



RIGHTS OF WAY IMPROVEMENT PLAN (ROWIP) 2019-29

- NEW ASSESSMENT STAGE 4

- This outlines the NEW ASSESSMENT (Stage 4) for the new ROWIP
- It includes a Summary Review of the 1st ROWIP 2008-18
- Elements of the NEW Assessment will be incorporated into the new ROWIP, not necessarily in this format
- This document is available in Welsh and is on Cardiff Council's website (Public Rights of Way) / Mae'r ddogfen hyn ar gael yn Gymraeg ar wefan Cyngor Caerdydd (Hawliau Tramwy Cyhoeddus)

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Cardiff Council
Rights of Way Improvement Plan (ROWIP)
NEW ASSESSMENT (Stage 4)

Statutory duty, under Sections 60 & 61 of the Countryside and Rights of Way Act 2000
[CROW Act 2000 – section 60](#) and [61](#)

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Abbreviations & Glossary:

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

1 – Introduction

Cardiff, Capital City of Wales

Cardiff, in the south east of Wales, is the capital city which in recent years has developed to become a very popular city in which to live, enjoy and work. The county of Cardiff has a population of over 345,000 people, which has risen by 3,500 per year since 2001*.

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

Cardiff has about 200 km/124 miles of Public Rights of Way (PRoW) Footpaths and Bridleways, with great links to the countryside, parks and coast; most are in the north and north-west of Cardiff. By virtue of being a Capital City, most of our paths are pavements on roads (adopted highway), including shared use or segregated pavements for pedestrians and cyclists, which link around the city. Cardiff Council's PRoW team are responsible for making sure the Rights of Way network is properly mapped and the paths are maintained for safe use for the public to enjoy.

This new Assessment will consider Cardiff's 1st Rights of Way Improvement Plan (ROWIP), which was published in June 2008; this was a 10-year plan to help manage Cardiff's PRoW network. As it is due to finish in June 2018, a new 10-year ROWIP will need to be developed. This will include a review of the 1st ROWIP, a review of the current PRoW network and a new plan to cover the next 10 years and will be reviewed each year.

There have been many changes in Cardiff in the last 10 years and there are new opportunities and challenges ahead, including new laws, new initiatives and importantly, expanding community areas within the Cardiff Local Development Plan (LDP). Following public consultation, the Draft new ROWIP will be published in December 2018. Following public consultation on this, the final ROWIP will be published by June 2019, which will include consideration and links to any new initiatives, new laws and other changes that may have developed.

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



Left: top of
Garth Mountain
Middle: Forest
Fawr
Right: Wenallt –
Bridleway

* From the [Cardiff Local Development Plan 2006-2026 Adopted Plan](#) – see page 18. Further information on the LDP in this document on page 24

^ See 'Abbreviations & Glossary', page 2, also LDP, page 26

What are Public Rights of Way (PRoW)?

A 'Public Right of Way' (and 'Highway') in common law* means a way over which the public has a right to pass and repass for all time. They hold legal status and Cardiff Council has a statutory obligation to record and maintain them. Paths depicted in black on an OS Map may indicate a surveyed feature, but are not necessarily PRoW. See also Q & A on ['general guidance'](#) on the PRoW website pages.

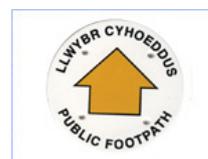
Definitive Map:

The Definitive Map (DM) was established following the [National Parks and Access to the Countryside Act 1949 Chapter 97](#) and maps were first drawn up in Sept 1954. The DM includes maps & statements are the legal record of PRoW; they explain the route of the map, OS grid references and the condition as "reasonably alleged" (s27 (4)). There are some current anomalies, including 'lost byways' and 'excluded areas' (see below). The DM is updated as needed, mainly due to legal orders, e.g. when paths are created or diverted; the Definitive Map Modification Orders (DMMO) are legal orders to enable ways to be recorded on the DM. Once approved by the Planning Inspectorate (PI), they are sent to Ordnance Survey (OS) and OS maps are periodically re-printed. As part of the new ROWIP, PRoW team will consider all claims for unrecorded paths and may make DMMO; the legal process can take up to 2 years. The scale required for DM is 1:25,000 (approx. 2 ½ inches/6.4cm per mile or 4cm per km), but to show greater detail, Cardiff's updated version is on 1:10,000 scale (approx. 6 inches/15.3cm per mile) See [Cardiff DM](#) on Council mapping system.

Path definitions and rights over them:

Footpaths:

A right of way on foot only. It has legal status.



Bridleways:

A right of way for; walkers, horse riders (including the right to lead horses) and cyclists. Cyclists must give way to all other users. It has legal status.



Restricted Byways:

A right of way for; walkers, horse riders, horse & carriage, cyclists and restricted vehicle access/emergency vehicles. It has legal status. Currently in Cardiff there are no PRoW categorised as Restricted Byways.



Byways open to all traffic (BOAT):

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

Permissive Paths:

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

Cycle Tracks:

These are paths created for bicycles & pedestrians. Whilst they have legal rights for path users, these paths are currently excluded from the DM.

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

Adopted Highway (road):

This is a term for a publicly maintained highway (road) which has a higher maintenance and surface liability than a standard Public Right of Way. There are also some highways that are owned and maintained by other organisations.

Footway:

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

Further definitions:

Green Lanes:

This term has no legal meaning, but has been used as a physical description of lanes that are vegetated underfoot or enclosed by hedges hence the term 'green'. These may be sections of historically adopted highway (e.g. Drover's roads), but the surface is not suitable for motorised vehicles. They may be re-classified as a PRow path.

Photo: [Cardiff Conservation Volunteers](#)



Excluded areas:

Due to the historical rapid growth of the city and county of Cardiff, certain urbanised areas were excluded from the DM, as PRow were absorbed into developments as pavements, lanes, etc. (historical maps would show these changes in more detail).

Lost Byways:

When the current Definitive Map was first published in 1954, some historical paths that may have been shown on previous maps had disappeared; the term for these paths are 'lost byways'. These paths may or may not have had public rights over them previously, but they are not legally recorded as PRow. There is a deadline of 1st Jan 2026 to record lost byways; after this date, these ways cannot be claimed and the public will no longer have any rights to use them. Within the tasks of the new ROWIP, there may be a case for these paths to be identified, but this may depend on resources and on local and public consultation.

Private access & land

Some paths may have private access rights (i.e. vehicle or equestrian access) and some may be on land not owned by Cardiff Council. See further information on page 9.

