

Rights of Way Improvement Plan

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Llun clawr – Dyffryn Tywi o Eglwys Llangunnor
Cover photo – Tywi Valley from Llangunnor Church
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Foreword

Carmarthenshire County Council is strongly committed to its rights of way network – in recent years we have made substantial progress in improving the network but much remains to be done. The Rights of Way Improvement Plan (ROWIP) process, as required by the Welsh Assembly Government, is a crucial element for the direction and scale of future work on access to the countryside, providing a long-term view of policies and actions.

This first Rights of Way Improvement Plan (ROWIP) for Carmarthenshire sets the scene for the countryside access needs for the next decade. Despite its official title it is not just about the 2200km (1375 miles) miles of rights of way (footpaths, bridleways and byways) but also about the inter-relationship with the range of country parks, woodland parks, picnic sites, nature reserves, open country and other countryside access opportunities in the County, operated by the County Council and others.

We have previously circulated an Assessment Report (Dec 2006) and a draft Action Plan (July 2007) and considered the responses made to those documents. This final ROWIP draws these documents together to establish the actions and policies and priorities for delivering improvements and managing the access network.

I would like to thank all who have contributed to the preparation of the ROWIP. There are already wide opportunities to enjoy the countryside. Improved access will enable you to get out, exercise and enjoy the undoubted attractions of Carmarthenshire – it is about using local facilities as a healthier and more environmentally sustainable option for all sections of society, including the many of us who suffer disabilities of some sort.

County Cllr. Clive Scourfield

Executive Board Member for
Regeneration & Leisure
Carmarthenshire County Council



Foreword

As the Chairman of the Carmarthenshire Local Access Forum (since its inception) under the Countryside and Rights of Way Act of 2000, I welcome the opportunity on behalf of the Forum Members to write this introduction to a plan which will set the agenda and goals for access to the countryside in the County for many years to come.

This is access for walkers, horse riders and cyclists on public rights of way to towns, villages, country parks, picnic sites and all other types of leisure and recreational facilities. This access will be essential as global warming and climate change make travel by car more difficult and expensive. The Plan will need to be examined yearly by the Forum and brought up to date as conditions change.

Every member of the public has the right to attend the Forum sessions to observe the discussions and ask relevant questions on the recommendations that it submits to your County Council.

Please use this right to participate in your access plan.

Geoffrey D. V. Williams
Chairman

Carmarthenshire Local Access Forum.



1. Introduction

1.1 Carmarthenshire County Council as Highway Authority has a duty under section 130 of the 1980 Highways Act to “Assert and protect the rights of the public to the use and enjoyment of any highway for which they are the highway authority...”

1.2 The Countryside and Rights of Way Act 2000 places a duty on all highway authorities to produce a Rights of Way Improvement Plan (ROWIP) for their area.

1.3 This 10-year strategic plan is the prime means by which the Council will identify the changes to be made in respect to the management and improvement of the local public rights of way network in order to attain improved provision for walkers, cyclists, equestrians, people with mobility problems and motorised users and carriage drivers, linked to the wider highway network.

1.4 In drawing up the plan, the Council is required to assess:

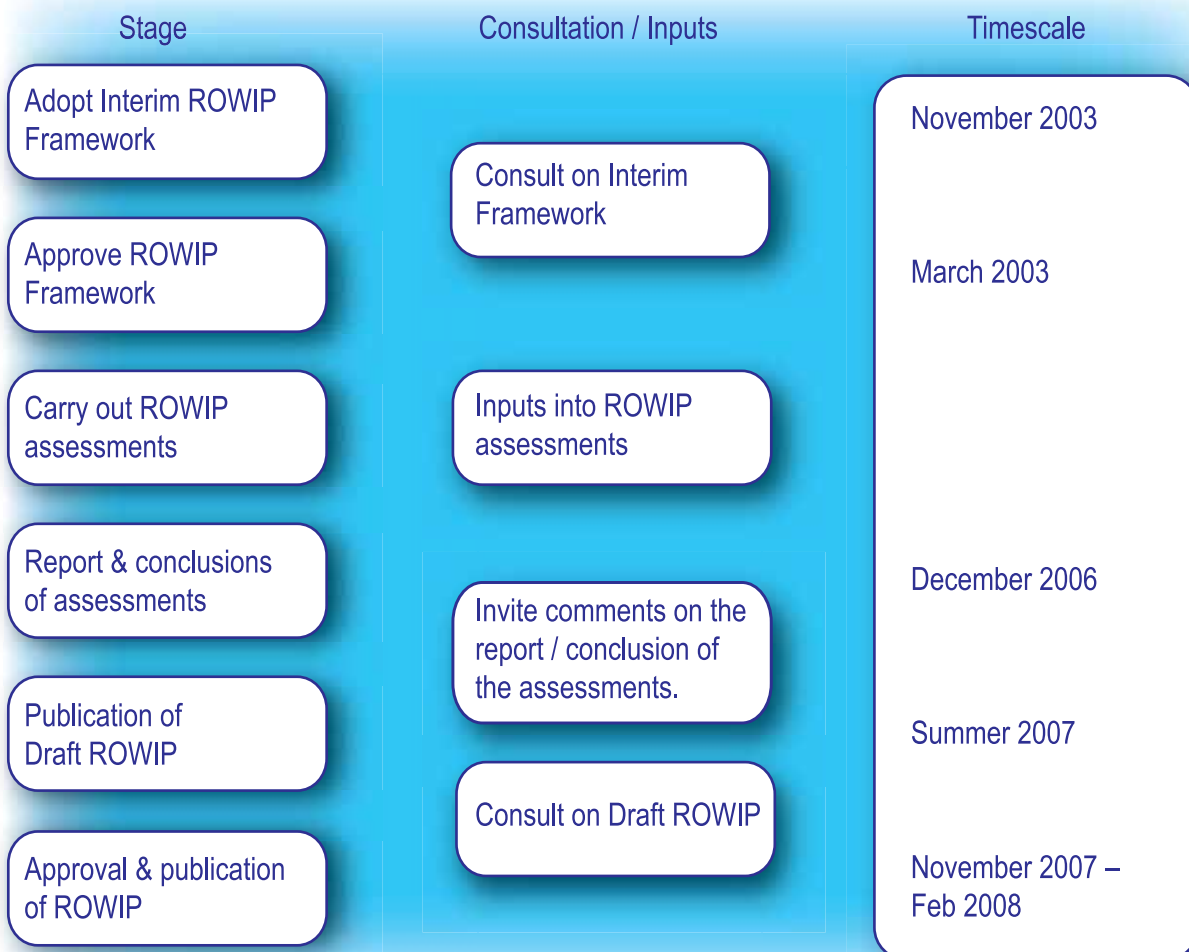
- the extent to which public rights of way meet the present and likely future needs of the public;
- the opportunities provided by public rights of way for exercise and other forms of open-air recreation and enjoyment;
- the accessibility of public rights of way to blind or partially sighted persons and others with mobility problems.
- The plan will also consider rights of way in the context of other opportunities for the public to obtain access to the countryside.

