are adequately maintained.

The maintenance of a verge is the responsibility of Parks Services when it forms part of the non strategic highway. Conversely, areas of strategic highway fall under the jurisdiction of Highway Operations.

Liaison should take place on a monthly basis with the rights of way team supplying information about promoted routes.

With an already busy schedule, Parks Services and Highway Operations will need to investigate how this work can be most effectively programmed.

A further suggestion from the rights of way team is that ‘a route of the season’ campaign (i.e. ‘winter walks’) can be illustrated in the Council’s Capital Times Newspaper.

This promotional tool would seem of particular relevance to circular walks. Circular walks have the added advantage of allowing expeditions to start and finish in the same place without repetition, a feature which is worthy of specific promotion.

#### Key Aim & Priority 4 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
3.1	867	867	867	2,600
3.2	1,067	1,067	1,067	3,200
3.3	267	267	267	800
3.4	1,133	1,133	1,133	3,400
				<b>10,000</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

### **5.5 Key Aim & Priority No. 5 – Ensure Cardiff’s participation and task completion in the creation of an ‘All Wales Coastal Path’.**

**ISSUE:** The Welsh Assembly Government has launched an initiative to develop a Coastal Path linking the whole of Wales by July 2012. It is envisaged that the finalisation of this project will coincide with the staging of the London Olympic Games.

Cardiff Council will need to work in partnership with other relevant bodies and landowners to ensure satisfactory completion of the section of path that runs through the County.

By opening up this access to the coastline, an ambition has been identified to promote the rural economy and to encourage active lifestyles.

The installation of this path will see specific attention applied to the various needs of walkers, horse riders, cyclists, disabled people and families with pushchairs.

**LINKS TO THE ASSESSMENT:** The initiative of the Coastal Path was launched after much of the consultation and review recorded in the Assessment Stage had been undertaken. As such there is no significant reference to the need for a Coastal Path within Chapter 3 – The Present Path.

It is referenced within Section 3.6 (Consultation Overview) that an increased provision or route linkages would be the ‘most likely improvement’ that would encourage a greater use of paths. An adjoining of the Coastal Path with the various river

corridors would certainly bring about an increase in linkages.

It is possible to evidence a reference to coastal access within Chapter 1 – General Introduction. Within Section 1.6 (Forestry Land & Coastal Access) it is detailed that the rights of way team will work with various (relevant) partners to investigate and secure coastal access provision.

However, the reader is also made aware at this point that this is only a ‘potential route’ at present. This is due to the fact that existing access along the coast is poor – and the majority of it is not formalised in any manner.

Since the stretch of coast concerned is a SSSI there is also a requirement to undertake an approved assessment. This will be undertaken in collaboration with CCW to identify any impact that improving access would have on wildlife along the proposed route.

Certain people might argue that it is unfair that this Key Aim and Priority has been assigned such prominence when the need for it is not referenced within the Assessment Stage. However, the rights of way team has chosen to make such an intervention due to the significance (and publicity) that has been assigned to this project since its National Launch.

**SUGGESTED SOLUTIONS & APPRAISAL:** Due to the pro-longed nature of this project, separate applications for funding will need to be made on an annual basis.

At the time of this ROWIP's finalisation, only one funding application (April 2007) has been submitted to CCW.

As such, only one set of tasks in relation to coastal access have currently been identified and initiated. Further projects will thus be detailed in subsequent applications for funding.

The first priority was the appointment of a dedicated Coastal Access Officer.

The establishment of such a post was sought by the Council in order that suitable co-ordination might be brought to the varying aspects of coastal access in Cardiff – and that the development of a comprehensive 'coastal access programme' might transpire.

A funding application was formally submitted and approved for this proposal – which resulted in a Coastal Access Officer being appointed in October 2007 for a fixed term (three year) period.

Additionally, a small funding contribution was petitioned by Cardiff Council to assist in securing a Coastal Access Officer based in Newport and Monmouthshire. Cardiff Council wished to participate in this process in order to ensure the consideration and development of coastal access along the largely undeveloped Gwent/Wentloog Levels.

The benefit of these two Coastal Access Officers working together will be that all matters are considered in a fully co-coordinated manner which will ensure the avoidance of unnecessary duplication.

A series of additional funding allocations were secured at the same time that monies were made available for a Coastal Access Officer.

However, it is fair to say that it has been the appointment of the aforementioned Officer which has truly driven these projects forward.

The Coastal Access Officer has also played a significant role in identifying other priority tasks for consideration.

The largest initial project identified as part of the 'first round of funding' was the desire to establish a Cardiff Bay Barrage to Mermaid Quay 'coastal link'.

Currently, a direct route of access does not exist between the Cardiff Bay Barrage through to Mermaid Quay – with the only means of current access (to the Barrage) being available via Penarth Marina.

For this reason, an initial project has been formulated to install a bridge over the former lock adjacent to Harbour Drive (in the vicinity of the Norwegian Church) - which will link to Locks Road.

As part of this project, security fencing will be installed that provides a demarcation of the land belonging to Associated British Ports (ABP).

Whilst these two primary actions were readily identifiable outputs, the establishment of a (provisional) 'Coastal Path Desire Line' is necessary in order to establish the nature of other essential tasks.

For this reason, it will be necessary to establish a preferred desire line (with possible alternatives) which runs as close to the coastline as it is feasible to facilitate – whilst also making use of the 2km ‘coastal buffer zone’ when obstacles arise.

Such identification will allow the crucial matters of access provision and landownership to be more readily investigated.

Necessary investigation of landownership will undoubtedly mean that instances of negotiation will need to take place.

The initial step in this process is to apply for a ‘Land Registry Search’ to establish the appropriate ownership that has relevance to the (entirety of) the Coastal Path.

Once a desire line has been established and other formalities completed, it would seem logical to begin the ‘construction’ of the Coastal Path.

When using the term ‘construction’, it is necessary to sound a note of caution in terms of being overly ambitious at too early a stage.

However, it is acceptable that the Coastal Access Officer should commission the Council’s Project Design and Development Service Area (in conjunction with Highway’s Project Management) to undertake a general appraisal and feasibility study of the desired route.

The subsequent results of this undertaking will allow a suitable programme of ‘on the ground’

works to be established – and will assist in the prioritisation of future funding applications.

The establishment of Outdoor Cardiff will assist the Coastal Access Officer in identifying potential links to other available (established) paths and trails.

The benefit of this endeavour is that it will give rise to the possibility of creating circular routes that emanate from/link in to the Coastal Path – whilst also (potentially) enhancing the availability of basic amenities.

Such an objective will be supplemented via regular liaison and consultation with the Local Access Forum – together with relevant landowners who wish to participate in this process.

In the midst of all of these activities, it will be necessary to draw attention to the project and facility of the coastal path via a programme of relevant promotion.

Once again, it will necessary to examine how website, leaflet, private sector co-operation and community forum possibilities can be utilised in the most effective manner.

Such promotion of the Coastal Path will appropriately fall under the banner of Outdoor Cardiff.

The Coastal Access Officer might consider submitting a future application for the provision of a pedestrian crossing facility in the vicinity of

Lamby Way. Whilst one would not immediately associate such a task with a provision of coastal access, this project would fall within the 2km ‘coastal zone’.

This undertaking would serve the purpose of allowing safe passage across a very busy road - adjoining car parking facilities to a Coastal Path ‘access point’.

Another potential task that has been identified is the installation of three bridges that will allow safe access across the public right of way (on the Cardiff/Newport border) that leads to the foreshore.

It should be noted that these projects are not confirmed. However, they do represent suggestions that have arisen from the dialogue undertaken with various partners. It would be fair to say that coastal access is a co-operative exercise – with the LAF playing a leading role.

The ongoing project of the Coastal Path now has a momentum of its own that is being driven by the Coastal Access Officer. As such, it would not be appropriate for this ROWIP to prescribe specific criteria for task progression and associated costs. Relevant documentation that will detail the tasks associated with coastal access will be formulated and distributed in due course by the aforementioned Officer.

## **5.6 Key Aim & Priority No.6 – To the most realistic and reasonable extent the network must be made more suitable for disabled users and those with impairment**

**ISSUE:** The essence of the ROWIP aims to provide equality of access wherever possible. As such, suitable modifications must be formally identified.

**LINKS TO THE ASSESSMENT:** Within Section 3.6 (Consultation Overview) a dedicated segment describes how rights of way provision for disabled or impaired users is (rightly) perceived to be lacking. At the same stage, it is also recorded that an actual ‘accessibility total’ has never truly been quantified.

**SUGGESTED SOLUTIONS & APPRAISAL:** Since June 2006, the rights of way team has gone about formulating and establishing a ‘Rural Access for All’ focus group.

The intention of this group is to assist in the process of improving access within Cardiff’s countryside and green spaces for those who have a disability or impairment.

The present accessibility (or not) of the network must be determined.

Additionally, it is crucial to identify the priority areas in need of improvement.

To assist with this process, the members of this focus group will refer closely to the guidelines and criteria that are presented in the CCW document ‘By All Reasonable Means’.

Members of RAFA come from prominent disabled organisations within Cardiff - along with important policy makers from within the Council.

Most initiatives within this Key Aim and Priority will emanate from this focus group.

The formation of this group would certainly seem to have a number of associated benefits.

It is hoped that such a formal gathering will bring about some cohesion amongst a variation of interested parties.

It also helps to narrow the gap between pressure groups and policy makers - thus allowing true consultation to take place.

The much-valued members of this group are volunteers. So there is no significant cost associated with this initiative.

As mentioned in a previous action point, it is important that such a formal gathering does not become a 'talking shop'. After all, the spirit of the ROWIP does concern 'accessibility for all'.

The elderly, along with families that are encumbered by prams and pushchairs, would seemingly face similar difficulties when using the network.

It should also be emphasised that the rights of way team seeks to remove stiles in favour of gates where it is possible to do so - within the confines of existing legislation and with the agreement of

landowners. This is already a 'working principle' but this present document allows the practice to be properly recognised.

Furthermore, this policy approach is legitimised by the section of the CROW Act that is detailed in the CCW document 'Managing Public Access'.

The relevant section informs us '...The Act places a duty on local highway authorities to have regard to the needs of people with mobility problems and gives the authorities the power to enter into arrangement with landowners to erect gates and stiles that do not present barriers'.

Presentation packs should be constructed for chosen routes. Assistance provided by RAFA will facilitate the identification of suitable routes and encourage the exchange of productive ideas in terms of 'pack content'.

It is intended that this pack will include such things as audio tapes and pictorial maps which allow identification of routes via landmarks.

These packs should be available upon request - in appropriate places where they receive suitable promotion.

Clearly, there will be quite a significant cost involved in underwriting such a production, for a great deal of time will have to be assigned to developing the most effective presentation pack. However, this cost may be offset by securing sponsorship from local companies.

A proposal considered by the rights of way team was to provide a ranking for all paths – similar to that which is operated at a ski resort. In this instance, green might be used to signify routes that are fully accessible to disabled users, yellow for routes of medium difficulty and red for those considered too problematic.

However, after further consideration it was determined that this action might be somewhat inappropriate. The rights of way team should not attempt to advise people on which routes are suitable for their abilities and which are not.

Guidance should instead be provided that will allow the individual to decide for him or her self. This guidance should include all significant features and aspects found on a walk. These details would be so specific as to describe gradients and changes of direction.

A model of best practice for this procedure can be identified via an interrogation of the Monmouthshire Council website. Such detailed description should be suitably included within all promotional publications and on the Outdoor Cardiff website.

### Key Aim & Priority 6 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
6.1	7,967	7,967	7,967	23,900
6.2	400	400	400	1,200
6.3	3,467	3,467	3,467	10,400
6.4	467	467	467	1,400
				<b>36,900</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

**5.7 Key Aim & Priority No.7 – Matters of maintenance and enforcement should be subject to more formal and efficient management procedures.**

**ISSUE:** Suitable maintenance and enforcement procedures are required to ensure that the rights of way network is managed and maintained to an acceptable condition.

**LINKS TO THE ASSESSMENT:** It is stated at the very outset of the assessment stage (and echoed again in Section 3.4 – Management and Enforcement) that the traditional management strategy of the rights of way team has been one of ‘fire fighting’ maintenance problems. However, it is felt that a more strategic (longer term) strategy is now required.

In Section 3.2 (Statistical Overview) details are provided of Cardiff’s record in meeting the expectations of Best Value Performance Indicators. Whilst Cardiff can be said to be performing above the Welsh average, it is accepted that current BVPI figures should not be viewed as a ‘summit point’. Strategic processes must be undertaken to further improve these figures – with an efficient maintenance and enforcement strategy being given a prominent status.

**SUGGESTED SOLUTIONS & APPRAISAL:** A sensible suggestion in Key Aim and Priority 2 describes how rights of way marker posts should be given an individual reference number. This

reference number will be emblazoned on the marker post itself.

In this previous Key Aim and Priority this numbering was suggested to serve the purpose of providing guidance ‘on the ground’. However, such numbering could also prove to be useful for maintenance purposes.

A numerical reference will allow members of the public to provide more specific location details when reporting any problems that they might come across.

In turn, this should result in a more rapid response time in terms of the rights of way team carrying out essential maintenance.

Initial investigation will need to be undertaken to determine the logistics of this project – particularly in terms of establishing a logical and systematic form of numbering.

As such, it would seem appropriate to initially implement this measure in a number of selective locations. If it proves itself to be successful, this policy can be implemented on an incremental basis throughout the whole of the network.

The rights of way have taken some considerable steps in detailing an ‘overall maintenance strategy’. Accordingly, the basic details of this ‘rights of way hierarchy’ are presented within Appendix 3.

Initially, this hierarchy serves the purpose of constructing an inspection schedule based on the status and purpose assigned to each part of the network. Status is defined by means of strategic approaches prescribed within this document – or other recognised initiatives.

A ‘defect response time’ is also presented in relation to this matter. Ultimately, this defines the maintenance schedule that the rights of way team will implement upon the formalisation of this present document.

An accompanying (summary) framework is also provided to clarify the administration of enforcement procedures. A copy of this operational process is attached as Appendix 4.

This guidance allows a specific frame of reference to be provided in terms of the formal conditions under which an obstruction must be removed.

Such a robust inspection system should allay fears about possible third party claims for injury or loss, whilst also providing an effective method of managing and maintaining the rights of way network to an acceptable condition.

One can now observe a ‘black and white’ methodology emerging that suitably charts all legal requirements in relation to public rights of way obstructions.

Once this policy is formalised, it will no longer be possible to use naivety and ignorance as satisfactory excuses for failing to undertake remedial works.

The implementation of these procedures will be undertaken by the current officer who deals with such matters.

However, the successful implementation of this more effective policy structure can only be achieved in conjunction with Legal Services – and (when necessary) the relevant Chief Officers and Executive Members. As such, an effective channel of dialogue should be established – and thus readily available when needed.

To ensure an efficient flow of information, the particulars of this strategy (along with the details of what has been determined in all associated meetings) should be sent to all relevant Operational Managers, Chief Officers and the Council’s Executive Member with portfolio for Traffic and Transportation.

Such communication will ensure that there is no inadvertent contradiction of procedure – something that can occasionally occur within such a large organisation as the Council.

**Key Aim & Priority 7 – Cost Summary:**

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
7.1	75,800	75,800	75,800	227,400
7.2	67	67	67	200
7.3	500	500	500	1,500
				<b>229,100</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

**5.8 Key Aim & Priority No.8 – Practical means must be established to deal with perceived safety fears**

**ISSUE:** Consultation responses suggest that the general public have the perception that there are possible safety issues within the countryside.

The Council recognises that there are some instances of this – but actual experience reveals that the problem is smaller in scale than might be perceived. As such, suggested measures must have a practical purpose – whilst also providing notional reassurance.

**LINKS TO THE ASSESSMENT:** It is formally listed in Section 3.6 (Consultation Overview) that a significant percentage of respondents to the May 2005 questionnaire identified the creation of ‘a greater feeling of safety’ as being a priority issue.

**SUGGESTED SOLUTIONS & APPRAISAL: A**

previous action point has already detailed how the creation of guided walks would be a useful innovation. In addition to providing route clarification, they can also be used to evoke a feeling of ‘safety in numbers’.

These walks would be led by rights of way team members and would take place in alternating areas of the County (one walk per quarter) to ensure equal opportunity to participate. Accordingly, suitable promotion should be undertaken before these walks. Routes should only be chosen if they are of a suitable standard for the participants.

Whilst requiring additional staff hours, this would again seem a somewhat straightforward measure and something that can be implemented in the short term.

It would also seem sensible to promote guided walks provided by other Council Service Areas and reliable partners. Such an undertaking is a fundamental premise of Outdoor Cardiff.

In the longer term, the Welsh Assembly document ‘Climbing Higher – Next Steps’ advocates ‘...Developing people from within ‘communities’, creating new activators/activity champions, event organisers and entrepreneurs’.

Based on the success of this initiative, there may be a possibility to increase the number of guided walks that can be provided per annum.

With regard to maintenance, the rights of way team will make it general policy to ensure that a significant line of sight is maintained wherever possible.

Obviously, this ambition will be somewhat affected by the topography of the landscape and its accompanying ownership.

However, foliage and undergrowth will be cut back (where it is permissible) to ensure that there are no secluded chasms or ‘blind corners’.

The countryside is an expanse of landscape where one cannot easily guarantee the visibility of an authoritative presence. As such, it must become self-policing.

This sentiment is readily presented in ‘Cardiff’s Countryside Strategy’ where it is stated that ‘...By opening up more routes and encouraging more people to visit these areas, the amount of anti-

social behaviour would be reduced...More people will become aware of where to visit in the countryside, so the routes could become self-policing’.

The primary means for achieving this will be to increase the number of people using public rights of way. A need to increase the promotion and visibility of the network has already been detailed – and this will be the most direct means for targeting an increase in usage. However, there might also be a number of more subtle methods that would equally ensure an increased marshalling of the countryside.

There needs to be a greater linkage of communication between the rights of way team and the local Community Councils. It will be requested of Community Councils that they consider monitoring their respective areas.

This might take the form of initiating specific events of their own - which the rights of way team can then help to jointly publicise.

Alternatively, the Community Council can ensure that all matters of concern are passed directly to the Police because a Community Police Officer will attend local meetings on a monthly basis. This gives rise to an opportunity for proposing (and implementing) joint initiatives as and when they are required.

A kind offer has also been made by individuals in the horse-riding fraternity to establish some form of monitoring system on trails where horse-riding is permitted.

It is suggested by these individuals that people who wish to commit anti-social acts are usually deterred by the presence of a horse.

The nature and logistics of this suggestion will need to be further investigated via discussion with members of this user group.

Contact details for the rights of way team will have to be suitably emphasised so that all appropriate concerns can be swiftly reported.

In addition to this, all publicity of communication channels should include reference to Cardiff's 101 number.

### Key Aim & Priority 8 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
8.1	367	7367	367	1,100
8.2	N/A	N/A	N/A	N/A
8.3	333	333	333	1,000
				<b>2,100</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

### **5.9 Key Aim & Priority No.9 – Establish an extended network of cycle paths – ensure that these paths are appropriately sign-posted**

**ISSUE:** Cycling is not only a leisure activity it is also a commonly used mode of transport for practical purposes. Accordingly, an appropriate infrastructure is required to satisfy user demand.

