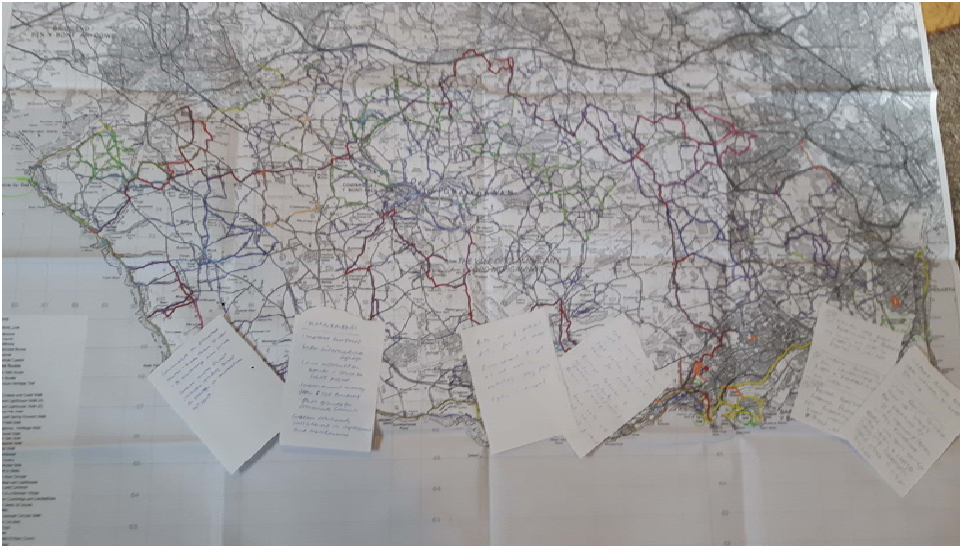# ASSESSMENT PHASE REPORTS FOR ROWIP 2017 VALE OF GLAMORGAN COUNCIL

Researched and compiled by Resources for Change and Mike Furness

CONTENTS

1 EVALUATION OF THE CURRENT CONDITION OF THE NETWORK AND ITS LEGAL RECORD

1.1 Introduction

This evaluation has been divided into three subject areas, each in turn subject to further sub-division. The three subject areas are:

- Assessment of the physical condition of the network;

- Assessment of the accuracy and currency of the legal records of PRoW; and

- Assessing the provision of information about PRoW and their management.

Each of these three areas will be discussed in turn below.

The evidence used for the evaluation has been gathered from a number of sources and activities. These are:

- Interrogation of the Council's Countryside Access Management System (CAMS) records;

- Review of data assembled to inform the first ROWIP;

- Review of Annual 'Ease of Use' Survey data;

- Internet searches;

- Telephone interviews with selected stakeholders; and

- Workshops.

It should be noted that there has been no new on-the-ground survey work carried out and that this evaluation has been reliant upon the availability of information and the input of stakeholders.

1.2   Assessing the physical condition of the network

Summary

The assessment of the physical condition of the network can be summarised in its four elements:

1. Assessing the current condition of the network. The main conclusions are:
    o   CAMS is now used to record issues and aid management;
    o   89% of the network is footpaths;
    o   As at October 2017, there were 570 issues to be resolved – but nearly all are lower priority issues. (High priority issues = 8)
    o   59% of paths are 'Easy to Use'; and
    o   c.77% of signposts are in place.
2. Evaluating progress since 2007. The main conclusions are:
    o   12km of bridleways and 27km of footpaths have been added to the network;
    o   There has been no significant change in the 'Ease of Use' status;
    o   Signage rates have significantly improved – but may have stalled since 2014/15 – and there has been a 60% reduction in the number of stiles; and
    o   Users perceive that there have been improvements, but more are needed.
3. Reviewing and evaluating maintenance provision. The main conclusions are:
    o   CAMS is an essential tool for coordinating a complicated reporting and work-allocation regime;
    o   There has been a real and sustained improvement in response times – but there are uncertainties as to whether or not these improvements can be maintained; and
    o   Issues reporting and resolution times are broadly in balance.
4. Evaluating accessibility of the network. The main conclusions are:
    o   The network is more accessible in 2017 than it was in 2007, but it is difficult to quantify this in a meaningful way;
    o   There is a perception amongst consultees that accessibility generally has improved, but that more needs to be done;
    o   No routes have been specifically re-developed for maximum accessibility; and
    o   The network has not significantly improved since 2007 for wheelchair users or for the visually handicapped.

The assessment of the physical condition of the network needs further resolution into four separate elements:

1. Assessing the current condition of the PRoW network;
2. Evaluating progress since 2007;
3. Reviewing and evaluating the PRoW maintenance provision;
4. Evaluating the accessibility of the network to those with visual or other handicaps.

1.2.1 Assessing the current condition

A full PRoW condition survey was last carried out during 2011 and the results have been input into the CAMS. This core data is now six to seven years old but the CAMS is a 'live' system that is used to continuously record problems reported and work carried out, and to plan work programmes. CAMS is also updated with results from the annual 'ease of use' surveys conducted by the Local Access Forum (LAF). As such, while inevitably imperfect, the body of records in CAMS represents the best available source of information about the condition of the network short of carrying out a complete re-survey.

The data used in this exercise were taken from CAMS as it was at October 9th 2017. The results have been tabulated below, alongside those from 2007 (where available) to facilitate evaluation of progress made.

Table 1. Public Rights of Way and their infrastructure

Aspect	2017	2007	% +/-	Notes
Footpaths	525	498	5.4	Claimed routes?
Bridleways	39	27	44.4	One 12km creation project at Cowbridge/Ogmore Down?
Restricted Byways	22	22.7		The small difference in reported figures is considered to relate to measuring differences only.
Roadside signs present	817(+ 159= 976)	644	26.9 (51.6)	The 2007 ROWIP identified that signposts are needed at 1144 locations. NB, some 159 locations are understood to be 'signed' by waymark discs on roadside stiles. It is not known how many of these waymarked, roadside stiles are still functional.
Roadside signs missing	317 (158)	500	-37% (-68%)	I.e., signing from the roadside is up to 85% complete, see BVPI survey results for comparison/corroboration.
Waymark posts	712	2265	-69%	Includes wooden and metal posts
Waymark discs	48	?		Rural only.
Gaps	39	?		
Stiles	1597	4040	-60%	Includes wooden and stone
Field gates	347	?		Metal and wooden

Aspect	2017	2007	% +/-	Notes
Kissing gates	231	110	210%	An aim identified in the ROWIP is: "To implement the principle of least restrictive access, wherever practicable".
Pedestrian gates	158	15	1053%	
Bridle gates	60	160	-68%	
Accessible Kissing Gates	3	?		I.e. Wheelchair passable
Combi-gates	49	0		
Sleeper bridges	46	15	307%	The 2007 figure is assumed to have been an underestimate.
Other bridges	102	15	680%	(Excluding culverts and stepping stones) The 2007 figure is assumed to have been an underestimate.

The essential nature of the network still remains dominated by public footpaths. Of a total network of 586 kilometres of PRoW, 89% are footpaths, 7% are bridleways and 4% are restricted byways. (While the network is heavily biased towards footpaths, this is not unusual in Wales, e.g. Ceredigion – FP = 66%, BW = 21%, RB/BOAT = 13%; Gwynedd – FP = 89%, BW = 8%, RB/BOAT 3%; Anglesey FP = 99%, BW=0.4%).

Numerous figures can be derived from the CAMS data including the number of outstanding issues on the network that are known to need attention. (It will be appreciated, though, that the CAMS derived figure will never be comprehensive without a complete network survey and so will tend to be an underestimate of the true situation.) As at October 2017, there were about 570 issues awaiting resolution, breaking down into:
250 'maintenance' issues (E.g., stiles, gates or other infrastructure needing repairs)
51 'Clearance' issues
152 'Signage' issues
82 'Enforcement' issues
38 'Other' issues

Not all issues are deemed to be of equal priority and the Council uses the following prioritisation scheme, shown in Table 2 overleaf.

Table 2. Prioritisation scheme

Priority Level	Issue
1	Immediate hazard to public safety
2	Operationally imperative issues (legal deadlines, emergency network protection
3	Potential hazards to public safety. Inaccessible promoted route (e.g. obstructed)
4	Inaccessible non-promoted route (e.g. disrepair) Inconvenient promoted route (e.g. disrepair)
5	Inconvenient non-promoted route (e.g. disrepair) Minor detriment to use of promoted route (desirable, signage)
6	Minor detriment to use of non-promoted route (desirable, signage)

Breaking down the unresolved issues by their assigned priority gives the results shown in Table 3. These results suggest that higher priority issues are receiving prompt attention, ahead of those with lower priority. While not too much should be read into the assigned priorities, the results are what would normally be expected of a system working at or near to capacity; that is, high priority issues are being kept on top of but there is a backlog of less urgent issues.

Table 3. Unresolved issues by priority

Priority	Number unresolved
1	1 (Cliff fall)
2	0
3	7
4	178
5	231
6	156

From 1997 to 20011 the County, through the input of the Ramblers Association and, since 2006, the Local Access Forum, carried out bi-annual 'Ease of Use' surveys following the BVPI 178 method (See Appendix 1 for more detail). Since 2010/11 the LAF has continued the surveys without input from The Ramblers. The surveys combine a number of factors into a single score representing the percentage of paths that meet the basic requirements to be considered easy to use. The factors include: adequately signposted or waymarked; free from obstructions; and with surface and path furniture in reasonable condition. The most recent survey gave a snapshot of the network based upon a 10% sample and returned a result of 59% of the surveyed network being easy to use.

Signing from the roadside is specifically considered in the Ease of Use surveys and the most recent results show that 73% of surveyed paths were suitably signed. The CAMS data suggests that roadside signing could be up to about 85% in place, although the actual figure

is not readily available due to the different categorizations of the various means of signing a path from the roadside. The disparity between the CAMS figure and the Ease of Use survey figure reflects the uncertainty in CAMS (i.e. it only records what is known about and cannot record unreported signage, or other, problems) and the vagaries of results from small samples, where a small number of atypical results can skew the overall result. Using a rolling average over, say, three years gives an effective sample of nearer 30% (though in earlier periods some paths may have been randomly selected more than once, and a few signs recorded at the beginning of the period will have suffered damage or deterioration by the end) and correspondingly greater confidence in the result. The three-year rolling average to 2017 is 77%.

1.2.2   Evaluating progress since 2007

An earlier partial network condition analysis was carried out in 2006. While the detailed results from this are not available, some key findings were recorded in the 2007 ROWIP and these have been used in Table 1 above and are the baseline for our assessment of changes to the network condition during the period of the ROWIP.

A complementary source of evidence is the results of the Local Access Forum's annual Ease of Use surveys. The annual LAF survey provides an unbroken, 19-year, sample-based record of the 'ease of use' of the PRoW network. Initially this was part of a Government-required Best Value Performance Indicator programme enabling trends to be determined – notwithstanding the caveats discussed in the previous section.

For the majority of its duration the survey has been conducted as two surveys each year covering a randomised 5% of the network on each occasion (N.B. about 10% of the network has been sampled in the Vale each year compared to the 2 x 2.5% surveys envisaged in the standard BVPI 178 method. Since 2017 the survey method has been revised to include two surveys of about 10% of the network each. The surveys will be organised so that over a five year period the complete network will be surveyed, albeit still randomised as to when each path will be surveyed.

1.2.2.1   Results

Network composition

Since 2007, the most significant change to the network has been the addition of 12km of bridleways – a 44% increase in the network - resulting from a creation/upgrading project mainly in the Penllyn and Cowbridge area. A project officer was employed using Rural Development Plan funding under the general aim of linking the coastal path to communities.

There has also been an increase in the recorded footpath network of 27km, or approximately 5%. This is largely the result of previously unrecorded paths being added to the Definitive Map and Statement (DMS).

Ease of Use

Graph 1 below shows the complete series of annual Ease of Use survey results, with the addition of a three-year rolling average giving a greater effective sample size and dampening year to year swings. From these results, we can be reasonably confident that there has been an improvement in the overall network condition since 1999 – from a three year average of 56% pass to 64% pass in 2016/17. Over the period of the ROWIP, the change has been less marked – from 62% in 2007/8 to 64% in 2016/17. Given the variability of results from one year to the next, this apparent two percent improvement cannot be considered to be statistically significant and the best that can be said is that the results indicate that the network is unchanged.