For any queries, contact the PRow team on; publicrightsofway@cardiff.gov.uk

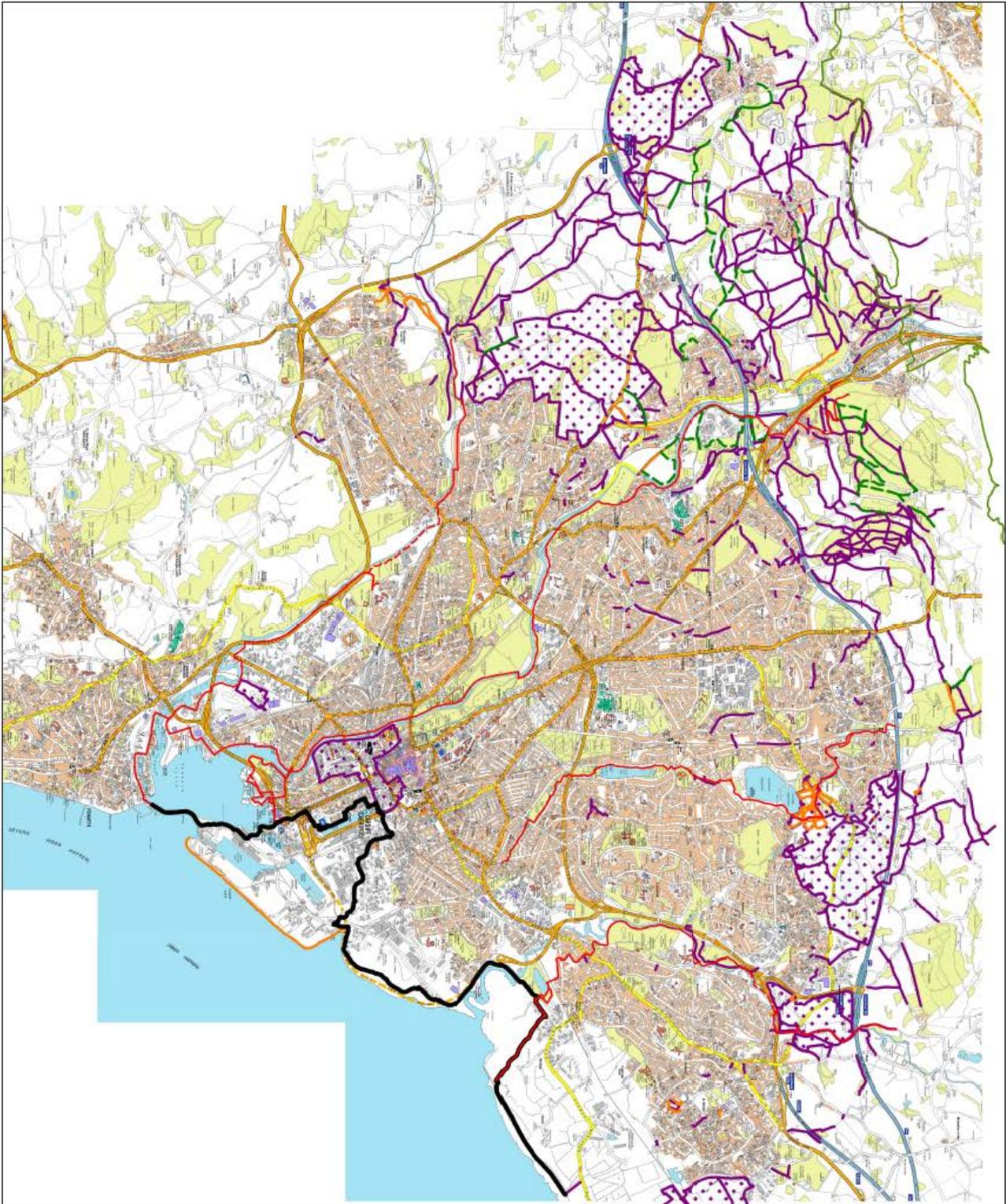
Table to show Legal path user

Public Right of Way:	Displayed on Council mapping (i-share)	Displayed on OS maps (1:25,000)	Legal type of user:	Number of PROW	Length in Kilometres	Length in Miles
Footpath				352	172	107
Bridleway				13	5.50	3.40
Restricted Byway				3	1.20	0.75

Table to show other types of paths

Type of Path	Displayed on Council mapping (i-share)	Displayed on OS maps (1:25,000)	Number of paths	Length in Kilometres	Length in Miles
Permissive Footpath			7	17.7	11
Permissive Bridleway			1	0.15	0.09
Pending DMMO		n/a	34	16.2	10.1

Map 1: Cardiff Public Rights of Way Network



Cardiff - showing Public Rights of Way

- KEY**
-  Prow - Footpath
 -  Prow - Bridleway
 -  Permissive Paths:
Bridleway
 -  Pending Legal Orders
River Trails (Ely, Taff,
Nant Fawr, Rhyimey)
 -  Wales Coast Path
 -  LDP - Strategic sites

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Cardiff's Neighbouring Local Authorities:

Cardiff has 4 neighbouring Local Authorities; Vale of Glamorgan to the west, Rhondda Cynon Taf and Caerphilly to the north and Newport to the east. We will work together to improve route links, maintenance and help to promote long-distance routes for the future. The following condensed maps shows path links, showing some popular routes (Taff Trail, Ely Trail, etc.).

Link to [Vale of Glamorgan Council](#) mapping (on-line)

Link to [Rhondda Cynon Taf](#) Council mapping (on-line)

Link to [Caerphilly County Borough Council Rights of Way](#) (on-line)

Link to [Newport City Council](#) mapping (on-line)

Council Statutory duties, responsibilities & discretionary work:

Cardiff Council PRoW team must carry out certain duties as statutory and may be obliged to carry out certain discretionary work if helpful. This is a brief guide to those duties;

Statutory duties:

- **Maintenance:** The Council should maintain all legal PRoW in the city and county of Cardiff to a reasonable standard:
 - **Periodic inspection of network;** this may be done by PRoW or AMX team. The Council is responsible for the maintenance of the surface of PRoW according to the condition of the map and statement; for example a footpath will be maintained up to footpath standard, even if it may also be used for private vehicle access.
 - **Vegetation cut backs;** regular cutting regime of up-growth such as nettles or brambles are the responsibility of the Council to clear. Overhanging cutbacks are at PRoW maintenance team discretion.
 - **Invasive weeds;** on-going checks for outbreaks of invasive weeds. Treatment will be dealt with according to where they outbreak, or where it would obstruct a PRoW path. If the outbreak emerges from adjacent private land, the landowner is responsible and will be informed.
 - **Stiles and gates on Council land;** The Council should ensure any stiles and/or gates on a PRoW route through Council land is of a reasonable standard. It is their responsibility and liability to maintain or replace any defective stiles and/or gates at the Councils expense.
 - **Bridleways;** The Council will maintain routes for Equestrian use; whilst cyclists are able to use these paths, the Highway Authority has no obligation to facilitate cycling on bridleways.
 - **Bridges;** The Council is responsible for the maintenance and repair of certain foot & bridle bridges.
 - Ensure there is an up to date list of streets (including PRoW), which are maintainable at public expense and made available at Council offices to members of the public to view; see mapping on [i-share](#) ([Highways Act 1980, s 36](#) (6) & (7)).
- **Enforcement:** The Council should enforce any issues or contravention of PRoW law and rights of use, ([Highways Act 1980](#), s 131A, 134, 137A), e.g.:
 - Deliberate obstruction of a PRoW by a landowner, e.g. installing a locked gate, ploughing over it, crop encroachment.
 - Landowner extends their property over a PRoW, without a legal diversion order.
 - Use of path by those without a right to use it, e.g. cyclists or horses on a footpath.
- **Signage:** Cardiff Council has a duty to signpost PRoW where a route leaves a metalled road (Countryside Act 1968, s 7). PRoW are also signposted or waymarked where the route is not obvious, e.g. at a junction with another path or road. Signs are to be maintained.
- **Definitive Map:** Deal with any outstanding and new DMMO, e.g.:
 - Rectify any mistakes, e.g. lost byways
 - Investigate any new claims by the public to make a legal PRoW for specified paths (not currently PRoW), to be adopted, if used by them 'as of right'.
 - Investigate any request to extinguish or divert a PRoW, e.g. from Landowner, or developer dealing with LDP land.