1.5 The Carmarthenshire ROWIP covers all the County with the exception of that section (largely the Black Mountain) which forms part of the Brecon Beacons National Park. There is currently an agency agreement between Carmarthenshire County Council and the Brecon Beacons National Park who manage and maintain the rights of way network that falls within the Park's boundary. Within that area the relevant ROWIP will be that prepared by the Brecon Beacons National Park Authority. (See Appendix 2)

1.6 The principal stages for the production of Carmarthenshire ROWIP are outlined overleaf:



Summary of the stages in the production of the Carmarthenshire ROWIP:



2. ROWIP ASSESSMENTS - SUMMARY OF ISSUES

2.1 In preparing the ROWIP the issues affecting the public rights of way network were researched, as well as wider interests relating to countryside access and public rights of way, current route provision and local use and demand. The main findings are included in the following sections – a summary of the issues is contained in para. 2.117 (Summary of Positive and Negative Issues for the Rights of Way /Access System).

2.2 POLICY & STRATEGIC CONTEXT

2.3 Carmarthenshire is the third largest county in Wales covering some 2,394 square kilometres (11.5% of total Wales land mass). 65% of the 178,043 resident population (2006 est.) live in the south and east of the County.

2.4 Access to the countryside is one of the most popular pastimes in Britain. It can be done by all ages, in all weathers. Contact with nature has been proven to positively influence human well-being in a number of ways, such as dispel mental fatigue, improve general health and fitness and can have beneficial psychological impacts on both adults and children.





2.5 The ROWIP is a document that sits within a range of other strategies and plans published at local, regional and national level. It is important that the ROWIP integrates with all relevant policies such as transport, health, environment, tourism etc. A wide range of national and regional strategies have been reviewed as part of the ROWIP process, which provide an important context for the preparation of the ROWIP.

2.6 There are a number of broad policy areas where the impact of the ROWIP will be relevant, including:

- a. Health – the necessity for an improvement in the health of the population as a whole is a major reason for the network to be improved and maintained - healthier lifestyles can be markedly achieved by increased use of the rights of way network and associated countryside access.
- b. Sustainability – the need to take action to influence future effects on the environment and the impact of climate change – using the rights of way network is a largely benign activity, often with positive effects.
- c. Economic Impact – the access network has a major role to play in optimising benefits from visitors and enhancing the quality of life of the County. The economic value of the public rights of way network is generally recognised as being very high. A report by the Countryside Council for Wales in 2003 indicated that the annual economic value of the network to Wales was £548m., representing maybe £40m. in Carmarthenshire.
- d. Transport – closely linked to sustainability issues, promoting the use of alternative modes.
- e. Tourism – the ROWIP is designed to improve the benefits of the rights of way network to the tourism industry, which are now widely recognised, especially following the restrictions imposed during the outbreak of Foot & Mouth disease. The availability of the whole of the rights of way network can have major benefits for tourism and its associated employment and economic impacts.
- f. Heritage – the access network provides for close integration with and enjoyment of the cultural and historic landscape.
- g. Use of the network can make a huge difference to the enjoyment of people’s leisure time.
- h. Linkages with other County Council strategies and programmes including the Corporate Strategy, Improvement Plan, Community Strategy, Unitary Development Plan/consultations on planning applications, Transport plans, Cycling Strategy etc.



Least restrictive access on a section of the Wales Coastal Access Path - Laugharne
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- 2.7 The Council's improvement work is already very much allied to the wider agendas with most grant bodies requiring consideration of these inter-linkages.
- 2.8 The ROWIP will be an integral element of the Leisure Vision for the County, improving and promoting access to and from the countryside and urban areas for the benefit of local communities and all users, in line with Welsh averages.

“Our vision (for 2011) is for a Carmarthenshire that is a fantastic place for people to live, work, visit, and enjoy. This vision will be realised by using Leisure as the vehicle to promote the unique identity and culture of the County, maximising its natural resources”.

- 2.9 The ROWIP has been screened against the requirement for Strategic Environment Assessment under the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004. The characteristics of the ROWIP and its environmental effects do not indicate the need for an Assessment, as laid out in sections 2.12 to 2.16 of the Practical Guide to the Strategic Environmental Assessment Directive (SEA), (WAG/ODPM Sept 2005).

2.10 THE DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY

- 2.11 Table 1 below provides details of the respective numbers and length of recorded routes in Carmarthenshire, being the third largest local authority network in Wales. There are no Roads Used as Public Paths (RUPP's) or Restricted Byways in Carmarthenshire.

Table 1.

Classification	Number of Routes (excluding BBNP)	Kms. (excluding BBNP)	% of network length
Footpath (On foot only)	2981	2086.7km 1304 miles	93.3%
Bridleway (On foot, on horseback, on pedal cycle)	122	85.4km 53 miles	3.8%
Byway Open to All traffic, including motorised vehicles	92	64.4km 40 miles	2.9%
Total	3195	2236.5km 1397 miles	100%



2.12 Other Linear Access

2.13 In addition to the above, there are:

- a. Approximately 170 Unclassified Roads (often known as “Green Lanes”) with vehicular rights, totalling some 150 kilometres of largely unsurfaced roads, which play a significant role in the provision of recreational routes, for all users.
- b. Cycleways provided as part of the National Cycle Network, including off-road sections at the Millennium Coast Park (25km.) and Llanelli-Cross Hands (19 km.)
- c. Some 50km of Permissive Access on Tir Gofal/ Agri-Environmental Funded Schemes, primarily for walkers.
- d. “Lost Ways” - these are routes which are not currently shown on the Definitive Map or the “List of Streets” but which may have public rights for a range of users.

2.14 The “Definitive Map and Statement of Public Rights of Way” for the County of Carmarthenshire was published in June 1973. Throughout the process accurate and detailed legal documents were produced which now form a valuable archive for issues that involve the Definitive Map.. Between 1973 and 1983 the former Counties carried out a “Limited Special Review of the Definitive Map” to reclassify routes originally registered as RUPPs (Road Used as Public Paths).

2.15 The Definitive Map and Statement is under ‘continual review’. Since 1996 the County Council has processed 114 applications to modify the Definitive Map and over 160 Legal Event Orders. Each successful legal event has been the subject of a Legal Event Modification Order.

2.16 While the Definitive Map for the County is perhaps relatively up to date in comparison with some other authorities, there is still a substantial backlog of work on orders awaiting processing. The Council receive on average 60 applications per year to change the Definitive Map, with future demand likely to increase. Given available resources, the Council are likely to be able to process a maximum of 40 applications for orders per year. Because of the historic staffing levels a backlog of claims and in-house promoted orders has accrued (approx. 190) and continues to grow.

2.17 Potential applications for “Lost Ways” also have to be considered. These are routes which may have acquired public status, but which are not registered and have not previously been claimed. It is estimated that in Carmarthenshire there are likely to be at least 150 routes that are either unregistered or registered but having higher rights than those recorded. Very few claims have been considered to date.

2.18 For the future it is intended that the Definitive Map will be available in a digitised form to improve efficiency and enable it to be placed on the Council website, with associated electronic format packs of guidelines and application forms and as part of a computerised management system (Countryside Access Management System (CAMS)).

2.19 In addition, there has been a build-up of obstruction problems on the ground, many of which have been unresolved to the present day. Enforcement can be very time consuming with staff at present being unable to investigate and resolve all the complaints received.

2.20 It is estimated overall that a minimum of 3 additional staff are likely to be needed to meet the needs of the Definitive Map and related procedures on obstructions.