**LINKS TO THE ASSESSMENT:** Basic figures presented in Section 3.2 (Statistical Overview) give light to the fact the only a very small proportion of the network is available for cyclists to legitimately use.

The detailed response received from the Cardiff Cycling Campaign emphasises the fact that the call for an improved cycle network is decidedly vocal. This response is presented in Section 3.6 (Consultation Overview).

**SUGGESTED SOLUTIONS & APPRAISAL:** An extension of the cycle network might be facilitated by making use of the multiple dis-used railway tracks around Cardiff. As a practical example, particular interest has been expressed in linking the St. Fagans railway line to the aforementioned Ely Trail.

The benefit of using these tracks is that they would provide strategic links to different areas of the County. However, some considerable time would have to be spent investigating issues of ownership.

It may be wise to investigate the St. Fagans/Ely Trail link initially. The rights of way team (in conjunction with the Council’s Cycling Officer) will

investigate its feasibility and at what cost this objective can be achieved. Based upon the results of this investigation, the Council would implement a long term strategy.

It has been identified by the rights of way team that the current extent of signage on the Taff Trail is somewhat limited. As such, a remedy should be readily identified.

It should not be the aim of the Council to become too invasive and ‘over-sign’ a path or area. However, the signage that is currently positioned should be replaced by something more specific and user-friendly.

In terms of the responsibilities bestowed upon cyclists, a standard speed limit should be advised.

There is no statutory requirement for cyclists to have speedometers – but if a 15mph limit is recommended, each individual can make suitable adjudication and adjustment.

Conversely, a requirement should be placed on other users to act in a courteous fashion.

The statement concerning the content of signage is somewhat vague in nature. As such, the first issue that needs to be addressed is the suitable wording and design that should be used.

For this purpose, close communications should be established with the Council’s Parks Services. Parks have extensive experience in signing public areas and much of the Taff Trail falls under their responsibility.

There will be significant cost in installing a new brand of signage. This must be absorbed due to the important status of the Taff Trail. However, this initiative should be undertaken in stages so that the cost can be suitably spread.

Such considerations should also be applied to the Ely and Rumney Trail as they continue to develop.

A number of conflicting messages have been submitted to the Council with regards to the issue of (motor) cycle barriers. These barriers are obviously restrictive to legitimate cyclists and disabled users. Many people also argue that they do not effectively fulfill the purpose for which they were installed.

The rights of way team has determined that they will remove all barriers upon the network where it is realistically possible to do so.

In this way, equality of access is assured and a 'black and white' enforcement issue is created. To

this end, the rights of way team will establish closer ties with the local police force.

Additionally, the Council will also look to publicise the newly established off-road biking centre in the vicinity of Rover Way.

The assessment stage described how the Cardiff Cycling Campaign has kindly provided a document suggesting a number of innovative cycle routes.

Whilst the rights of way team can assist with investigating the feasibility of these suggestions, it is the Council's Cycling Officer who will decide whether to initiate projects.

As such, the rights of way team will hold a quarterly update meeting with the Cycling Officer to ensure that no important issues are neglected.

Such liaison will also allow the ROWIP to incorporate the relevant measures contained within the Council's Cycling Strategy.

### Key Aim & Priority 9 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
9.1	12,667	12,667	12,667	38,000
9.2	4,667	4,667	4,667	14,000
9.3	3,333	3,333	3,333	10,000
9.4	500	500	500	1,500
				<b>63,500</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

### **5.10 Key Aim & Priority No.10 – Increase the number of easily accessible equestrian routes**

**ISSUE:** It would be a fair to say that there is a limited provision of bridleways within the rights of way network.

**LINKS TO THE ASSESSMENT:** It is listed within Section 3.2 (Statistical Overview) that Cardiff has a total of only 13 bridleways. This extent of network has a combined length of only 5.5 kilometres or 3.4 miles.

The detailed response received (in map form) from the British Horse Society emphasises the fact that the call for improved equestrian links is decidedly vocal. This response is acknowledged in Section 3.6 (Consultation Overview).

**SUGGESTED SOLUTIONS & APPRAISAL:** The resolution of this problem is likely to be complex. Legal provisions would have to be initiated to change the status of a right of way.

Equestrians are one of a number of users who are trying to make use of a limited network. As such, there is an obvious need to increase provision.

The current situation is suitably summed up within the ‘Road Safety Strategy for Wales’. Within this document it is stated that “...Horse riders often have little choice but to use roads...The bridleway network in Wales is very fragmented – with the result that it is often impossible to ride more than half an hour off-road before having to transfer on to a road”.

In April 2005 a Horse Riders Strategy was kindly submitted to the rights of way team by the British Horse Society. This Strategy provided a substantial overview of the primary routes that equestrian would like to see developed within Cardiff.

The Highways Act (1980) makes provision for increasing rights of way status (i.e. footpath to bridleway) either through landowner dedication, or via a creation order undersigned by the highway authority.

Specifically, the rights of way team wishes to propose the concept of an equestrian ‘hot-spot’ within the County. Here dedicated bridleways can be created (and promoted) resulting in other rights of way users being aware of the surface conditions that will most probably exist within this area.

It has been suggested that Pentyrch could fulfil such necessary criteria. A number of related businesses have been identified as existing within this community. These might welcome the establishment of mutually profitable relationships.

A possible objection might be raised by local residents and the Community Council who might not want rights of way in their area utilised in such a fashion.

However, as this is something of a ‘horse minded’ community it is hoped that the level of objections will be minimal.

It would seem of benefit to all parties if the Community Council were invited to participate in some sort of advisory committee. Representatives

of BHS and SAFE would also be asked to contribute to such a forum.

A further objection might be raised from the horse-riding community (and other Community Councils) that this action may be seen to be limiting provision to only one area of the County.

It is important to emphasise that this is not the case and that this is more of a pilot exercise in promotion and publicity.

The ambition of this exercise is to bring about a more co-operative and understanding mind-set amongst all user groups. The success or failure of this scheme will be assessed at the end of the first three year cycle of the ROWIP.

Furthermore, some paths that exist within the countryside fall under the very non-specific title of ‘green lanes’.

Whilst ‘green lane’ is a working definition it is not a legal term - it is a physical description of an unsurfaced track that usually runs between hedges, ditches or walls. It is important to point out that this term does not indicate whether the track carries public or private rights – or any rights at all.

Of particular interest are new provisions that have been implemented to exclude or restrict vehicular traffic on green lanes.

One would therefore assume that green lanes would be perfect for use by equestrians.

Initial research is needed to establish whether these routes can be promoted as ‘horse friendly’ or whether their status needs to be officially reclassified.

In relation to this, it would also seem wise to investigate the possible multi-use of the numerous dis-used railway lines that are present within Cardiff.

Suggestions have been received (as has been detailed in the previous key aim and priority) that these railway lines could be effectively utilised as a suitable provision for cyclists.

However, it is appropriate to consider the development of these routes as multi-use trails in line with guidance on suitable (multi-use) surface conditions that is provided by Sustrans.

A current anomaly that exists within Cardiff is the fact that riding is prohibited in the immediate vicinity of the Cardiff Riding School - based in Pontcanna.

The reason is that Pontcanna Fields constitutes prominent park land within Cardiff and is thus governed by a series of stringent by-laws. Current caveats within these by-laws preclude the provision of horse routes.

However, Rotten Row (in London’s Hyde Park) offers a precedent where a circular horse route has been safely and efficiently provided within popular park land.

As such, it would seem logical to investigate whether such an amenity can be provided within Pontacanna Fields – with Cardiff Riding School acting as the natural venue for commencement and conclusion.

It would seem exceedingly crucial to address this issue. Indeed, it is detailed within the ‘Strategy for the Horse Industry in England and Wales’ that “...For most people, the riding school is their introduction to the horse industry...If this experience is good, a life-long involvement is born...If it is not, then a potential participant (and advocate) may be lost forever”.

Unfortunately, such investigation is not a simplified as it might seem. The rights of way team will once again liaise with their colleagues in Parks Services – who in turn must elicit information from the Government in Westminster.

One can envisage that this procedure might well be constrained by certain bureaucratic delays.

Conversely, the three year cycle of Cardiff’s ROWIP allows suitable investigation to commence immediately. Regular review will ensure that this matter is not disregarded.

This problem is further exacerbated by the fact that the Riding School itself is difficult to access on horseback. It would seem that there are no obvious, complete links from the outer areas of the County into the Pontcanna area.

The rights of way team will look to liaise with their colleagues in the Council’s Transportation Service

Area (including the cycling officer) to determine whether there are any possible solutions to this problem.

Furthermore, the Horse Riders Strategy indicated that a further provision of routes would be popular in the northern reaches of Cardiff – particularly the Lisvane area. At present, there is a distinct lack of equestrian routes in this area.

A formal addressing of this matter is complicated by the necessity for significant legal proceedings.

A suggestion has been made to the rights of way team that they consider initiating a series of permissive routes linking Lisvane to the Caerphilly Boundary.

The concept of a permissive route is not highly regarded by the rights of way team.

Primarily, this is due to the issue of liability becoming somewhat contentious, coupled with the lack of formal classification threatening to leave records distorted over time.

Furthermore, there even seems to be some contradiction in the ‘Strategy for the Horse Industry in England and Wales’ regarding whether the creation of permissive routes is a useful exercise.

At one point within the document it is referenced that “...Clear scope exists for farmers and other public and private landowners to provide voluntary access to their land for riding”.

However, at a later point within the document it is stated that “...At one extreme, people consider that the only truly sustainable and equitable solution is for all routes to be statutory...Many are equally clear that, on top of an extensive and well maintained public network, there is scope for farmers and other public and private landowners to provide voluntary access to their land for riding ...Whether or not on the basis of permanent dedication”.

This concern and polarisation of opinion can be somewhat alleviated thanks to the three year cycle that has been attributed to Cardiff’s ROWIP. As a short term solution, it may be feasible to implement a series of permissive routes that provide a necessary amenity in Lisvane and its surrounding areas.

Classification of where these routes are can be reinforced and reviewed upon the conclusion of every ROWIP cycle – thus allowing an effective system of review to be implemented. In the meantime, the feasibility of an official creation/reclassification can be fully investigated.

The concept of permissive routes must also be investigated – and this is the initial task of the ROWIP. Consultation must take place with landowners and user groups alike, to determine preference and feasibility.

A further problem that has been highlighted in the Lisvane area (although one would assume that it is a County wide concern) is the safety of horse-riders when they are travelling on roads - before accessing the rights of way network.

A number of requests have been made for increased road signage in the vicinity of bridleways. The purpose of these signs will be to indicate to drivers that horses might be in close proximity.

In the ‘Strategy for the Horse Industry in England and Wales’ a great deal of importance is placed upon measures to “...Reduce accidents by identifying local blackspots which can be addressed by the highway authorities , and provide valuable evidence to back up local, regional or national road safety campaigns’.

It is not within the remit of the rights of way team to install signage of this nature – rather it is the responsibility of an officer within the Council’s Transportation Service Area.

However, it will be requested of local Community Councils that they ‘measure’ the mood of the horse-riding community in their area - and communicate any requests for signage to the rights of way team.

In turn, the rights of way team will establish a channel of communication with the relevant Transportation Officer.

Such an action is supported within the ‘Road Safety Strategy for Wales’ which identifies a specific aim as being “...(To) identify roads that are regularly used by horse riders and implement appropriate signing”.

In all of the aforementioned research projects, a large proportion of staff time will need to be

assigned – particularly in liaison with legal services. Unfortunately, all modification or maintenance issues will contribute to a rising management cost.

### Key Aim & Priority 10 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
10.1	7,167	7,167	7,167	21,500
10.2	8,000	8,000	8,000	24,000
10.3	6,733	6,733	6,733	20,200
10.4	2,833	2,833	2,833	8,500
10.5	667	667	667	2,000
				<b>76,200</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

#### 5.11 Key Aim & Priority No.11 – With regard to the development of a cohesive management strategy, a methodology must be established to identify priority routes

**ISSUE:** For the purpose of making management decisions, it is essential to establish differing levels of priority that can be assigned to varying rights of way.

**LINKS TO THE ASSESSMENT:** It is stated both at the outset of the Assessment Stage and in Section 3.4 (Management and Enforcement of Public Rights of Way) that no strategic management strategy has ever traditionally be deployed in relation to the rights of way network. The identification of priority routes and a

'hierarchical code' will be a contributing factor in suitably addressing this matter. Basic administration will be given a new logic thus resulting in an improved service provision.

**SUGGESTED SOLUTIONS & APPRAISAL:** In March 2006 a very productive workshop was held within a Local Access Forum meeting.

The purpose of this workshop was for LAF members to identify what they would consider to be 'desirable routes'. The LAF members responded very positively to this task and kindly provided the Council with five potential routes that they would like to see established.

The locations of these routes are: a Forest Farm Link (in the Whitchurch area of Cardiff), a route from Parc Cefn Onn to Roath Park, a passage along the Cardiff Foreshore, a circular walk encompassing St. Fagans, St. George's and St. Bride's Super-Ely and a link from Cardiff Gate to the opposite side of the Caerphilly Boundary.

The route from Parc Cefn Onn to Roath Park is of significant interest as it falls within the area that can be described as the Nant Fawr River Corridor. Whilst developing its own investigation, the rights of way team will liaise with the Council's Countryside Team in terms of their River Valleys Initiative.

The Foreshore walk is a popular subject, as it would provide a source of coastal provision within the County. Under their current agenda, such a development would receive significant support (potentially in the form of resource allocation) from the Countryside Council for Wales.

The status of these 'LAF endorsed' routes would immediately become a primary concern if their feasibility were to be established.

This has already occurred in terms of the Coastal Path, hence why it has been attributed its own Key Aim and Priority within this Statement of Action.

As intimated, the immediate task at hand is to investigate how realistic a proposition these proposed paths are.

This will be achieved following a series of site investigations undertaken by the rights of way team – coupled with an undertaking of the relevant (including cross border) liaisons.

These investigations will be reasonably straightforward to undertake. A cost assessment will then need to be initiated in relation to any work that is required.

Support for the creation of new paths and routes is whole-heartedly endorsed in the Welsh Assembly Government's 'Climbing Higher' document.

This document prophesies that within twenty years '...The percentage of people in Wales using the Welsh natural environment for outdoor activities will increase from 36 % to 60 %...95 % of people in Wales will have a footpath or cycle-path within a ten minute walk...No one should live more than a six-minute walk (300m) from their nearest natural green space'.

The viability of each individual case will obviously determine its relevance. One would assume that a substantial cost would be involved in defining these paths and bringing them up to a suitable standard.

The rights of way team has a maintenance team who are doing sterling work. These members of staff will be able to summarise which routes are most commonly used.

Further liaison must also be undertaken with the network's principal user groups – particularly via the LAF. This is a further source of primary evidence which will (hopefully) provide a realistic appraisal of usage. Community Councils should also be utilised.

A priority route would be one that is located close to a large amenity. An example of a 'honey-pot' site is the St. Fagans Folk Museum. It is important to

contact such amenities to establish co-operation.

This notion of ‘joined up’ provision should be further encouraged. To this end, priority status should also be assigned to those rights of way that possess the ability to link with other strategic recreational routes – such as Cardiff’s river valleys.

The accumulation of statistical data is necessary in defining priority routes. This task is complicated by the fact that the expanse of the network is quite large and the rights of way team is quite small. As such, the accuracy of any ‘on the ground’ exercises might be somewhat questionable.

An alternative would be to use some form of technological device that can be positioned at strategic points. The associated benefit would be that a more comprehensive sample of data might be obtained.

The term ‘technological device’ is somewhat unspecific in nature. Therefore, the first priority task is to research relevant companies and the type of products that they supply.

The obvious concern will be the potential cost for purchasing such equipment.

However, such a numerical assessment is required. Consequently, it is the hope of the Council that an extensively researched competitive market place will lead to the best deal being obtained. Initially, the rights of way team will purchase a limited number of devices to promote the undertaking of a pilot project.

There is a certain ambiguity as to what constitutes a ‘strategic point’ on the network, an issue which must be addressed as a matter of concern.

For this reason, further liaison is required with internal staff and external user groups.

### Key Aim & Priority 11 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
11.1	7,667	7,667	7,667	23,000
11.2	2,833	2,833	2,833	8,500
11.3	833	833	833	2,500
11.4	2,000	2,000	2,000	6,000
				<b>40,000</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

### **5.12 Key Aim & Priority No.12 – Examine the possibility of obtaining finance from additional sources**

**ISSUE:** There are many important initiatives within this document, but it is not yet clear how they will be suitably funded. Accordingly, the Rights of Way Improvement Plan must be used as an effective ‘bidding document’.

**LINKS TO THE ASSESSMENT:** It is prominently stated within the Executive Summary and again within Section 3.8 (Available Resources) that the ROWIP must primarily act as a ‘bidding document’.

The reason for the ROWIP needing to serve this purpose is also outlined in Section 3.8 of the Assessment. At this point, the correct adjudication is made that most improvements can only transpire if the appropriate level of funding is available.

**SUGGESTED SOLUTIONS & APPRAISAL:** In the first instance, formal approval for this document will be sought from the Council’s Executive Members before its publication.

If such approval is received, it is assumed that this will constitute a sponsorship of the manifesto.

Consequently, the rights of way team would anticipate that realistic alterations will be made to its budgetary allocation to suitably reflect this commitment.

Because there might be some sort of monetary ‘short fall’, considerations must be given to obtaining finance from additional, external sources.

To continue the theme of the ROWIP as a bidding document, it is submitted that the Welsh Assembly Government should be extensively lobbied in order that they might provide more substantial funding.

Such lobbying will most likely take place via the channel of the Countryside Council for Wales.

Initiatives already launched by the Welsh Assembly would seem to both supplement and reinforce the contents of the ROWIP.

In association with the Local Transport Plan, one can also reference the document ‘Healthy and Active Lifestyles in Wales: A Framework for Action’.

In addition the Welsh Assembly themselves indicate that they ‘...Will encourage its partners in adopting innovative ways of accessing appropriate financial capital’. This information is detailed in the ‘Climbing Higher’ document.

A Regional Forum would be advantageous with regards to a sharing of information. Financial matters might also be a pertinent area of discussion within the body.

Immediately, one can identify cross border routes (and their associated promotion) as an area of mutual interest which will offer some scope for a pooling of resources.

‘Cardiff’s Countryside Strategy’ describes how ‘...As well as opening up the PROW network within the County, it is also important to extend and link the network into the neighbouring authorities... This will play an important role in linking the urban area to the wider countryside’.

It is the publication of the ROWIP that ensures that it will be the rights of way team who will drive forward this commitment.

Promotional material provides a canvass for some private sponsorship to be included. Primary sponsorship space will be allocated to local businesses that have assisted in the accessing of public rights of way.

Other applicable businesses who wish to advertise themselves within their target market might wish to contribute. Some market research should be undertaken so as to deduce a fair and competitive advertising cost.

It would not be appropriate to have multiple sponsors of a single guide map. Different guides should be assigned to different sponsors.