NOTE: Outstanding [DMMO](#) are featured on Council mapping as a gold line.

- **Emergency/Priority/Urgent? work:** Deal with emergency/priority/urgent? situations (including 'Report' tab on Council website and 'Report an issue' on PROW web page) e.g.:
 - A deliberate obstruction of a PROW by a landowner, e.g. installing a locked gate.
 - Accidental obstruction of PROW, e.g. by fallen tree or other weather related issue.
- **ROWIP:** There is a duty under the CROW Act 2000 (s 61), to make a 10-year prioritised plan for all Local Authorities to improve their PROW networks and is intended to benefit all users; walkers, cyclists, horse riders, off-road users and people with sensory or mobility problems. Cardiff's ROWIP will set out the way in which the PROW team should identify, prioritise and plan improvements to the current PROW network. The new ROWIP will be reviewed annually through the Delivery Plans, with assistance of members of the Local Access Forum (LAF); see 'Other related information' below. The full ROWIP must be reviewed every 10 years. See information and links re. Review of 1st ROWIP on page 13.

Discretionary work:

This may be work that, whilst non-statutory and the Council are not obliged to carry out, could be helpful to users of the PROW network, but may be dependent on resources. For example:

- Respond to on-line 'Report an issue' requests/issues, which depending on the issue, may need to be dealt with even if outside statutory obligations.
- Ensure Highways & Parks maintain grass verges (urban/parks) with rolling Service Level Agreements.

See [PROW web page](#)

Landowner Responsibilities on PROW:

Further to the statutory duties, responsibilities and discretionary work of Cardiff Council, some Landowners also have responsibilities if issues are on or next to their land. See also page 8 above and Q & A on '[general guidance](#)' on the PROW website pages.

Landowners:

- **Overhanging vegetation and invasive weeds:** Landowners are responsible for cutting back hedges, trees or shrubs overhanging a PROW, also for treatment of encroaching invasive weeds. PROW maintenance team would advise the landowner if they have to cutback vegetation (at their discretion) if it is a matter of safety to the public, also if there is an outbreak of invasive weeds.
- **Obstructions:** Landowners should ensure any PROW on their land is free from obstruction. They may be liable for costs if Council have to remove to ensure PROW route is kept clear.
- **Stiles and gates on private land:** Landowners should ensure any stiles and/or gates on a PROW route through their land are of a reasonable standard. It is their responsibility and liability to maintain or replace any defective stiles and/or gates at their expense and Cardiff Council contributes 25% towards their costs. However, if they fail to maintain them and it becomes a safety issue for path users, the PROW team may do the work needed and re-charge the landowner the total cost of the work, unless otherwise agreed.
- **Cross field paths:** may be ploughed or cropped as long as the path is reinstated within 14 days. Headland paths should not be ploughed or cropped.
- **Bulls:** A bull can only be kept in a field crossed by a right of way if it is under 10 months old OR it is accompanied by cows or heifers.

Definitive Map Modification Orders and how PRoW may be made legal or modified:

- People may have used a route or a path which is not either a PRoW, adopted highway or permissive path, but they have used the path 'as of right' (as though they have had a right to use the path). Under certain criteria, the route could be claimed and made a PRoW. See [Highways Act 1980, s31](#) to see how routes may be claimed by members of the public.
- There may be a 'lost byway' that could be claimed (see 'definition', p 5); a way could still be used as if 'by right' (using a way as though a right exists), but it does not hold legal status.
- Landowners may dedicate land over which there is a legal PRoW route, so path users have accorded legal rights of access ([s25](#)); a path creation order may then be made (s26).
- Landowners may allow people to use a route on a permissive basis; whilst there may be a form of agreement between the Council and a Landowner, there are no legal obligations or rights of access on these routes. These routes are recorded on Council mapping and may be recorded on the definitive map.
- Landowners are able to apply for an extinguishment or diversion order, although certain criteria must be met and the public would be allowed to object.

Other related information:

Local Access Forum (LAF):

A statutory consultation body created under the [CROW Act 2000 \(s 94-95\)](#). This is a group of appointed volunteers with a variety of interests in the PRoW network, meeting usually quarterly (min 2 p/a). There may also be landowners and occupiers of access land who have interests in PRoW. The LAF was established in October 2003 and is reconstituted every 3 years as required by law. They support PRoW Officers with ideas and advice to help them in planning improvements and management of the network. They must also be involved in the supervision and management of the ROWIP. They are also consulted on various issues that may affect PRoW, access to the countryside and general land management, e.g. the LDP.

What is the reason for making a new ROWIP?

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

Under Section 60 (3) of the CROW Act, there is now a legal obligation to review the 1st ROWIP at the end of its term and consider whether to republish a new ROWIP. There have been many changes in the last 10 years, including legal, policy & initiatives, so Welsh Government (WG) issued guidance on what needed to be considered if a new ROWIP was made. Cardiff Council intend to make their ROWIP for 2019-29, including a 10-year Statement of Action with the Delivery Plans (see pages 19-20), to be reviewed annually.

Cardiff ROWIP Vision Statement:

Our vision for Cardiff, is to manage, maintain, improve and develop the Rights of Way network and countryside access, so we can provide better opportunities for more people to enjoy the outdoors, help support their way of life and contribute to their well-being. Our aim is to make the network accessible for our communities and visitors to our city, also promote and encourage responsibility for our outdoor environment.

2 – New Assessment

New Assessment (Stage 4)

This report paper is the New Assessment for Cardiff's new ROWIP 2019-29, which incorporates statutory and supplementary matters, as set out in Welsh Government (WG) guidance. The majority of this report will be incorporated into the draft new ROWIP, but not necessarily in this format.

The New Assessment is divided into three main sections:

- 1. Evaluating delivery of tasks in the 1st ROWIP 2008-18** (the Review report from Stage 3)
- 2. Evaluating the current condition of the network and its legal record** (including legal orders); this will be an on-going process from April 2018, that will be reported in full in the Draft and final new ROWIP.
- 3. Evaluating future need and opportunities** (following various public consultations); this will be an on-going process from April 2018, that will be reported in full in the Draft and final new ROWIP.

1. Evaluating delivery of tasks in the 1st ROWIP (2008-18)

The review of the 1st ROWIP features the key aims, targeted actions and tasks. It includes performance indicators.

It should be noted that tasks that are statutory will be included in the new ROWIP and any other tasks that may be ongoing, not completed or not started may also be included.

In reviewing the 1st ROWIP, several factors were taken into consideration which affected delivery of certain tasks, as not all could be completed or reviewed; see 'Introduction' in full ROWIP Review, which outlines these factors.

Briefly, there were 16 Key aims, 63 targeted actions and of these, there were 213 tasks.

Of the 213 tasks;

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

Some tasks will be included in the new ROWIP, however some tasks may be abandoned if it is decided that they are not needed, or other tasks may have higher priority.