2.21 IMPROVEMENTS

2.22 In recent years, efforts have been largely focussed on improvements to the network carried out with grant-aid support. In 2003 a Countryside Ranger Service was established, with 4 new permanent Countryside Rangers funded from increases in the budget from CROW Act and CCC sources. The intention was to provide significant action on the ground which, over a period of 3-5 years would result in a significant improvement to the rights of way network. Emphasis was placed on a more structured improvement priority programme - grants were sought wherever possible to boost funds.

2.23 Since a review in 2003 much has been achieved:

- **334** Rights of Way (316 kms / 196 miles) had been pioneer cleared to March 2006 (288 footpaths; 17 bridleways; 19 Byways /unclassified roads (UCR); 8 Other & 2 Permissive.
- Work progressed on strategic walks and trails including the Carmarthen Bay Coastal & Estuaries Trail, Tywi Trails & Teifi Trails.
- new electronic and photographic information system for surveying, recording work(s) and outputs.
- 36 County Walks have been established & promoted via Tourist Information Centres and other outlets.
- Positive reaction has been received from local councils, public bodies, other organisations, landowner groups and the general public.
- Successful grant bids have at least trebled the effective budget for public rights of way improvements and provided a substantial improvement to the walking network in Carmarthenshire.

2.24 However, there is much more to do and the 5-year programme is continuing to seek partnership funding for improvements and promotion of walks and trails in the County.

2.25 As these improvements are completed, over time, the Ranger team will be able to give more attention to maintenance issues. The proper maintenance of County Walks and other promoted routes must be a priority issue. The need for sustainable maintenance will increase in importance over the Plan period and is a critical factor for the ROWIP to address, subject to the need for sufficient funding.

2.26 MAINTENANCE

2.27 In managing the network of public rights of way in Carmarthenshire the Council has to maintain surfaces of routes and bridges, signposts where they leave a metalled road and ensure that the routes are free from natural & man made obstructions. The Council must also ensure that landowners carry out their responsibilities, which includes the maintenance of rights of way furniture such as stiles and gates, and the removal of vegetation encroaching from the sides or above the rights of way.

2.28 Over the last 40-50 years the maintenance of the rights of way network on the ground has been greatly under funded and under resourced. Maintenance is a vital element for rights of way – neglect of essential small-scale strimming and clearance results over time in major works of tree/shrub clearance from routes and far greater issues from the perspective of both owners and users.

2.29 In recent years in Carmarthenshire, the primary means of maintenance of local rights of way has been through the Community Programme, run in conjunction with the Community/Town Councils and providing up to 90% support for schemes. The County Council has sought to encourage local councils to “adopt” rights of way in their area and take an active role in ensuring that they are available for use on a sustainable basis. Many Community Councils already put substantial time and effort and valuable finance into footpaths and bridleways, exercising their maintenance powers under the Highways Act. Appendix 4 contains a list of participating Town & Community Councils together with details of the number of rights of way within their areas.



2.30 It has been emphasised throughout that the County Council is not looking to Community Councils to carry out its own duties and responsibilities by default. The County Council has put substantial resources into improving the network but much more can be achieved working in partnership. About 41 Community Councils take little or no part in the maintenance of their network of rights of ways.

2.31 CONDITION OF THE NETWORK

2.32 In assessing the current condition of the network, the primary source was the Carmarthenshire Annual Performance Indicator (5% sample) survey, which indicates the following:

Table 2 Performance Indicator (PI) (5%sample) Survey Results National Assembly for Wales (NAW) 6.10

	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07
% Routes signposted	8.5%	18%	19%	17%	Foot & mouth	26%	33%	31.2%	38.6%	36.6%
% Routes open	47.4%	51.9%	57.6%	48.3%	Foot & mouth	27.1%	47.2%	56.5%	59.6%	66.6%
% Routes both signposted & open	No figures	No figures	No figures	No figures	Foot & mouth	9.3%	18.4%	20%	28.5%	30.6%

2.33 From the results of the latest Performance Indicator (PI) survey (2006-7) it can be seen that 66% of the rights of way in the network are open which reflects an upward trend over recent years, based on a 5% sample. This is a random sample of routes without regard to status.

2.34 However, one third of the network is effectively closed to the public as a result of overgrowth, obstruction etc. Almost as important is that despite improvements made, approximately 60% of the network still does not fulfil the statutory obligation of being signposted from the highway.

2.35 The need for more signposting has been highlighted in the ROWIP process and forms a priority for the future. In 2005-6 270 signposts were installed. From April 2006 – March 2009 the Countryside Ranger Service has a target of 400 signposts p.a. New signposts have been developed to make installation quicker and unauthorised removal more difficult. All signposts will carry a bilingual message reminding the public that unauthorised removal or damage will result in prosecution and associated penalties.

New stile – Llangennech area





2.36 Bridleways:

2.37 For historical reasons there are relatively few bridleways in the County - only 3.8% of the network - (cf. Ceredigion 21%) A programme of improvements for additional facilities for horses off the network has been carried out, e.g. improvement schemes at Mynydd Mawr, Llyn Llech Owain, Pembrey and also joint partnership schemes done with Forestry Commission (FC) (eg Crychan Forest and Nant Gronw). The lack of available horse-riding routes is however still a significant limiting factor which has been made clear in responses to the ROWIP – the County Council (CCC) are working closely with British Horse Society (BHS) on this issue.

2.38 A priority programme for bridleways is in place within the overall improvement programme defined above and to March 2007 work has been carried out on 31 bridleways/ byways within the overall improvement programme. Promoting horse riding in Carmarthenshire is a topic of growing importance.

2.39 The lack of bridleways puts into sharper focus the importance of byways and green roads, with many of these routes being effectively blocked by natural growth and other obstructions. A programme of Horse Trails is proposed, with defined routes using bridleways/byways/other roads/FC/other public land etc where grant assistance may be available from the European Community (EC) or Lottery sources in particular.

2.40 BYWAYS & OTHER HIGHWAYS

2.41 During the preparation of the ROWIP the importance of byways and other unclassified highways/“green roads” has been emphasised, not only by vehicle users but also by horseriders, carriage drivers, cyclists and walkers since these routes can offer important links in the overall network available to users. Some of these routes are shown on the Definitive Map as byways, others are on the County’s List of Streets, others are as depicted on OS maps with green dots as “Other routes with public access” and yet others may come under the term of “Lost Ways” and not included in any of the above. There is a need for more detailed information on the routes involved – surveys are being carried out in conjunction with BHS but are not yet completed & analysed.

2.42 The County Council is a partner with the Countryside Council for Wales, Ceredigion and Powys County Councils in a pilot study of the management of recreational vehicles in the Cambrian Mountains. This is being prepared in consultation with the relevant user groups (such as the Trail Riders Fellowship (TRF), Green Lanes Association (GLASS), Countryside Recreational Access Group (CRAG) and other organisations to provide a framework for sustainable vehicular use in the Cambrian Mountains. It will:

- provide a framework for an integrated approach to the management of recreational vehicular use;
- enhance visitor management and promote responsible use by vehicle users;
- use interpretation, information and education to raise awareness and understanding of the issues facing the landscape and balancing the needs of the environment with the desired use by the public;
- enhance, maintain and market opportunities for accessing the countryside on sustainable routes and develop gateway sites;
- Balance the quiet use and enjoyment of the countryside with the recreational use of the legal network.