Creation of an all encompassing ‘Outdoor Cardiff’ guidebook could take the form of a more ‘in-depth’ publication that might also provide historical information and a description of amenities in the local area. This ‘brochure style’ publication would have the capacity to have a commercial bias. It might be appropriate to have a small purchase charge for this literature.

Investigation must also be undertaken as to whether national sources of funding can be accessed.

The Heritage Lottery is one such example of a national scheme that aims to benefit local communities. It might provide assistance for the promotion of rural splendour within an urban heartland.

It would seem appropriate to liaise with CADW with regards to rights of way that are associated with sites of historical interest.

Castell Coch is an example of a historical monument which has distinctive characteristics. An increase of network users in this area might offer an expanded customer base for the castle. This might result in CADW (or other associated bodies) being willing to help provide certain necessary resources.

As has been mentioned on a number of occasions, regular liaison will be established with community/user groups (particularly via Communities First) regarding the issue of available finance. The reasoning for this is that these groups can access funding avenues which are closed to local authorities. The local authorities cannot directly access many ‘grant initiatives’ due to already having defined budgetary allocations for statutory responsibilities. As such, the current officers of the rights of way team will keep their ‘ears to the ground’ in terms of identifying new funding initiatives that are available.

This information will then be distributed to the relevant action groups. It is hoped that Communities First will assist in establishing a similar flow of communication in the opposite direction.

Without the provision of necessary funding this document will retain the form of a well intentioned 'wish list'.

### Key Aim & Priority 12 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
12.1	67	67	67	200
12.2	5,167	5,167	5,167	15,500
12.3	733	733	733	2,200
12.4	11,967	11,967	11,967	35,900
				<b>53,800</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

**5.13 Key Aim & Priority No. 13 – Co – existence must be encouraged – a programme of education should be initiated in order that a more considerate and tolerant attitude might be fostered**

**ISSUE:** Different user groups have different expectations of the network - with attitudes of frustration and aggression having transpired on occasion.

**LINKS TO THE ASSESSMENT:** Within Section 3.2 (Statistical Overview) a general statement is made that there is a limited amount of provision within Cardiff for all users – particularly cyclists and horse-riders.

A large number of (varied) participants trying to make use of a limited network will obviously give rise to incidences of ‘user conflict’.

Issues in relation to ‘disabled access’ are prominently detailed within Section 3.6 (Consultation Overview). When ascertaining the nature of such issues, significant feedback has been received from the Cardiff Institute for the Blind Consumer Group.

One significant point raised by group members was that they were made somewhat nervous when sharing a path with other users – particularly fast moving cycle traffic.

**SUGGESTED SOLUTIONS & APPRAISAL:** The new cycle of the Local Access Forum commenced in December 2006, giving an opportunity to make the forum more pro-active. The LAF has to act as a

link between the Council and the dedicated user groups – considering messages and advice to a greater degree.

This task is of particular importance when it comes to the issue of co-existence. The LAF must be the first point of contact for all new initiatives and guidelines. Therefore, a feedback section should be included within the agenda for each meeting, allowing the members present to comment on issues of co-existence. This will increase the accountability of all parties.

Ensuring that the LAF works efficiently is a particularly useful initiative as it requires very few additional resources.

More attention must also be paid to the Countryside Code.

The Countryside Code is a detailed leaflet from CCW that provides advice for landowners, farmers and other people with an interest in land. The leaflet recognises that people visiting the countryside bring about an economic boost in rural areas.

This document details the responsibilities that users and landowners need to be aware of when using the countryside.

The Council would work in conjunction with CCW to ensure a greater production and distribution of this leaflet. It is assumed that CCW would significantly aid with its production.

Moreover, it might be a useful exercise for Cardiff to draw up its own (specialised) Code of Practice - in relation to its somewhat unique urban and rural amalgamation. This task could be undertaken by the LAF, under the supervision of CCW. Whilst it might not carry an official standing, it could be distributed amongst user groups as relevant guidance.

The rights of way team would then ensure that all literature is placed in associated correspondence and available at all related promotional events. The LAF will also act as a means for circulation.

Specific areas may be known where regular occurrences of user conflict transpire. In such instances, a dedicated site visit should be undertaken if deemed to be necessary.

This ‘follow-up’ will most likely involve Council Officers, LAF members and the landowners themselves. Such a rapid response should foster a relationship of trust and co-operation between all interested parties.

Examining a problem ‘on the ground’ should allow a more practical insight into matters. This will have the beneficial effect of creating empathy amongst the various interested parties.

In a previous action point it was mentioned that signage should be made more specific. Such a notion can and should be applied to the issue of co-existence.

Whilst again emphasising that the countryside should not be over-signed, some of the guidance

that is posted on the network should be used to encourage courteous and responsible behaviour.

Such messages might encourage those on foot not to walk more than two abreast across a path. Other specifications might request cyclists always to use their bell when approaching a group of other network users. A contact telephone number should also be provided on the signage so that any incidents can be quickly reported to the rights of way team.

As before, a period of liaison should take place with Parks Services as they have a greater amount of expertise in this area. The LAF should also be consulted on what they would consider to be ‘effective messages’.

Youth involvement is essential to the aim of encouraging tolerance and co-existence, so that an inherent responsibility will be encouraged in the next generation of adults.

To this end, a schools programme must be designed that promotes a sense of social consciousness.

Amongst other things, pupils should be encouraged to protect their countryside, not to drop litter and to avoid the pressures of their peer group to act in an intimidating fashion.

Much staff time will have to be dedicated to the preparation and implementation of this educational programme.

However, it is anticipated that specialised assistance will be received from the Council’s Schools and Life Long Learning Service Area, along with individual schools who wish to participate. The Schools Programme itself is fundamental to the whole essence of the ROWIP.

The Programme will serve the purpose of increasing awareness whilst also tackling specific areas of concern – and should be suitably resourced.

An ever increasing occurrence of user conflict is evident when motor-cycles are used for anti-social purposes and cause disruption and damage to green spaces. Such actions have a detrimental effect for all other users.

Once again, this is not an issue that can be solved instantaneously but rather a change in culture must be encouraged over time.

As such (coupled with the aforementioned schools programme) the rights of way team will look to promote the newly established off-road biking centre that has been created in the vicinity of Rover Way. This centre is planned to form part of a ‘carrot and stick’ approach to reforming those individuals who have previously been responsible for mis-use.

This promotion will hopefully be implemented in a partnership format under the banner of Outdoor Cardiff.

### Key Aim & Priority 13 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
13.1	800	800	800	2,400
13.2	2,867	2,867	2,867	8,600
13.3	667	667	667	2,000
13.4	N/A	N/A	N/A	N/A
13.5	3,200	3,200	3,200	9,600
				<b>22,600</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

#### **5.14 Key Aim & Priority No. 14 – Examine the possibility of devolving the responsibilities of network maintenance**

**ISSUE:** The efficiency of network management may be improved by charging other bodies with certain (minor) responsibilities. The benefit of this is that the burden of service provision is lessened and thus the level of delivery should be improved.

**LINKS TO THE ASSESSMENT:** At the very outset of the Assessment Stage (and again within Section 3.4 – Management and Enforcement of Public Rights of Way) it was stated that the rights of way team has previously managed the network in a ‘fire fighting fashion’.

Consequently, any avenues that could potentially free up ‘work-force hours’ (thus giving rise to a more strategic approach) should be suitably explored within the ROWIP.

It is also described in Section 3.4 of the Assessment Stage that a certain amount of devolved responsibility has previously been attributed to Pentyrch Community Council together with Radyr and Morganstown Community Council.

**SUGGESTED SOLUTIONS & APPRAISAL:** The rights of way team would look to place certain responsibilities upon the formal Community Councils. A certain level of workmanship would be expected and the Community Council should still be authoritative enough to ensure this.

This process began in summer 2006, when the ROWIP Officer attended Community Council meetings to open initial consultation on this matter. This proved to be a useful exercise in terms of re-establishing trust and encouraging co-operation.

Appropriately, this introductory consultation needs to be reinforced with relevant ‘follow-up’.

The primary means for addressing this will be to establish close working relations with the Secretary to each applicable Community Council. The Community Council Secretary is the dedicated representative of this body and thus will be able to co-ordinate all matters of liaison.

An appropriate means of doing this will be to issue a half-yearly (or when appropriate) communication to the Secretary charting all requirements and achievements.

The rights of way team would also encourage that relevant information be included in any community newsletters that might be in existence.

When assigning tasks, discussion must focus on the issue of ‘how much’ responsibility the Community Council can realistically and successfully take on.

The rights of way team will happily take suggestion from the local bodies as to what they feel capable of undertaking.

Conversely, the Community Councils must be made aware of the over-arching remit that the rights of way team possesses. This is to ensure that areas of jurisdiction are understood and that individual responsibilities are in no way compromised.

It is also essential that the Community Council be presented with a standard that their work must meet. Such guidance can be included as a general introduction to all communications that are sent to the Secretary.

The rights of way team believes that the concept of ‘devolved responsibility’ can be made as effective as possible by remaining as simple as possible.

If agreeable, the rights of way team would prefer that any works undertaken by the Community Councils should be of a communal nature rather than outright maintenance. Such schemes would include litter picking and keeping paths free from debris during the autumn and winter months.

The undertaking of these basic tasks would be of great benefit to the rights of way team in terms of releasing a significant amount of valuable staff time.

It is feasible that the undertaking of these simplistic tasks might be given a wider basis than just Community Councils. The Communities First initiative regularly attempt to establish volunteer groups in local areas and are keen for these groups to be charged with certain responsibilities.

If these groups can prove their stability and commitment, it may be possible to utilise them as a secondary ‘task force’.

As previously mentioned in the assessment stage, this consideration could be particularly relevant in terms of making bids for funding allocations.

The rights of way team is well aware that landowners need to be brought more extensively in to the consultation process.

Negotiation with landowners will be vital to achieving a number of the ambitions that have so far been stated.

The rights of way team has substantially developed their relations with landowners over the last few years. However, it remains an ongoing task to remove all attitudes of distrust and opposition.

It would appear that Community Councils can play a valuable role in assisting this process.

It may well be the case that landowners are placed more at ease when dealing with ‘local faces’. It should be left to the prerogative of the Community Council as to how they wish to proceed with this undertaking.

The rights of way team would suggest that a specific invitation be issued to landowners - so that they might attend Community Council meetings as dedicated observers.

Cardiff Ramblers is a further organisation that has kindly offered assistance in aiding network management. Consequently, a formal discussion needs to be initiated so that a more precise ‘action agenda’ can be established.

The rights of way team has identified two particular areas where advice and co-operation from Cardiff Ramblers would be gratefully received.

In the first instance, the Council is keen to re-launch the previously successful ‘adopt a path’ scheme. Utilising Cardiff Ramblers will allow this task to be undertaken in a more extensive fashion.

The Ramblers will walk certain strategic routes and inform the rights of way team of any matters that

need to be addressed. Such a task will be extremely useful in helping to supplement the Council’s ‘Rights of Way Hierarchy’.

Secondly, there is great enthusiasm for the Ramblers to play a significant role in identifying historical routes. Historical routes refer to those thoroughfares that have no official classification – but where usage over a twenty year period can be proved. Based upon this referencing, classification can be suitably assigned.

Similarly, the Ramblers must be made aware of the over-arching remit that the rights of way team possesses.

### Key Aim & Priority 14 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
14.1	467	467	467	1,400
14.2	833	833	833	2,500
14.3	167	167	167	500
14.4	333	333	333	1,000
				<b>5,400</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

### **5.15 Key Aim & Priority No.15 – Practical means must be established to deal with the perceived problem of litter**

**ISSUE:** Consultation responses suggest that the general public consider that there is a litter problem within the countryside.

The Council recognises that there are some instances of this - but actual experience reveals that the problem is smaller in scale than might be perceived. As such, suggested measures must have a practical purpose – whilst also providing notional reassurance.

**LINKS TO THE ASSESSMENT:** It is formally listed in Section 3.6 (Consultation Overview) that a significant percentage of respondents to the May 2005 questionnaire identified the ‘reduction of litter’ as being a priority issue.

**SUGGESTED SOLUTIONS & APPRAISAL:** The Rights of Way Team is intent on initiating a more rigorous inspection system that will allow areas blighted by litter to be more readily identified. The concept of this ‘overall maintenance strategy’ was introduced at an earlier stage within this Statement of Action.

The basic premise of this strategy is that a ‘rights of way hierarchy’ will be established that will dictate the regularity of inspection – and the timeframe for response.

The rights of way team will liaise with their colleagues in Waste Management to ensure that inconveniences of this nature are dealt with in the most efficient manner.

The future programming of ‘litter inspections’ might be based upon the data accumulated from any sensory monitoring system.

The most populated routes are most likely to have litter problems. However, routes that have very few visitors might also experience difficulties as they are not self-policing.

More effective signage would also have a part to play in the battle against litter.

Appropriate wording will be used on relevant signage that will request and encourage of users that they take their litter home with them.

As previously stated, a contact number should be provided on signage so that any identified problem areas can be immediately reported to the rights of way team.

Additionally, the Council’s 101 number should also be made visible on any and all new signage installations.

The 101 service provides an option for reporting local issues of anti-social behaviour that are serious – but are not considered to be of a grievous nature.

These incidences will then be directed to the appropriate body either within the Police or the Local Authority.

This signage should initially be installed on those routes identified as having priority status.

The Capital Times would also seem a logical avenue for displaying relevant contact numbers.

SUSTRANS is a nationally identifiable volunteer organisation that helps to maintain areas of cycleway and other thoroughfares. In previous instances, SUSTRANS has been known to co-ordinate organised litter picks.

The rights of way team has perhaps been remiss in not engaging SUSTRANS in regular communication.

If SUSTRANS were in agreement, it would be the desire of the rights of way team to establish an informal relationship of interaction, coordination and co-operation.

Such a relationship would also be advocated (and thus should be pursued) with the British Trust for Conservation Volunteers (BTCV).

BTCV is a charitable organisation that wishes (via inclusiveness, accessibility and choice) to create a sustainable, healthy environment. As such, BTCV will provide volunteers to assist in a variation of projects if they consider such ventures to be facilitating this ambition.

Community involvement is crucial in encouraging people to take pride in their surrounding area and environment. This notion is particularly applicable to the younger generation.

As previously described, the implementation of a 'Schools Workshop Programme' is vital.

This programme must address such social and personal elements as the need to act responsibly even though your peers may choose not to do so.

At a very basic level, this 'chain of thinking' can be applied to the request for people not to drop litter.

Such a programme might be made sufficiently interactive by asking the pupils to design posters discouraging the dropping of litter.

The best of these can then be displayed at designated information points. This interaction will help reinforce the desired message.

A Schools Programme will need to be significantly detailed to ensure that the policy is presented with absolute clarity. Accordingly, advice will need to be taken from those who have greater experience in developing course material.

In relation to the specific issue of litter dropping (and the wider context of social consciousness) advice will have to be sought from those with expertise in the field of Personal and Social Development.

Such a connection can be made by utilising the Council's Schools and Life-Long Learning Service Area.

Undeniably, a large amount of staff time will be taken up in the design and execution of this project.

This initiative would seem to fulfil the criteria of the 'Cardiff Countryside Strategy' which purports to provide '...Assistance on interpreting the National Curriculum for all subjects...This enables teachers to quickly identify the key issues in the National Curriculum relating to the environment'.

**Key Aim & Priority 15 – Cost Summary:**

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
15.1	133	133	133	400
15.2	400	400	400	1,200
15.3	333	333	333	1,000
15.4	N/A	N/A	N/A	N/A
				<b>2,600</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

**5.16 Key Aim & Priority No.16 – A number of ‘quick wins’ must be achieved so as to reassure the public about the significance of the ROWIP. Conversely, plans must be ‘set in motion’ for further overall surveys of the network**

**ISSUE:** There is a danger that the production of the ROWIP might be seen as a statement of ideals that are never likely to be fulfilled. Accordingly, it is important that a number of measures are rapidly (and successfully) introduced. Such endeavour will ‘send out the message’ that this document represents a legitimate commitment towards substantial attainments.

Additionally, it is important that further overall surveys of the network are undertaken at regular intervals. These surveys will enable the rights of way team to monitor the long-term effect of the implementations and initiatives that are proposed within this document.

It should be noted that this section places significant emphasis on actions that have been detailed at an earlier stage of this document.

As such, the considerations below represent the last Key Aim and Priority presented within the ROWIP.

Consequently, the only new table that needs to be produced for this section will detail the ‘task progression’ involved in carrying out an overall survey of the network.

**LINKS TO THE ASSESSMENT:** There is no direct reference within the Assessment Stage to an expressed desire for ‘rapid reaction’. However, one would surely consider it a matter of pragmatism and common sense that certain tasks should be fulfilled quickly in order to evidence the viability of this entire document.

**SUGGESTED SOLUTIONS & APPRAISAL: St.**

Fagans has already been identified as the prime area for circular walk development. It is anticipated that three circular walks will be established within eighteen months of the ROWIP's publication.

Project and funding deadlines ensure that the Coastal Path Project will be progressing at a rapid pace.

A Coastal Access Officer for Cardiff has already been installed and a desire line established.

The bridge construction in the vicinity of Cardiff Bay should be reaching its completion stage at the same times as this Rights of Way Improvement Plan is being published.

Progression of the Rural Access for All Focus Group is also continuing as the ROWIP is being finalised.

The members of RAFA have now defined the group's remit and a series of priority tasks have also been identified.

The rights of way team is also continuing with its standard policy of removing stiles wherever possible.

Similarly, the rights of way team is also working in conjunction with partners from RAFA and Outdoor Cardiff to remove cycle barriers where appropriate.

It can also be stated at this point that a number of the 'priority routes' previously suggested by the

LAF have had their feasibility investigated. In relation to this, the rights of way team is also aiming to complete the task of identifying ten priority routes 'sooner rather than later'.

Another previously referenced ambition is that a 'route of the season' campaign has been earmarked for publication within the Capital Times.

By definition, this will result in four information segments needing to be published throughout the year. The first of these segments should be initiated upon the publication of the ROWIP and could therefore have reference to 'Autumn 2008'.

The fact that the Capital Times is an 'in-house' publication will also add to the smooth progression of this ambition.

The merits of a pilot project have been described at previous intervals within this document.

Such an exercise would allow experimentation in methods of signage, monitoring and marketing and will facilitate an appraisal of new techniques before an overall commitment is made.

Consequently, such a pilot project should be initiated as a matter of priority - to provide a 'base point' for all future analysis.

It has already been transcribed how the 'Rights of Way Hierarchy' will underpin the inspection and monitoring of Cardiff's Public Rights of Way network. This system will allow sectional appraisal, at close proximity, on a regular basis.

However, it would also seem a crucial objective to undertake regular surveys of the overall network.

This would surely prove to be a valuable exercise as it would allow a general overview of all success and failures in terms of the initiatives that have been applied to the network.

To this end, a formal policy should be implemented that prescribes an overall survey of the network to be undertaken every three years.

This measure will appropriately correspond with the supplementary instalments of the ‘The Future Path’.