*Printed versions; see **Appendix 1 for Summary Review** of the keys aims of the 1st ROWIP, also available to view at Cardiff Council Offices and Hubs.*

*On-line versions; see **full ROWIP Review on [ROWIP web page](#)***

2. Evaluating the current condition of the network

This is an evaluation of the current condition of the network and its legal record; for example ease of access, waymarking, etc., the completeness and accuracy of the Definitive Map & Statement, the management of any changes to the Public Rights of Way network and the encouragement of general outdoor recreation. This will be done from April to September 2018, in order for reports to be included in the new ROWIP (draft and final versions). Analysis of this will be made and any action required may be included in the new ROWIP, featured in the Delivery Plans.

PRoW maintenance team are currently assessing the network and using tablets, are recording all furniture (signposts, gates, etc.) and any issues that may need to be addressed on the AMX system. The maintenance programme will be planned following the network assessment. There will be a continuous rolling programme of Condition surveys. Any new issues or opportunities brought to the attention of the PRoW team will be evaluated and dealt with as a matter of course and generally would be included in the Delivery Plan of the relevant year.

3. Evaluating future need and opportunities

This will examine the extent to which Cardiff's current PRoW network meets the present and likely future needs of the public and the opportunities it provides for exercise and other forms of outdoor recreation and enjoyment. Consultations will take place at group events, public events and any opportunity that becomes available to raise awareness and get feedback on Cardiff's PRoW network. A survey and various consultations will be conducted from April to August 2018, in order for any potential ideas and projects to be considered and where relevant, included in the objectives and tasks in the new ROWIP.

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

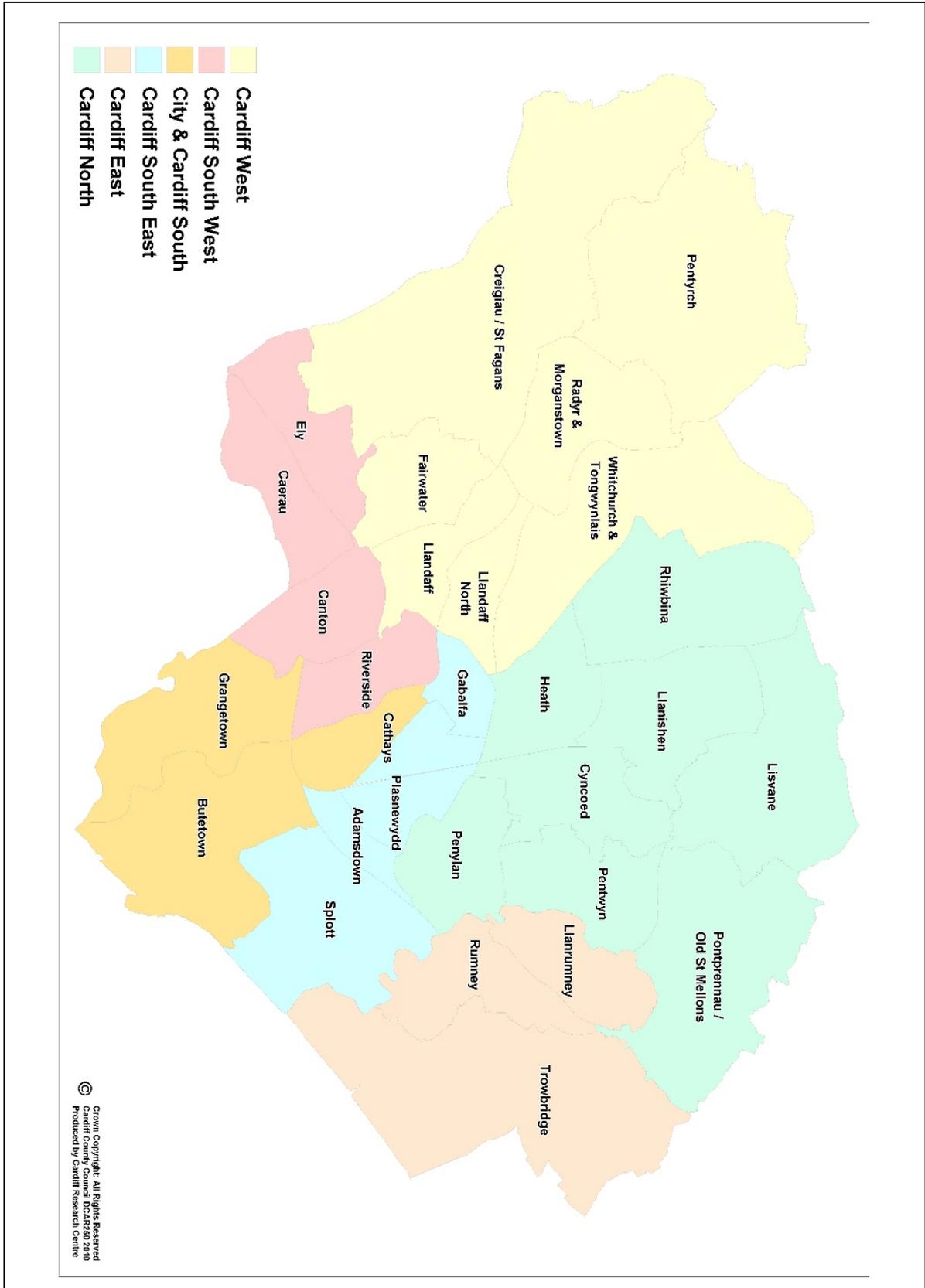
- The opportunities for the future will need to reflect the steady increase in people living and working in Cardiff, mainly because of the increase of community housing areas and business growth, within the 10 strategic sites of the LDP (see Map 1 for locations).
- National research by Sustrans has shown that more people intend to walk/cycle in future.
- A likely increase in demand for routes with facilities for disabled people.
- A likely increase in use of routes and the potential for newly recorded routes, will lead to an increase in maintenance of them.
- Whilst there is a small amount of annual internal budget that would cover statutory duties, there is no guarantee of funding for discretionary work or projects.

Future need – Action Plan:

Action	Notes
Identify relevant new studies, initiatives, policies & plans for Cardiff Council post 2008	Document sources as listed below, especially those involving community & inclusive engagement. <i>Ensure any subsequent relevant new or draft initiatives are considered</i>
Incorporate new Acts post 2008 & relevant existing Acts	Sources as outlined in WG Guidance. <i>Ensure any subsequent relevant new Acts are considered</i>
Ensure good communication of general PROW info	Including info at Hubs, Libraries, TIC, etc.
Undertake targeted consultation using survey and discussion with stakeholder engagement and at Public events	<ul style="list-style-type: none"> a) On-line survey via Ask Cardiff (CRC), ROWIP, PROW & OC pages; this will also be linked to tablets for public events. b) Social media campaign (Facebook, Twitter) c) Send to all consultees from initial consultation (Stage 2). d) At Public events; using paper surveys & tablets e) Leave at Hubs & libraries (for collection or posting). f) Other opportunities to raise awareness & gain feedback.
Publish New Assessment	To be available to the public, also public facing means (website, social media) and consultees from initial consultation (Stage 2).
Liaise with neighbouring LA's on new ROWIPs	<ul style="list-style-type: none"> a) Look for potential continuous/long distance routes (e.g. Penrhys Pilgrimage trail). b) Liaison re linking routes, e.g. Glamorgan Ridgeway walk.
New Assessment Consultation to run up to August 2018	
Following consultations, produce evidence based summary of public need	<ul style="list-style-type: none"> a) Needs that exist but not being met. b) Other criteria; e.g. geographical areas, target groups, strategic plans

Map 2: Cardiff Neighbourhood Area Map

As part of the New Assessment stage, consultations and surveys will be made within each of the 6 Neighbourhood areas, with 6 corresponding large scale maps of each area. This will help us to cross reference any other relevant Cardiff Council area data held.