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2.43 Costs of works involving the condition of the surface of vehicular routes can be large. Resources available to the Highways Division are limited, with a backlog of maintenance on the road network in general. Because of the pressures from other competing needs, notably A & B roads, resources for byways/green roads have been low, other than routes where local housing/farm access is involved. Over many years, some routes have not had a purpose from a residential/agricultural viewpoint hence the lack of previous demand and lower priority. Their current leisure-related potential faces a lack of available resources and if changes are to occur it would require completion of the detailed survey assessments and new financial allocations outside the County Council's current budgets to enable progress to be made.

2.44 OTHER ACCESS OPPORTUNITIES

2.45 The Leisure Division operates a wide range of facilities in addition to rights of way (footpaths/bridleways) in the County. These include Country Parks, Nature Parks, Woodland Parks, Country Tours, promoted County Walks & Trails, Woodland Access Agreement sites, Picnic Sites, Beaches, Golf Courses, Horseriding and the Millennium Coastal Park. The County Council also works with partners to provide and improve other facilities, notably on grant aided improvements. Other countryside sites are operated by bodies such as the National Trust, Forestry Commission etc. with many examples of successful CCC joint working on the improvement of countryside facilities.

2.46 The value of these managed sites to complement the access available on the rights of way network cannot be over-emphasised. Their value is highly appreciated by the public and a range of improvements are proposed. They have special value in catering for the needs of user groups whose needs may be difficult to achieve in the wider countryside because of natural physical conditions and the need for on-site services.

2.47 Open Country


2.48 There are approx 7600 hectares (ha.) of Open Country where the public have the right to roam on foot. This covers all common land in the County together with other areas of mountain, moor, heath and down as defined in the legislation. Assessments of access points to Open Country sites are underway together with a programme of improvement works – these include rights of way routes leading to and crossing Open Country.

2.49 Access to the Coast.

2.50 The First Minister for Wales recently announced the Assembly Government's plans to extend public access to the Welsh coastline by developing a new coastal access improvement programme, with major benefits to the economy of Wales and Health Challenge Wales. The key aim of the programme will be to improve access to Wales' dramatic coast for local communities and visitors by:

- Local rights of way improvements, including new circular routes.
- Extending opportunities for less mobile people to enjoy the coast
- Delivering new opportunities for cyclists and horseriders where possible, including consideration of the feasibility of creating or upgrading routes.
- In the medium/long term connecting up existing coastal trails such as the Pembrokeshire Coast National Trail and the Heritage Coast Path to form an all Wales Coastal Path.





2.51 WAG appreciate that to deliver the programme successfully will require a sustained commitment and very good partnership working. Local authorities are seen as central to the process. The Countryside Council for Wales (CCW) are developing a project plan to help guide the work at all Wales and local levels. The intention of WAG is to draw in new resources for the programme via a bid in the next Assembly budget round, as well as investigation of opportunities for drawing in EC Structural and Rural Development Plan funds. It has also been made clear that coastal access improvements are likely to form an important element of ROWIP's and WAG consider that the new coastal programme should help ensure that the coastal access priorities identified in these ROWIP's are taken forward within a reasonable timescale.

2.52 The County Council has identified routes and made bids of some £400,000 over the 3 years to 2009-10 for funds to continue the development of the Coast Path, with particular emphasis on extending the opportunities for the less mobile, horse-riders and cyclists. A sum of £107,000 was allocated via CCW for 2007-8 to include a dedicated Coastal Access Ranger.

2.53 PUBLICITY AND PROMOTION

2.54 The WAG "Guidance to Local Highway Authorities in Wales", stresses the importance of publicity and promotion of the public rights of way network.

2.55 The County Council has an active programme of publicity, though it is apparent from previous surveys that more can and needs to be done to ensure public knowledge of the opportunities available. The main source of information is the brochure "The Great Outdoors" together with a range of promotional material for the various facilities provided.

2.56 Website improvements have also been undertaken and are a priority for future updating and improvement, as this method of disseminating information is becoming ever more widely used. The www.carmarthenshire.gov.uk site has information on the various facilities and opportunities available, for which information can be downloaded. The website will include information on rights of way issues and the Carmarthenshire Local Access Forum.

2.57 County Walks leaflets available at a nominal charge at local outlets have been produced for 36 areas to promote key parts of the network and outstanding areas of the County, including information panels providing additional on-route interpretation. The three new regional walking trails - the Carmarthenshire Coastal Trail, Tywi Valley Trail and Teifi Valley Trail - provide connections with the existing County Walks series.

2.58 Urban walks booklets have now been produced for Carmarthen, Ammanford, Burry Port and Llanelli, aimed to get people walking to promote Health and Wellbeing, and contain information on the health benefits of walking for its own sake and to encourage an alternative to travelling by car.

2.59 Whilst these County Walks fulfil a vital role, we need to be able to promote the rights of way network as a whole, not just in part, to meet the demands of the local population and visitors.

2.60 The promotion of walking, cycling and horse-riding as a way back to health or to maintain good levels of fitness is taking on increasing importance. The County Council recognises the significance of initiatives such as "Let's Walk Cymru" and General Practitioner (GP) referral schemes that encourage greater activity and hopes that the value of the Rights of Way network will be better recognised, both by the public and central government.

Pendine

2.61 It is clear that the public in general terms consider that more publicity material should be readily available. Much of this relates to the better dispersion of existing brochures/leaflets/info via website & improved distribution networks. In the case of some groups there is a clear need for more specific detailed information for these groups (eg disabled, horseriding, cyclists). The Local Access Forum (LAF) and user groups will have an important advisory role to play in the detailed consideration of these issues.

2.62 USER NEEDS

2.63 Understanding User Needs

2.64 In preparing the ROWIP the County Council has carried out consultation and research in establishing the needs of different types of users, understanding the general issues faced by users in accessing the countryside and identifying actions and policies to meet the need of the user. The ROWIP and the scale of the County and its network do not enable full detailed assessments to be made at the local level on specific routes for users of the various types. This is seen as the next stage of work within annual programmes and review which will enable site-specific programmes to be defined in conjunction with local Councils, user groups and other interested parties.

2.65 General information from users of Carmarthenshire's countryside and rights of way network has been obtained from the Carmarthenshire Citizens Panel for 2005. The Panel is made up of 1,200 local people who are selected to be representative of the community on a broad range of characteristics such as gender, age and location.

2.66 Substantial use of the rights of way network and other access opportunities was evident and the figures do reflect the importance in Carmarthenshire of walking to a very substantial proportion of the population, as evidenced by other national surveys. There are many areas where satisfaction is very high (Millennium Coastal Park (MCP) /Country Parks/Cycleways/Lakes and water areas), with general levels of satisfaction at 90%+. Picnic areas and rights of way stand out as being the most unsatisfactory, but in the case of rights of way the figures do not entirely tally with the numbers that are closed to the public.

2.67 Whilst the Citizens Panel Survey reveals some valuable information on the needs of the public in general, it does not cover fully the detailed issues faced by walkers, cyclists, horse riders, carriage drivers, disabled persons and off road vehicle users which have been received during the course of the ROWIP preparation.