### Key Aim & Priority 16 – Cost Summary:

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
16.1	5,333	5,333	5,333	16,000 <b>16,000</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

**Key Aim & Priority 1 -16 – Final Cost Summary:**

Targeted Action	Estimated Cost 08/09 (£)	Estimated Cost 09/10 (£)	Estimated Cost 10/11 (£)	Total Estimated Cost (£)
1	206,433	206,433	206,433	619,300
2	21,200	21,200	21,200	63,600
3	3,333	3,333	3,333	10,000
4	13,333	13,333	13,333	40,000
5	N/A	N/A	N/A	N/A
6	12,300	12,300	12,300	36,900
7	76,367	76,367	76,367	229,100
8	700	700	700	2,100
9	21,167	21,167	21,167	63,500
10	25,400	25,400	25,400	76,200
11	13,333	13,333	13,333	40,000
12	17,933	17,933	17,933	53,800
13	7,533	7,533	7,533	22,600
14	1,800	1,800	1,800	5,400
15	867	867	867	2,600
16	5,333	5,333	5,333	16,000
<b>Total</b>	<b>427,032</b>	<b>427,032</b>	<b>427,032</b>	<b>1,281,100</b>

NB: Greater detail in relation to task/cost breakdown is presented in Appendix 5.

**BOTTOM LINE FIGURES:**

The estimated yearly cost of carrying out all of the measures contained within this Rights of Way Improvement Plan is: £427,032

The estimated cost of carrying out all of the measures contained within this Rights of Way Improvement Plan over its first 'three year cycle' is: £1,281,100

# 6. Conclusion

---

The implementation of the ROWIP must be appropriately monitored and reviewed in order to determine its progress against agreed 'progress targets' - this is a fundamental element of the entire process.



As previously stated, the Council will utilise the Cardiff Local Access Forum as the barometer of this monitoring process.

A specific item will be placed on the agenda of all LAF meetings to ensure regular feedback and effective scrutiny. Furthermore, the LAF Annual Report will become a crucial document in terms of recording and publicising the level of task progression. The annual recording of BVPI figures will obviously form an intrinsic part of this report.

Such analysis will allow a deduction to be made concerning whether the key aims of the ROWIP are being achieved and what factors can be identified for any shortcomings that may be occurring.

The proposed three year business plan cycle provides an opportunity to review progress and assess the need for additional resources and the potential means of obtaining these.

Feedback questionnaires (and other means) will be utilised to determine ‘customer satisfaction’, changing needs and paths for future actions.

In a more general sense, the construction of this document has allowed certain important considerations to be identified.

For instance it has been shown that Cardiff must be viewed as significantly more than just an urban centre. Whilst the Millennium Stadium is spectacular (and provides a focus of organised entertainment) so are the Garth Hill Uplands and the Pentyrch Valleys.

These ‘natural attractions’ can be said to offer a much more informal use of leisure time that affords an opportunity to improve an individual’s health and wellbeing.

In the Assessment Stage it has also been noted how the ongoing commitment of Cardiff Council’s rights of way team has led to the condition of the network reaching a much improved state - with the expectation of further ongoing improvement.

It has become evident that a large degree of administration will be required to suitably formulate the Definitive Map and Statement. Modifications will be required to bring legal statutes up to a contemporary standard. Detail has been further provided as to the essential role played by Cardiff’s Local Access Forum.

It is clear that the LAF has appropriately discharged its responsibility of providing advice and consultation on possible improvements for public access. In fact, the progression of the Rights of Way Improvement Plan could not have been achieved without the assistance of the Local Access Forum which was particularly valuable in providing guidance and advice during the formal consultation stage

Lessons have certainly been learnt as to the most effective means of achieving engagement with the public. It can be clearly deduced from the Assessment Stage that certain methods of interaction have been significantly more successful than others.

For example, the May 2005 the Capital Times Questionnaire achieved a significant response from a traditional audience. Direct targeting through the LAF has ensured noteworthy contributions from a number of user groups.

However, a more ‘face to face’ method of consultation actually revealed an apathetic population at large - particularly amongst user groups who have commonly insisted that their voices be heard.

It has been ascertained that current methods of publicity and promotion are rather too traditional and cumbersome in nature. Consequently, a requirement has been identified to think more widely and ensure that rights of way information is projected to a wider audience. This offers a considerable challenge and one which will be present for the full duration of the ROWIP.

These considerations (together with feedback from the general public) have facilitated the preparation of a priority list of key aims. These aims comprise sixteen objectives that will be addressed initially via the proposed three year business plan process.

These measures provide a framework to ensure a continuous improvement of the rights of way network - and its ability to provide a functional resource for all of its users.

The Statement of Action Section provides the ‘meat on the bones’ for these listed action points.

The essence of this part of the document has also been identified as complementing other policy strategies – including Cardiff’s Local Transport Plan. This suggests that there is an endorsed mandate to improve issues of access.

However, it is again crucial to stress that Cardiff is operating a ‘three year cycle’ in relation to the ROWIP. As a consequence a set of initial actions have been detailed that are seen to be realistically attainable within a three year period.

These foundation measures will allow the identification of further, more ‘precise’ activities at a later date.

Nevertheless it is anticipated that these Key Aims will need to be continually addressed over the full 10 year period.

It is fair to say that the level of ‘required resources’ identified as being needed (for the first three years) is significantly over and above the level that is currently available.

Therefore, the progress of this ROWIP will be dependent upon the securing of additional resources.

If these ‘resource advancements’ are not forthcoming (at a greater level than currently proposed) then the delivery of the programmes contained within this document will inevitably be delayed.

There is a commitment from the Assembly to provide additional funding via the Countryside Council for Wales and this is to be welcomed.

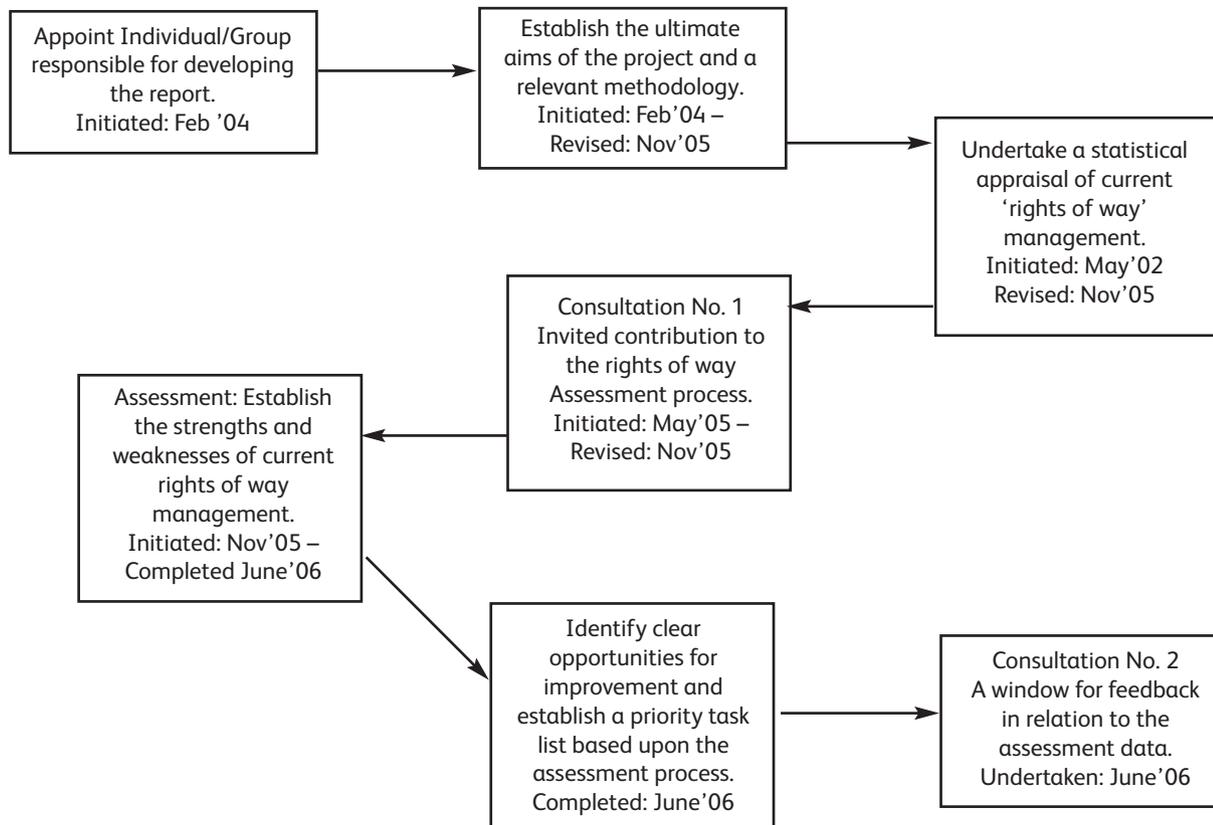
However, it is clear that this level of additional funding will not (on its own) be adequate to support the Plan to the extent required.

Consequently, a challenge is already presented - and there is likely to be an associated need to further prioritise the tasks to be undertaken.

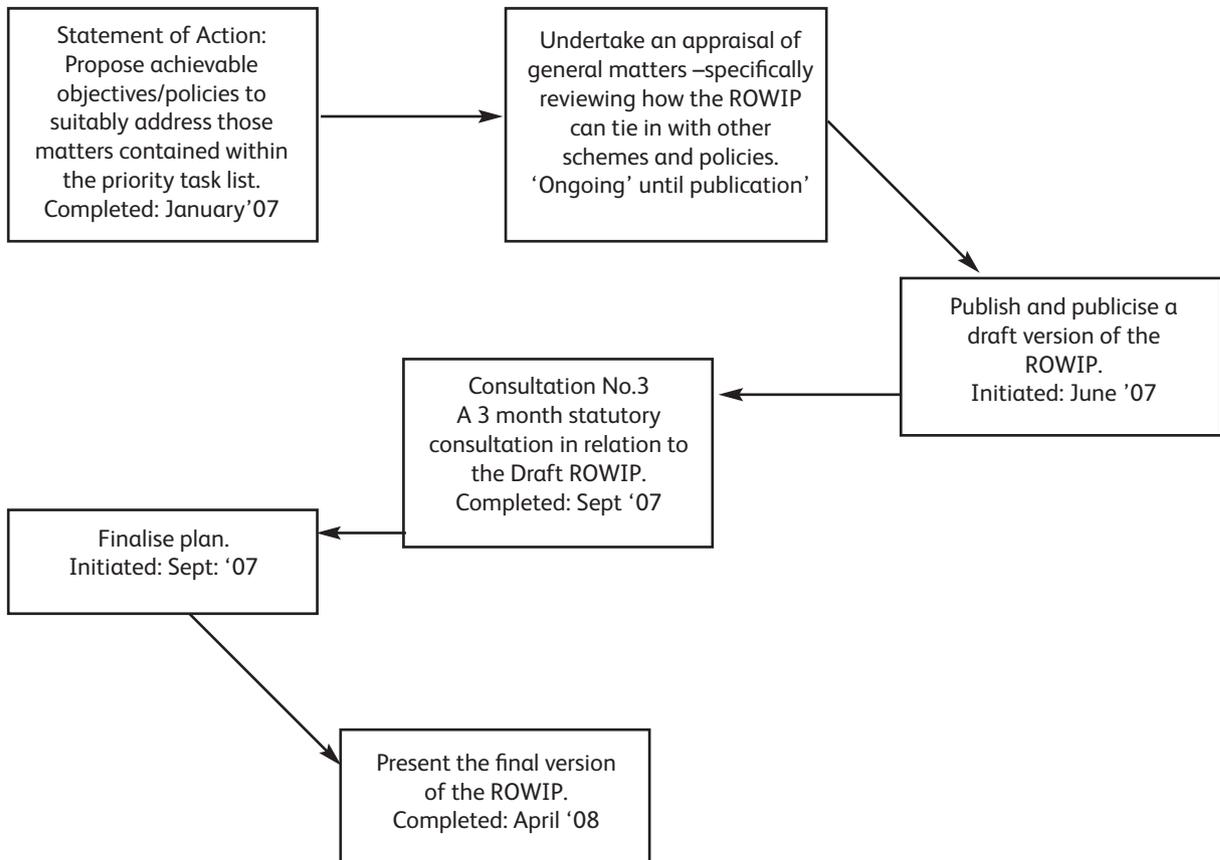
# Appendices

---

## Appendix 1: Rights of Way Improvement Plan Development Process



## Appendix 1 (Cont): Rights of Way Improvement Plan Development Process



## Appendix 2: Cardiff Council Public Rights of Way Questionnaire

This survey is to help Cardiff Council put together its Rights of Way Improvement Plan to make it easier for walkers, cyclists, equestrians and appropriate motor vehicle users to enjoy the countryside. Public Rights of Way include public footpaths and bridleways, but not roadside pavements. Please complete and return to the freepost address at the end of the questionnaire

### Q1. Are you responding as (please select principal category from the following):

- Resident of the County of Cardiff
- Private Landowner (eg farmer)
- Interest group or organisation
- Other
- Visitor to the area
- Name of interest group or other organisation

Q2. Your home postcode.....

### Q3. Age group (Please tick the relevant box)

- 15-24       25-34       35-54   
 55-64       over65

### Q4. Do you have a disability which affects your ability to access paths in the countryside or open space within Cardiff?

- No     Yes – mobility difficulty   
 Yes – sensory difficulty (sight, hearing etc.)

### Q5. How often do you use paths in the countryside or open space within Cardiff, or elsewhere?

- |                           | In Cardiff               | Elsewhere                |
|---------------------------|--------------------------|--------------------------|
| Everyday/nearly every day | <input type="checkbox"/> | <input type="checkbox"/> |
| At least once a week      | <input type="checkbox"/> | <input type="checkbox"/> |
| Once a fortnight          | <input type="checkbox"/> | <input type="checkbox"/> |

- |              |                          |                          |
|--------------|--------------------------|--------------------------|
| Once a month | <input type="checkbox"/> | <input type="checkbox"/> |
| Less Often   | <input type="checkbox"/> | <input type="checkbox"/> |
| Never        | <input type="checkbox"/> | <input type="checkbox"/> |

### Q6. For which of these purposes do you use paths in the countryside or open space within Cardiff or elsewhere? (Please tick all that apply)

- |                                     | In Cardiff               | Elsewhere                |
|-------------------------------------|--------------------------|--------------------------|
| Walking                             | <input type="checkbox"/> | <input type="checkbox"/> |
| Dog Walking                         | <input type="checkbox"/> | <input type="checkbox"/> |
| Cycling                             | <input type="checkbox"/> | <input type="checkbox"/> |
| Horse riding                        | <input type="checkbox"/> | <input type="checkbox"/> |
| Horse drawn vehicle activities      | <input type="checkbox"/> | <input type="checkbox"/> |
| 4x4 activities                      | <input type="checkbox"/> | <input type="checkbox"/> |
| Motorcycle (and similar activities) | <input type="checkbox"/> | <input type="checkbox"/> |
| As a Landowner                      | <input type="checkbox"/> | <input type="checkbox"/> |

#### To access

- |                  |                          |                          |
|------------------|--------------------------|--------------------------|
| Shops            | <input type="checkbox"/> | <input type="checkbox"/> |
| Schools          | <input type="checkbox"/> | <input type="checkbox"/> |
| Railway Stations | <input type="checkbox"/> | <input type="checkbox"/> |
| Bus stops        | <input type="checkbox"/> | <input type="checkbox"/> |

Other – please specify.....

### Q7. Cardiff Council would like your help in prioritising where to make improvements regarding paths in the countryside or open space within Cardiff. Please tick below to show whether each of the following is a problem in your Area. (NB – not roadside pavements)

- |   | walking                  | riding                   | cycling                  | other                    |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| Routes are not way marked well enough                               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Many Public Rights of Way are not marked on the Ordnance Survey Map | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Too many stiles/barriers  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

	walking	riding	cycling	other
Routes apparently deliberately blocked	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stiles/gates are in poor condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not enough information about routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route information is difficult to use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not enough linkages and circular routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Routes are overgrown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Surfaces of paths get too muddy or rough	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other – please specify.....				
.....				

**Q8. Please list up to 3 things which most need improving, in order of importance to you. They can be features listed above or your own ideas.**

Most important improvement.....

2nd Priority.....

3rd Priority.....

**Q9. If the improvements you would like were in place would you use paths in the countryside or open spaces within Cardiff more. ( tick all that apply).**

Yes more often	<input type="checkbox"/>
Yes - a wider range of routes	<input type="checkbox"/>
No	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

**Q10. What do you think are the best things about paths in the countryside or open spaces within Cardiff?**

.....

.....

.....

.....

**Q11. Would you be happy for Cardiff Council to Contact you if necessary for more details of your views, give name and phone number/e mail address.**

.....

.....

.....

.....

Please return to:  
Cardiff Council Research Centre, County Hall.

## Appendix 3: Rights of Way Hierarchy

### Inspections

The Highways Act 1980, section 36(d), imposes a duty upon highway authorities to maintain public rights of way. As a consequence the Council should have a system in place to undertake its statutory duty and protect the interests of the Council.

A robust inspection system with a clearly defined policy on hierarchy, frequency of inspections, response to public complaints and a defect repair procedure provides the Council with a defence against third party claims for injury or loss and also provides a system to manage and maintain the rights of way network to an acceptable condition.

In order to better manage the resources available to the Rights of way Team, the rights of way network has been broken down into five categories in order of importance. They are as follows:-

### Core Routes

In keeping with Council policy the following routes are considered to be of strategic value to the movement of cyclists and pedestrians.

1. Taff Trail
2. Ely Trail
3. Rhymney Trail

### Promoted Routes

These are routes which have been identified as being of particular amenity close to “honey pot” attractions and have been publicised and waymarked to encourage use.

### Safer Routes to School

These are routes which include public rights of way and have been identified and promoted under the Safer Routes to School initiative.

### Adopt a Path Schemes

These are paths which, usually under the auspices of a Community Council or Friends Group, are regularly walked by the adoptee to ensure its serviceability. Defects are reported to the rights of way team for action.

### Other Paths

These are the vast majority of routes which form the basis of the rights of way network.

Inspection frequencies for each category are as follows:-

Core Routes .....	Monthly
Promoted Routes.....	Monthly
Safer Routes to School.....	3 Monthly
Adopt a Path Scheme.....	6 Monthly
Other Paths.....	Annually

### **Defects**

The following are considered defects which warrant repair or removal:-

Potholes in surface of path,  
Exposed roots causing trip hazard on path,  
Encroachment of vegetation onto path,  
Up-growth from surface of path,  
Ploughing out of path,  
Damage to stiles, gates or bridges,  
Barbed wire fences alongside narrow paths,  
Any fence or building obstructing a path, or  
any other thing which may be considered a  
nuisance or obstruction.

Any defect identified during an inspection should be recorded and an assessment made as to what category of response is required. The following action should then be taken:-

### **Inspection Defect Response times**

#### **Emergency**

Defects considered to be of an emergency nature, whereby a member of the public is considered to be at risk to life or limb, shall be reported immediately to the Prow office or if appropriate repaired or made safe whilst on site. Defects reported to the Prow Office shall be immediately referred to the Prow maintenance team who shall either repair the defect or make the path safe pending a permanent repair.