3 – Next Stages:

Preparation of Draft New ROWIP (Stage 5)

This New Assessment report (which includes the assessment of the 1st ROWIP), will be incorporated in the Draft new ROWIP, not necessarily in this format. Compilation of the style of the ROWIP will be based on best elements from ‘Wales ROWIP Review’ and will aim to use plain language. Early discussions with the Working Group, ROWIP sub-group, feedback & ‘storyboarding’ will also help to shape the way the new ROWIP could look.

1. **Updates & Improvements of 1st ROWIP:**
Record areas on 1st ROWIP identified that ought to be included on the new ROWIP.
2. **Produce new Statement of Action (SOA):**
This will show how the PRoW team will manage the PRoW network for an overall 10-year plan of the new ROWIP. It may include on-going tasks, or tasks that may be a priority, potential or aspirational from the 1st ROWIP, also useful projects or tasks taken from Public consultations. The SOA will work alongside the Delivery Plans. See Appendix 2.
3. **Develop Delivery Plans:**
Identify relevant tasks/actions from the 1st ROWIP, along with other new tasks/actions emerging from various consultations, including surveys. The Delivery Plans will be periodically and annually reviewed and will link into the SOA. See Appendix 2.
4. **Prepare new draft bilingual ROWIP:**
This will need to be approved by the Working group and Executive before sending for translation.
5. **Prepare draft ROWIP for website, Stakeholders, Social Media:**
The draft ROWIP will need to be available electronically via the website, e-mailed to the consultee list (as Stage 2 & 4) and on Social Media; this must be done within a minimum of 12 weeks from the date of publication of the Draft ROWIP.
6. **Prepare Public notice for Press:**
The notice must be put in on the same day as the website & social media goes live and availability of hard copies.
7. **Conduct Consultation:**
The hard copy draft ROWIP will need to be published and made available at Cardiff Council offices & Hubs; this must be available for consultation within a minimum of 12 weeks from the date of publication, Public notice in press and by electronic distribution.
8. **Amend draft ROWIP from Consultation responses;** any responses need to be acknowledged, appropriately responded to and logged on Cardiff Council’s recording system (Civica). Report with summary of comments to Working group, who will have to agree any amendments.

Publishing the Final ROWIP (Stage 6)

When responses have been considered and any amendments made, the finalised plans should be agreed and published, which will include an endorsement statement from Cllr/Leader. The final publication of the new ROWIP will be a minimum 12 weeks after the draft ROWIP has been circulated on consultation, with any amendments made before or by June 2019 and distributed in the same way as for the draft ROWIP version (see page 15, point 7).

Monitoring against Delivery Plans (Stage 7)

This stage will focus on delivering and monitoring on-going work against the Delivery Plans and they will be reviewed on a quarterly basis, but at least each year up to the end of the ROWIP period. Actions and tasks are divided into 4 sections; Priority, Potential, Aspirational and Uncategorized. Priority actions will generally be done as part of PRow team duties, depending on circumstances; for instance, emergency work will be given immediate priority. Potential and Aspirational actions and tasks will largely depend on availability of funding and/or grant funding. Uncategorized tasks will need to be assessed and may remain uncategorised prior to publication of new ROWIP, but may form part of the annually reviewed Delivery Plans and as a matter of course, will be categorised.

4 – Statement of Action & Delivery Plans

Statement of Action:

The Statement of Action (SoA) is an overall 10-year outline plan of what we hope to achieve in the Cardiff Rights of Way network. These are the steps we need to make in order to fulfil a 10-year plan. It may include on-going actions from the 1st ROWIP, tasks that have been identified through various public consultation or tasks that may be a priority, potential, aspirational or uncategorised (awaiting assessment) at the time of publication. The associated Delivery Plans are a year-by-year assessment of the current projects and/or tasks; these may change during the course of the year, or other tasks advanced. This may be largely due to availability of funding and staff resources.

Welsh Government guidance (p 31) states that:

‘The Statement of Action should be informed by and demonstrate clear links to the Assessment and include:

- Key aims and priorities arising from the Assessment
- Long term strategic commitments
- Details of what will be deferred to Delivery Plans, how and when they will be renewed and published, including how their implementation will be evaluated and reported as part of that process
- Details of the process that will be followed to make any changes to key policies relating to local Rights of Way should the need be identified.’

There are some natural issues with making a 10-year plan, so to help show realistic perspectives, SWOT analysis (Strengths, Weaknesses, Opportunities, and Threats) will be used for each Action point.

The date this plan commences may be considered to be June 2018, as this is 10 years from the published date of the 1st ROWIP. However due to various factors including; staffing, timescales of reviewing the 1st ROWIP, assessing the current network, public consultations over Spring & Summer and publishing a draft New ROWIP (by December 2018), on-going work and some actions may have already been done. These actions will be shown in the Delivery Plans in **green text**.

There are 5 key strategies that will need to be addressed as part of the SoA and Delivery Plans;

1. **Management of the network:** This will be done through data on the AMX system. It will be the key outputs for managing, maintaining and reporting any issues on the PRoW network.
2. **Access for All:** based on the need to provide least restrictive access to PRoW, any improvements to the PRoW network will have this as a driver for change.
3. **Better available information:** This includes updating Council mapping when changes happen and promotion of PRoW network via electronic means including Council website, Outdoor Cardiff and social media, at Hubs, TIC’s, etc. Ensure OS are informed of any permanent changes to the network. Links to neighbouring LA’s will also be available. Printed material may be more limited, mainly due to printing costs and as electronic information is more widely used. Signage and Information boards may also be part of this strategy.
4. **Improved PRoW network:** ensure any outstanding DMMO’s are confirmed, research any new path claims, and ensure PRoWs within LDP sites are dealt with in collaboration with Planning and Developers. Ensure Definitive map is kept up to date.

5. **New/revised local strategies/plans and changes to legislation:** over a 10 year period, there will be changes that may affect PRoW network, so this is most likely to be reflected in the Delivery Plans as and when they become 'live'.

Delivery Plans:

Delivery Plans will be periodically and annually reviewed and will link to the SoA overall plans. These plans will use 'SMART' principles (Specific, Measurable, Achievable, Relevant and Time-bound), so that it can be evaluated annually.

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

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

NOTE: Whilst the Delivery Plans will be a key tool for the Rights of Way team to use, there are limited details in this New Assessment. This is mainly due to consideration of potential ideas and views given at the various public consultations, funding and availability of staff and volunteers, which may affect the current outline priorities. The detailed Delivery Plan will be published in the Draft new ROWIP in Dec 2018.