Graph 1
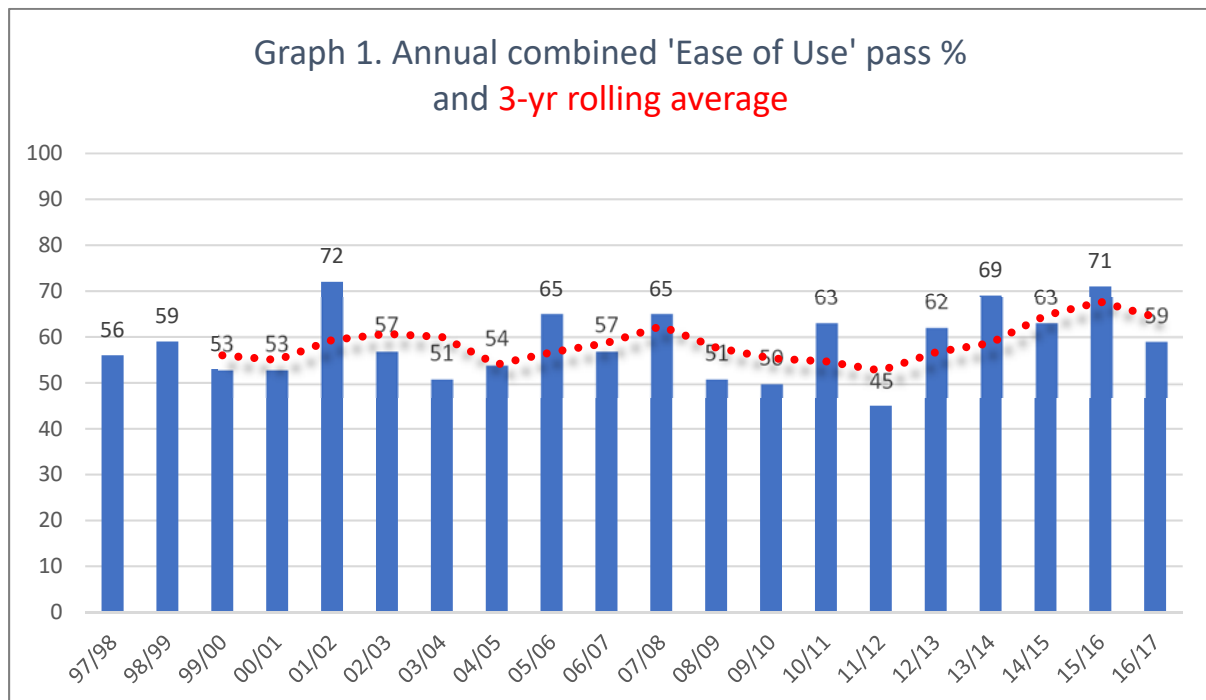
Signage

The CAMS figures for roadside signage show a significant improvement over the life of the ROWIP, with up to an additional 332 signposts installed. There is a lack of clarity over the figures for signage from a roadside using waymarked stiles and how these are recorded in CAMS. This has resulted in some uncertainty as to the actual state of completeness of signing of the network. The best-case scenario (i.e. assuming that all of the waymarked stiles noted in 2006 are still functional) gives a total figure of 976 roadside signs. However, the ROWIP identified 1144 locations as needing signing, showing that the change in provision has been from 56% complete in 2006 to 85% complete in 2017.

The adequacy or otherwise of path signage is one of the considerations for the bi-annual Ease of Use surveys and the nineteen-year run of results provides a graphic illustration of the changes over time. The Ease of Use survey results show up to a 12% gap in signage

provision compared to the expected results from CAMS data. However, it should be noted that the Ease of Use survey includes signage on cross-field paths, not just at the roadside, and the disparity may be partly due to way-marking failures rather than missing signposts.

The change in signage is illustrated in the Ease of Use survey returns shown in Graph 2, below:

Graph 2. % signposted - combined results by year and 3-year rolling average
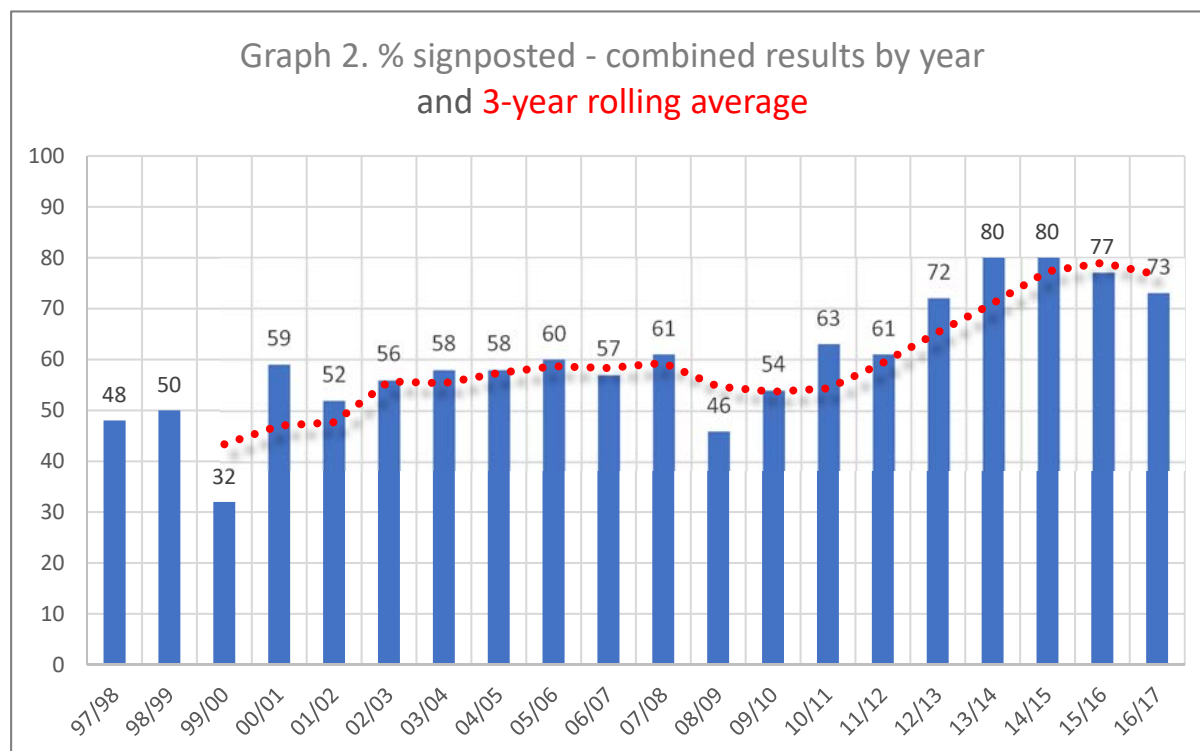
This graph shows the results for the complete sequence of surveys, and again uses a rolling average to give more confidence to the results. Since 1999 there has been a significant improvement in the provision of signs – from 43% to 77%.

Over the life of the ROWIP the increase has been less dramatic but nonetheless significant – from 59% in 2007/08 to 77% in 2016/17.

After several years of strongly improving provision, facilitated by ROWIP delivery funding from the Welsh Government, there must be some concern that improvements appear to have stalled since 2014/15.

Gates and stiles
The CAMS data compared to the ROWIP record shows some large changes in the numbers and proportions of gates and stiles across the network. These results are not considered to generally represent an accurate reflection of the changes that have taken place. There is a degree of latitude in the names given to the different types of gates recorded and it is likely

that there has been some inconsistency. As a result, it is not possible to say with certainty what the magnitude of changes has been. Nonetheless, it is apparent that there are some significant changes that have taken place over the life of the ROWIP.

The biggest individual change is that in the number of stiles present in the network; there has been a 60% reduction since 2007. This is offset by significant increases in the number of gates, especially kissing gates and 'pedestrian' gates.

There has also been a change in the types of gates used; increasingly combination field/pedestrian gates are being used - a type of furniture that was not recorded on the network in 2007.

Surface

There is little usable evidence available about the condition of the surface of the network compared to 2007. However, as surface conditions are included in the Ease of Use surveys, it would be reasonable to infer that there has been no significant change in surface conditions over the life of the ROWIP.

Outstanding issues

A crude measure of the success or failure of network management is the number of unresolved issues at any point in time. But to measure this requires a suitable recording scheme; this has only been available at Vale of Glamorgan since 2010 and the use of CAMS. CAMS required populating with pre-existing data and has been continuously updated since. The records show that as of October 2017 there were about 570 issues outstanding, but there is no data enabling a corresponding figure to be given for 2007.

User perceptions

Delegates to stakeholder workshops held at Porthkerry, the Heritage Coast Centre and Cowbridge were given the opportunity to feedback about, amongst other things, problems on the network and noted changes since 2007. These workshops are reported on in greater detail in elsewhere, but the general results are summarised below:

Problems:
- Too many stiles.
- Muddy/waterlogged paths.
- More bins needed (esp. dog-waste bins).
- Need dog gates at stiles.
- Improve way-marking at council boundaries
- Improve way-marking generally.
- Annual vegetation growth.
- Some missing footbridges.
- Signage needs looking at again.
- Routes not well suited to active travel, e.g. walking to school.

Noted changes:
- Slowly stiles are being replaced [with gates].
- [Roadside] Signage was improved 10 years ago, but needs looking at again.
- Wales Coast Path – lots more people.
- More cyclists, using cycle paths and footpaths.

This anecdotal evidence suggests that users recognise that there have been improvements to the network, with respect to replacing stiles with gates and the provision of signs. However, it is evident that users still see the need for improvements, particularly related to stiles and way-marking.

1.2.3   Reviewing and evaluating the PRoW maintenance provision

The repair and maintenance regime involves a number of players, including the Rights of Way Team, contractors, the Glamorgan Heritage Coast Rangers and the charity, Valeways. Issues found by users can be reported by a number of pathways: through the Council's helpline; by email to the PRoW officers; by contact with the Rangers or through Valeways. Some issues are discovered and reported following spontaneous use of the network, others are as a result of checks by walk-leaders prior to an event and some are a result of planned surveys – such as the bi-annual survey of promoted routes and the Ease of Use surveys.

Converting issue reports into remedial action can also occur through a number of channels: Issues reported to the PRoW team are passed to the relevant officer for action, generally this will be Andrew Briscombe for maintenance and repair issues, or Gwyn Teague for legal or enforcement issues. Issues reported to the Rangers may be dealt with directly by one of the three rangers teams or may be passed over to the PRoW team, as appropriate. Issues reported to or found by Valeways will generally be passed to the PRoW team unless they relate to vegetation clearance or way-marking which would usually be addressed by Valeways itself.

Key to the successful operation of such a potentially complicated system is good coordination and consistent recording into a single database – CAMS. Here the work of Sabrina Creswell, with primary responsibility for running CAMS, is essential. Coordination is also assisted by monthly liaison meetings between PRoW/Rangers/Valeways.

After inspection, work is carried out on the ground by a combination of contractors, rangers, Valeways volunteers, Highways engineers and PRoW staff. There is an informal division of labour, with light vegetation clearance carried out by Valeways' volunteers. Heavier and more extensive vegetation clearance is done by contractors. Stile repairs or replacement, gate installation, signposting and other substantial infrastructure repairs may be done by either contractors or the ranger team. Surfacing repairs are carried out under contract. Bridges are maintained by the County's Highways department in consultation with the PRoW team.