### **Urgent**

Defects considered to be urgent but not dangerous shall be programmed for repair within 7 days of reporting. Defects which can not be repaired within 7 days shall be made safe pending repair by external contractors via the Council's job tendering procedure.

### **Non Urgent**

Cutback of up-growth to paths and clearance of vegetation from around stiles shall be undertaken by the Prow maintenance team in accordance with their schedule of programmed works.

### **Obstructions**

Obstructions shall be dealt with in accordance with Legislative requirements.

### **Public Notification of Defects/Obstructions**

Defects or obstructions identified by the public and referred to the Prow Team shall be investigated within 7 days of receipt and dealt with in accordance with the Inspection Defect Response Time instructions above.

## Appendix 4: Public Rights of Way

### Obstructions (Removable) Methodology

1. Identify cause/source of obstruction.
2. If appropriate, remove obstruction immediately.
3. If obstruction is caused by landowner i.e. fence, wall, tree etc, identify owner and inform by polite letter, requesting they remove within 14days.
4. If landowner fails to remove obstruction after polite request, send strongly worded letter requesting removal within 14 days.
5. If landowner fails to remove obstruction within specified timescale, contact legal services to serve notice advising that failure to comply will result in Council taking appropriate action.
6. If after 28 days of service of the notice the landowner has still failed to remove the obstruction, arrange removal and if appropriate recharge landowner.

Obstruction to path caused by land slip, flooding/mud, severe up-growth i.e. trees and dense shrubbery (out of repair).

### Methodology

1. Identify cause of obstruction.
2. Undertake an assessment of what is required to alleviate obstruction.
3. Obtain estimates for the required works.
4. Add to a schedule of works in order of priority.

### Priority

Priority will be determined by the following criteria.

1. Risk to the public from being out of maintenance.
2. Cost.
3. Disruption to the public.
4. Prior Usage.

A monthly team meeting will facilitate the establishment of a monthly 'resolution target'.

## Appendix 5: ROWIP Task Progression/Cost Breakdown

### Targeted Action 1.1

**Proposal:** An exercise will be undertaken to include previously excluded areas/routes on the newly consolidated definitive map.

**Associated Benefits:** This endeavor will aid the production and administration of the definitive map for Cardiff.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
1.1.1) Research and identify paths used as public rights of way within previously excluded areas.	2 years (Short term task)	1 Nov 2006	2 current staff members – 4,200 hours (total)	84,000 Staff Costs
1.1.2) Add paths to a working map base (1:10,000 scale) and write definitive statements.	1 year (Short term task)	1 Nov 2008	2 current staff members – 2,100 hours (total)	42,000 Staff Costs
1.1.3) Digitise map base at 1:10,000 scale (to improve accuracy).	6 months (Short term task)	1 Nov 2009	2 current staff members – 800 hours (total)	16,000 Staff Costs 2,000 Implementation
1.1.4) Transfer digitised information to map base of 1:25,000 and print.	1 month (Short term task)	1 April 2010	2 current staff members – 90 hours (total)	1,800 Staff Costs
1.1.5) Undertake legal process to formerly create the definitive map.	6 months (Medium term task)	1 Nov 2010	2 current staff members – 1050 hours (total)	21,000 Staff Costs

**Estimated (Total) Cost: £166,800**

**Key Partners:** The rights of way team will look to work in partnership with:  
Ordinance Survey  
Cardiff Council Legal Services  
Cardiff Council I.T. Service Area

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Produce the consolidated definitive map over a longer timeframe than the one indicated above.

### Targeted Action 1.2

**Proposal:** Review the current Glamorgan definitive map and resolve all identified anomalies.

**Associated Benefits:** This endeavor will aid the production and administration of the definitive map for Cardiff.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
1.2.1) Examine definitive map and associated records in order to identify workload.	3 years 'ongoing' (Long term task)	1 April 2006	2 current staff members – 6,300 hours (total)	126,000 Staff Costs
1.2.2) Progress outstanding diversion and stopping up orders – approximately 10 per annum.	3 years 'ongoing' (Long term task)	1 April 2008	2 current staff members – 6,300 hours (total)	126,000 Staff Costs
1.2.3) Process legal map modification orders and amend definitive map and statement.	2 years (Short term task)	1 April 2008	2 current staff members – 4,200 hours (total)	84,000 Staff Costs
1.2.4) Digitise definitive map data.	1 year (Short term task)	1 April 2010	2 current staff members – 2,100 hours (total)	42,000 Staff Costs 2,000 Implementation

**Estimated (Total) Cost: £380,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
 Ordnance Survey  
 Cardiff Council Legal Services  
 Cardiff Council I.T. Service Area

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50% of the necessary funding is available it may only be possible to:  
 Produce the consolidated definitive map over a longer timeframe than the one indicated above.

**Targeted Action 1.3**

**Proposal:** Consolidate the definitive map – including previously excluded areas and information from the old Glamorgan map.

**Associated Benefits:** This endeavor will aid the production and administration of the definitive map for Cardiff.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
1.3.1) Ensure that those anomalies identified within the old definitive map have been resolved.	6 months (Short term task)	1 April 2010	2 current staff members – 1,050 hours (total)	21,000 Staff Costs
1.3.2) Using digitised information (and OS map base of 1: 25,000) print a consolidated definitive map for Cardiff.	1 month (Short term task)	1 Nov 2010	2 current staff members – 90 hours (total)	1,800 Staff Costs
1.3.3) Undertake process of publishing this new definitive map.	6 months (Medium term task)	1 April 2011	2 current staff members – 1,050 hours (total)	21,000 Staff Costs 2,000 Implementation

**Estimated (Total) Cost: £45,800**

**Key Partners:** The rights of way team will look to work in partnership with:  
 Ordnance Survey  
 Cardiff Council Legal Services  
 Cardiff Council I.T. Service Area  
 Cardiff Council Communications Service Area

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50% of the necessary funding is available it may only be possible to:  
 Produce the consolidated definitive map over a longer timeframe than the one indicated above.

### **Targeted Action 1.4**

**Proposal:** An ongoing identification of unregistered paths (in conjunction with user groups) for future inclusion on the definitive map.

**Associated Benefits:** This endeavor will aid the production and administration of the definitive map for Cardiff.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
1.4.1) Via the LAF (and other ad hoc meetings with user groups) encourage individuals to seek evidence of usage so that routes might be included on the definitive map.	3 years 'ongoing' (Long term task)	1 April 2006	2 current staff members – 25 hours (total)	500 Staff Costs

**Estimated (Total) Cost: £500**

**Key Partners:** The rights of way team will look to work in partnership with:  
 The Local Access Forum  
 Community Councils  
 Cardiff Ramblers  
 BHS  
 SAFE  
 Landowners  
 Any other interested parties/individuals

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety – albeit in a piecemeal fashion.

**Targeted Action 1.5**

**Proposal:** Investigate the possibility of employing a dedicated Definitive Map Officer. Champion CCW for additional funding.

**Associated Benefits:** This occurrence would assist in speeding up the production and administration of the definitive map for Cardiff.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
1.5.1) Request the endorsement of the LAF to champion CCW for additional funding to secure this position	1 month (Short term task)	1 April 2008	2 current staff members – 10 hours (total)	200 Staff Cost
1.5.2) Liaise with CCW about the possibility of securing additional funding to employ a dedicated Definitive Map Officer.	(Possible) 3 years 'ongoing' (Long term task)	1 May 2008	1 current staff member – 10 hours (total)	200 Staff Cost 25,000 (Possible) Implementation

**Estimated (Total) Cost: £25,400**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Countryside Council for Wales

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available: It will not be possible to employ a dedicated Definitive Map Officer.

**Targeted Action 1.6**

**Proposal:** The Supplementary Planning Guidance clauses that have relevance to public rights of way must be subjected to greater emphasis and promotion.

**Associated Benefits:** This action should reduce occurrences of conflict between public rights of way and planning matters. Accordingly, this will also go some way towards assisting the maintenance of the definitive map for Cardiff.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
1.6.1) The Supplementary Planning Guidance document will be made available on the Outdoor Cardiff website.	1 month (Short term task)	1 April 2008	1 current staff member – 10 hours	200 Staff Costs
1.6.2) Copies of the Supplementary Planning Guidance document will be made available from the Brindley Road Council Offices upon request.	3 years 'ongoing' (Long term task)	1 April 2008	1 current staff member – 5 hours	100 Staff Costs
1.6.3) Where appropriate, the Supplementary Planning Guidance document will be referenced in all correspondence made to planners.	3 years 'ongoing' (Long term task)	1 Jan 2007	1 current staff member – 25 hours total	500 Staff Costs

**Estimated (Total) Cost: £800**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council Communications Team  
Cardiff Council Regulatory Services

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

### Targeted Action 2.1

**Proposal:** An investigation in to the possibility of formulating and installing more ‘general signage’ in order to more suitably direct people to public rights of way.

**Associated Benefits:** Such an action will help to clarify the location of routes ‘on the ground’ and hopefully go some way towards attracting the ‘casual’ rights of way user.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
2.1.1) Undertake a ‘map top’ exercise to identify 10 priority routes for promotion.	6 months (Short term task)	1 Nov 2007	2 current staff member – 25 hours (total)	500 Staff Costs
2.1.2) Investigate examples of signage ‘best practice’ undertaken by other local authorities/relevant tourist bodies.	6 months (Short term task)	1 Jan 2008	1 current staff member – 25 hours	500 Staff Costs
2.1.3) Based on examples of best practice – formulate an appropriate style of ‘additional signage’ for public rights of way.	6 months (Short term task)	1 July 2008	1 current staff member – 25 hours	500 Staff Costs
2.1.4) Dependent on funding, a ‘staggered’ period of implementation will be initiated.	3 years ‘ongoing’ (Long term task)	1 April 2009	3 current staff members – 100 hours (total)	2,000 Staff Costs 5,000 Implementation

**Estimated (Total) Cost: £8,500**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Cardiff Council Communication Team  
Cardiff Council Countryside Team  
Cardiff Council Parks Services

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Undertake the research programme to determine a preferred style of signage.

**Targeted Action 2.2**

**Proposal:** Establish a process to undertake a signage performance indicator that is specific to Cardiff.

**Associated Benefits:** Such a measure will significantly assist in the process of monitoring and review that follows the publication of the ROWIP.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<p><b>2.2.1)</b> A dedicated exercise will be undertaken to identify the rights of way which are accessible from surfaced highways.</p>	1 year (Short term task)	1 April 2008	1 current staff member – 25 hours	500 Staff Costs
<p><b>2.2.2)</b> During the aforementioned exercise, establish a base figure by identifying the number/percentage of paths that are correctly sign-posted.</p>	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<p><b>2.2.3)</b> The LAF will be presented with the above information and (in conjunction with the rights of way team) a yearly improvement rate will be agreed upon. The rights of way team will then endeavour to fulfill this expectation.</p>	6 months (Short term task)	1 April 2009	3 current staff members – 100 hours (total)	2,000 Staff Costs 10,000 Implementation
<p><b>2.2.4)</b> The LAF will subject the rights of way team to annual monitoring and review via the LAF Annual Report.</p>	3 years 'ongoing' (Long term task)	1 April 2009	2 current staff members – 25 hours (total)	500 Staff Costs

**Estimated (Total) Cost: £13,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Establish the signage performance indicator criteria. Improve signage at a slower rate than is required under the determined improvement figure.



### **Targeted Action 2.3**

**Proposal:** An investigation in to the possibility of installing additional information boards on designated routes.

**Associated Benefits:** This will assist in allowing people to identify and follow a designated route.

<b>Task Progression</b>	<b>Time-frame for Progression</b>	<b>Start Date</b>	<b>Staff Deployment</b>	<b>Estimated Cost (£)</b>
<b>2.3.1)</b> Undertake a ‘map top’ exercise to identify 10 priority routes for promotion.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>2.3.2)</b> Based upon previous experience (and experience of Outdoor Cardiff partners) an appropriate style on information board will be identified.	6 months (Short term task)	1 Jan 2008	2 current staff members – 25 hours (total)	500 Staff Costs
<b>2.3.3)</b> Dependent upon funding, a staggered period of implementation will be initiated on priority routes. It is anticipated that funding will be available to install 1 board a year.	3 years ‘ongoing’	July 2008	3 current staff members – 100 hours (total)	2,000 Staff Costs 12,000 Implementation

**Estimated (Total) Cost: £14,500**

**Key Partners:** The rights of way team will look to work in partnership with:  
Outdoor Cardiff Partners  
Countryside Council for Wales

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50% of the necessary funding is available it may only be possible to:  
Identify a desirable format for the information boards.  
Install an information board every other year.

**Targeted Action 2.4**

**Proposal:** Ensure that route maps are more readily available via the Council’s website facilities.

**Associated Benefits:** This measure will provide greater clarification in terms of the extent and location of the network. This will assist members of the public in planning a desired route.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>2.4.1)</b> Ensure that the appropriate links are in place from the Outdoor Cardiff/Rights of Way websites to Cardiff Council’s online mapping facility.	6 months (Short term task)	1 Nov 2008	2 current staff members – 25 hours (total)	500 Staff Costs
<b>2.4.2)</b> Investigate copy-right issues to ensure that this mapping can be re-produced by the general public.	6 months (Short term task)	1 Nov 2008	1 current staff member – 10 hours	200 Staff Costs
<b>2.4.3)</b> Liaise with the Council’s I.T. Service Area to ensure (where possible) that mapping is available on printer friendly pages.	1 month (short term task)	1 Nov 2008	1 current staff member – 10 hours	200 Staff Costs
<b>2.4.4)</b> Continue an investigation in to the ‘ways and means’ of suitably utilising new technology.	3 years ‘ongoing’	1 Nov 2008	1 current staff member – 25 hours	500 Staff Costs

**Estimated (Total) Cost: £1,400**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council I.T. Service Area  
Outdoor Cardiff Partners

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety – albeit in a piecemeal fashion.

### Targeted Action 2.5

**Proposal:** The rights of way team will look to identify marker posts with colour coding and logical numbering – starting with those determined as priority routes.

**Associated Benefits:** This will assist members of the public in making a logical progression when accessing a route.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>2.5.1)</b> Undertake a ‘map top’ exercise to identify 10 priority routes for promotion.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>2.5.2)</b> Marker posts will be coloured and numbered using a stencil. Initially, this will be limited to priority routes.	1 year (Short term task)	1 April 2008	2 current staff members – 100 hours (total)	2,000 Staff Costs 500 Implementation
<b>2.5.3)</b> If successful, this initiative will be rolled out across the network.	3 years ‘ongoing’ (Long term task)	1 Jan 2009	2 current staff members – 500 hours (total)	10,000 Staff Costs 2,000 Implementation

**Estimated (Total) Cost: £14,500**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50% of the necessary funding is available it may only be possible to:  
Limit this exercise to the identified priority routes.

**Targeted Action 2.6**

**Proposal:** The rights of way team wishes to establish a series of guided walks to provide additional guidance and reassurance.

**Associated Benefits:** Such a measure will provide specific route information and (hopefully) inspire confidence in people to explore the network.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
2.6.1) Via the previously referenced 'map top exercise' identify circular walks that have prominent seasonal features.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
2.6.2) In association with Outdoor Cardiff, identify 4 'route of the season' walks for promotion. Undertake the necessary promotion.	6 months (Short term task)	1 Jan 2008	2 current staff members – 25 hours (total)	500 Staff Costs 8,000 Implementation
2.6.3) Investigate the training required for a member of the rights of way team to become a walk leader. Two chosen members of staff will then undertake this training.	6 months (Short term task)	1 July 2008	2 current staff members – 10 hours (total)	200 Staff Costs 1,000 Implementation
2.6.4) Establish guided walks based upon the 'route of the season' promotion.	3 years 'ongoing'	1 Nov 2008	2 current staff members – 75 hours (total)	1,500 Staff Costs
2.6.5) Actively seek additional walk leaders from within the community at large.	3 years 'ongoing'	1 April 2009	2 current staff members – 25 hours (total)	500 Staff Costs

**Estimated (Total) Cost: £11,700**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Outdoor Cardiff Partners

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Promote two ‘routes of the season’ thus reducing the number of available guided walks.



**Targeted Action 3.1**

**Proposal:** It is a necessity that the rights of way website is reviewed and modified in order that it might become more informative.

**Associated Benefits:** This will assist in making information concerning the rights of way network more visible – thereby making it more accessible to members of the public.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
3.1.1) Undertake a review of the current design and content of the rights of way website.	1 month (Short term task)	1 April 2008	1 current staff member – 10 hours	200 Staff Costs
3.1.2) Via Outdoor Cardiff, initiate a consultation process with the Council's Communications Team.	6 months (Short term task)	1 May 2008	2 current staff members – 10 hours (total)	200 Staff Costs
3.1.3) In conjunction with the Communications Team, formulate a suitable design and modified content for the rights of way website.	6 months (Short term task)	1 Aug 2008	2 current staff members – 25 hours (total)	500 Staff Costs
3.1.4) Dependent upon funding (and the availability of the I.T. Team) the rights of way website will be modified and implemented.	6 months (Short term task)	1 Feb 2009	2 current staff members – 25 hours (total)	500 Staff Costs 1,000 Implementation
3.1.5) Ensure that the rights of way website is suitably linked to the Outdoor Cardiff website.	3 years 'ongoing' (Long term task)	1 Aug 2009	1 current staff member – 10 hours	200 Staff Costs

**Estimated (Total) Cost: £2,600**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council Communications Team  
Cardiff Council I.T. Service Area

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety – albeit in a piecemeal fashion.

**Targeted Action 3.2**

**Proposal:** The rights of way team will look to initiate a Community Roadshow Scheme.

**Associated Benefits:** Such a measure will facilitate a specific targeting of current and potential users.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
3.2.1) In liaison with Outdoor Cardiff partners, the rights of way team will look to accumulate suitable resources and material to undertake a community roadshow.	3 years 'ongoing' (Long term task)	1 Nov 2008	1 current staff member – 10 hours	200 Staff Costs
3.2.2) The rights of way team will undertake a series of community roadshows under the banner of Outdoor Cardiff. This will be done on an ad hoc in strategically targeted locations.	3 years 'ongoing' (Long term task)	1 May 2009	2 current staff members – 100 hours (total)	2,000 Staff Costs 1,000 Implementation

**Estimated (Total) Cost: £3,200**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Outdoor Cardiff Partners

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety – albeit in a piecemeal fashion.

### Targeted Action 3.3

**Proposal:** The rights of way team will look to establish an effective ‘regional body’ with their counterparts in neighbouring authorities.

**Associated Benefits:** This measure will go some way towards facilitating a cohesive approach to rights of way management.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
3.3.1) The rights of way team will contact its relevant neighbouring authorities with a view to setting up a regional access forum.	3 months (Short term task)	1 Nov 2008	1 current staff member – 5 hours	100 Staff Costs
3.3.2) The rights of way team will convene a meeting with its regional partners. During this meeting, the participants will construct a provisional mission statement for this regional body.	6 months (Short term task)	1 Jan 2009	2 current staff members – 10 hours (total)	200 Staff Costs
3.3.3) A schedule will be established so that this regional body has meetings on a half-yearly basis	3 years ‘ongoing’ (Long term task)	1 July 2009	2 current staff members – 25 hours (total)	500 Staff Costs

**Estimated (Total) Cost: £800**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Neighbouring Authorities  
Neighbouring Local Access Forums

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 3.4**

**Proposal:** The rights of way team will look to establish ‘relationships of co-operation’ with businesses that would benefit from increased rights of way usage.