Useful contacts:

Cardiff Council: www.cardiff.gov.uk
Public Rights of Way: www.cardiff.gov.uk – search ‘Public Rights of Way’
PRoW e-mail: publicrightsofway@cardiff.gov.uk

Natural Resources Wales: www.naturalresourceswales.gov.uk
Welsh Government: www.gov.wales

For all Acts referred to in this document: www.legislation.gov.uk

Vale of Glamorgan Council, PRoW: Gwyn Teague: gwteague@valeofglamorgan.gov.uk
Rhondda Cynon Taf Council, PRoW: Jason Bragg: Jason.bragg@rctcbc.gov.uk
Caerphilly County Borough Council, PRoW: Andrew Fleming: flemia@caerphilly.gov.uk
Newport City Council, PRoW: Luke Stacey: luke.stacey@newport.gov.uk

New ROWIP 2019-29, GENERAL NOTES:

- Tasks and reports should use SMART principles.
- New ROWIP to use plain language, clear maps, useful graphs/diagrams and images/photos.
- Liaison with Advisory Officers/Groups will be on-going and at key stages.
- Be aware of any new initiatives, Policy, etc. from Cardiff Council, WG and NRW that is relevant to ROWIP, prior to publication. For example, any external contract we issue will be under Cardiff Council’s new [Socially Responsible Procurement Policy](#), which will ensure we maximise the social, economic, environmental and cultural wellbeing benefits delivered for communities.

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APPENDICES

APPENDIX 1: Review of 1st ROWIP

Summary Review of 1st ROWIP (Stage 3) – 16 Key Aims

Priority Task	Key Aims	Key highlights of Targeted Actions
1.	Definitive Map (DM): Resolve current anomalies and produce an up to date DM for Cardiff	<ul style="list-style-type: none"> ▪ All draft DM maps and statements completed by Definitive Map Modification Orders (DMMO). The revised map can be viewed 'live' on Cardiff Council i-share We expect to re-publish the DM by end 2019. ▪ Identifying unregistered paths & lost byways; there were 23 paths claimed and confirmed under Section 53 of the Wildlife & Countryside Act 1981. Finding new paths will continue in the new ROWIP. ▪ The Supplementary Planning Guidance (SPG) was a useful tool for Developers to advise the statutory obligations of checking a potential development area for PRoWs and consulting the PRoW team. The PROW Technical Guidance notes (TGN) now supersedes the PRoW SPG, and is supplied by the Planning team to a Developer at Application stage.
2.	Sign-posting/ Information: Improve visibility of PROW network on the ground	<ul style="list-style-type: none"> ▪ The priority routes were those deemed most popular routes in Cardiff for recreation and commuting; they were identified by our partners, also Information boards were installed in collaboration with the Countryside Team ▪ Signs from metalled roads; PRoW team are now using AMX programme, checking signage on urban paths has become part of the overall maintenance plan.
3.	Publicity & promotion: Improve awareness of PRoW	<ul style="list-style-type: none"> ▪ A major achievement out of the ROWIP process, was the creation of the Outdoor Cardiff (OC) brand, website content and design, due to collaborating with internal Council partnerships (inc Harbour Authority & Parks), as a means to work together on various projects promoting all outdoor activities. Further information and content is continually being reviewed and it is a popular and useful tool for the public. ▪ Public survey; 673 completed and overview of main results given in 1st ROWIP (pages36-38) and will be compared to survey results in the new ROWIP. Other groups and organisations were consulted, incl. Community Councils, Ramblers, British Horse Society, Cardiff Cycling Campaign, Cardiff Institute for the Blind and the Cardiff Youth Forum (pages 37-40). ▪ Circulation of leaflets to local country pubs/cafes, community centres where they link to promoted routes/trails.
4.	Circular Walks: Create supplementary circular walks	<ul style="list-style-type: none"> ▪ The creation of circular walks led to improved accessibility i.e. removing stiles where possible or installing steps on steep gradients and surface conditions of the existing PROW. These walks are available on OC website to download. Parks also have a Guided Walks and Events programme hosting activities throughout the year.

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

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

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

For the full 1st ROWIP review, see link to [ROWIP web page](#)

APPENDIX 2 – Related documents and information, relevant Acts**1) List of Document sources:**

Source	Notes
Welsh Outdoor Recreation Survey – key facts for policy and practice 2016 (by NRW)	Participation levels and behaviours in outdoor recreation by adults living in Wales; some comparisons can be made with ROWIP survey.
NRW's Good for People Toolkit	GIS tool of 140 datasets
Integrated Network Map for Walking Integrated Network Map for Cycling	Existing and integrated route maps via Cardiff Council website. See also map on Keep Cardiff Moving website
Cardiff Well-being Assessments and Plans Cardiff Well-Being Plan 2018-2023	Developed by Public Services Boards
NRW's Area Statements – South Central Wales Area	Priorities, risks, and opportunities for sustainable management in the south central Wales area
Cardiff Local Development Plan (LDP) 2006-2026 (Adopted) see also extracts in Appendix 4	Ensure Planning, Strategic Estates and Developers are engaged and kept informed
Other Cardiff Council objectives: <ul style="list-style-type: none"> • Capital Ambition • Corporate Plan 2018-21 • Liveable City Report 2017 • Local Transport Plan 2015-2020 • SEW Regional Transport Plan (2010) • Cardiff 'What Matters' Strategy 2010-20 • Integrated Network Map (INM); this supersedes Enfys (Cycle network) & Walkable Neighbourhood Programme. • City Deal • Green Infrastructure Action Plan • Parks & Green Spaces Strategy (Parks) • C & V UHB Physical Activity Plan 2015-2018 	Priorities, risks, and opportunities in relation to Cardiff's Rights of Way network <i>Ensure any relevant new or draft initiatives are added to the on-line version of this New Assessment prior to the draft new ROWIP</i> <i>See INM maps, page 23</i>
Countryside Code – the main guide for people out in the countryside Other Countryside Codes include Dog Walking and Trails	Basic principles; respect other people, protect the natural environment, enjoy the outdoors and stay safe.

2) List of relevant Acts (ref [WG Guidance](#) for new ROWIP):

Source	Notes
CROW ACT 2000 ; CROW Act 2000 – section 61	See Part 2, sections 60 (2 & 3) & 61 (specifically 4)
Well-being of Future Generations (Wales) Act 2015	
Active Travel (Wales) Act 2013 Active Travel (Wales) Act 2013 – WG website guidance	
The Equality Act 2010 Section 149 The Equality Act 2010 – WG website guidance	
Environment (Wales) Act 2016 ‘Area Statements’ (s11)	See sections 10-15, specifically 11 (3), regarding request to integrate with NRW’s
The Local Government Act 1999 – section 3	

3) List of other relevant Acts relating to ROWIP:

Source	Notes
Highways Act 1980	See sections 25 (creation by dedication) & 26 (creation orders). See also Parts 3, 4, 5, 9 & 12
Countryside Act 1968	see section 30
Wildlife & Countryside Act 1981 – Part 3	
Cycle Tracks Act 1984	

APPENDIX 3 – Active Travel

The Purpose of the Active Travel (Wales) Act 2013, ‘... aims to make active travel the most attractive option for most shorter journeys. Its purpose is to enable more people to undertake active travel, meaning more people can enjoy the benefits of active travel’ (1.1 WG Guidance).

The definition of ‘Active travel’ in WG guidance, means ‘walking and cycling as an alternative means to motorised transport....(with) a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities.’ (page 5)

The [Integrated Network Map](#) (see also page 28) sets out Cardiff Council’s 15-year vision to improve cycling and walking routes across the city, in order to meet the requirements of the **Active Travel (Wales) Act 2013** to plan for the provision of routes and improvements for active travel. Following the public consultation undertaken in Spring 2017, the Integrated Network Map was revised and approved by Welsh Government in February 2018.