Since the introduction of the CAMS in 2011 and its rapid and thorough population with data, it has been possible to track the rate of recording of network issues alongside the rate of their resolution. At its most basic level this can be represented by Graph 3 below:

Graph 3. Issues recorded and resolved by year
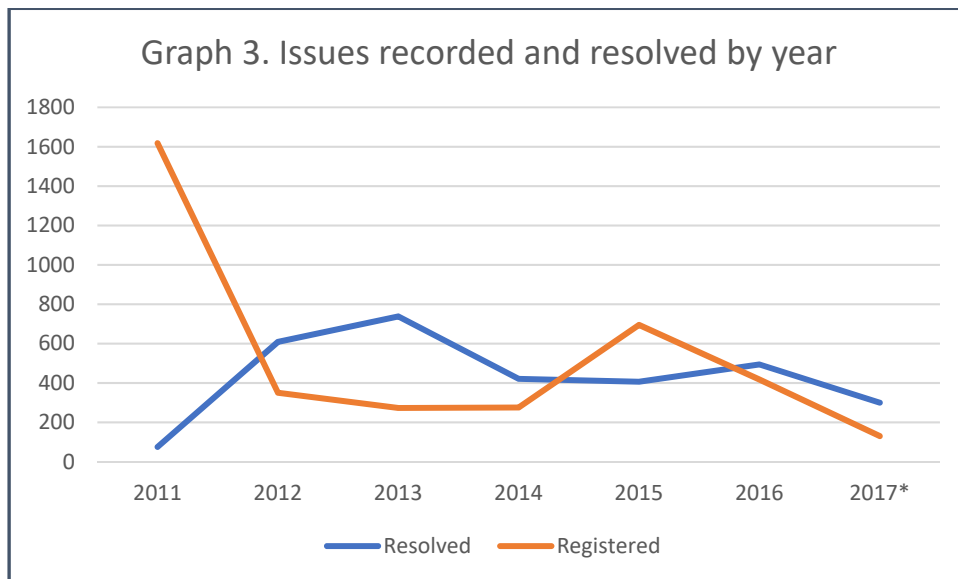
However, this graph needs to be treated with a degree of caution, principally with respect to the starting point in 2011. In 2010/11, the CAMS was being rapidly populated with a backlog of recorded issues, many of which had already been resolved. In contrast, the number of cases resolved is only those that were completed since the system went live, under-recording the resolution rate for that year. Furthermore, it should be noted that the 2017 figures are based on the results for the financial year to October extrapolated pro rata to the end of March 2018. As such, these figures are an estimate only and could prove to be inaccurate. Although further reducing the timeline from the ideal start point in 2007, starting the dataset in 2012 gives a more realistic representation of reporting and resolution rates, as shown in Graph 4 below:

Graph 4. Issues recorded and resolved 2012-2017
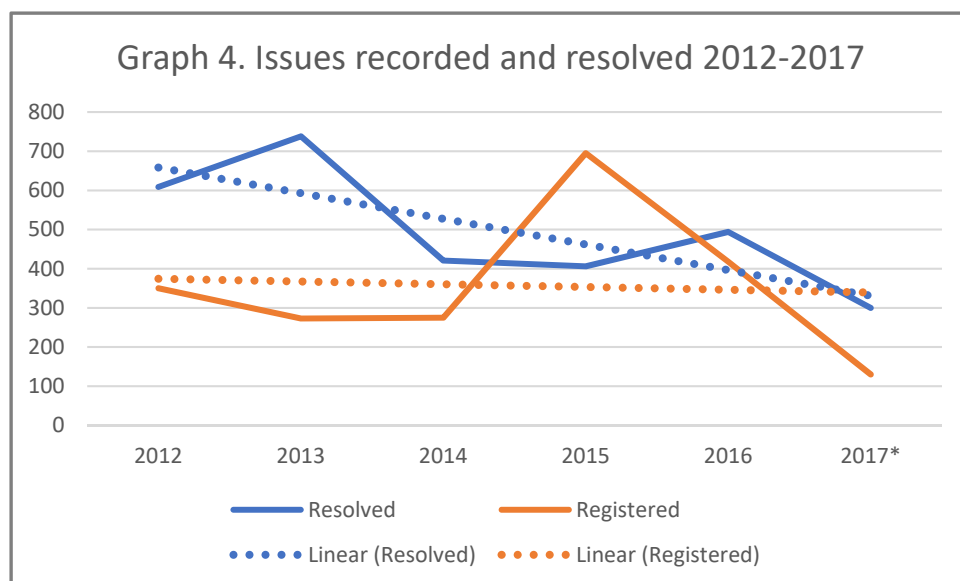
The volatility of the numbers year on year is immediately noticeable, both for the numbers of issues registered in any one year and for the number of issues resolved. There will be a number of reasons for this which it is beyond the scope of this exercise to examine in detail, however, it is probable that the spike in recorded issues in 2015 is at least partially a result of a combination of the returns from the Ramblers' Big Path Watch initiative and the recruitment of a new member of staff with responsibility for keeping CAMS up to date. The higher resolution rate in 2012 and 2013 may also be related to a number of factors, such as the availability of grant monies or to a larger number of smaller jobs being undertaken. To an extent, the volatility can be circumvented by using a linear trend line to mathematically show the overall direction of travel. From Graph 4 it is apparent that the trend since 2012 has been for the number of issues resolved to have generally exceeded new issues reported, but by a diminishing margin, such that, if the trend continues, we could expect to see numbers of unresolved issues beginning to climb again after several years of decline. This simplistic, broad-brush review, though, makes no distinction between issues of differing severity or complexity; between, say, a cliff fall destroying a section of coast path or a missing waymark disc.

An attempt has been made to sample the average resolution times of issues given specific priorities over a number of years. This was done by using the simplistic device of separating the CAMS data into years; subsequently sorting issues for each year into their respective priorities; and then averaging the time in weeks between each of the first ten resolved issues being reported and being resolved, as recorded in CAMS. (Where there were less than ten resolved issues, the average was taken across the number available. Issues that had not been resolved were excluded from this exercise – which is a source of error but a pragmatic solution to on-going issues.) The results from this exercise have been plotted in Graph 5 below. Bearing in mind the shortcomings of the analysis method used, it is nonetheless apparent that for every priority category (as shown on the X axis) there is a significant reduction in the time to resolution from 2012 to 2016. The consistency of the

results strongly suggests that there has been a real and sustained improvement in response times across all priorities since the implementation of CAMS. These results reinforce the earlier conclusion that resolution rates have outstripped reporting rates for a number of years.

Graph 5. Average resolution times (weeks) by priority and year
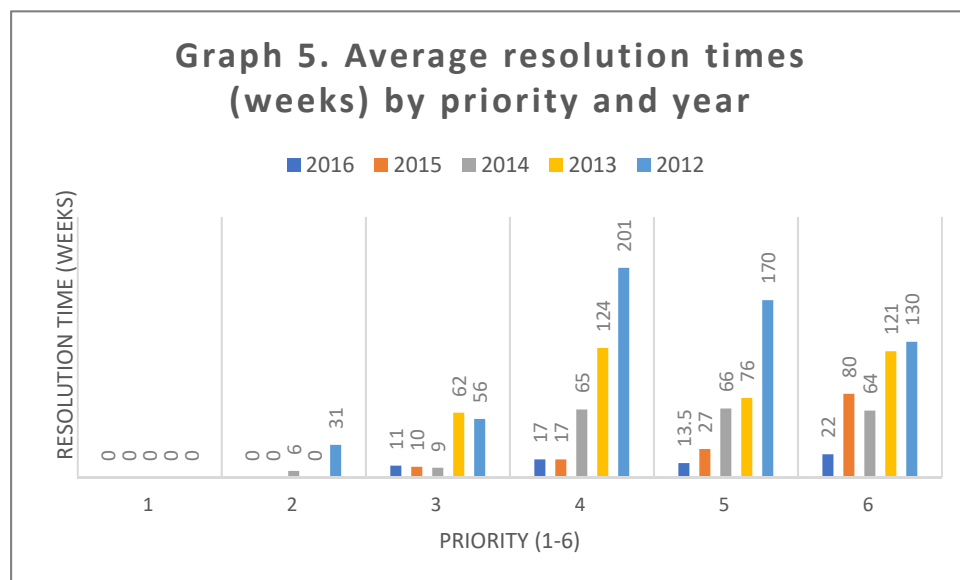
Looking to the near future, two concerning trends appear to be converging. Firstly, reductions in the grants available nationally combine with local funding restrictions to reduce the resources available to be deployed for future maintenance or upgrade work. Secondly, the funding for Valeways is currently precarious, with funding for the co-ordinator post only available to the end of March 2018. If this post cannot be funded, Valeways will be unable to continue its clearance role and will revert to being little more than a walking club (Valeways 2017. Pers. comm.). While the picture has been one of multi-partner, collaborative action resulting in continuous improvements to the network, it must be considered uncertain that this will continue.

1.2.3.1 Enforcement

As at October 2017 there were 82 unresolved enforcement issues recorded in CAMS and 237 resolved issues. The issues requiring enforcement action can be very varied but, of the unresolved issues, 12 are related to surface conditions (which is generally the local highway authority's responsibility) and 59 are obstructions, ranging from materials deposited on a PRoW to electric fencing across a path.

Of the 82 unresolved issues: three have been allocated priority 3; 47 are priority 4; 25 are priority 5; and 7 are priority 6.

The pattern of recording issues and their resolution is illustrated in Graph 6:

Graph 6. Enforcement action
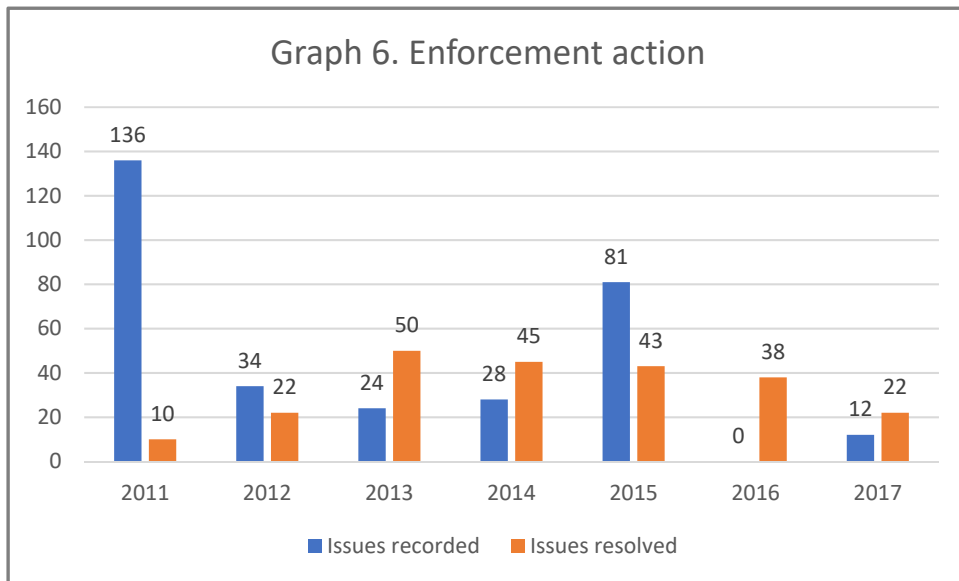
The high peak for 2011 is a result of entering a backlog of data at the beginning of use of CAMS. The reporting figure for 2015 and the zero reports for 2016 appear to be anomalous and it is suggested that a more realistic picture would be presented by splitting the 2015 figure between 2015 and 2016, as shown in Graph 7, below. The figures for 2017 are for the year to October only and can be expected to be exceeded by the full year figures.

Graph 7. Enforcement action – results modified for 2015 & 2016
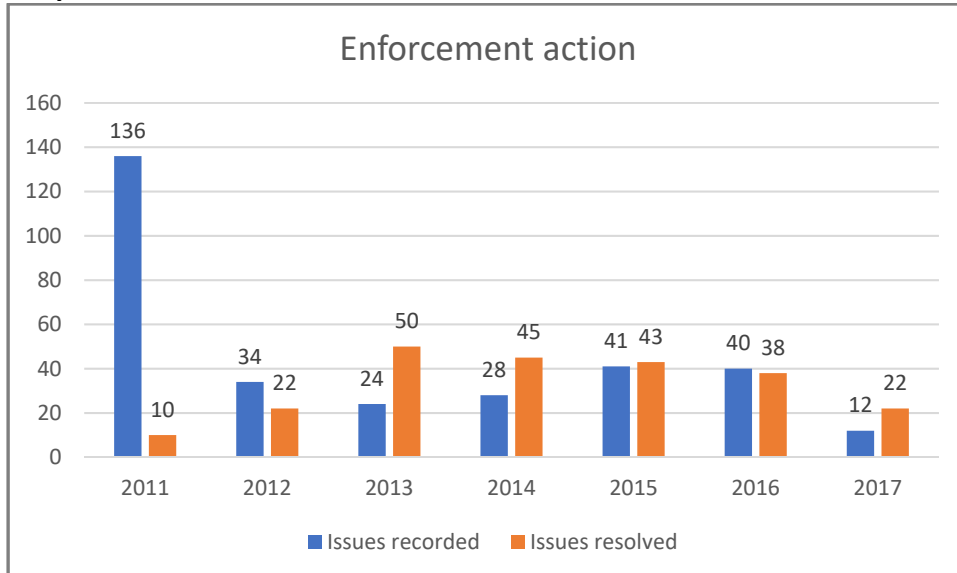
The data show that, in numerical terms, the rate of resolution of issues is broadly commensurate with that of reports received. However, it will be appreciated that different problems can take different lengths of time to resolve, as well as being given different priorities.