2.68 Walkers

- 2.69 All walkers need a network which is easy to use with adequate and clear signing and waymarking where needed. This is especially true in the case of tourists who are often not familiar with the area and rely on the Ordnance Survey Mapping which shows all routes as if they were clear on the ground. They are dissuaded from walking and this reflects on both County and Town/Community Councils. There has been substantial concern over the number of routes that are obstructed by overgrown vegetation, poor furniture, fences and other problems. Detailed discussions within the Local Access Forum have noted that stiles were often not suitable for the elderly or less-able and many preferred gates or kissing gates as they were easier to negotiate.
- 2.70 The value of the rights of way network to the everyday needs of the local community has been emphasised both for leisure and other purposes. The important role that a fully open network can make to the tourist industry and its related employment in the County has also been significant. The council receives both compliments and complaints from visitors to the County, the latter generally where expectations on the ground do not match up to anticipated information from Ordnance Survey (OS) maps etc.

2.71 Horse-riders and carriage drivers

- 2.72 Local representatives of the British Horse Society have highlighted strongly the limited number of bridleways in the County and the unavailability of some higher rights on byways and unclassified roads, which could serve a valuable role for these users. Local user groups represent some 2,000 horse owners in the County but the available network tends to be fragmented, and they are frequently forced to use sealed roads and routes where vehicles can create serious danger for users. In some areas there may be quiet lanes that horse-riders may use, but more usually they are forced on to busy roads that are unsuitable for horses. It is difficult for horse-riders to find attractive, convenient and safe networks of routes. There have been improvements to the limited bridleway network and to Forestry Commission and other sites, which provide facilities for horsebox-owners and local riders, but many riders are restricted to their local network.
- 2.73 There has been little provision of “equestrian-friendly gates” a factor which can quickly discourage use of a route for those with mobility problems. And lack of waymarking on moorland routes is off putting for riders in remote rural areas. Provision of mounting blocks would assist young and older riders and those who cannot mount from the ground.
- 2.74 Carriage drivers have a right to use byways and other routes with vehicular rights. But the non-availability of some suitable “Green Roads” and other lightly trafficked routes has been noted via BHS members.
- 2.75 The importance of equestrian tourism has also been raised and the opportunities for horse trails to be established on a regional basis across West Wales, linked in with local provision for riders.

Llansadwrn area



2.76 Cyclists

2.77 Cycling has long been a popular and low-cost method of transport and in Carmarthenshire this has been accentuated by improvements to routes forming the National Cycle Network, notably in its off-road sections. Overall, National Cycle Network use in Wales in 2006 was 31 million trips, with 42% saying that they intend to walk and cycle more in future. Of all cycling trips, 27% were made by women who were new or returning to cycling. On the Swiss Valley (Llanelli) cycleway 41,500 trips were made in 2006, of which 63% were cycling and 37% walking. At the Millennium Coastal Park Discovery Centre, there were 217,686 users in 2006 with 47% cycling and 50% walking. In terms of age group these were split as follows: 16% children, 67% aged 16 to 60 and 17% over 60.

2.78 Cyclists are entitled to use the same public rights of way that are available to horse riders. The Countryside Act 1968 extended rights on bridleways to include cyclists but again within the County the limited available network of public rights of way and problems on some byways have limited opportunities.

2.79 Cycling usage is likely to increase outside of the off road network and the byways/green lanes could be a useful resource in terms of assisting in meaningful and safe alternatives to busy roads. Where such a resource offers a key strategic or community link and there are no quiet and safe alternative roads then any such improvements to the byways and green roads should take into account a robust and attractive surface which can be used by all types of cycle alongside the other users. Where quiet and secure highways offer easy access then the issue of surfacing and sharing with users who might regularly make cycling difficult would be much less of an issue and might only be passable by mountain bike. It would therefore be beneficial to consider a hierarchy of byways and green lanes to meet the varied needs of users.

2.80 Motorised users

2.81 The Department for Environment, Food and Rural Affairs (DEFRA), in its consultation paper on mechanically-propelled vehicles and public rights of way, quote a figure from a user group representative of about 15,000 recreational off-road vehicle drivers active in England and Wales. In consultations for the preparation of this ROWIP a number of responses were received from motorized vehicle users and other interested parties within the County. These responses included ensuring that the ROWIP should recognize the rights of these user /drivers to drive along and use routes that are legally available to them. This reflects the economic importance within the tourism industry that these activities can achieve and that such activities should be encouraged within the Plan.

2.82 Whilst it is recognized that the majority of the motorized users of the PROW network are legal users, licensed and with road fund licenses there are a large number of drivers who have no facilities provided for them within which they can enjoy their sport. It will be necessary to continue to try to provide suitable off road custom built facilities, properly insured and safe for drivers/riders to use within the County.

2.83 Illegal use is fairly common in Carmarthenshire especially by motorcycles, which are commonly unlicensed machines ridden by youngsters in both urban and rural areas. Controlling such local illegal activity is very difficult and to date efforts have been focussed upon the potential for provision of facilities as part of the Motor Sports Centre at Pembrey.



2.84 In the County the main resource available to off-road recreational motorists are unsurfaced public roads and byways, particularly in the north-east of the County. Substantial difficulties have been caused to date on some sites with significant effects on adjacent sites of nature conservation importance. Because the routes are unsafe for use by vehicles, there have been 5 Traffic Regulation Orders (TRO's) made by the County Council and three others are under consideration. The County Council is a partner with the Countryside Council for Wales, Ceredigion and Powys County Councils in an ongoing assessment of the needs of Recreational Vehicles in the Cambrian Mountains, being prepared in consultation with the relevant user groups and other organisations, as detailed above (2.43).

2.85 Future Demand

2.86 The Countryside Agency-commissioned "Use and Demand for Rights of Way" survey (2001) found that 70% of participants would increase countryside activity if more routes and tracks were available. The survey also gave a range of different reasons for those who had not undertaken any activities in the countryside, the main ones being lack of time, health problems and old age. Amongst those constrained by illness or disability, 55% believed there were insufficient routes available to them whilst unsuitable terrain and poor surface condition were the reasons stated most frequently - 63% and 61% respectively – for this shortfall.

2.87 The Citizen's Panel survey indicated that some 36% of members said they would be encouraged to visit Carmarthenshire's countryside and water areas more often if more information was provided. Facility improvements and banning dogs from certain parts also elicited large numbers of comments. Another area of concern of the respondents is the desire to provide more Rangers/Wardens patrolling the countryside areas. There were references to the need for emphasis on nature conservation, more walks and trails and better transport opportunities. It is therefore reasonable to suppose that promoting the network appropriately and making the network as a whole available would effectively encourage potential users.

2.88 In recent years there has been an increasing awareness of the access network and new developments such as the mountain biking facility at Brechfa, the new racecourse at Ffos Las and other "activity tourism" will further emphasise this trend. Farmers are diversifying and offering equestrian facilities and other facilities for tourism. The net effect is seen as a continuing increase in demand for improved access.

2.89 ACCESS FOR ALL

2.90 It is estimated that one person in five in the UK is a disabled person, with greater numbers when temporary disabilities are included. The implications of the disability are often shared by families, friends and carers. Older people may not consider themselves disabled but can experience many of the same barriers as a result of stamina, mobility and sensory issues. Mobility and sensory issues restrict all users not just walkers.

2.91 Efforts have been made to make access to the countryside possible to all potential users of the Rights of Way network in Carmarthenshire. Some routes have been created of a gentle gradient whilst others have been surfaced to a better standard. Information is also provided on promotional material as to the suitability of routes for people with mobility problems. In addition to this the text on promotional materials is made as large as reasonably possible to accommodate the needs of people with impaired vision. Work also continues to replace where possible, stiles with wicket gates to help the less agile to cross boundaries without difficulty. Some sections of County Walks have been improved for disabled visitors along with new or improved parking and picnic sites to aid access to the countryside. Some horse handles for gates on bridleways have been provided.