Capital Ambition:

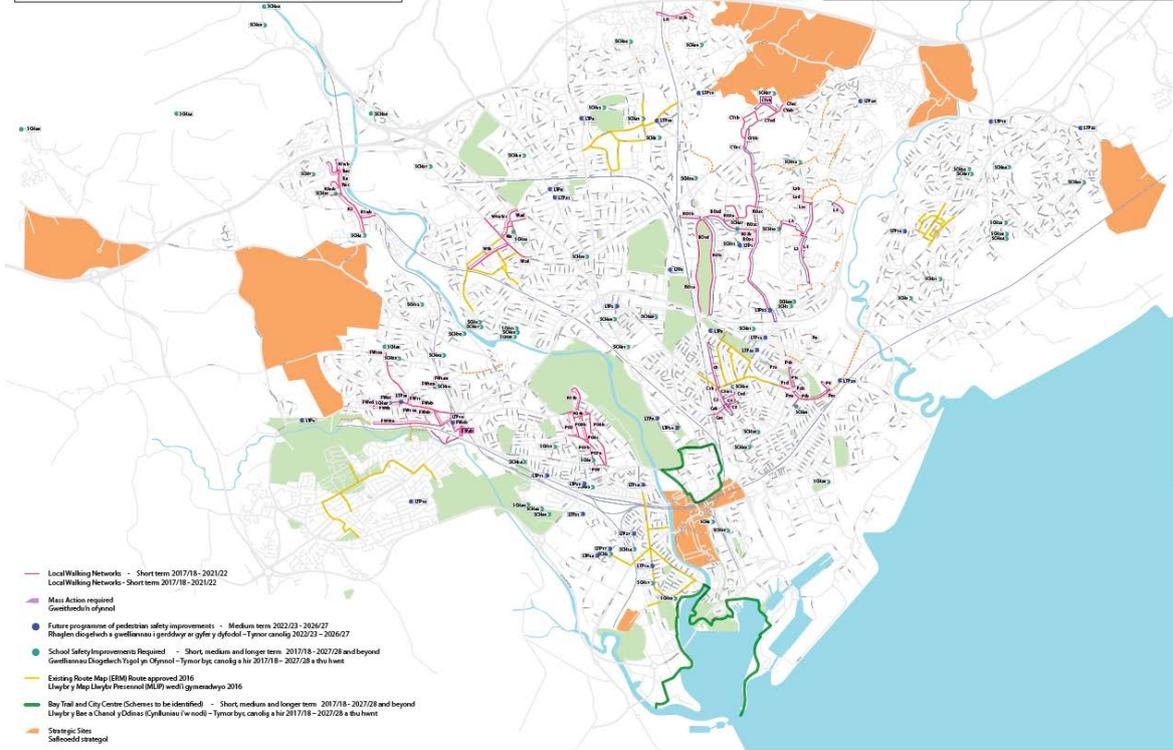
Within the Capital Ambition initiative, Cllr Huw Thomas, Leader of Cardiff Council stated; ‘I am determined that we prioritise sustainable transport modes’ by adopting ‘Smart City’ approaches to infrastructure’. This includes Active Travel.

Cardiff ROWIP – NEW ASSESSMENT

The Transport team in Cardiff Council, along with Sustrans and Exegesis SDM (under contract for Welsh Govt.), produced an Integrated Network Map (INM); for [Walking](#) (supersedes Walkable Neighbourhood Programme) & [Cycling](#) (supersedes Enfyys cycle network map). Some routes are on PRow. The routes will be reviewed as potential improvements are identified.

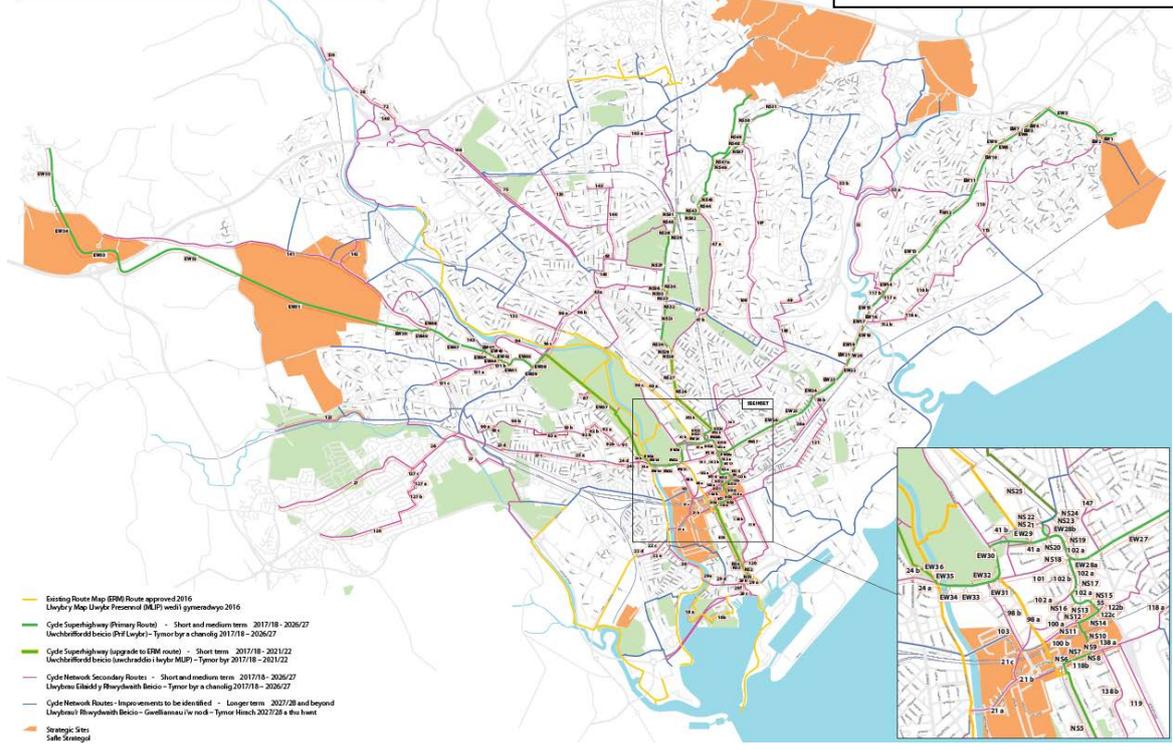
Cardiff Integrated Network Map: Walking
Map Rhwydwaith Integredig Caerdydd: Cerdded

Map 8 – INM Walking



Cardiff Integrated Network Map: Cycling
Map Rhwydwaith Integredig Caerdydd: Beicio

Map 9 – INM Cycling



APPENDIX 4 – Health and Wellbeing

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

Part 4 sets out the 7 key well-being goals, which are to have;

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

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

APPENDIX 5: Cardiff Local Development Plan (LDP) 2006-2026

Summary of how the Adopted LDP relates to PRoW and the Outdoors:

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

- The growth of Cardiff and its population has led to a significant increase in housing demand which cannot be met; currently there is a combined housing waiting list for 9,710 people and an indicated need for over 3,989 affordable homes for each of the next 5 years (p18).
- It is interesting to note that cycle use increased by 10% between 2001-11 and rail travel increased by 82% in the same period (p20).