1.2.4   Evaluating the accessibility of the network to those with visual or other handicaps

The accessibility of the network is as much a function of the user's needs as it is of the physical condition of a path; most signposts that would pass the Ease of Use test would be of limited benefit to visually handicapped users, and kissing gates replacing stiles can still render a path inaccessible to wheelchair users. So, we can only confine our considerations to the general accessibility of the network for the majority of users. With this in mind, the majority of users find gates easier to negotiate than stiles, especially when accompanied by large dogs. Therefore, given the increase in provision of gates noted above, we can confidently say that the network is more accessible in 2017 than it was in 2007, although we cannot put a measure on this.

There is an informal protocol in place that says that, when a stile needs replacing, it should be replaced by a gap or gate (following the least restrictive access hierarchy of gap-gate-kissing gate-stile), and more generous support is given to landowners agreeing to change from a stile. However, this follows an opportunistic rather than a planned approach which, while increasing the number of gates in the ground, does not produce a commensurate improvement in accessibility. That is, the number of stile-free routes using this approach will be less than those under a policy that uses the same number of replacement gates but is focused on specific routes to create entirely stile-free paths.

No evidence has been found for routes being re-developed specifically for maximum accessibility, leaving wheelchair users, particularly, with a network that is not significantly better than it was in 2007.

The workshop attendees were asked to consider, *inter alia*, what their experience has been with the physical accessibility of the network and if they think that accessibility has improved over the last ten years. In practice, there was relatively little discussion about this aspect of the network and a paucity of comments. However, the following comments and requests were made:
- It was noted that, "Slowly stiles are being replaced [with gates], which is progress."
- Considering the network generally, it was concluded that have been noticeable improvements over the period of the first ROWIP, including replacing stiles with kissing gates, improved signage and new bridleways, but there are still a lot of improvements needed.
- For blind or partially sighted people and others with mobility problems, including older people, there are problems with routes that have low branches, are slippery, have lots of stiles, have difficult stiles. For blind and partially sighted people with dogs, there should be consideration of the needs of the dog, e.g. ability to get over a stile.

In conclusion; there was general agreement amongst attendees that there have been improvements to accessibility over the past ten years, but that more work remains to be done. This conclusion is supported by the infrastructure records, which clearly show the

results of the policy of replacing stiles with gates but which also record that there is a large number of stiles still in situ.

1.3   Assessing the accuracy of PRoW records

Summary:

The main conclusions are:

- o Consolidating the DMS was an important success;
- o As at October 2017 there were three live DMMO applications and 52 PPO applications; and
- o Accuracy of path records sits at about 90%. There is a 10% anomaly rate but no current plans to address this.

The Vale of Glamorgan consolidated its Definitive Map and Statement (DMS), with a relevant date of 15th March 2016, following conclusion of a five-year project begun in 2011. A new member of staff was recruited to help with the task using Future Jobs Fund monies for most of the project but supplemented with ROWIP funding towards the end.

Having recently completed this major exercise, it is not surprising that there is only a small number of Definitive Map Modification Order applications in process. As at October 2017, there were three live applications to add footpaths to the DMS. It is expected that these will take 18 months to two years to complete their passage through to confirmed orders. Although the rate of DMMO applications is low, it should be noted that they all have the potential to be contentious, tying up Rights of Way Officer and legal officer time, along with that of Rights of Way Sub-committee members.

Public Path Order (PPO) applications are more numerous and coastal access upgrades have been a high proportion of PPO applications in recent years, linked to funding for implementation of the Wales Coast Path. There is a total of 52 applications at various stages in the process. Thirty of these applications have been the subject of objections and are either still to have orders made or have not yet had the orders confirmed. Where applications have been objected to at the pre-order consultation phase (i.e. consultations held before an order is made), the Rights of Way Officer seeks to review and amend applications in liaison with both applicant and objectors so that a mutually agreeable solution can be found. If successful, the application can be re-drawn and it is an officer decision to make an order under delegated authority. Where objections are maintained, contentious applications are submitted to the Council's Rights of Way Sub-committee for determination.

Most PPOs are processed within 9-12 months from receipt of an application and the recovery of costs from applicants helps to ensure that adequate resources are available to keep up with work flow. (Gwyn Teague, 2017. Pers. Comm.)

The absence through illness of a member of staff involved in the definitive map related work has hindered progress during the Autumn/Winter of 2017. As yet, this has not resulted in a backlog of case work and it is expected that the team will be back to full strength in early 2018.

Legal support for this work is provided through a service level agreement with the County's legal team. The level of support is reported to be appropriate to the demands experienced. The exercise to consolidate the DMS involved a rigorous review of all of the County's paths records and uncovered about 120 anomalies. These can be subdivided as shown in Table 4.

Table 4: Summary of path record anomalies

Type of anomaly	No. of instances	Notes
Adopted highway	7	Where PRoW become part of the adopted highways network they will generally cease to fulfil the criteria for inclusion on the DMS
DMS alignment does not match walked route	6	A DMMO or PPO may be needed to correct the anomaly.
On parish survey but not on DMS	2	Investigation will be needed to determine if routes should be added to the DMS
Obstructions	53	Including a range of obstructions, including: by an airport; buildings; gardens and a quarry. PPO or enforcement action will be needed, as appropriate.
Errors in the Statement	30	DMMO will be required to correct the Statement.
Truncated paths	14	These occur usually where major infrastructure, such as the M4 motorway, have cut off the path, resulting in a dead-end route of little or no public use.
Other	9	Miscellaneous problems have been noted requiring a variety of solutions.

The anomalies list represents a significant body of work, if it is to be regularised. Some of the issues, such as 'truncated paths', do not demand attention. However, others, such statement errors and obstructions, should be resolved as soon as possible.

100 anomalies (excluding the truncated paths and adopted highways) amongst 1064 paths recorded on the DMS shows that the accuracy of path records is greater than 90%. However, 10% is a significant error level. No firm plans have been made for resolving these issues and it is probable that future progress against the list will be dependent upon specific funding being available.

In summary, the Council is in a good overall situation with respect to the recording of PRoW and is as up to date as can ever be expected with applications for orders. However, there is a significant body of outstanding issues for which no plans are in place to rectify them.

1.4   Assessing the provision of information

Summary

The main conclusions from assessing the provision of information are:

- o   There is a wealth of information available about recreational routes, though provision is patchy across organisations and would benefit from greater consolidation – including the alignment of near replica routes.
- o   Information about rights of way across the network is readily available via the County's interactive mapping, and the DMS is readily accessible for in-person consultation.
- o   Information provision for disabled users is poor.
- o   While some guidance has been written for land managers, it is not made readily available and is in need of thorough revision. Once revised, it should be made available via the Council's website.
- o   There are significant holes in the provision of information – covering both users' rights and responsibilities, and those of land managers. These holes should be filled, either by adding information to the Council's own website or by providing and maintaining links to that information on third party sites.

Information plays a key role in enabling people to access and enjoy the countryside. The availability of information for users needs to be considered at a number of stages and in a number of scenarios: when planning a walk or ride; when following a route; and in situ interpretation.

However, it is not only users that need information. There is also a need for the local highway authority (LHA) to disseminate information to landowners and access users about their respective rights and responsibilities, as well as the rights and responsibilities of the LHA itself.

1.4.1   Information for users

1.4.1.1   Promoted routes

The Vale of Glamorgan benefits from a wealth of promoted routes, promoted by a number of players.

Valeways has published 19 guides as downloadable leaflets with a total length in excess of 200 miles. Several of the guides describe more than one walk option and so the total length of the network promoted will be greater than the longest route on each leaflet. Valeways also promotes the 65 mile Millenium Heritage Trail, again, details are available via the website (http://www.valeways.org.uk)

'Vale Trails' is the name given to a series of ten leafleted walks promoted through Visit the Vale – the tourism and events department of the Vale of Glamorgan Council. These are available as downloads from the website (http://www.visitthevale.com) or as printed leaflets distributed through council offices and at events. In total, the walks run for more than 70 miles. However, it should be noted that there is a degree of overlap and replication with some of the Valeways routes, and also with the Millenium Heritage Trail and the Wales Coast Path. Approximately 24,500 printed Vale Trails leaflets are distributed every year, with the five coastal routes being in highest demand. (N. Sumner-Smith, 2017. Pers. Comm.)

Natural Resources Wales has led on the development and promotion of the Wales Coast Path, including about 38 miles of the Vale of Glamorgan coast. The majority of the Wales Coast Path is on PRoW.

There is a small number of cross-border promoted routes including: part of the Bridgend Circular Walk, promoted by Bridgend County Borough Council, and part of the St. Fagan to St. Georges Circular Walk (promoter unknown).

The Vale of Glamorgan Council also promotes two bridleway routes of about 10 miles total length.

Of the nominal 315[1] miles of promoted routes, there is a considerable degree of overlap, with multiple routes making use of the same individual paths. There is a net promoted length of approximately 138 miles(220km) spread across a total network of some 360 miles, that is, 38% of the network. No equivalent figures have been found for Wales but in 2006 the then Countryside Agency (now Natural England) estimated that 12% of England's PRoW network was covered by promoted routes (Countryside Agency, 2006). Using this figure as a benchmark, we can confidently assert that the degree of promotion of the PRoW network in the Vale is well above average.

As might be expected from the high level of coverage, there is a good distribution of promoted routes generally across the Vale and no areas are more than 2.1km from a promoted walk. The geographical distribution of the promoted routes is shown in Figure 1.

---

[1] This figure includes the length of minor roads used in part by several promoted routes.

Figure 1: Promoted Routes within Vale of Glamorgan

Promoted Routes	22 March 2018	© Crown copyright and database rights 2018 Ordnance Survey 100023424
	1:125,000	© Hawlfraint y Goron a hawliau cronfa ddata 2018 Arolwg Ordnans 100023424
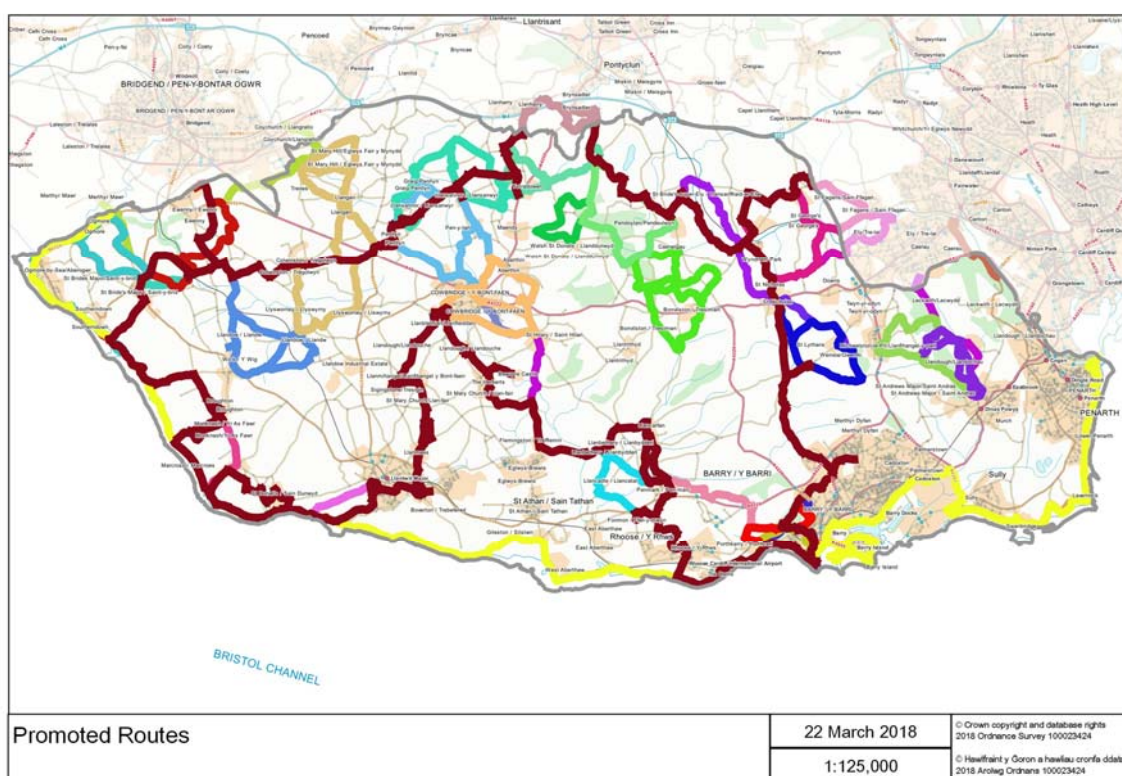
1.4.1.2   Other PRoW

The on-line interactive map hosted on the Council's website at http://myvale.valeofglamorgan.gov.uk/ provides a versatile tool for all would-be users with access to the internet to research paths across the county. Although this is not the definitve map, the on-line map offers a complete gazeteer of all PRoW and has the advantage of offering the capacity to zoom in on target areas.