2.92 In Carmarthenshire the Country Parks at Pembrey, Gelli Aur and Llyn Llech Owain, together with Mynydd Mawr Woodland Park (Tumble) and Ynys Dawela Nature Park (Brynamman), form an arc around the main urban areas of the County and offer a safe, controlled environment where people can enjoy the countryside without worrying about, for example, getting lost or finding somewhere to park. All the Country Parks have wheelchair accessible trails, and cater for disabled individuals, groups and people with learning disabilities.

2.93 Despite these moves in the right direction efforts will need to continue year on year, as a great deal remains to be done in order to meet the needs of all potential users and to continue to attract as wide a body of users as possible to the network.

2.94 Because of the topography of the County and the low level of maintenance and improvements to the network for many years, many routes are inaccessible to those with mobility problems.

2.95 General principles

“It will not be possible, or appropriate, to make all of the countryside and landscapes fully accessible for everyone. Nonetheless, those organisations with a responsibility for providing access to the outdoors should strive to maximise accessibility for as many people as possible. What is reasonable provision will vary in different situations and with the results of future case law”

‘By All Reasonable Means’ Countryside Agency [2005]

2.96 Previous studies which have considered the need for access for all have highlighted a number of broad principles to form the basis for action and guidelines for outdoor access improvements.

1. “Access for All” information is crucial and can make the most immediate and effective difference to accessibility and its enjoyment.
2. All interpretation provided should take account of the variety of users.
3. Appropriate access information should be included on websites.
4. Information on routes should be available in multiple formats.
5. All improvements to access should take account of accessibility for all users. Constructed physical barriers need to be eliminated wherever possible e.g. stiles, steps. Best practice is based upon the principle of Least Restrictive Access (LRA) which requires that all work must meet the highest possible standards – where these cannot be achieved – eg insufficient funds, lack of landowner consent, practical difficulties) there should be a documented justification for the decision to use a lower standard.
6. Access audits need to be an integral element of site management, with ongoing review of priorities, action plans, strategies and policies.



2.97 There is a need for detailed consideration of potential suitable facilities. In order to achieve the correct level of detailed involvement it is proposed to establish an Advisory group on opportunities to upgrade the rights of way network and other sites for people with disabilities / other less mobile users.

2.98 RESOURCES

2.99 For most of the last 50 years the rights of way system has been under-resourced - as a result the network as a whole is in need of continued improvement and ongoing maintenance if it is to fulfil its potential for the public to use and enjoy. While in recent years there has been a noticeable increase in the resources made available, both from WAG, the County Council and its grant partners, there have also been additional demands and responsibilities for the County Council to fulfil.

2.100 In order to meet the new CROW Act responsibilities, £200,000 was allocated to Carmarthenshire and this has been fully applied to the Rights of way/access system in the County via the Council's revenue budget, which covers staff, maintenance and other related issues. In addition, the County Council has allocated substantial funds each year as part of its 3-year rolling capital budget, with current allocations of £225,000 pa. This provides funding for the improvements programme, which are supplemented by grants sought from EC and other sources, which have amounted to more than £1.1 million since 2001/2.

2.101 As indicated above, these additional resources have been focussed upon:

- The appointment of Area Rangers to get action on the ground to pioneer clear and improve priority routes.
- Integration with volunteer labour workforces to provide a substantial, cost-effective means of improving the condition of rights of way.
- Improved maintenance programmes in conjunction with local Community Councils and others.
- Improvements to the Geographical Information System (GIS) system (CAMS).
- Better promotion of routes.

2.102 Nevertheless, the proper maintenance of rights of way still requires additional core funding and as noted previously there are still substantial improvements to be made in the network (routes, signposting etc) and to reduce Definitive Map backlogs of orders and other related work in the County.

Bridge building with international volunteers from the United Nations



2.103 Full Cost of Managing the Network.

2.104 The CCW's "Wales Rights of Way Condition Survey 2002", estimated in May 2003 that the upgrading of the Welsh rights of way network to remove all unsatisfactory furniture and obstructions would cost £25.886 million (£779 per km.) Annual maintenance costs for keeping this all-Wales system in good condition for the future would cost £8.37 million pa (252 per km.).

2.105 Applying these figures to Carmarthenshire (7.06% of Wales system) , the 2,236 km. of rights of way would at 2006-7 prices need some £2.05 million to open up the whole of the network and a further £680,000 per annum to maintain the network into the future.

2.106 Some of the upgrading work is covered in the improvements carried out to date within Carmarthenshire and it is assumed that grants for the future will enable continued progress to be made, allied to available revenue and capital inputs as match funding.

2.107 The long-term maintenance figure however, does not take account of the extra staff that would be required in order to carry out all the functions related to rights of way/access and the upkeep and continual review of the Definitive Map. Therefore, an additional sum of £100,000 would need to be added to the cost for a more realistic figure for the likely 3 additional staff. On this basis long term needs would be in the region of 780,000 pa (06-7 prices) if 100% of the network was open. In comparison, the budget for Rights of Way in 2006-7 was 375,000, leaving a long term additional funding gap of £400,000 pa. In addition, a minimum sum of £100,000 per annum is required for the maintenance of appropriate byways / "green roads" which have a wider benefit to walkers, riders and vehicle users - selected priority routes would need to be defined in conjunction with user groups in order to maximise the effect of this funding. The total sum of £500,000 would be needed as an integral part of the base revenue budget for the long-term management of the rights of way network.

2.108 This is not a problem facing Carmarthenshire alone and many, if not all, Welsh local authorities are in a similar position. While the County Council has displayed its current commitment to improving the rights of way network and other related access issues it is considered that fundamental action at national level will be required if this long term resource issue is to be resolved. While the County Council will need to take the lead in securing additional resources, this can only be realistically achieved in conjunction with its partners.

Pendine – part of the Carmarthen Bay Coastal Path



2.109 CONSULTATION RESPONSES

2.110 During the preparation of the ROWIP, consultations were carried out with the Carmarthenshire Local Access Forum, an advisory body set up under the Countryside and Rights of Way Act 2000. The issues discussed by the Forum since its inception have also provided much valuable background material for the ROWIP process. Public consultation exercises were carried out on the Assessment Report between Dec 2006 and March 2007 and on the draft Action Plan between July and October 2007.

2.111 A total of 69 responses were received to the Assessment Report consultation - 11 Community/Town Councils replied of the total of 71 such Councils, 15 Groups who have an interest in public access and 44 individuals.