**Associated Benefits:** This action should result in increased rights of way promotion within what is considered to be its target audience. Other initiatives of joint co-operation may also result in an increased level of service provision for the rights of way user.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>3.4.1)</b> Undertake an exercise to identify potential ‘business partners’ in close proximity to rights of way. Additionally, identify (associated) specialist retail outlets within Cardiff.	3 months (Short term task)	1 July 2009	1 current staff member – 10 hours.	200 Staff Costs
<b>3.4.2)</b> The rights of way team must then undertake a period of consultation with the aforementioned businesses to identify those who are willing to work in co-operation.	1 year (Short term task)	1 Oct 2009	1 current staff member – 50 hours.	1,000 Staff Costs
<b>3.4.3)</b> Together with Outdoor Cardiff partners, formulate the appropriate promotional material and suitably distribute.	3 years ‘ongoing’ (Long term task)	1 Oct 2010	2 current staff members – 50 hours (total)	1,000 Staff Costs 1,000 Implementation
<b>3.4.4)</b> On a half yearly basis, contact ‘business partners’ to determine the level of uptake by the general public.	3 years ‘ongoing’ (Long term task)	1 April 2011	1 current staff member – 10 hours	200 Staff Costs

**Estimated (Total) Cost: £3,400**

**Key Partners:** The rights of way team will look to work in partnership with:  
Outdoor Cardiff Partners  
Cardiff Council Communications Team

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety – albeit in a piecemeal fashion.



### Targeted Action 4.1

**Proposal:** Undertake an exercise to identify strategic points for circular walks. Initiate the implementation of these walks.

**Associated Benefits:** This will assist in the increased provision of a popular measure.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
4.1.1) Undertake a map-top and on-site exercise to identify the location and feasibility of all potential circular walks.	1 year (Short term task)	1 April 2007	2 current staff members – 100 hours (total)	2,000 Staff Costs
4.1.2) Undertake a LAF workshop (and liaise with Outdoor Cardiff partners) in order to prioritise routes.	6 months (Short term task)	1 April 2008	2 current staff members – 50 hours (total)	1,000 Staff Costs
4.1.3) Begin a gradual implementation of routes based upon priority list. Aim to install 2 circular walks per year.	3 years 'ongoing' (Long term task)	1 Nov 2008	2 current staff members – 1,000 hours (total)	20,000 Staff Costs 6,000 Implementation

**Estimated (Total) Cost: £29,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Outdoor Cardiff Partners

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50% of the necessary funding is available it may only be possible to:  
Implement 1 circular walk on a yearly basis.

**Targeted Action 4.2**

**Proposal:** Further liaison should take place with the Walking for Health campaign in relation to the specific promotion of circular walks.

**Associated Benefits:** Such a liaison will facilitate a more cohesive provision and promotion of circular walks.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
4.2.1) A representative of 'Walking for Health' already participates within the Outdoor Cardiff process. As such, all issues can be covered within this concept.	3 years 'ongoing' (Long term task)	1 April 2007	1 current staff member – 75 hours	1,500

**Estimated (Total) Cost: £1,500**

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Key Partners:** The rights of way team will look to work in partnership with:  
Walking for Health Campaign  
Other Outdoor Cardiff Partners

**Targeted Action 4.3**

**Proposal:** Ensure that grass verges that form part of circular walks are suitably maintained.

**Associated Benefits:** Such maintenance (when required) will allow the formulation and promotion of a complete circular route.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
4.3.1) Liaise with Parks Services (via Outdoor Cardiff) to ensure a continuity of maintenance.	3 years 'ongoing' (Long term task)	1 Nov 2008	2 current staff members – 25 hours (total)	500 Staff Costs

**Estimated (Total) Cost: £500**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council Parks Services  
Other Outdoor Cardiff Partners

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

#### **Targeted Action 4.4**

**Proposal:** Particular emphasis will be placed upon circular walks during the ‘Route of the Season’ promotion.

**Associated Benefits:** This action will place increased emphasis on a popular provision.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
4.4.1) Via the previously referenced ‘map top exercise’ identify circular walks that have prominent seasonal features.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
4.4.2) Via Outdoor Cardiff, ensure that appropriate information is passed to the Council’s Communications Service Area.	3 years ‘ongoing’ (Long term task)	1 April 2008	1 current staff member – 50 hours total	1,000 Staff Costs 8,000 Implementation

**Estimated (Total) Cost: 9,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council Communications Team  
Other Outdoor Cardiff Partners

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Promote only two circular walks (as ‘routes of the season’) per year.

### Targeted Action 6.1

**Proposal:** Establish and formalise the Rural Access for All (RAFA) Focus Group. Identify key (and realistic) tasks for consideration and implementation.

**Associated Benefits:** This action ensures that specific attention is focused on an important issue. It is also essential that this group makes a valuable contribution rather than simply acting as a ‘talking shop’.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>6.1.1)</b> Identify individuals (either internal or external to the Council) who have an investment in such matters.	3 years ‘ongoing’ (Long term task)	1 June 2006	2 current staff members – 25 hours (total)	500 Staff Costs
<b>6.1.2)</b> Establish a charter for future endeavours and define a remit of responsibility for the group.	6 months (Short term task)	1 June 2007	1 current staff member – 10 hours	200 Staff Costs
<b>6.1.3)</b> In line with the defined remit of the group, identify a series of (realistic) tasks that can be undertaken by RAFA.	6 months (Short term task)	1 Jan 2008	2 current staff members – 25 hours (total)	500 Staff Costs
<b>6.1.4)</b> Identify sources of funding that will allow RAFA to undertake these tasks.	6 months (Short term task)	1 Jan 2008	1 current staff member – 10 hours	200 Staff Costs
<b>6.1.5)</b> Where funding is secured, undertake appropriate tasks.	1 year (Short term task)	1 Jan 2009	3 current staff members – 100 hours (total)	2,000 Staff Costs 20,000 Implementation
<b>6.1.6)</b> Once these initial actions have been undertaken, the group will review the situation and identify another set of tasks.	3 years ‘ongoing’ (Long term task)	1 Jan 2010	2 current staff members – 25 hours (total)	500 Staff Costs

**Estimated (Total) Cost: £23,900**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Outdoor Cardiff Partners  
Any other interested parties/individuals

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Formalise the group and establish a task ‘wish list’.



**Targeted Action 6.2**

**Proposal:** Emphasis on the policy that (where possible) stiles will be removed in favour of gates.

**Associated Benefits:** This simplistic action will assist in making the rights of way network far more accessible for disabled users and those with impairment.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
6.2.1) This favoured policy of stile removal will be publicised on the Outdoor Cardiff website and in all relevant publications.	3 years 'ongoing' (Long term task)	1 April 2008	1 current staff member – 10 hours	200 Staff Costs
6.2.2) This favoured policy of stile removal will be implemented to the widest extent possible.	3 years 'ongoing' (Long term task)	1 April 2007	2 current staff members – 50 hours total.	1,000 Staff Costs

**Estimated (Total) Cost: £1,200**

**Key Partners:** The rights of way team will look to work in partnership with:  
Landowners

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 6.3**

**Proposal:** Construct a presentation pack which will assist those with a disability or impairment to make use of the network.

**Associated Benefits:** This measure will assist in providing information and guidance for individuals to determine whether they wish to make use of a route - and how they can go about accessing it.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>6.3.1)</b> Investigate examples of 'best practice' undertaken by other Council Service Areas/Local Authorities in terms of producing such presentation packs.	6 months (Short term task)	1 Nov 2008	1 current staff member – 25 hours	500 Staff Costs
<b>6.3.2)</b> Present the RAFA members with the relevant examples of best practice and encourage consideration and discussion of perceived 'strengths and weaknesses'.	6 months (Short term task)	1 May 2009	2 current staff members – 10 hours (total)	200 Staff Costs
<b>6.3.3)</b> In conjunction with RAFA members, determine the appropriate content for Cardiff's 'presentation packs'.	1 month (Short term task)	1 Nov 2009	2 current staff members – 10 hours (total)	200 Staff Costs
<b>6.3.4)</b> In conjunction with the Council's Communications Team (and other Outdoor Cardiff partners) determine the feasibility of producing these packs.	3 months (Short term task)	1 Dec 2009	2 current staff members – 25 hours (total)	500 Staff Costs
<b>6.3.5)</b> Produce the most appropriate 'presentation pack' under the banner of Outdoor Cardiff.	6 months (Short term task)	1 March 2010	2 current staff members – 25 hours (total).	500 Staff Costs 8,000 Implementation
<b>6.3.6)</b> In conjunction with Outdoor Cardiff partners, ensure that these presentation packs are available in the most appropriate locations.	3 years 'ongoing' (Long term task)	1 Sept 2010	2 current staff members – 25 hours (total).	500 Staff Costs

**Estimated (Total) Cost: £10,400**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council Communications Team  
Outdoor Cardiff Partners  
RAFA

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Investigate examples of best practice.  
Determine the ‘appropriate content’ for the presentation packs.

---

#### **Targeted Action 6.4**

**Proposal:** Utilise descriptive language to allow individuals to determine for themselves whether or not a route is suitable for them to use. Ensure that this information is widely available.

**Associated Benefits:** This initiative will provide further guidance for rights of way usage in a non-patronising manner.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>6.4.1)</b> Investigate examples of 'best practice' undertaken by other local authorities.	6 months (Short term task)	1 Nov 2007	1 current staff member – 10 hours.	200 Staff Costs
<b>6.4.2)</b> In separate meetings, present the members of RAFA and Outdoor Cardiff with the relevant examples of 'best practice'.	6 months (Short term task)	1 May 2008	2 current staff members – 10 hours (total).	200 Staff Costs
<b>6.4.3)</b> In conjunction with RAFA and Outdoor Cardiff participants, determine the most appropriate manner in which to suitably describe the conditions found on public rights of way. This process should be initially applied to those routes deemed to be of 'priority status'.	6 months (Short term task)	1 Nov 2008	2 current staff members – 25 hours total.	500 Staff Costs
<b>6.4.4)</b> In conjunction with the Communication Team (and other Outdoor Cardiff partners) ensure that this information is made available to the widest extent possible. The Outdoor Cardiff website should be given a prominent role within this process.	3 years 'ongoing' (Long term task)	1 May 2009	1 current staff member – 25 hours total.	500 Staff Costs

**Estimated (Total) Cost: £1,400**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council Communications Team  
Outdoor Cardiff Partners  
RAFA

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 7.1**

**Proposal:** Initiate the implementation of a formulated maintenance and enforcement strategy.

**Associated Benefits:** Such a strategy will assist in bringing about a greater level of strategic planning and network management. Consequently, this should assist in improving the condition of Cardiff's rights of way network.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>7.1.1)</b> Undertake an exercise to identify routes that fall under the different categories of the rights of way hierarchy.	6 months (Short term task)	1 April 2008	2 current staff members – 10 hours (total)	200 Staff Costs
<b>7.1.2)</b> Investigate the possibility of obtaining Countryside Access Management System (CAMS) computer programme.	3 months (Short term task)	1 April 2008	1 current staff member – 10 hours	200 Staff Costs
<b>7.1.3)</b> Further development of the proposed maintenance strategy in line with Asset Management principles.	1 year (Short term task)	1 Nov 2008	2 current staff members – 300 hours (total)	6,000 Staff Costs
<b>7.1.4)</b> Implementation of policy.	3 years 'ongoing' (Long term task)	1 Nov 2009	3 current staff members – 11,000 hours (total)	220,000 Staff Costs
<b>7.1.5)</b> Continued consultation with Outdoor Cardiff partners and (chosen) external user groups.	3 years 'ongoing' (Long term task)	1 Nov 2009	1 current staff member – 50 hours	1,000 Staff Costs

**Estimated (Total) Cost: £227,400**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Outdoor Cardiff Partners  
Cardiff Council I.T. Service Area

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Implement the formulated strategy on an ad hoc basis rather than in a comprehensive fashion. Accordingly, this will have a detrimental effect on the rate at which the conditions of the network are improved.

### Targeted Action 7.2

**Proposal:** Ensure that all determined maintenance and enforcement procedures are communicated to the relevant Operational Managers, Chief Officers and Executive Members.

**Associated Benefits:** This action aims to ensure that there is no inadvertent contradiction of procedure.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
7.2.1) Ensure that all determined maintenance and enforcement procedures are communicated to the relevant Operational Managers, Chief Officers and Executive Members.	3 years 'ongoing' (Long term task)	1 April 2008	1 current staff member – 10 hours	200 Staff Costs

**Estimated (Total) Cost: £200**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council Member Services

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 7.3**

**Proposal:** The creation of a methodology under ‘Quality Assurance’ (QA) procedures to ensure the implementation of enforcement protocol.

**Associated Benefits:** This will ensure that standard (‘step by step’) procedures are followed through to their completion so that Council policy is not rendered pointless.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>7.3.1)</b> Undertake a review of existing enforcement procedures in conjunction with consulting the ‘law of the land’.	3 months (Short term task)	1 Jan 2008	1 current staff member – 25 hours	500 Staff Costs
<b>7.3.2)</b> Investigate examples of ‘best practice’ undertaken with Cardiff Council and on a wider basis.	3 months (Short term task)	1 April 2008	1 current staff member – 25 hours	500 Staff Costs
<b>7.3.3)</b> Formulate a process embedded in the Council’s QA system and ensure its implementation.	6 months (Short term task)	1 July 2008	1 current staff member – 25 hours	500 Staff Costs

**Estimated (Total) Costs: £1,500**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council Legal Services

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 8.1**

**Proposal:** Initiate a series of ‘guided walks’ to be conducted on a quarterly basis.

**Associated Benefits:** This measure will serve the dual purpose of providing route clarification and a feeling of ‘safety in numbers’.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>8.1.1)</b> Via a previously referenced ‘map top’ exercise, identify circular walks that have prominent seasonal features for promotion.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>8.1.2)</b> In association with Outdoor Cardiff partners, identify 4 ‘route of the season’ walks.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>8.1.3)</b> Investigate the level of training that is required for a member of the rights of way team to become a walk leader. Undertake this training.	6 months (Short term task)	1 April 2008	2 current staff members – 25 hours (total)	500 Staff Costs 600 Implementation
<b>8.1.4)</b> Establish guided walks based upon the ‘route of the season’ promotion.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>8.1.5)</b> Actively seek additional walk leaders from within the community ‘at large’.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced

**Estimated (Total) Cost: £1,100**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Outdoor Cardiff Partners  
Suitable Training Partners

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Promote two ‘routes of the season’ thus reducing the number of available guided walks. Such limitations would also mean that the number of suitable ‘walk leaders’ (together with the number of available guided walks) could not be increased.

**Targeted Action 8.2**

**Proposal:** The rights of way maintenance team will endeavour to ensure that significant lines of sight are maintained wherever possible.

**Associated Benefits:** Such a practical measure will seemingly assist in creating a ‘perceived notion’ that the countryside is not enclosed and that there are no ‘dark corners’.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
8.2.1) Maintenance will be undertaken on the network in accordance with the strategy already detailed.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced

**Estimated (Total) Cost: Already accounted for.**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Outdoor Cardiff Partners  
Community Councils  
Cardiff Ramblers  
BHS  
SAFE  
Landowners  
Any other interested parties/individuals

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Implement the formulated strategy on an ad hoc basis rather than in a comprehensive fashion. Accordingly, this will have a detrimental effect on the rate and which the conditions of the network are improved.

### **Targeted Action 8.3**

**Proposal:** The rights of way team will request of Community Councils that they act as ‘ears to the ground’ within their localities.

**Associated Benefits:** This will (hopefully) initiate more effective channels of communication. The proximity that Community Councils have to local events will assist in problems being more rapidly reported and solutions being more rapidly implemented.

<b>Task Progression</b>	<b>Time-frame for Progression</b>	<b>Start Date</b>	<b>Staff Deployment</b>	<b>Estimated Cost (£)</b>
<b>8.3.1)</b> Liaise with Community Council secretaries to determine the level of enthusiasm that might exist for such an implementation. It will also be necessary to determine the level of capabilities possessed by the respective Community Councils.	3 years ‘ongoing’ (Long term task)	1 April 2008	2 current staff members - 25 hours (total)	500 Staff Costs
<b>8.3.2)</b> A member of the rights of way team will make themselves available for all Community Council meetings if a presence is required.	3 years ‘ongoing’ (Long term task)	1 April 2008	2 current staff members – 25 hours (total)	500 Staff Costs

**Estimated (Total) Cost: £1,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
Community Councils

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 9.1**

**Proposal:** Investigate potential measures to establish an extended network of cycle paths. Place particular emphasis on utilising dis-used railway lines.

**Associated Benefits:** This measure will facilitate a further provision of facilities for cyclists.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>9.1.1)</b> Undertake a map-top exercise to identify the location of dis-used railways lines within the County.	6 months (Short term task)	1 Nov 2008	1 current staff member – 50 hours	1,000 Staff Costs
<b>9.1.2)</b> Identify relevant landowners in relation to this project and initiate negotiations.	2 years (Medium term task)	1 May 2009	2 current staff members – 300 hours (total)	6,000 Staff Costs
<b>9.1.3)</b> Ensure that suitable liaison takes place with relevant user groups and Outdoor Cardiff partners.	2 years (Medium term task)	1 May 2009	2 current staff members – 50 hours (total)	1,000 Staff Costs
<b>9.1.4)</b> Develop individual (additional) cycle links as and when they 'come on line'.	3 years 'ongoing' (Long term task)	1 April 2010	1 current staff member – 1,000 hours	20,000 Staff Costs 10,000 Implementation

**Estimated (Total) Cost: £38,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
Local Access Forum  
Outdoor Cardiff Partners  
Landowners  
Any other interested parties/individuals

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Undertake the initial investigations and ascertain the identity and opinion of the necessary landowners.  
Create only one additional cycle route every 3 years.

**Targeted Action 9.2**

**Proposal:** Undertake an improvement to signage on the Taff Trail.

**Associated Benefits:** This will ensure that suitable demarcation and guidance is present on a premier cycle route.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>9.2.1)</b> Undertake a survey to determine existing signage on the Taff Trail.	6 months (Short term task)	1 April 2008	1 current staff member – 50 hours	1,000 Staff Costs
<b>9.2.2)</b> Ensure that suitable liaison takes place with relevant user groups and Outdoor Cardiff partners.	1 year (Short term task)	1 Oct 2008	2 current staff members – 50 hours (total)	1,000 Staff Costs
<b>9.2.3)</b> Investigate examples of signage ‘best practice’ undertaken by other local authorities/relevant tourist bodies.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>9.2.4)</b> Dependent on funding, a ‘staggered’ period of implementation will be initiated.	3 years ‘ongoing’ (Long term task)	1 Oct 2009	3 current staff members – 100 hours (total)	2,000 Staff Costs 10,000 Implementation

**Estimated (Total) Cost: £14,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Cardiff Council Communications Team  
Cardiff Council Countryside Team  
Cardiff Council Parks Services  
Any other interested parties/individuals

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Undertake the research programme to determine a preferred style of signage.