Information about the paths network is also held by each Community Council, and printed copies of the DMS have been lodged at all major libraries.

1.4.1.3   Specific users

Above, we have discussed the provision of information for the general user; however, it is also important that we give consideration to users with specific needs:

Disabled users

Very little information is available about access opportunities for disabled users. Extensive internet searches failed to bring up any substantive information about opportunities for those with any form of restrictive disability. The only significant piece of information found was a reference on the Valeways website to its guide 'Vale of Glamorgan - Easy Walking'. This guide consists of 13 suggested short routes that are considered suitable for those with walking difficulties. The routes are not graded but are described so that users can make

their own minds up as to whether or not they are likely to be suitable. The guide was published in 2009 and is no longer available in print. It is also not available on Valeways' website, although a copy was supplied as a 'pdf' upon request by email through the website.

Riders, cyclists and drivers
Only two routes are promoted for horse-riders, reflecting the dearth of bridleways across the network. There are no promoted off-road cycling routes, apart from very short sections of forest tracks which are not on the PRoW network. There are no promoted routes for carriage drivers or drivers of motor vehicles.

1.4.1.4   Signposting and way-marking

The situation with respect to roadside signing was discussed above and it is understood that, with up to 85% coverage, this aspect of information provision is reasonably well covered. However, there is less certainty as to the situation with respect to way-marking of routes away from the roadside. Valeways volunteers survey the promoted routes twice per annum and report or resolve any issues, including where signage is needed. Therefore, it is probable that the promoted network can be considered to be well way-marked. However, the situation on the remainder of the network is not routinely reviewed and the level of way-marking provision is unknown.

1.4.1.5   On-site interpretation

Visit the Vale has recently introduced an 'app' for mobile phones and tablet computers – the Vale Tales App. This software enables users to download stories related to specific locations on the Vale Trails routes.

Traditional, fixed interpretation boards are recorded at only 9 locations on the PRoW network and none have been installed for several years (Gwyn Teague, pers. comm.)

1.4.2   Information about rights and responsibilities

The Council does not carry any detailed information about countryside access rights, or the management of access by landowners on its website. Non-specific advice is available on many other websites, such as the Natural Resources Wales (NRW) site and The Ramblers, but there are no links provided to any of these sites. This is a weakness in information provision that would be simple and cheap to rectify.

Those wishing to make an application to perhaps add a path to the DMS, or to seek the diversion or closure of a recorded path need specific and detailed information. Most LHA's require an applicant for either a Definitive Map Modification Order (DMMO) or a Public Path Order (PPO) to use its own, in-house forms and to follow its specific protocols – including, where appropriate, the payment of fees. No information is provided about these processes or about how to find out about them. A simple instruction to contact the PRoW

Officer, and the inclusion of contact details, to discuss the enquirer's proposals and the Council's requirements would be a simple improvement.

Once contact has been made, reasonably comprehensive guidance packs are available covering:

- Applications for DMMO;
- PPO;
- Rail crossings diversions and extinguishment;
- PPO for school security; and
- PPO related to planning applications.

There is also an additional guidance note for the benefit of developers following the granting of planning permission.

Of themselves, these documents offer a good level of guidance for their specific topics; however, many of these papers are now several years old and this area of law continues to evolve. Each of these guidance packs should be subject to review at regular intervals and following any future changes to the legislation, regulations or Council protocols.

No guidance has been prepared for landowners or land managers going about their normal working operations. While there are readily available sources of information for these groups through, for example, NRW, NFU Cymru and CLA Cymru, there are no links provided to these other sources on the Council's website.

It is understood that there has been a practice in recent years to write to all arable farmers in the Vale at the beginning of each growing season to remind them of their obligations to keep paths clear and to reinstate following ploughing and any subsequent disturbance of the surface (Andy Briscombe, pers. comm.). This practice is to be welcomed but it would be beneficial to also have this information on the website, together with the Council's protocol for following up any incidents of non-compliance.

1.5   Glossary

- ❖ BVPI (178) – Best Value Performance Indicator; BVPI 178 was the indicator developed in 1999 to assess the lha's compliance with PRoW requirements.
- ❖ CAMS – Countryside Access Management System
- ❖ DMMO – Definitive Map Modification Order; for example, to record a previously unrecognised path on the DMS
- ❖ DMS – Definitive Map and Statement; the documents that record the legal existence of public rights of way.
- ❖ Lha – Local Highway Authority; usually the county or unitary council, in this case, the Vale of Glamorgan Council.
- ❖ NRW – Natural Resources Wales.
- ❖ PPO – Public Path Order; For example, to stop up or divert a recorded PRoW.
- ❖ PRoW – Public right of way; unless the context dictates otherwise, this means a public footpath, bridleway or byway.
- ❖ ROWIP – Rights of Way Improvement Plan.

1.5.1   References

Countryside Agency, 2006. Research Note, CRN 100 Public Rights of Way: A review of provision by highway authorities.

1.5.2   Appendix - BVPI

In December 2000 the Government published new and revised Best Value Performance Indicators (BVPIs) in line with its programme to modernise local government. Best Value authorities were under a duty to seek continuous improvements in the way in which they exercised their functions and BVPIs provided a performance management framework for reporting progress.

"BVPI – The percentage of total length of footpaths and other rights of way which were easy to use by members of the public."
"Definition – The indicator is the total length of rights of way, which were easy to use, as a percentage of the total length of all rights of way. Rights of way appear on the definitive map of public rights of way for the highway authority area and are numbered. 'Easy to use' means:
Signposted or waymarked where they leave the road in accordance with the authority's duty under s.27 of the Countryside Act 1968 and to the extent necessary to allow users to follow the path (a public right of way wholly within a built up area and with a hard surface provided along its complete length and with a clearly defined route may be excluded from measurement);
Free from unlawful obstructions and other interference, (including overhanging vegetation) to the public's right of passage;
Surface and lawful barriers (e.g. stiles, gates) in good repair and to a standard necessary

to enable the public to use the way without undue inconvenience.
Surveys to assess "easy to use" should use the methodology developed by Natural
England (formerly the Countryside Agency) and the CSS as a benchmark standard, which
is based on a minimum 5% random sample of length of paths."

2 EVALUATION OF FUTURE NEEDS AND OPPORTUNITIES

2.1 EMERGING MESSAGES

The findings from the review of the consultation responses, the desk review of relevant strategies and plans, and the evaluation of the current condition of the network can be drawn together to show a number of emerging messages (presented in no particular order):

- Users of the Vale's ROW appreciate the opportunity that the ROW offer to be able to enjoy many positive aspects of being outdoors in the countryside.
- The coast is a great draw for residents and visitors alike, but favourite and frequently used routes are spread across the Vale.
- The importance of signage throughout the length of a route, not just at the point it leaves the highway.
- The value of the promoted routes leaflets, both online and in hard copy, for providing ideas and guidance of routes.
- Community Councils are seen as having potential in several ways – helping provide volunteer resource, providing information about routes, reporting problems, maintenance etc.
- Volunteers are seen as very important for maintaining the future condition of the network.
- There is an appetite for more opportunities to use the ROW network to provide better connections between settlements, enabling people to avoid increasingly dangerous roads, providing for purposeful journeys without using a car.
- It needs to be easy for anyone to report a problem and know what happens as a result of their reporting. At present, the situation is complicated for users because of the number of actors, i.e. Vale of Glamorgan ROW team, Valeways, Heritage Coast rangers, Ramblers Big Path Watch.
- There is a wish to make it quicker and simpler to deal with modifications, particularly where it is a 'common sense' matter.
- Participants want landowners to be more pro-active in relation to their responsibilities for ROW; to do this, information needs to be available for them on the web, but face-to-face workshop-type approaches are also favoured.
- Although cars are frequently used to get to the start of routes, public transport is also used and should not be ignored.
- The financial constraints on the Council's ROW team are recognised, with suggestions of how to increase resources available for ROW improvements, in particular through volunteering and increased Community Council support.
- The barriers to using the ROW in the Vale which are faced by users and non-users at this time are similar to those identified in the first ROWIP, and reflect those identified more generally, e.g. in the Wales Outdoor Recreation Survey, i.e. physical barriers such as stiles, personal health and disability, lack of time, weather.

- There have been noticeable improvements over the period of the first ROWIP, including replacing stiles with kissing gates, improved signage and new bridleways, but there are still a lot of improvements needed.
- There is a demand for more bridleways, both from riders and mountain bike users, particularly along the coast.
- Women from BME communities are more likely to visit known locations and attractions, and in a group rather than as individuals. Personal safety and issues with dog behaviour are their biggest concerns.

2.2 EVALUATION OF THE EXTENT TO WHICH LOCAL ROW MEET THE PRESENT AND FUTURE NEEDS OF THE PUBLIC

There are many features of the local ROW network that can be said to meet present needs, in terms of what participants in the review have said they like about the Vale's rights of way. These can be summarised as follows (in no particular order of importance):

- Providing access to the high quality environment of the Vale, providing an interesting mix of environments to enjoy, including coast and cliffs, woodlands, flat and steep land, views, fresh air, tranquillity away from roads.
- Safe off-road places to walk and ride horses.
- Providing opportunities for exercise and to keep fit.
- Providing places to walk the dog.
- Providing access to places of interest e.g. Ogmore Castle, the coastline and cliffs.
- Perceptions of well maintained footpaths in a variety of locations
- The availability of local places to walk, accessible by walking from home.
- Information available about walking opportunities in hard copy and on the Web.

However, it is evident that there are ways in which the Vale's local ROW are failing to meet present and future needs, in terms of the problems that participants in the review raised and the improvements that they said they would like to see. These can be summarised as follows (in no particular order of importance):

- Poor condition of some stretches of local ROW, with problems of excessively muddy places, missing footbridges, overgrown vegetation etc.
- Continuing problems with obstructions, including cropping and ploughing over routes.
- It is not as easy to report problems as some people would like, particularly for someone who is not familiar with ROW.
- Some issues with conflict arising from multiple use, especially pedestrians and cyclists.
- Too many stiles, and some stiles in poor condition, making it difficult for some people and their dogs to use certain routes, in particular people with visual impairments, older people and people with mobility problems.
- Insufficient availability of routes for purposeful travel/active travel, particularly connecting settlements and making it possible to walk to regularly used locations

such as schools, and taking pedestrians and horse riders away from busy and dangerous roads.

- Insufficient signage, in particular waymarking.
- Not enough information available 'on site' about local walking routes.
- Promotion not reaching the BME community.
- The opportunity to walk in groups; this was noted as a potential improvement by young people and people from BME communities.

2.2.1 Needs of people with protected characteristics

The review attempted to find out specifically what needs people with different protected characteristics might have, in relation to the Vale's rights of way. This is not a comprehensive listing, but gives some valuable insights.

Age and disability

For blind or partially sighted people and others with mobility problems, including older people, there are problems with routes that have low branches, are slippery, have lots of stiles, have difficult stiles. For blind and partially sighted people with dogs, there should be consideration of the needs of the dog, e.g. ability to get over a stile.

Feedback from young people suggests that they are less likely than adults to use the Vale's ROW network. Where they do use it, it is mainly for walking the dog or for Duke of Edinburgh expedition-related walking. They noted that footpaths are difficult to access when they get muddy, e.g. around Sully. The young people taking part in the discussions had not tried to find about footpaths in their area; if they were to do so, they would be most likely to use Bing maps.