2.112 The main issues referred to by the respondents are contained in Table 3 below.

TABLE 3
Responses to the Assessment Report

TOPIC	No. Of Times Commented Upon
More Signposting Required	32
More Maintenance Required	30
More Funds Required	26
Remove Obstructions	24
More Promotion & Publicity	22
Adopt Policy of Least Restrictive Access	21
Adopt Enforcement Protocol	20
Support Community/Town Council Partnerships	17
More Routes for Disabled	13
Additional Staff Required	13
Develop Local/Community Routes	13
More Research on User Needs & Network Condition	12
More Promoted Routes	11
Lost Ways Project	8
More Bridleways	8
Create Multiuser Routes	7
More facilities on CCC sites	6
More work on Definitive Map	6
Byways/UCRs in Leisure portfolio with budget	6
Transport Links e.g. car dependency	5
Support Charging for orders	4
Higher Target Levels	4



- 2.113 The top priority issue from all the respondents was the lack of signposting closely followed by the need to carry out more annual maintenance. Third most important was the need for a bigger budget to fund the higher standards required and to provide the additional staff resources required to achieve those aims.
- 2.114 Following this consideration of views expressed to date, interim conclusions were drawn together for the draft Action Plan regarding the strengths and weaknesses of the local public rights of way network and other access opportunities. The draft Action Plan was circulated widely for public consultation with comments being received up to mid-October 2007).
- 2.115 Despite its wide circulation, the responses to the Action Plan were relatively limited with only 23 respondents (inc. Countryside Council for Wales and the Carmarthenshire Local Access Forum). Details of the comments made and the County Council's responses to them are available. The comments received formed an integral part of the process of finalising the ROWIP in its current form. Experience from other ROWIP's (including pilot studies in other parts of Wales supported by CCW) have also been an important part of the process of defining the content of the final ROWIP. In summary, the conclusions drawn from these and the wider ROWIP process were as follows:

2.116 Summary of Positive and Negative Issues for the Rights of Way /Access System.

- 2.117 The ROWIP process has highlighted many issues, which need to be taken into consideration in the actions and policies for the next 10 years. A broad summary of the relative strengths and weaknesses which have emerged are covered below:

2.118 Positive Issues

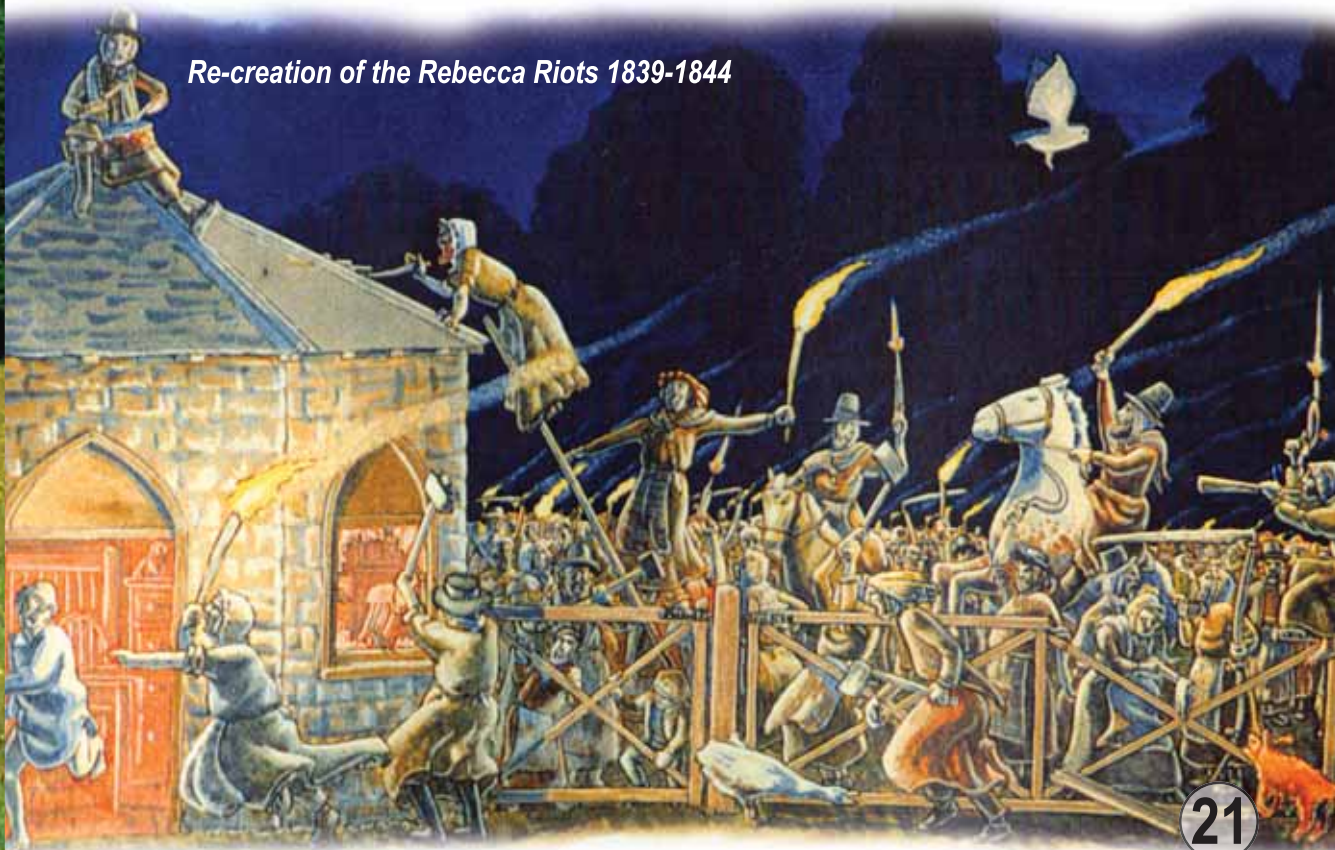
- 1.The Definitive Map is in place with RUPP's reclassified and orders having been made.
- 2.The rise in the % of rights of way "open and available" in recent years to 2/3 of the network, primarily via the programme of improvements carried out.
- 3.Progress has been made on the provision of County Walks and other promoted routes, with associated literature.
- 4.The increased resources (capital and revenue) available at present for rights of way work via the County Council and the Welsh Assembly Government's CROW allocations.
- 5.The extensive use made of cycleways in the County.
- 6.The demonstrated benefit of working closely with Town & Community Councils and other partners.
- 7.The success of recent improvement programmes, although there is a need to maintain this momentum into the future via available grants such as the WAG Coastal Path programme.
- 8.Provision of countryside sites such as Country Parks, nature reserves, woodlands, picnic areas (provided by the County Council and others) in meeting some of the needs of users, notably for horseriders and those with limited mobility.
- 9.The new opportunities provided by Open Country in the County.
- 10.The use of volunteers to add value to community-based projects.
- 11.The current degree of joint partnership working in the County on access programmes.

Mynydd Mawr Woodland Park



2.119 Negative Issues

- 1.Despite recent improvements, one-third of the network is closed to users, with priority action needing to be focussed on reopening the remainder of the network as a whole (inc. unregistered routes). More staff and resources are needed to be put to the rights of way system in order to improve signposting, maintenance, clearance of obstructions.
- 2.There is a lack of long-term maintenance funding as part of the base budget for the rights of way network, which could undo much of the improvement work carried out to date.
- 3.More local community rights of way need to be available to enable an alternative to using vehicles.
- 4.The need for 4x4 users on byways and other carriageways to be recognised as lawful users within the ROWIP.
- 5.The priority afforded to byways, green lanes and other unclassified highways for walkers, riders and vehicle users is not reflected in the value they have for the users in providing essential links in the network.
- 6.There is a need to reduce the backlog of claims and orders and take action on related complaints - the Definitive Map is important to users as an integral part of enhancing the rights of way network on the ground.
- 7.There is a need for consideration of unregistered routes (“Lost Ways”) as an opportunity to improve deficiencies for specific user groups.
- 8.Enforcement is needed (ideally by discussion, negotiation, goodwill and cooperation) to resolve problems on the ground.
- 9.More local Councils need to be involved in the improvement and maintenance of the rights of way network.
- 10.Closer integration is needed with user groups in the improvement and maintenance of the rights of way network.
- 11.The general shortage of bridleways and the need to improve facilities for horseriding.
- 12.There is a need to cater for the requirements of the disabled.
- 13.Greater awareness and availability of promotional material for rights of way and other countryside facilities is required.
- 14.Whilst the current budget and anticipated grants provide scope for continued improvement and enhancement of the service, there is an overall shortfall of some £500,000, required to make the maintenance and management of the entire rights of way network sustainable for the future.