### Targeted Action 9.3

**Proposal:** The rights of way team will remove all (motor) cycle barriers where it is appropriate to do so.

**Associated Benefits:** This will facilitate a removal of obstructions on the network and will aid an equality of usage.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
9.3.1) Undertake a survey to determine the location of existing barriers.	1 year (Short term task)	1 June 2007	1 current staff member – 50 hours	1,000 Staff Costs
9.3.2) Ensure that suitable liaison takes place with relevant user groups.	1 year (Short term task)	1 June 2007	2 current staff members – 50 hours (total)	1,000 Staff Costs
9.3.3) Liaise with Cardiff Council's Cycling Officer and other Outdoor Cardiff partners.	1 year (Short term task)	1 June 2007	2 current staff members – 50 hours (total)	1,000 Staff Costs
9.3.4) Liaise with local Police Officers and Ward Members (where appropriate).	3 years 'ongoing' (Long term task)	1 April 2008	2 current staff members – 50 hours (total)	1,000 Staff Costs
9.3.5) Undertake a 'staggered' removal of barriers where appropriate.	3 years 'ongoing' (Long term task)	1 June 2007	3 current staff members – 50 hours (total)	1,000 Staff Costs 5,000 Implementation

**Estimated (Total) Cost: £10,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Cardiff Council Cycling Officer  
Outdoor Cardiff Partners  
Police  
Ward Members  
Any other interested parties/individuals

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Undertake the necessary survey of the network and identify the barriers in need of removal.  
Remove only one barrier every year.

**Targeted Action 9.4**

**Proposal:** Ensure that an effective ‘channel of communication’ is established with the Council’s Cycling Officer.

**Associated Benefits:** This will ensure that all rights of way/cycling issues are appropriately addressed. This action will also allow suitable integration between the ROWIP and Cardiff Council’s Cycling Strategy.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>9.4.1)</b> A member of the rights of way team will attend Cycling Development Liaison Party meetings on a quarterly basis.	3 years ‘ongoing’ (Long term task)	1 April 2007	1 current staff member – 25 hours	500 Staff Costs
<b>9.4.2)</b> Outdoor Cardiff meetings will encompass cycling issues.	3 years ‘ongoing’ (Long term task)	1 April 2007	2 current staff members – 50 hours (total)	1,000 Staff Costs

**Estimated (Total) Cost: £1,500**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council Cycling Officer  
Outdoor Cardiff Partners

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 10.1**

**Proposal:** An investigation in to the possibility of creating an (initial) equestrian ‘hot spot’ within the County. Discussions will be held with Pentyrch Community Council as to whether they would favour hosting this provision. This exercise will be used to determine whether conflict can be reduced by promoting specific usage in certain areas. It is important to note that this is only a pilot project.

**Associated Benefits:** This action will allow additional bridleways to be established. This exercise will also (hopefully) go some way towards resolving conflict of usage.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>10.1.1)</b> Liaison will take place with Pentyrch Community Council. Establish a working partnership to carry out a consultation exercise in the local community.	6 months. (Short term task).	1 Nov 2008	1 current staff member – 25 hours.	500 Staff Costs.
<b>10.1.2)</b> Undertake necessary negotiations with land owners.	1 year (Short term task).	1 Nov 2008	2 current staff members – 200 hours (total).	4,000 Staff Costs.
<b>10.1.3)</b> Initiate Legal Process to create 2 additional bridleways in the Pentyrch area.	2 years (Medium term task).	1 June 2009	2 current staff members – 200 hours (total).	4,000 Staff Costs. 10,000 Implementation
<b>10.1.4)</b> Design and produce related promotional material.	6 months. (Medium term task).	1 June 2010	1 current staff member – 50 hours.	1,000 Staff Costs. 2,000 Implementation

**Estimated (Total) Cost: £21,500**

**Key Partners:** The rights of way team will look to work in partnership with:

Pentyrch Community Council

Landowners

BHS

SAFE

Cardiff Council Legal Services

Cardiff Council Communications Team

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Create 1 additional bridleway in the Pentyrch area.  
Undertake a very limited promotion of this provision.



**Targeted Action 10.2**

**Proposal:** An investigation in to the possibility of utilising ‘green lanes’ for horse-riding purposes.

**Associated Benefits:** This measure will facilitate a further provision of facilities for equestrians.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>10.2.1)</b> Undertake a basic ‘map top’ exercise to identify the locations of all green lanes.	6 months. (Short term task).	1 Nov 2008	1 current staff member – 50 hours.	1,000 Staff Costs.
<b>10.2.2)</b> Identify landowners and initiate necessary negotiations.	2 years. (Medium term task).	1 May 2009	2 current staff members – 300 hours (total).	6,000 Staff Costs.
<b>10.2.3)</b> Initiate legal process to create 4 additional equestrian routes utilising green lanes.	2 years. (Medium term task).	1 May 2010	2 current staff members – 200 hours (total).	4,000 Staff Costs. 10,000 Implementation
<b>10.2.4)</b> Design and produce related promotional material	6 months (Medium term task).	1 May 2011	1 current staff member – 50 hours.	1,000 Staff Costs. 2,000 Implementation

**Estimated (Total) Cost: £24,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
Pentyrch Community Council  
Landowners  
BHS  
SAFE  
Cardiff Council Legal Services  
Cardiff Council Communications Team

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Create 2 additional equestrian routes utilising green lanes.  
Undertake a very limited promotion of this provision.

**Targeted Action 10.3**

**Proposal:** An investigation into the feasibility of creating a circular horse route in the vicinity of Cardiff Riding School. Such a measure will necessitate a processing of all legal matters with regard to defining status.

**Associated Benefits:** This measure will facilitate a further provision of facilities for equestrians.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>10.3.1)</b> Undertake a basic 'map top' exercise to identify the best possible circular route within Pontcanna Fields.	3 months. (Short term task).	1 Jan 2009	1 current staff member – 10 hours.	200 Staff Costs.
<b>10.3.2)</b> Undertake a safety assessment (in conjunction with Parks Service) to determine whether such a provision is feasible.	6 months. (Short term task).	1 April 2009	1 current staff member – 25 hours.	500 Staff Costs.
<b>10.3.3)</b> If the scheme is determined as being feasible, necessary negotiations will need to be undertaken with Parks Services.	6 months. (Short term task).	1 Oct 2009	1 current staff member – 25 hours	500 Staff Costs.
<b>10.3.4)</b> Initiate legal process (in conjunction with Parks Services) to create a circular route for equestrians within Pontcanna Fields.	2 years. (Medium term task).	1 April 2010	2 current staff members – 300 hours (total).	6,000 Staff Costs. 10,000 Implementation
<b>10.3.5)</b> Design and produce related promotional material.	6 months. (Long term task).	1 Oct 2011	1 current staff member – 50 hours.	1,000 Staff Costs. 2,000 Implementation

**Estimated (Total) Cost: £20,200**

**Key Partners:** The rights of way team will look to work in partnership with:

BHS

SAFE

Cardiff Council Parks Services

Cardiff Council Legal Services

Cardiff Council Communications Team

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:

Undertake the basic route investigation

Undertake the basic safety assessment

Ascertain the position of Parks Services



### Targeted Action 10.4

**Proposal:** An investigation in to the feasibility of creating permissive routes in the Lisvane Area.

**Associated Benefits:** This measure will facilitate a further provision of facilities for equestrians.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>10.4.1)</b> Undertake a basic ‘map top’ exercise to identify the most beneficial locations for permissive routes in Lisvane – with particular consideration being given to possible cross border routes.	3 months. (Short term task).	1 April 2009	1 current staff member – 25 hours.	500 Staff Costs.
<b>10.4.2)</b> Undertake necessary negotiations with land owners. It would be the desire on the rights of way team (if landowners are in agreement) to establish 2 additional permissive routes in the Lisvane Area.	2 years. (Medium term task).	1 July 2009	2 current staff members – 300 hours (total).	6,000 Staff Costs.
<b>10.4.3)</b> These permissive routes will need to be reviewed at the finalisation of the first three year business plan	1 year (Medium term task).	1 April 2011	2 current staff members – 100 hours (total).	2,000 Staff Costs

**Estimated (Total) Cost: £8,500**

**Key Partners:** The rights of way team will look to work in partnership with:  
Lisvane Community Council  
Landowners  
BHS  
SAFE  
Cardiff Council Legal Services  
Cardiff Council Communications Team

**Consequences of a Funding Shortfall:** A failure to meet the indicated cost (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Undertake a basic investigation of possible route locations.  
Undertake preliminary discussions with landowners.

**Targeted Action 10.5**

**Proposal:** Establish effective channels of communication in relation to road signage that is required in close proximity to bridleways.

**Associated Benefits:** Strategic enhancements in relation to this issue will hopefully provide additional safety measures for equestrians.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>10.5.1)</b> Undertake a basic 'map top' exercise to identify all stable locations within Cardiff.	3 months. (Short term task).	1 July 2009	1 current staff member – 25 hours.	500 Staff Costs.
<b>10.5.2)</b> Liaise with Community Councils and user groups to determine the most 'problematic locations'. A request will be made to the relevant Transportation Officer to provide cautionary signage in these areas.	6 months. (Short term task).	1 Oct 2009	1 current staff member – 25 hours.	500 Staff Costs.
<b>10.5.3)</b> Ask Community Councils to participate in a half yearly review in relation to the effectiveness and (required) maintenance of signage.	3 years 'ongoing' (Long term task)	1 April 2010	1 current staff member – 25 hours	500 Staff Costs.
<b>10.5.4)</b> Provide the relevant Transportation Officer with a half yearly briefing note in relation to the effectiveness and (required) maintenance of signage.	3 years 'ongoing' (Long term task)	1 April 2010	1 current staff member – 25 hours.	500 Staff Costs.

**Estimated (Total) Cost: £2,000**

Cardiff Council Transportation Service Area

**Key Partners:** The rights of way team will look to work in partnership with:  
Community Councils  
BHS  
SAFE

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety - albeit in a piecemeal fashion.

### **Targeted Action 11.1**

**Proposal:** An investigation in to the feasibility of implementing ‘desired routes’ as suggested by the LAF.

**Associated Benefits:** This will (potentially) help to identify a series of priority paths and also emphasise the extensive benefits that result from working in partnership with the LAF.

<b>Task Progression</b>	<b>Time-frame for Progression</b>	<b>Start Date</b>	<b>Staff Deployment</b>	<b>Estimated Cost (£)</b>
<b>11.1.1)</b> Carry out an ‘on the ground’ survey of suggested routes to determine their level of feasibility.	1 year (Short term task)	1 Feb 2007	2 current staff members – 25 hours (total)	500 Staff Costs
<b>11.1.2)</b> Undertake an investigation into legal matters – including an identification of relevant landowners.	2 years (Short term task)	1 Feb 2008	1 current staff member – 25 hours	500 Staff Costs
<b>11.1.3)</b> Establish desired routes (dependent upon funding and feasibility). Undertake legal processes to assign rights of way status.	3 years ‘ongoing’ (Long term task)	1 Feb 2010	1 current staff member – 100 hours	2,000 Staff Costs 20,000 Implementation

**Estimated (Total) Cost: £23,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Cardiff Council Legal Services  
Landowners

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Undertake the ‘on the ground’ surveys.  
Undertake investigation in to legal matters and land ownership.

## Targeted Action 11.2

**Proposal:** Initiate liaison with so-called ‘honey-pot’ sites. Additionally, identify potential links with other recreational routes.

**Associated Benefits:** Such a measure will aid the provision at public rights of way and thus facilitate more extensive promotion.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>11.2.1)</b> Liaise with Outdoor Cardiff partners to identify potential ‘honey-pot’ sites within Cardiff.	6 months (Short term task)	1 Nov 2008	2 current staff members – 25 hours (total)	500 Staff Costs
<b>11.2.2)</b> Approach identified ‘honey pot’ sites to determine their level of enthusiasm in participating within an arrangement of joint co-operation.	1 year (Short term task)	1 April 2009	1 current staff member – 50 hours	1,000 Staff Costs
<b>11.2.3)</b> Liaise with Outdoor Cardiff partners to investigate the feasibility of establishing links with other strategic routes. Implement these links where possible and when funding allows.	3 years ‘ongoing’ (Long term task)	1 April 2009	2 current staff members – 100 hours (total)	2,000 Staff Costs 5,000 Implementation

**Estimated (Total) Cost: £8,500**

**Key Partners:** The rights of way team will look to work in partnership with:  
Outdoor Cardiff Partners  
Identified ‘strategic’ locations/facilities

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Identify and establish co-operative relations with one or two ‘honey-pot’ sites.

### **Targeted Action 11.3**

**Proposal:** Ensure that regular feedback is obtained from the rights of way maintenance team, primary user groups and Community Councils.

**Associated Benefits:** This will allow a realistic appraisal of the condition and popularity of public rights of way to be regularly received.

<b>Task Progression</b>	<b>Time-frame for Progression</b>	<b>Start Date</b>	<b>Staff Deployment</b>	<b>Estimated Cost (£)</b>
<b>11.3.1)</b> Views can be obtained from the rights of way maintenance team via monthly team meetings.	3 years 'ongoing' (Long term task)	1 Nov 2007	3 current staff members – 100 hours (total)	2,000 Staff Costs
<b>11.3.2)</b> Views can be obtained from user groups via the quarterly LAF meetings.	3 years 'ongoing' (Long term task)	1 Dec 2006	2 current staff members – 25 hours (total)	500 Staff Costs
<b>11.3.3)</b> A member of the rights of way team will make themselves available for all Community Council meetings if a presence is required.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced

**Estimated (Total) Cost: £2,500**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Community Councils

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 11.4**

**Proposal:** Initiate a process to research, purchase and implement a series of ‘visitor counting’ devices.

**Associated Benefits:** This will facilitate a continuous monitoring of popularity and usage of designated routes within the rights of way network.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
11.4.1) Research, purchase and implement a series of ‘visitor counter’ devices.	3 years ‘ongoing’ (Long term task)	1 Dec 2006	2 current staff members – 50 hours (total)	1,000 Staff Costs 5,000 Implementation

**Estimated (Total) Cost: £6,000**

**Key Partners:** Not applicable in this instance

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50% of the necessary funding is available it may only be possible to:  
Purchase fewer devices than is desired – and thus monitor fewer public rights of way.

**Targeted Action 12.1**

**Proposal:** The ROWIP must be effectively utilised as a bidding document in order to secure an improved level of funding for rights of way issues.

**Associated Benefit:** To ensure that the fundamental tasks for improvement presented within this document can be undertaken to the fullest extent possible.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
12.1.1) The ROWIP must be effectively utilised as a bidding document in order to secure an improved level of funding for rights of way issues.	3 years 'ongoing' (Long term task)	1 April 2008	1 current staff member – 10 hours.	200 Staff Cost

**Estimated (Total) Cost: £200**

**Key Partners:** The rights of way team will look to work in partnership with:  
 The National Assembly for Wales  
 Countryside Council for Wales  
 Cardiff Council Executive Members  
 Communities First  
 The Local Access Forum

Outdoor Cardiff Partners  
 RAFA  
 Any other interested parties/individuals who have access to funding

**Consequences of a Funding Shortfall:** This action will be progressed in its entirety.

### Targeted Action 12.2

**Proposal:** Initiate a ‘Regional Forum’ who will be charged with the task of investigating a ‘regional pooling of resources’.

**Associated Benefit:** Cardiff Council’s rights of way team believe that actions leading to improvement can be better expedited via a partnership approach as opposed to working in isolation. In practical terms, this should also lead to a greater availability of resources.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>12.2.1)</b> The rights of way team will contact its relevant neighbouring authorities with a view to setting up a regional access forum.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>12.2.2)</b> The rights of way team will convene a meeting with its regional partners. During the meeting the participants will construct a provisional mission statement for this regional body. If considered suitable, reference to a ‘pooling of resources’ will be included.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>12.2.3)</b> Where appropriate, this regional body will work together and share resources in order to undertake specific projects.	3 years ‘ongoing’ (Long term task’)	1 April 2007	2 current staff members – 25 hours (total)	500 Staff Costs 15,000 Implementation
<b>12.2.4)</b> A schedule will be established so that this regional body has meetings on a half-yearly basis.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced

**Estimated (Total) Cost: £15,500**

**Key Partners:** The rights of way team will look to work in partnership with:

The Local Access Forum

Neighbouring Authorities

Neighbouring Local Access Forums

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action.

If only 50 % of the necessary funding is available it may only be possible to:

Undertake limited tasks in conjunction with regional partners.



**Targeted Action 12.3**

**Proposal:** Investigate the legitimacy and most suitable usage of private sponsorship within promotional material.

**Associated Benefits:** The identification of a significant new ‘income stream’ which has not previously been utilised by the rights of way team.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>12.3.1)</b> Undertake a map-top exercise to identify 10 priority routes for promotion.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>12.3.2)</b> Undertake an exercise to identify potential ‘business partners’ in close proximity to rights of way. Additionally, identify (associated) specialist retail outlets within Cardiff.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>12.3.3)</b> The rights of way team must then undertake a period of consultation with the aforementioned businesses to identify those who may be willing to provide sponsorship.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>12.3.4)</b> Investigate examples of sponsorship ‘best practice’ in terms of producing promotional material.	6 months (Short term task)	1 Oct 2009	1 current staff member – 25 hours.	500 Staff Costs
<b>12.3.5)</b> Liaise with the relevant Council Service Areas to determine the most appropriate method of obtaining finance from private sources.	1 month (Short term task)	1 Oct 2009	1 current staff member – 10 hours.	200 Staff Costs

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
12.3.6) Together with Outdoor Cardiff partners, formulate the appropriate promotional material and suitably distribute.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
12.3.7) Review leaflets on an annual basis and update the leaflets when necessary.	3 years 'ongoing' (Long term task)	1 April 2012	1 current staff member – 25 hours	500 Staff Costs 1,000 Implementation

**Estimated (Total) Cost: £2,200**

**Key Partners:** The rights of way team will look to work in partnership with:  
Outdoor Cardiff Partners  
Cardiff Council Communications Team

**Consequences of a Funding Shortfall:** If no additional was to be allocated then this action could still be progressed in its entirety – albeit in a piecemeal fashion.