The improvements that the young people suggested included more signage, introducing walking clubs for young people, and improving paths where they are very muddy.

Race and ethnicity

Findings from the small group discussion held with female BME community members suggest that current use of the Vale's ROW is concentrated on managed locations, in particular Porthkerry Park and Cosmeston, although other locations were mentioned – Barry Island, Ogmore, the clifftop path near Barry. These sites offer the facilities that the participants like to have, including parking, good paths, a café, and barbecues. When there are children in the group, they appreciate having a play park and ice creams available. Muslims need to have washing facilities available in preparation for their regular prayers. They value good scenery, greenery, atmosphere and being away from the hustle and bustle of city life, as well as the opportunity to have exercise for health and fitness purposes.

The issues that they find most off-putting are concerns about personal safety and the behaviour of other users' dogs. In relation to personal safety, participants noted that they feel scared on their own and out of sight of other users, and when they are out of internet and mobile phone reception; this was particularly an issue for one older participant who was concerned about getting help if she were to slip and fall. Based on previous experiences, participants noted that dogs may be off the lead, seemingly out of control and

can come across as aggressive; also there can be problems with dog mess. Other issues raised were horse muck, traffic congestion, feeling intimidated by people's stares because of looking different.

The participants were more likely to go out to the countryside in a group. In part, this helps them as they expect to get "odd looks and stares" because they look different. They felt that this was more likely to happen in the west of the county, as there are fewer BME communities here.

Ideally, they like to have access to local walks where they don't have to get into a car, and so that they can make the most of limited time available for walking (and not using time travelling to get to the walk). They mostly travel to the locations they mentioned by car, but would consider going by train and in some cases, would like this opportunity. Bus travel is not likely to be used.

Participants tended to go to places that friends and family had recommended to them. They did not use maps at all, and had not seen any of the printed leaflets for promoted routes in the Vale but thought that these would be useful. They were most likely to use the internet to find out about places to go, and would value seeing pictures of a place in order to help them decide where they would like to go.

Suggestions for improvements included: pathways wide enough for disability scooters; level path surfaces suitable for wheelchair users and people with mobility problems; better promotion, including the printed leaflets. Ideas for places to distribute leaflets included: Channel View, Grangetown; the Pavilion; Canton Community Hall; Grangetown Hub; doctors' surgeries; South Riverside Community Centre; Macintosh Community Centre, Roath. Other ideas for improving promotion included taking advertisements in local newspapers; putting leaflets in with newspapers; stalls at local fairs and festivals e.g. Cardiff Mela, Cardiff City Hall health fair.

2.3 EVALUATION OF THE OPPORTUNITIES PROVIDED – FOR EXERCISE & OTHER FORMS OF OPEN AIR RECREATION AND ENJOYMENT OF THE AREA, TO CONTRIBUTE TO ACTIVE TRAVEL OBJECTIVES, TO CONTRIBUTE TO WELL-BEING OBJECTIVES, TO CONTRIBUTE TO OTHER PLANS AND PRIORITIES.

Participants in the review had a variety of ideas for improvements, and it is also possible to analyse their comments about what they like and what issues they see in terms of what opportunities these present for improvement. Additionally, the review of local and national strategies provides a broader context of opportunity. The table below lists a wide variety of opportunities that have arisen as a result of this review; for each one, its potential contribution to one or more type of objective is considered. We have not provided any analysis of these opportunities, e.g. to prioritise them in relation to data from the evaluation of the current condition of the network and its legal record.

KEY:

E & OA	Exercise & other forms of open air recreation
Enj	Enjoyment of the area
AT	Active travel
WB	Well-being
O	Other plans & priorities

OPPORTUNITY	OBJECTIVE/S
More routes for purposeful/active travel	AT WB O – VOG Corporate Plan
Improved waymarking	E & OA Enj
Providing local community information boards about ROW routes.	Enj O – VOG Corporate Plan
More circular routes for leisure and exercise	Enj E & OA WB
More involvement by Community Councils in local ROW maintenance, improvements and information provision	O – VOG Corporate Plan
More information and support to landowners in relation to their responsibilities	
Retaining existing public transport provision, enabling ROW users to get to the start/leave at the end of a route without a car.	E & OA Enj WB O – VOG Corporate Plan
Continuing the work to replace stiles with more accessible alternatives	E & OA Enj WB
Keeping up to date the existing information provision in	

OPPORTUNITY	OBJECTIVE/S
leaflets and on the Web	
Supporting existing volunteer groups and encourage more volunteering	WB O – VOG Corporate Plan
Development of short walks out from population centres as health walk.	WB
Focusing efforts onto improving access throughout a route, rather than what is currently perceived as a scatter-gun approach to stile replacement.	E&OA, Enj, WB
Better provision of information about accessible routes	E&OA, Enj, WB
Addressing the backlog of anomalies in the DMS	

3   STRATEGIC CONTEXT

3.1   Introduction

The ROWIP sits within a broad context framed by national legislation and its implementation at a county level.

Since the Vale's first ROWIP, two particularly important pieces of legislation have been introduced: the Well-being of Future Generations Act (2015) and the Environment Act (2016). In this same time period, the Active Travel Act (2013) has also brought about new requirements.

Locally, this new legislation has led to the production of the Vale's Well-being Assessment and draft Plan, and the implementation of a process towards Active Travel route maps and integrated network maps.

As previously, the Vale of Glamorgan Council's Corporate Plan is of core relevance to the ROWIP, as is the Local Development Plan.

3.2   Newly available relevant strategies and documents

3.2.1   Vale of Glamorgan Well-being Plan 2018-2023   Our Vale – Our Future

The Plan is published by the Vale of Glamorgan Public Services Board (PSB), as a requirement under the Well-being of Future Generations Act. It is a statement of the PSB's commitment to improve local well-being for today and for future generations. It outlines a shared vision for the Vale in 2050:

> "Everyone will have a sense of belonging and be proud to be part of the Vale, recognising their contribution to the success of the region and Wales. Our impact on the environment, both local and global, will be understood, and public services, communities and businesses will work together to protect the environment and our natural resources for the benefit of current and future generations. The Vale will be an area of optimism and aspiration, where we work together to ensure that young people achieve their individual ambitions and are supported through the early years, childhood and teenage years. The positive attributes of our ageing population will be recognised and respected and the contribution of older people to the vibrancy and resilience of the Vale will be valued. Residents of all ages and backgrounds will participate in community life, helping to shape services and taking pride in the area they live in. Working together for the benefit of current and future generations will be the norm, and residents will have confidence in the services they receive and in their ability to effect change to improve the economic, environmental, social and cultural well-being of the area. Educational and health inequalities will be a feature of the past as we work together for a Vale where everyone has access to the services and support they need to live healthy, safe and fulfilling lives".

The Plan has been developed from a comprehensive well-being assessment, bringing together a wide range of data and findings from extensive public consultation.

There are four well-being objectives that together provide the framework for core collaborative activities:

- To enable people to get involved, participate in their local communities and shape local services
- To reduce poverty and tackle inequalities linked to deprivation
- To give children the best start in life
- To protect, enhance and value the environment.

Key links between the Vale of Glamorgan Well-being Plan and the ROWIP include:

- Volunteering, as an asset to help overcome social isolation and loneliness, and help provide people with a huge variety of new skills, enhance career prospects and improve physical and mental well-being.
- A high quality environment, as a way to help improve mental well-being in deprived areas, and encouraging people to spend time outdoors and be physically active, and therefore contributing to reducing poverty and tackling inequalities linked to deprivation. Also as a way to provide opportunities for play and physical activity providing a range of well-being benefits to young children, therefore contributing to giving children the best start in life. The Plan notes findings from the Well-being Assessment describing how outdoor recreation can make a significant contribution to physical health and mental well-being, and how access to countryside, water and green space close to where people live is increasingly important in providing health, economic and social benefits.
- The Plan lists a range of attractions for tourists that use the natural environment to improve the area's economic well-being including the Glamorgan Heritage Coast, the Wales Coast Path, attractive countryside and Country Parks, a strong activity product including horse-riding, and a well established network of walking routes.
- Delivery plans including reviewing how open spaces are managed to maximise their contribution to ecosystem resilience and to enhance biodiversity, and to promote active travels including providing facilities to enable active transport choices.

3.2.2 The Vale of Glamorgan Well-being Assessment

The document is published by the Vale's PSB, bringing together data to consider the well-being across the whole of the area and within particular communities. Data sources include statistical data, public engagement information and academic research. The assessment is structured around three key areas: Having a healthy and active future; Being part of safe and inclusive communities; Maximising opportunities and attainment. The assessment process included putting together a detailed Evidence Report on the environment, from which key findings are included in the Assessment report.

Key links between the Well-being Assessment and the ROWIP include:

- The environment is described as "an essential part" of the three aspects of wellbeing.
- The Vale's environmental assets and heritage, including the Glamorgan Heritage Coast.
- The results from public engagement in the Vale showing the local environment is important to residents who value proximity and access to the countryside/seaside and green spaces.
- Mention of the Vale's 544km of public rights of way, including 61km of the Wales Coast Path, as well as noting that "Equitable access to the countryside, water and green space close to where people live is increasingly important, providing health, economic and social benefits and is an essential aspect of having a healthy and active future".
- Identification of the Vale's natural environment as a significant asset locally and regionally to attract tourism, with increasing visitor numbers contributing to enhancing the Vale's economic well-being.
- An identified need for more information in relation to active travel and cycle/footpath availability.

3.2.3   Active travel

Active travel is defined as walking and cycling (including the use of mobility scooters) for everyday journeys, e.g. to school, work, shops or to access services such as health and leisure centres.

The Active Travel Act makes it a legal requirement for the Vale of Glamorgan Council to map and plan for suitable routes for active travel within certain of its settlements as specified by Welsh Government.

The first step was to produce Existing Route Maps, showing routes suitable for active travel and which meet the standards set by Welsh Government. The Vale's Existing Route Maps for pedestrian and cycle use were approved by Welsh Government in 2015, covering Barry, Dinas Powys, Penarth, Llantwit Major, Rhoose and Cowbridge (pedestrian only).

Following this, the Council began work on developing Integrated Network Maps, which set out the Authority's aspirations for improving active travel routes across the county over the next 15 years. These include existing routes which do not yet meet Welsh Government's standards, as well as routes that do not currently exist but have been identified in other strategic Plans or through consultation. By November 2017, the Council had produced draft maps and were validating them, prior to creating the Final Plan and prioritisation, and the submitting to Welsh Government for approval. Integrated Network Maps have been creating for Barry, Cowbridge, Dinas Powys, Llantwit Major, Penarth, Rhoose, St Athan and Sully.

Copies of all maps are available via
http://www.valeofglamorgan.gov.uk/en/our_council/consultation/Active-Travel.aspx

3.2.4 The Vale of Glamorgan Council Corporate Plan 2016 – 2020   Strong Communities with a Bright Future

The documents presents the Council's vision for the Vale – "Strong communities with a bright future" – and set out how this will be delivered.

The Corporate Plan is underpinned by four values which describe the professional behaviours for elected members and staff that will contribute to the Council's ability to adapt to future demand and deliver the actions in the plan:

- Ambitious
- Open
- Together
- Proud

The Plan is based around four well-being outcomes and eight well-being objectives. This is part of taking a 'step change' in its approach to corporate planning and addressing the need to work differently. There is a more cross-cutting approach, expressed through well-being objectives that multiple service areas will contribute towards, therefore helping to work as 'one council' delivering its priority outcomes. The four well-being outcomes are:

- An inclusive and safe Vale
- An environmentally responsible and prosperous Vale
- An aspirational and culturally vibrant Vale
- An active and healthy Vale.

Key links between the Corporate Plan and the ROWIP include:

- An action to implement Integrated Network and Active Travel Maps to provide residents and visitors with a comprehensive information resource to travel efficiently and safely.
- Protect, preserve and where possible enhance the built, natural and cultural heritage of the Vale of Glamorgan.
- Work in partnership to deliver a range of activities through our leisure and community facilities and parks to increase levels of participation and physical activity.
- Work with the Cardiff and Vale Health and Well-being Board to undertake a range of actions to prevent and tackle obesity and encourage healthy eating and healthier lifestyles.