The vision of the LDP is set out in the ‘What Matters’ Strategy (2010-20), that;

“By 2020...Cardiff will be a world class European capital city with an exceptional quality of life and at the heart of a thriving city-region” (LDP, p24)

Relatable extracts from Cardiff’s adopted LDP 2006-2020:

Summary (from page 4):

1. Making provision for new homes and jobs (p4-5)

- For the whole Plan period over 14 years, it sets out a strategy to deliver 41,415 new homes; this represents approximately 65% of all new homes being provided on brownfield sites and 35% provided on greenfield sites.
- **KP2: Strategic Sites;** there are 8 Key strategic sites (500 homes or more, or of significant benefit to the city), which will help to provide approx. 13,950 homes. The sites are:
 - **A.** Cardiff Central Enterprise Zone and Regional Transport Hub
 - **B.** Former Gas Works, Ferry Rd (500 homes), with walking & cycling links to Taff & Ely Trails

Greenfield Strategic sites:

- **C.** North West Cardiff (5,000 homes & community uses)
 - **D.** North of Junction 33 (2,000 homes & community uses) and connect PROW 10 & 18 and PROW links to Creigiau village and use disused rail line (p62 and 63)
 - **E.** South of Creigiau (650 homes)
 - **F.** North East Cardiff (West of Pontprennau) (4,500 homes & community uses)
 - **G.** East of Pontprennau Link Road (1,300 homes & community uses)
 - **H.** South of St Mellons Business Park (employment only)
- #### 2. Putting in place a framework to manage future growth and encourage high quality, sustainable design (p5)
- Protected areas include the designation of Green Wedge North of the M4 Motorway together with the tight settlement boundaries policy county-wide and protection of river valleys and open spaces.

- Collectively, these policies protect vast tracts of Cardiff's valued countryside, river valleys and open spaces.
- The master planning approach provides an over-arching framework for the development of new areas setting out key requirements relating to land use, densities, community facilities, transportation, open spaces and phasing.

7. Respecting Cardiff's environment and responding to climate change (p7)

- Cardiff possesses a unique and particularly distinctive natural and built heritage.
- The Plan delivers sustainable development by meeting social and economic needs, but in a managed way which retains, manages and enhances important features of the natural and built heritage.
- Central to this approach is the designation of a Green Wedge to the North of the M4 Motorway, a strict settlement boundary policy together with protection of the river valleys and open spaces. In this way, Cardiff's distinctive environmental qualities can be successfully maintained with further opportunities to enhance their management and increase public enjoyment.
- Detailed policies provide clear guidance relating to important elements of Cardiff's biodiversity, landscape and built heritage.

LDP Vision and Objectives:

2. To respond to evidenced social needs (p28)

- f. To create an environment that is made more accessible to all groups in society so that the employment opportunities, facilities and services of the city can be more readily used and enjoyed by all.
- g. To maximise the multi-functional role played by Cardiff's parks, open spaces and allotments together with improving their accessibility for the whole community.

3. To deliver economic and social needs in a co-ordinated way that respects Cardiff's environment and responds to the challenges of climate change (p30).

- c. To protect, manage and enhance Cardiff's natural environmental assets, including:
 - The parks, open spaces and allotments in the city that are highly valued by local communities and an important component of Cardiff's quality of life
 - The strategically important river valleys of the Ely, Taff, Nant Fawr and Rhymney that link the city to the countryside and provide a valuable recreational, biodiversity and amenity resource
 - Cardiff's countryside, particularly its areas of high landscape value and the coast that provides an important setting to the urban area, provide an agricultural resource and opportunity for recreation
 - The city's biodiversity, its internationally, nationally and locally designated sites, wildlife habitats and features that contain important species and networks that link together areas of value
- d. To conserve and enhance Cardiff's built and historic assets that define distinctive character and reflect its past development including:
 - The city's 27 Conservation Areas
 - Its Listed Buildings and Ancient Monuments
 - Registered Historic Landscapes and areas of archaeological importance

- Other valued public places and spaces, including parks and amenity spaces that provide local distinctiveness.

4. To create sustainable neighbourhoods that form part of a sustainable city (p31).

- a. To ensure that all new development areas (whether greenfield or brownfield) create sustainable neighbourhoods that follow the following principles:
- Minimise car travel, maximise sustainable transport use and decrease air pollution by creating accessible, permeable and legible places, preventing predominantly car-based developments and focusing new development in accessible locations which are linked to the strategic cycle network and can be served mainly by effective networks of sustainable transport - walking and cycling and fast and frequent public transport around and beyond the city.
 - Maximise the contribution of networks of multi-functional and connected open spaces to strategically design networks of open space that are rich in biodiversity and provide safe routes between key locations to encourage healthier lifestyles through promoting walking and cycling.

LDP Detailed Policies:

KP7. Planning Obligations (p90)

Planning obligations will be sought to mitigate any impacts directly related to the development and will be assessed on a case by case basis in line with Planning Policy Guidance.

Note; Supplementary Planning Guidance (SPG) incorporating PROW (ref p251) relates to this policy

T1. Walking and Cycling (p162)

Note; the PROW SPG (ref p254) relates to this policy & S106 issues.

5.209 The purpose of this Policy is to exploit this potential by favouring developments which include design features and facilities that make it easy for people to walk and cycle for everyday journeys instead of travelling by car. Encouraging 'active travel' will help to minimise car use and support the Council in fulfilling its legal duty under the Active Travel (Wales) Act 2013 to develop, improve and maintain local walking and cycling networks.

T6. Impact on Transport networks and Services (p172)

Development will not be permitted which would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes.

T8. Strategic Recreational routes (p173)

A strategic network of recreational routes will be maintained and developed to link Cardiff's coast, river corridors, open spaces, countryside, and the regional network of routes, facilitating access to them by local communities, and forming an integral part of the wider cycling and walking network in Cardiff. The core strategic network comprises:

The Taff, Ely, Rhymney, Nant Fawr and Bay Trails, Wales Coast Path, Glamorgan Ridgeway Walk.

5.242 This Policy sets out the Council's desire to develop a network of recreational routes that will allow everyone in Cardiff to gain easy access to local green spaces, the wider coast and countryside.

5.244 Wherever possible, the strategic network will make provision for access by walkers, cyclists and horse riders, (although access for all is limited by practicalities). The core strategic network will be linked to local communities and other routes, including permissive paths, public rights of

way, and open spaces. This will help to provide a range of routes and enable everyone to use and enjoy Cardiff's natural heritage, whilst also linking Cardiff to the wider regional network. Local opportunities are important for both health and well-being and sustainability reasons.

5.245 The development of the coast and river corridor routes are particularly important for people living in the southern arc of Cardiff where the choice of open spaces, public rights of way network and access to the countryside is more limited. The development of a network of safe, convenient attractive routes through green spaces will also provide the opportunity for more people to use them as part of their everyday journeys - to school, work and local community facilities. Development of cross border routes into other authority areas together with within County routes contribute towards the city's green tourism offer.

5.246 New developments including the proposed Strategic sites, adjacent to, the main strategic routes, public rights of way or other recreational routes will be expected to respect their existence and contribute to their development, or links to them where applicable.

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