**Targeted Action 12.4**

**Proposal:** Investigate the possibility of accessing national grants and ‘good cause’ funding.

**Associated Benefits:** To make use of national ‘income streams’ which have not commonly been utilised by the rights of way team.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>12.4.1)</b> Identify and investigate all potential sources of external funding.	3 years ‘ongoing’ (Long term task)	1 Jan 2007	1 current staff member – 10 hours	200 Staff Costs
<b>12.4.2)</b> Identify potential schemes that would suitably fit in to the criteria of bidding applications.	3 years ‘ongoing’ (Long term task)	1 Jan 2007	2 current staff members – 25 hours (total)	500 Staff Costs
<b>12.4.3)</b> Identify external partners of the Council who would be prepared to submit bids for appropriate funding.	3 years ‘ongoing’ (Long term task)	1 July 2007	1 current staff member – 10 hours	200 Staff Costs
<b>12.4.4)</b> If funding is made available, implement identified schemes.	3 years ‘ongoing’ (Long term task)	1 July 2007	2 current staff members – 1000 hours (total)	20,000 Staff Costs 15,000 Implementation (potential match funding)

**Estimated (Total) Cost: £35,900**

**Key Partners:** The rights of way team will look to work in partnership with:  
Communities First  
Community Councils  
Any other interested parties/individuals who have access to funding.

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Identify sources of funding and schemes that fit the relevant criteria.  
Undertake only half of the potential schemes identified.

**Targeted Action 13.1**

**Proposal:** Encourage Local Access Forum members to ensure that the LAF works as a more effective link between the Council and dedicated user groups.

**Associated Benefits:** This action will go some way towards facilitating an open (and useful) dialogue between Council Officers and interested parties.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
13.1.1) Via the project of Outdoor Cardiff, accumulate a database of information regarding all Council initiatives.	3 years 'ongoing' (Long term task)	1 April 2008	1 current staff member – 10 hours.	200 Staff Costs
13.1.2) When necessary, produce and distribute a summary sheet a fortnight in advance of LAF meetings that charts all relevant Council initiatives.	3 years 'ongoing' (Long term task)	1 April 2008	2 current staff members – 50 hours (total)	1000 Staff Costs
13.1.3) The LAF meeting style will be slightly altered in order to make it more pro-active. The Council Officers will ask the LAF Chairman to formally request that individual representation is given on each issue. This individual representation can be as simple as 'I have no comment'.	3 years 'ongoing' (Long term task)	1 April 2008	3 current staff members – 25 hours (total)	500 Staff Costs
13.1.4) A rotation of venues will be actively encouraged in order to link the LAF meetings to wider communities and varying user groups.	3 years 'ongoing' (Long term task)	1 Nov 2007	1 current staff member – 10 hours	200 Staff Costs 500 Implementation

**Estimated (Total) Cost: £2,400**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Community Councils

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 13.2**

**Proposal:** Increase publicity and distribution of the Countryside Code. Undertake an exercise to draw up a code of practice specific to Cardiff.

**Associated Benefits:** Such an endeavour will promote an awareness of the rights and responsibilities that are associated with countryside use.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>13.2.1)</b> The rights of way maintenance team will be asked to distribute copies of relevant materials to the members of the general public that they encounter.	3 years 'ongoing' (Long term task)	1 Jan 2008	2 current staff members – 10 hours (total)	200 Staff Costs
<b>13.2.2)</b> When appropriate, responses to information requests from the general public will be accompanied by a copy of the Countryside Code.	3 years 'ongoing' (Long term task)	1 Jan 2008	2 current staff members – 10 hours (total)	200 Staff Costs
<b>13.2.3)</b> Copies of the Countryside Code will be distributed at all events attended by the public rights of way team	3 years 'ongoing' (Long term task)	1 Dec 2007	2 current staff members – 50 hours (total)	1,000 Staff Costs
<b>13.2.4)</b> Via Outdoor Cardiff partners, formulate a provisional 'Cardiff Code of Conduct'.	2 years (Short term task)	1 April 2008	3 current staff members – 50 hours (total)	1,000 Staff Costs
<b>13.2.5)</b> Distribute the aforementioned provisional document to LAF members and a selection of organized user groups in order to obtain their consideration and feedback.	6 months (Short term task)	1 April 2010	1 current staff member – 10 hours	200 Staff Cost

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
13.2.6) Undertake necessary modifications to this provisional document and issue the final version. Review and modify the document (in conjunction with partners) when required.	3 years 'ongoing' (Long term task)	1 Oct 2010	1 current staff member – 50 hours	1,000 Staff Costs 5,000 Implementation

**Estimated (Total) Cost: £8,600**

**Key Partners:** The rights of way team will look to work in partnership with:  
 The Local Access Forum  
 Outdoor Cardiff Partners  
 Countryside Council for Wales  
 A selection of organised user groups.

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50% of the necessary funding is available it may only be possible to:  
 Distribute copies of the Countryside Code with relevant correspondence and at promotional events.  
 Formulate the guidelines of a 'code of conduct' that is specific to Cardiff.

**Targeted Action 13.3**

**Proposal:** Undertake a dedicated site visit (when deemed necessary) to follow up reports of user conflict.

**Associated Benefits:** This action will go some way towards facilitating an open (and useful) dialogue between Council Officers and interested parties.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>13.3.1)</b> Ensure a greater publicity of relevant (emergency and non-emergency) contact details on route signage and via the Outdoor Cardiff website.	3 years 'ongoing' (Long term task)	1 April 2009	1 current staff member – 25 hours	500 Staff Costs
<b>13.3.2)</b> Establish a LAF 'Task and Finish Group' to respond to issues as they are recorded.	3 years 'ongoing' (Long term task)	1 April 2009	1 current staff member – 25 hours	500 Staff Costs
<b>13.3.3)</b> Aforementioned 'Task and Finish Group' will be asked to give a presentation on investigated matters and any agreed recommendations will be proposed as 'Council policy'.	3 years 'ongoing' (Long term task)	1 April 2009	2 current staff members – 50 hours (total)	1,000 Staff Costs

**Estimated (Total) Cost: £2,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Landowners

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 13.4**

**Proposal:** Utilise specific signage in order to encourage courteous and responsible behaviour upon the rights of way network.

**Associated Benefit:** Such a ‘visible reminder’ will hopefully encourage individuals to act responsibly when making use of public rights of way and other green spaces.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
13.4.1) Undertake a ‘map top’ exercise to identify 10 priority routes for promotion.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
13.4.2) Investigate examples of signage ‘best practice’ undertaken by other local authorities/ relevant tourist bodies.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
13.4.3) Ensure that suitable liaison takes place with relevant user groups and Outdoor Cardiff partners.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
13.4.4) Based on examples of best practice – formulate an appropriate style of ‘additional signage’ for public rights of way.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
13.4.5) Dependent on funding, a ‘staggered’ period of implementation will be initiated.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced

**Estimated (Total) Cost: Already accounted for.**

**Key Partners:** The rights of way team will look to work in partnership with:

The Local Access Forum

Cardiff Council Communications Team

Cardiff Council Countryside Team

Cardiff Council Parks Services

Any other interested parties/individuals

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Undertake the research programme to determine a preferred style of signage.

---

### **Targeted Action 13.5**

**Proposal:** Design a dedicated Schools Programme (based on Education for Sustainable Development and Global Citizenship) that promotes a sense of social consciousness whilst also providing environmental information.

**Associated Benefits:** It is the desire of the rights of way team to encourage the ‘next generation’ to have knowledge, information and responsibility in relation to countryside matters.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
13.5.1) Liaise with the Council's advisory teachers in order to determine whether there is a level of enthusiasm for such a programme.	6 months (Short term task)	1 April 2007	1 current staff member – 10 hours.	200 Staff Costs
13.5.2) Liaise with the Council's advisory teachers in order to identify potential course content.	6 months (Short term task)	1 Oct 2007	1 current staff member – 10 hours	200 Staff Costs
13.5.3) Design a 'draft course outline' in conjunction with Outdoor Cardiff partners.	1 year (Short term task)	1 April 2008	1 current staff member – 100 hours	2,000 Staff Costs
13.5.4) Undertake a 'pilot project' to deliver the draft programme in a chosen school.	6 months (Short term task)	1 April 2009	1 current staff member – 10 hours	200 Staff Costs 1,000 Implementation
13.5.5) Refine this schools programme in relation to the lessons learnt from the pilot project. Roll out a standard implementation policy.	3 years 'ongoing' (Long term task)	1 Jan 2010	2 current staff members – 50 hours (total)	1,000 Staff Costs 5,000 Implementation

**Estimated (Total) Cost: £9,600**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council Schools and Lifelong Learning  
Outdoor Cardiff Partners  
A volunteer school

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50% of the necessary funding is available it may only be possible to:  
Design provisional course content.  
Undertake a 'pilot project' in a volunteer school.

**Targeted Action 14.1**

**Proposal:** Further enhance and extend relations with Community Councils via correspondence with Community Council Secretaries.

**Associated Benefits:** This will ensure that a formal approach is applied to all matters of co-operation. In turn, this will mean that more work can be carried out within local communities – and that these works will be of a standardised and universal nature.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>14.1.1)</b> Liaise with Community Councils Secretaries to determine their respective levels of enthusiasm and capabilities.	3 years 'ongoing' (Long term task)	1 April 2008	1 current staff member – 10 hours	200 Staff Costs
<b>14.1.2)</b> The rights of way team will look to identify suitable tasks for Community Councils/Community Groups to undertake.	3 years 'ongoing' (Long term task)	1 April 2008	1 current staff member – 10 hours	200 Staff Costs
<b>14.1.3)</b> When appropriate, a summary sheet will be sent out to Community Councils charting all new initiatives and responsibilities.	3 years 'ongoing' (Long term task)	1 April 2008	2 current staff members – 50 hours (total)	1,000 Staff Costs
<b>14.1.4)</b> A member of the rights of way team will make themselves available for all Community Council meetings if a presence is required.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced

**Estimated (Total) Cost: £1,400**

**Key Partners:** The rights of way team will look to work in partnership with:  
Community Councils

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

### Targeted Action 14.2

**Proposal:** Establish guidelines in order to adequately determine the roles and standards that ‘community partners’ will need to fulfill.

**Associated Benefits:** This will go some way towards guaranteeing a standardised and universal approach to work undertaken by community partners.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<p><b>14.2.1)</b> Using established standards/guidelines, the rights of way team will formulate a ‘maintenance standards document’ that can be circulated to community partners.</p>	2 years (Short term task)	1 April 2008	3 current staff members – 100 hours (total)	2,000 Staff Costs
<p><b>14.2.2)</b> Enter in to voluntary agreements with those chosen community partners who have been identified as being able to fulfill the criteria set down in the ‘maintenance standards document’.</p>	3 years ‘ongoing’ (Long term task)	1 April 2010	1 current staff member – 25 hours	500 Staff Costs

**Estimated (Total) Cost: £2,500**

**Key Partners:** The rights of way team will look to work in partnership with:  
 Community Councils  
 Community First  
 Any other suitable parties/individuals

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 14.3**

**Proposal:** The rights of way team will encourage Community Councils to play a key role in advancing relations with landowners.

**Associated Benefits:** Co-operative relations with landowners are essential for many of the listed ROWIP initiatives to take place. In some instances, landowners may feel more comfortable dealing with a 'local face' rather than a Council Officer.

It should be noted that this device will only be applied when considered appropriate by the rights of way team.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<p><b>14.3.1)</b> Liaise with Community Councils Secretaries to determine their respective levels of enthusiasm and capabilities.</p> <p><b>14.3.2)</b> Based on the recommendations of the Community Councils, a policy of 'best practice' (in terms of most effectively communicating with landowners) will be devised and implemented.</p>	<p>Task previously referenced</p> <p>3 years 'ongoing' (Long term task)</p>	<p>Task previously referenced</p> <p>1 April 2009</p>	<p>Task previously referenced</p> <p>1 current staff member – 25 hours</p>	<p>Task previously referenced</p> <p>500 Staff Costs</p>

**Estimated (Total) Cost: £500**

**Key Partners:** The rights of way team will look to work in partnership with:  
Community Councils  
Landowners

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

### **Targeted Action 14.4**

**Proposal:** The rights of way team will look to work in partnership with Cardiff Ramblers on identified projects of an appropriate nature.

**Associated Benefit:** A further ‘partnership arrangement’ will assist the rights of way team in trying to provide a comprehensive service.

<b>Task Progression</b>	<b>Time-frame for Progression</b>	<b>Start Date</b>	<b>Staff Deployment</b>	<b>Estimated Cost (£)</b>
<p><b>14.4.1)</b> Using established standards/guidelines, the rights of way team will formulate a ‘maintenance standards document’ that can be circulated to community partners.</p>	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<p><b>14.4.2)</b> The rights of way team will endeavour to establish regular meetings with Cardiff Ramblers with a view to obtaining their support and defining specific tasks for completion. Such liaison will be supplemented by discussions within LAF meetings.</p>	3 years ‘ongoing’ (Long term task)	1 April 2008	2 current staff members – 50 hours (total)	1,000 Staff Costs

**Estimated (Total) Cost: £1,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Cardiff Ramblers

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 15.1**

**Proposal:** Initiate the implementation of an ‘inspection system’ that falls within the protocol of the newly formulated maintenance and enforcement strategy.

**Associated Benefit:** Such a strategy will assist in bringing about a greater level of network management. Consequently, this should assist in improving the condition of Cardiff’s rights of way network.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>15.1.1)</b> Further development of the proposed maintenance strategy in line with Asset Management principles.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>15.1.2)</b> Interrogate the electric correspondence database held by the rights of way team in order to determine any reported ‘litter hot spots’.	1 month (Short term task)	1 Sept 2009	1 current staff member – 10 hours	200 Staff Costs
<b>15.1.3)</b> Channel the aforementioned information in to the formulated maintenance strategy. This should help to establish a criterion for ‘inspection frequency’.	1 month (Short term task)	1 Oct 2009	1 current staff member – 10 hours	200 Staff Costs
<b>15.1.4)</b> Implementation of policy.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>15.1.5)</b> Continued consultation with Outdoor Cardiff partners and (chosen) external user groups.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced

**Estimated (Total) Cost: £400**

**Key Partners:** The rights of way team will look to work in partnership with:  
The Local Access Forum  
Outdoor Cardiff Partners

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Implement a ‘litter inspection system’ as a separate entity device rather than forming part of a more effective overall maintenance strategy.



## Targeted Action 15.2

**Proposal:** Utilise specific signage in order to encourage courteous and responsible behaviour upon the rights of way network – with specific emphasis placed on people to dispose of their litter appropriately.

**Associated Benefit:** Such a ‘visible reminder’ will hopefully encourage individuals to act responsibly when making use of public rights of way and other green spaces.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>15.2.1)</b> Undertake a ‘map top’ exercise to identify 10 priority routes for promotion.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>15.2.2)</b> Investigate examples of signage ‘best practice’ undertaken by other local authorities/ relevant tourist bodies.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>15.2.3)</b> Ensure that suitable liaison takes place with relevant user groups and Outdoor Cardiff partners.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>15.2.4)</b> Based on examples of best practice – formulate an appropriate style of ‘additional signage’ for public rights of way.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>15.2.5)</b> Dependent on funding, a ‘staggered’ period of implementation will be initiated.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>15.2.6)</b> Initiate the inclusion of relevant telephone numbers within the contact section of the Council’s Capital Times newspaper.	3 years ‘ongoing’ (Long term task)	1 April 2009	1 current staff member – 10 hours total	200 Staff Costs 1,000 Implementation

**Estimated (Total) Cost: £1,200**

**Key Partners:** The rights of way team will look to work in partnership with:

The Local Access Forum

Cardiff Council Communications Team

Cardiff Council Countryside Team

Cardiff Council Parks Services

Any other interested parties/individuals

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50% of the necessary funding is available it may only be possible to:  
Undertake the research programme to determine a preferred style of signage.



**Targeted Action 15.3**

**Proposal:** Initiate a relationship of co-operation with Sustrans and BTCV.

**Associated Benefits:** A further ‘partnership arrangement’ will assist the rights of way team in trying to provide a comprehensive service.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>15.3.1)</b> Initiate a relationship of co-operation with Sustrans via the Cycling Development Liaison Panel and the Cardiff Council Cycling Officer.	3 years ‘ongoing’ (Long term task)	1 April 2007	2 current staff members – 25 hours (total)	500 Staff Costs
<b>15.3.2)</b> Initiate a relationship of co-operation with BTCV via Communities First Meetings and ‘project specific’ meetings.	3 years ‘ongoing’ (Long term task)	1 April 2007	2 current staff members – 25 hours (total)	500 Staff Costs

**Estimated (Total) Cost: £1,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council Cycling Officer  
Sustrans  
BTCV  
Communities First

**Consequences of a Funding Shortfall:** If no additional funding was to be allocated then this action could still be progressed in its entirety.

**Targeted Action 15.4**

**Proposal:** Design a dedicated Schools Programme (based on Education for Sustainable Development and Global Citizenship) that promotes a sense of social consciousness whilst also providing environmental information.

**Associated Benefits:** It is the desire of the rights of way team to encourage the ‘next generation’ to have knowledge, information and responsibility in relation to countryside matters.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>15.4.1)</b> Liaise with the Council’s advisory teachers in order to determine whether there is a level of enthusiasm for such a programme.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>15.4.2)</b> Liaise with the Council’s advisory teachers in order to identify potential course content.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>15.4.3)</b> Design a ‘draft course outline’ in conjunction with Outdoor Cardiff partners.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>15.4.4)</b> Undertake a ‘pilot project’ to deliver the draft programme in a chosen school.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>15.4.5)</b> Refine this schools programme in relation to the lessons learnt from the pilot project. Roll out a standard implementation policy.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced

**Estimated (Total) Cost: Already accounted for.**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council Schools and Lifelong Learning  
Outdoor Cardiff Partners  
A volunteer school

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50 % of the necessary funding is available it may only be possible to:  
Design provisional course content.  
Undertake a 'pilot project' in a volunteer school.

---

### **Targeted Action 16.1**

**Proposal:** Initiate measure to undertake an overall survey of the network at three year intervals.

**Associated Benefits:** Such a scheduled inspection procedure will allow a general overview to be established of the successes or shortcomings that are taking place on the rights of way network.

Task Progression	Time-frame for Progression	Start Date	Staff Deployment	Estimated Cost (£)
<b>16.1.1)</b> Investigate the possibility of obtaining Countryside Access Management System (CAMS) computer programme.	Task previously referenced	Task previously referenced	Task previously referenced	Task previously referenced
<b>16.1.2)</b> Liaise with the Council's ICT Service Area in order to obtain appropriate funding for the aforementioned system.	1 year (Short term task)	1 April 2008	2 current staff members – 25 hours (total)	500 Staff Costs 10,000 Implementation
<b>16.1.3)</b> Using the CAMS system undertake an 'on the ground' survey of the network in order to identify the condition of the asset.	1 year (Short term task)	1 April 2010	2 current staff members – 250 hours (total)	5,000 Staff Costs
<b>16.1.4)</b> Review maintenance schedule (and make any necessary alterations) based upon relevant information obtained from overall surveys.	3 years 'ongoing' (Long term task)	1 April 2010	1 current staff member – 25 hours	500 Staff Costs

**Estimated (Total) Cost: £16,000**

**Key Partners:** The rights of way team will look to work in partnership with:  
Cardiff Council's ICT Service Area

**Consequences of a Funding Shortfall:** A failure to meet the indicated costs (in full) will obviously have a detrimental effect on this Targeted Action. If only 50% of the necessary funding is available it may only be possible to:  
Undertake an overall survey of the network at five year intervals  
Undertake overall surveys of the network without the assistance of the CAMS system.