3.2.5 Local Development Plan Written Statement June 2017

The Local Development Plan (LDP) sets out the Council's strategy for future land use and development. It was formally adopted on 28th June 2017. It will be used for decision-making to ensure the most efficient use of land and other limited resources, whilst at the same time promoting the regeneration and stimulation of the local economy for the benefit of the present and future population.

Key links between the Local Development Plan and the ROWIP include:
- Strategic Policy 1.6 to protect and enhance the built, natural and coastal environment, and 1.7 to promote opportunities for sustainable tourism and recreation.
- Encouragement of walking and cycling as sustainable and practical alternatives to the private car, supporting healthy lifestyles and reducing impact on the environment.
- Reference to the Welsh Coastal Access Improvement Programme which seeks to improve access to the Welsh coast for local communities and visitor through improvements to existing paths and the development of new routes.
- Policy MG27.2 for the Glamorgan Heritage Coast restricting development to development that is essential for agriculture, nature conservation, informal recreation, low impact tourism or coastal access. Low impact tourism is described as including footpaths.
- Policy MD2 for design of new development, which includes the requirement for all new development to be highly accessible, encouraging walking and cycling, integrating with existing and potential off-site links.

3.3 Other relevant strategies and documents

3.3.1 The Well-being of Future Generations Act

The Well-being of Future Generations Act is focussed on improving the economic, social, environmental and cultural well-being of Wales. It contains seven national well-being goals:
- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsive Wales

The Act also introduced the sustainable development principle and five ways of working that are seen as key to changing how organisations work to ensure that they "act in a

manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs". The five ways of working are:

- Long-term
- Prevention
- Integration
- Collaboration
- Involvement

3.3.2 Managing today's natural resources for tomorrow's generations 2017/18

Natural Resources Wales (NRW) has published its first Well-being Statement, *Managing today's natural resources for tomorrow's generations 2017/18.* The document outlines the organisation's well-being objectives and how they contribute to Welsh Government's seven well-being goals for Wales, as well as the steps they will take to deliver them. The seven well-being objectives are to:

1. Champion the Welsh environment and the sustainable management of Wales' natural resources Ensure land and water in Wales is managed sustainably and in an integrated way
2. Improve the resilience and quality of our ecosystems
3. Reduce the risk to people and communities from environmental hazards like flooding and pollution
4. Help people live healthier and more fulfilled lives
5. Promote successful and responsible business, using natural resources without damaging them
6. Develop NRW into an excellent organisation, delivering first class customer service.

In due course, the new duty on Natural Resources Wales to produce *Area Statements* – as a tool for bringing about sustainable management of natural resources – will be relevant to the Vale's strategic priorities for rights of way.

3.3.3 The Environment Act

The Environment Act is focussed on planning and managing Wales' natural resources in a more proactive, sustainable and joined up way. It covers: sustainable management of natural resources; climate change; charges for carrier bags; collection and disposal of waste, fisheries for shellfish and marine licensing; flood and coastal erosion committee and land drainage.

In relation to sustainable management of natural resources, the Act provides a framework comprising:

- The State of Natural Resources Report (SoNaRR) – published in 2016.
- A National Natural Resources Policy – published in draft for consultation in 2017.
- Area Statements – in development.

3.3.4   Wales Outdoor Recreation Survey 2014 Final Report

The *Wales Outdoor Recreation Survey 2014 Final Report* was commissioned by NRW, following previous similar surveys in 2008 and 2011. It focussed on public engagement with the natural environment including participation in outdoor recreation, health and economic benefits, attitudes to biodiversity and pro-environmental behaviours. At a national scale, this provides relevant contextual data including:

- 93% of people have taken at least one visit to the outdoors in the last 12 months.
- Decreases between 2011 and 2014 were recorded for the proportion of people that had taken a visit in the last 4 weeks, as well as for visits taken within a mile of the start point, and shorter visits of less than an hour.
- Shorter, closer to home visits are more likely to be taken than longer visits taken further afield.
- People aged 75 or over were least likely to have taken visits.
- Walking is the most dominant activity undertaken, although increases in running were recorded. The other highest levels of participation were recorded for outdoor swimming, road cycling and off-road cycling.
- Walking was particularly likely to be undertaken by people who had children in the household, those aged 25-54, those in paid employment, carers and those with access to a car.
- Women were more likely to undertake walking than men. When analysed by age, visits taken by those aged 55 or over were more likely to have included walking, while the main activity for those aged 34 or under was more likely to be running.
- Walking was the single main activity on 6 in 10 visits for those who had visited the outdoors in the last 4 weeks.
- The most popular places to go outdoors (recorded by more than two-thirds of the population) were village, local park, beach, roadside pavement/track, woodland/forest, sea, other local open space.
- The most frequently cited reasons for not visiting the outdoors given by those who had not done so in the last 12 months were (in descending order) physical disability, other health reason, old age, busy/lack of time. For those who had not visited in the last four weeks, the most frequently cited reasons were (in descending order) busy/lack of time, bad/poor weather, other health reason, physical disability.
- Health or exercise was the most frequently cited motivation for visiting the outdoors (23%), closely followed by exercising a dog (22%), and then visits for pleasure or enjoyment (15%) and for fresh air/pleasant weather (14%).
- Over half of the visits to the countryside within the last 4 weeks involved less than 2 hours being spent on the main activity. 28% of visits where walking was the main activity involved less than an hour being spent. Visits of less than an hour were more likely to be by those with no car access, people aged 75 or more, those with a long-term illness or disability, and those with no academic qualifications.

- 38% of visits were taken within a mile of the start point (home, workplace, holiday accommodation), 37% within 1 to 5 miles.
- In terms of the main mode of transport used on visits to the outdoors, 46% of visits involved the use of a car, 42% walking, 5% bike and 2% public transport.
- Equal proportions of visits were taken along as with family – 39%, 20% with friends and 5% as part of an organised group. Around a quarter of visits included children in the party, and about two fifths included dogs.
- Money was spent during 42% of visits taken to the outdoors, with the average amount across all visits being £12.74. Spend was most frequently on food and drink.
- In terms of future demand, 60% of adults would like to visit the outdoors more often for recreation, a similar figure to previous surveys. There is increased interest in walking, although actual participation in walking has decreased since 2008. The destinations of greatest interest were ones that typically involve a greater amount of travel, i.e. beaches and mountains/hills/moorland.

4 WORKSHOP WRITE-UPS: PORTHKERRY, HERITAGE COAST CENTRE, COWBRIDGE

4.1 How do you get to the start of a route?
Porthkerry
Car
Car
Car or walk
Car
Car but sometime walk
Car
From door
Car to station and catch train
From door
Car
Walk mainly
On horseback from yard in Penarth
By car or walk
Walking group share transport if necessary but sometimes walk from Wenvoe village.
Car
Walk from front door (Barry) or drive (Penarth)
Walking
Walk mainly
Car share
Car
Walk or drive
Walk or ride a horse

Cowbridge
On foot
Walk. Bus. Car.
Car usually. Horse. On foot.
Car share.
Usually by car. Walk from home.

Heritage Coast Centre
Bus and car.
Car.
Foot, car or (preferably) bus
Lucky enough to own the land.
Local – walk so very regular.
By car for planned half-full day walks.
PLENARY

How many people/what proportion walk very locally, or go a distance to start? Would be interesting to know. If we know what's most used, can work out where to focus limited resources.

Buses offer an opportunity for a linear walk. Coastal bus is excellent for this.

4.2   Why do you like the route?

Porthkerry

Michaelston le Pit Car parking - mix of grassy stoned paths, climbs up into woods

Porthkerry Park – exercise for self and dog, views, wood walking, bird watching, ship watching.

Old Cogan Hall – car parking, mix of rough and maintained paths, dog walking, blackberry picking and foraging.

Sully to HMS Cambria – car parking, good paths and views, dog walking.

Cosmeston Country park – dog walking, exercise for self, mixture of rough and maintained paths, views, other dog walkers I meet and talk to, wood walking, birdwatching.

Grangemoor Park – dog walking, mix of metalled and grass paths, views.

Views, countryside, few stiles

Easy to follow coastal walk, nature reserve

Woods and views and history

Views, countryside and cliffs

Local, interesting, great views.

Sections of the route are off road, lovely views, decent length, circular route.

Dog friendly

Flat, clear, no stiles

Mix of woods, beach and open spaces.

Flat, level, well used.

Views. The time of year, changes through the seasons.

The birds and wildlife, peace, quiet. Views. No traffic.

Off road and safe. Important to get away from traffic on a horse, roads are increasingly busy.

Good coastal views. Interesting points e.g. WW2 gunpoints, ruins.

Flat level site, well used. Connected to other communities. In some cases, beautiful views.

Local/interesting. Great views and wildlife.

Cowbridge

Coastal path. Sea spray. Birdlife. Tranquil. Silence. No traffic.

Access to areas that cannot be reached by roads. Safe place to enjoy the countryside.

Scenery/variety. Round trip. Accessibility.

Parks around Welsh St Donats. Walk daily with my dogs.

Linear routes using public transport, e.g. Llantwit – Ogmore.

Good clear waymarking. Lack of obstructions. Pub en route.

Clearly marked footpaths that are well maintained. Intimidation – free from local farmers.

Published information about local walks is up to date and accurate. Places to leave car safely at start of walk.

Arable farm but field edge paths and cross field path not cropped over.

Circular routes visiting villages around Cowbridge and Llantwit Major.

PLENARY

Pub at the end, and public transport back.

Wales Coast Path – new footpath has made it much more accessible, fewer trip hazards.

More kissing gates.

A rapid response to a problem, in time for a scheduled walk.

Heritage Coast Centre

Ogmore/Southerndown – attractive coastline and riverside. Easily walkable. Good parking.

Ogmore Castle to beach – young family like to explore the castle. Short walk to dog friendly beach. Like the Pelican pub and Coffee Pig and stepping stones/cobbles.

Coastline.

Woodland and open countryside – a nice mixture. Nice views. Steep in parts, keeps me fit.

Not very busy so quite pleasant to be alone.

Variety and observation of nature. Coastal walks, especially favoured.

Mixture of woods, meadows. Changeable all year. Woodland Trust = relatively open access.

4.3   How do you find out about routes?

Porthkerry

Valeways leaflets

Vale Council literature

Vale Council literature

Local knowledge

Definitive map online

Local knowledge.

Maps.

Word of mouth.

Always known.

Plot on map and try to walk.

Known since boyhood

Always lived in the area.

Other dog walkers, word of mouth.

Word of mouth, walk and see where I get to.

Local knowledge or OS map.

Sign in village.

Always lived in the area.

Make them my own from green dashed lines on OS maps or Streetmap.

Valeways "Circular walks in the Vale". Internet. Word of mouth. OS 25,000.

Vale leaflets, e.g. Celtic Crosses, online.

Penarth Town Council walks and leaflets.

Follow Millennium Walk signs and other Vale Walks signs.

Just start walking

Ramblers website – extends range of thought, where you can walk.

Vale Trails – hard copy and electronic so easily accessible – interesting things – signposts easy to find – can just do one section.

Cowbridge

Local knowledge

OS map. Google maps.
Word of mouth. Local knowledge. OS maps. Leaflets.
Recce-ing by map. Valeways and Valetrails leaflets and website.
Maps. Desire to explore.
PLENARY
Using Valeways leaflets and website – you can print out maps.
Lots of walking groups, formal and informal.
Up to date information about route diversions – Myvale.

Heritage Coast Centre
OS map.
Just know. Worked in the Vale for years.
Strava heat maps.
Know it. I can read a map – all marked on OS maps.
Published leaflets and online search. Knowledge of other walkers.

4.4   What's missing? What prevents use?
Porthkerry
Need more dog poo bins – Cosmeston Country Park
Muddy paths and too many stiles.
Housing development closing footpaths for the whole construction period.
Paths leading on to busy roads/fast roads with poor sightlines.
More bins needed at the start of routes; often rubbish and poo bags left in car parks or simply thrown away – BAD!
Too busy. Occasionally farm animals (my dogs). I avoid too close to roads.
Clear waymarking at council boundaries – grid referencing or waymarker to inform users of entering other council.
More information on dog-friendly routes.
Signage required. Obstructions.
Footpath signs where path leaves the highway.

PLENARY
If beginning of a path is overgrown, it puts people off.
Disability access.
Crop obstructions – can it be made easier for farmers to divert the route?
Lack of bridleways
Road use becoming increasingly dangerous.

Cowbridge
Signage after you've left the road, especially arrows, some pointing the wrong way.
Lack of map/route panels on site.
Annual growth.
Waterlogged paths.
Some missing footbridges.
Litter in some areas – the most heavily used paths – orange peel, banana skins.
Lack of dog bins.

Dog gates in stiles.
Narrow width of diverted routes causing bad erosion.
Closure of the Tourist Information Centres.

Heritage Coast Centre
Routes aren't very well suited for active travel, e.g. walking to school.
Waymarking needs improving? Deteriorates over time.
Sensible routes to get from A to B for functional purposes, not leisure.
People want reassurance they're on the right route. Not always signed along the route, especially where there are diversions.
Sensible routes for leisure – for targeted audiences, e.g short walk after lunch, about 2 ½ km.
It's just a walk – need a reason/attraction/a package.
Inter village/town direct walking routes e.g. Wick to Llantwit, Wick to St Brides, St Donats to Llantwit.
For visually impaired:
      Low branches
      Slippy routes
      Lots of stiles, including getting a muddy dog over.
      Tricky stiles, e.g. missing steps.

4.5   Issues raised on the maps

Note: approximate grid reference follows description of issue.
Porthkerry
Access steps/path to Traeth Bach beach from Trwyn y Witch 888727
Stone stile collapsed. Difficult dangerous descent to road 915715
Crop impassable, oil seed rape 946701
Ditch difficult to cross 071757
Crop, 6 foot maize, access to Mill ?? Trail 059774
Mud, stile, floods 095710
Byway very wet, flooded, Peterstone – St Brides route. St George's by railway crossing blockage by bottom 095768
Poor visibility at entrance of Peterston Super Ely to St George bridleway. Would be good if it was widened so you didn't have to ride straight out into the road – applies to riders particularly. 088769
Path has 3 strand barb wire across 161737
Winter mud deters others 151721
Gap from St Marys Well Bay too narrow for horse access to Captain's Wife. Would be a lovely circular route around Sully if this was addressed 165673.
Cycle path from Penarth to Cosmeston tarmacked – horses use this route and have done for many years – now not welcome.
More horse routes in Cosmeston Park please. What we have is fantastic but we need more. Horses at the moment are concentrated in the busiest parts of the Park.
Inaccessible in winter months 990735 southwestwards.
Severely overgrown 056764
Stile at top of Wenvoe Woods critical to walking from the village 111726
VERY large puddle, almost all year, near Burdens Hill 115723

Crow Hill, off Link Road roundabout – access blocked/unclear through Pencoaltre (sp) woods down to Argae Lane, hostile owners 128709

Coastal path should go along the coast! ABP in the way of access to Barry Island and Waterfront developments.

Cowbridge
Very slippy 906703
Overgrown and under water 942726
Stile blocked 107748
Poor signage 035735
Muddy overgrown 019746 continuing east
Footpath signs missing, overgrown 046714
It's a river with dumped waste 084765

Heritage Coast Centre
No footpath to public house 922775
Drainage in Old Hall gardens, path from High Street to Walls/car park at back 991748
Drainage on path behind Waitrose/car park 993747
Access locked all the time 062776
No bridge over Ely 070774
Blocked ROW, part of Heritage Trail 080772
Thick mud 094767
Very muddy in winter but may be improved in proposed NRA flood prevention scheme for Dinas Pows 152721
Excessively slippy footbridge, no pavement on Llandagh Hill 167733
Problem crossing trunk road, ineffective pelican crossing, mistimed lights 165719

4.6   Improved over the last 10 years?
Porthkerry
Slowly, stiles are being replaced, which is progress.
Signage was improved 10 years ago, but needs looking at again.
Leaflets are getting better, it's easy to find walks.
Establishment of Valeways was tremendous, should be supported.
Wales Coast path – lots more people.
More cyclists, using cycle paths and footpaths.

Cowbridge

Heritage Coast Centre
Lots more gates have gone in. Older people struggle with stiles.
Clearer for people to know where to go – more signs.
In some places, better surfaces.
Amount of information, including social media.

4.7 Priorities for improvements (plenary)

Porthkerry

- Tourism potential – overnight accommodation, tourist trails.
- Potential for using volunteers – maintenance, promotion.
- Signage – who can use routes, dealing with conflict, eg cyclists, pedestrians and dogs
- Easier way to report a problem and hearing back – put a photo and possible to do on a map – possible for a member of the public to do.
- Dialogue with landowners about ROW and permissive routes – be able to divert around a problem. Could do via workshop, together.
- Spring-loaded gates, cheaper than kissing gates.
- Signage/map of where a permissive path goes.
- Landowners carrying out their own statutory duties – enforcement officers.
- Improved processes to improve network e.g. path diversions. Use magistrates court option.
- Use ROW to provide better off-road connections especially around schools
- Consult young people – Youth Action Groups, Youth Cabinet, Youth Service.
- Community Councils more involved in helping VOG to do its job
- S106 an opportunity for funding? If sustainable transport and meets active travel standards.
- Better guidance on website for landowners
- Community Council organised evening walks – to enjoy the countryside, health.
- Community Council forums.

Cowbridge

- Use of good quality, long-lasting stiles or kissing gates.
- Strategic signage
    - Local route information
    - Keeping tourists in the area and spending money
    - More like the ones on the Wales Coast Path
    - Use the existing Community Council boards
    - Would need to be in a format to deal with updated information
    - Use the boards to publicise the Country Code.
- Maintenance teams or volunteers regularly walking the paths and trouble-shooting problems.
- Promote Pathwatch app and have it linked in with the local authority system.
- Keep published walk material up to date
- Potential of apps – route information, route finding
- Meetings with ROW team and communities – ROWIP and other feedback.

Heritage Coast Centre

- If new road from Junction 34 of M4 happens, seek improvements of ROW in the vicinity, not just the immediately affected ROW.
- Opportunities for cycling and cycle routes – purposeful and leisure.

- Old railway lines
- Waymarking – yellow caps on posts.
- Promote walking to combat isolation and social interaction.
- Inter-community routes for daily use, for a purpose – school, work.
- Create more circular routes, based on villages and hotspots – short walks – a step towards feeling more comfortable, being more adventurous.
- ROW as part of what attracts people to live in an area, therefore should attract more Council money.
- ROW can be part of a drive to get people out and more active.
- Get local schools involved in designing local information boards, will lead to more interest.
- Community Councils close to one another to work together on local problems.
- Engage better with organisations that represent landowners to encourage the message about the benefits of managing and maintaining ROW.

4.8   Ideas for improvements (pairs/small groupwork)

Porthkerry
- Easier web based reporting of problems – click on map to show site, can add photos
- Improve guidance for landowners – rights and responsibilities on website
- Better feedback on reported problems, including letting know when it's likely to be fixed and when it is fixed.
- Improve access for dog walkers, kissing gates do this
- Dinas Powys summer evening walks are organised by the Community Council – this encourages people who don't walk often, and creates community cohesion. Could other Community Councils do similarly?
- Make provision in the LDP for walkers/cyclists/riders. Preserve current access. Opportunities for new routes.
- Increasing traffic flow due to new housing developments will make the rights of way network even more important to vulnerable road users.
- Dialogue with landowners.
- Cheaper gates – springloaded
- Local groups talking more with landowners – permissive footpaths
- If a meeting like today could be held with landowners, their concerns could be identified. If you're talking, you're not fighting.
- Section 106 funding.
- Stile free walks around Wenvoe would increase footfall and we need to promote these through Valeways
- Volunteers – develop work party – community engagement
- Landowners to carry out their statutory duties
- Enforcement officers to ensure that landowners comply
- Ongoing targeted finance from Welsh Government
- Improved processes for network changes
- Use alternative legal route with issues, i.e. Magistrate's court

- Better signage for routes
- Dogs on leads where needed
- Raising awareness of what a public ROW is and what rights are, e.g. cyclists using PROW
- Measures on how to share routes better – resolving conflicts between pedestrians and cyclists, and other users. Dog owners versus livestock.
- Better/more use of kissing gaters/self-closing gates.
- More bins in car parks.
- Using PROW to provide better road connections between communities.
- School access – e.g. where school transport has to be provided because PROW impassable.
- Open up PROW to different access
- Community Councils – more powers and money, be more pro-active, understanding of where additional pots of money are.
- Support form Vale with these projects
- Much more accessibility for horse riders, more sympathy for them
- Involvement in projects of schools, Duke of Edinburgh, Youth Cabinet etc.
- Utilising old railway lines better.
- Helping community councils to use volunteers and to access small pots of funding to improve paths for their communities.
- Promotion of paths to schoolchildren to know their local paths, and for schools to know how to use them as part of school activities.
- Links between communities (off road) to allow both active travel and recreational use.
- Finding the 'lost ways' – what isn't on the map and should be? Which footpaths should have been recorded on definitive map as bridleways?
- Funding is vital – maintenance, improvement
- Tourism potential should be realised – strategically promoted routes, e.g. connections and extension of Ely Trail from VOG.
- Interconnectivity of communities using existing ROW, walking, cycling, horseriders
- Potential for volunteer action – horse rider to generate acceptable routes with landowners.
- Links between existing bridleways and provide horse riding routes
- Promotion of use of volunteers to maintain/publicity – Valeways changing role from active management to raising awareness – need volunteers to be active in management.
- Promote specific routes for disabled.
- More outlets for over night accommodation in the Vale.

Cowbridge
- Boardwalks over mushy ground
- Good quality long lasting stiles i.e. galvanised kissing gates
- Keeping cyclists off the coast path and footpaths
- Dogs under control
- Strategic signage

- Board in every village of all local footpaths, round trip and length of time taken for each circuit, and Countryside Code
- Maintenance teams to regularly walk paths and troubleshoot problems
- Hotline or email address to advertise how to report problems – access, signage, condition of paths.
- Use of maps on noticeboards
- Involve schools
- Footbridge where required
- Pathwatch app lined to ROW department system
- Livestock notices

Heritage Coast Centre
- Inter-community routes used on a daily basis
- Used railway lines for walking
- Encourage landowners to maintain footpaths and infrastructure
- Leisure based walks with amenities at various points and points of interest (long and short)
- Better use of potential funding from all sources
- Encouragement to get out and walk, particularly young people
- Cycling – encouragement
- Improved surfaces
- Better intermediate signage
- Local information boards, could be school project
- Improvement money from S106 funding – other grants for Community Councils
- Greater community involvement in improvements and maintenance
- Concentrate on promoted routes – make them first class – to encourage new users
- Create more short circular routes based on villages or recreation hotspots.

4.9   ATTENDEES

Porthkerry

Jenn Griffiths	PROW officer, Cardiff Council
Jack Hawkins	Barry Town Council
Jo Howell	Clerk and RFU – PSE CC, St Georges Super Ely CC, Colwinston (sp?) CC, Llangam CC
Rebecca Brough	Ramblers Cymru
Steve Pickering	Vale of Glamorgan Council
Mike Tuck	Wenvoe CC
Geraint Thomas	Penarth Rambers
Bob Guy	Vale of Glamorgan Council
Sean Moody	Wenvoe CC
Dickon Oliver	Wenvoe CC
Neil Thomas	Vale of Glamorgan Councillor
Peter Lane	Vale of Glamorgan Ramblers
Chris Powell	Cyswllt Peterston Connect
Lucy Harvey	British Horse Society
Keith Stockdale	Barry and Vale FOE
Stuart McMillan	VOG LAF member. Leader Dow Corning Retirees Walking Group
Gwynne Bates	Wenvoe Walking Group
Bert Bates	Wenvoe Walking Gropu
Ceri Davies	RCT Council

Cowbridge

Andy Briscombe	Vale of Glamorgan Council
Alex Rees	Llancarfan CC
Rebecca Exley	Valeways
David Powell	Llantwit Major TC
Glyn Jervis (sp?)	Welsh St Donats CC
J Hopkins	St Donats CC
Ann Pattinson	Llandow CC
Ian Fraser	Vale of Glamorgan Ramblers

Heritage Coast Centre

David Field	Peterston Super-Ely CC
Frank Coleman	VOG LAF
Rhodri Traherne	VOG LAF
Robin Sheppard	Individual, formerly Wick CC
Paul Lock	Glamorgan Heritage Coast
Nicola Sumner-Smith	Vale of Glamorgan Council
D Wyn Williams	Llandodrow (sp?) Fach CC