3. ROWIP ACTIONS AND POLICIES

3.1 In reviewing the rights of way network, an opportunity is available to bring together the actions and policies concerned with the network and associate access opportunities. These are included below. Analysis of the work to date has drawn out a series of themes and aims which form the basis for the ROWIP.

3.2 The **Key Themes** are:

- Improving, maintaining and promoting the availability of the network to a wider range of users.
- Appreciating the economic, environmental and health benefits of an improved access network for the enjoyment of countryside access for all and raising the profile of Carmarthenshire for all types of legitimate countryside access.
- Working together to achieve long term improvements.

3.3 There are 5 Main Aims – there is some overlap and integration between these aims and actions but the sub-divisions provide a summarised basis for future direction.

Aim 1. Ensure that the rights of way network is easy to use and enjoyable.

Aim 2. Provide a reliable, accurate, up to date and widely available Definitive Map & Statement.

Aim 3. Ensure that opportunities for other countryside access are easy to use and enjoyable.

Aim 4. Continue to work in partnership with all relevant, interested parties to achieve improved facilities for Countryside Access.

Aim 5. Promotion - maintain and improve the range and quality of public information and make it more widely available in appropriate formats.

3.4 THE ACTION PLAN & POLICIES

3.5 The actions and policies included in this section provide the main focus for the Rights of Way Improvement Plan (ROWIP) as a bid for resources and the priorities attached. It relates back to the issues covered in the Assessment Report (Dec 2006) and draft Action Plan (July 2007) and the comments made at various stages through the preparation of the ROWIP.

3.6 Each of these aims is considered in turn in terms of providing information on:

- a. Detailed actions to be carried out by the County Council or its partners over the period of the Plan to 2017.
- b. Policies which the County Council will take into account when considering its programmes over the period of the Plan.
- c. The relative costs (at 2006-7 prices) of the actions and resources needed to implement the actions. These are indicated in general terms as follows:





- i) **Costs (inc. staffing costs)**
 Less than 10,000 p.a.
 10,000-50,000 p.a.
 More than £50,000 p.a.
- ii) **Resources**
YES Within existing core funding/staffing resources plus enhanced grant/other additional sources, based on previous practice.

NO Requiring additional resources to be allocated beyond current expectations (See Table 4 for summary).
- iii) **Priority H/M/L** - The relative priority of the actions – High/Medium/Low
- iv) **Issues** – brief summary of the factors involved
- v) **Targets and timescales** to be achieved, dependent on available resource levels.
- vi) **Lead Bodies and main partners.**
- vii) **Other Comments**

(For abbreviations used in the text see Appendix 1. Much background information is included in the previously published Assessment Report (Dec 2006) – copies are still available on request or can be downloaded from the County Council's website. This document is available to download from the County Council's website www.carmarthenshire.gov.uk/leisure)

- 3.7 There is an expectation that the current levels of revenue funding will at least remain constant, with the ROWIP providing the basis for bids to enhance the network. In preparing the Plan account has been taken of the level of resources that may be expected based upon the current budgets (capital and revenue) together with potential for grant additions in line with current levels. There are however a number of actions where enhanced resources are needed to speed up the programme and in the longer term to ensure that a sustainable system is in place for the proper management of the access network via the base revenue budget. As detailed above, these additional long-term costs are estimated at £500,000 pa. A summary of these bids is included in Table 4 .

Interpretation panel for the village of Bronwydd

Table 4 Additional Resources Required

Action	Annual Funding Required (06-7 prices)	Comments
Action 1B: To increase the proportion of PROW that are open,easy to use and well signed by reopening and improving a minimum of 300km p.a. (14% of network).	£100,000	Will substantially bring forward the programme from 2017. Needed annually in longer term to maintain sustainable system.
Action 6B: Improve performance on signposting to raise % of rights of way “Easy to Use”	£12,500	Needed annually in longer term to maintain sustainable system.
Action 9: Additional maintenance funding to enable a long term, sustainable, high quality access network.	£112,500	Maintenance in conjunction with Comm.CIs to ensure long term sustainable system.
Action 11: Byways/UCR’s - work with BHS and other user groups to ensure that all Byways & U/C Highways where vehicular rights for vehicles have been permanently restricted by legal orders are open and available for use.	£15,000	Needed to meet new responsibilities for byways with remaining bridleway rights.
Action 14: Byways /Green Roads – additional annual resources for Completion of survey on byways/ “green roads” and subsequent maintenance programme for clearance of suitable selected routes.	£100,000	Needed to meet responsibilities for byways /green roads to the benefit of walkers, riders and vehicle users.
Action 18: Enhance (wherever possible and in agreement with landowners) suitable opportunities for countryside access for those with limited mobility.	£30,000	Enhanced programme additional to baseline programme.
Action 20: Improve minimum processing of Orders from 40 to 60 pa.	£50,000	Approx. 1.5 staff/support costs to reduce backlog of Orders.
Action 24: Carry out pro-active research and consider evidence for claims for Modification Orders for unregistered historic rights of way.	£50,000	Approx. 1.5 staff/support costs for “Lost Ways” claims/Orders.
Action 37: Additional pro-active surveys of the access network on a community by community basis in conjunction with local councils.	£10,000	Enhanced programme additional to baseline programme.
Actions 44/46/49/50/52/53: Provide additional promotional material for promoted rights of way, “Access for All” information & promotional events and programmes.	£20,000	Enhanced programme additional to baseline programme. Needed annually in longer term to maintain sustainable system.
TOTAL	£500,000	

Aim 1. Ensure that the rights of way network is easy to use and enjoyable

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
A. RIGHTS OF WAY IMPROVEMENT							
ACTION 1A: To increase the proportion of PROW that are open, easy to use and well signed by reopening and improving a minimum of 150km p.a. (7% of network).	More than £50,000 p.a.	H	YES	66% currently open & available; 30% "Easy to Use"	"Easy to Use" 65% by March 2012 and 95% by March 2017.	CCC CCW EC Lottery	Most likely option relative to likely resources
ACTION 1B: To increase the proportion of PROW that are open, easy to use and well signed by reopening and improving a minimum of 300km p.a. (14% of network).	More than £50,000 p.a.	H/M	NO	66% currently open & available; 30% "Easy to Use"	"Easy to Use" 95% by March 2012	CCC CCW EC Lottery	Possible option if more resources were available
ACTION 2: Seek to maintain an average capital budget allocation of £225k pa for Access network improvements by continued bids to the Capital Programme.	More than £50,000 p.a.	H	YES	Essential requirement as match funding for grant supported access improvement programmes.	225k p.a. average capital allocation	CCC	CCC Capital allocation £225k pa as 07-8 to 09-10
ACTION 3: To complete the Carmarthen Coast Trail and improve appropriate sections for all users as a part of the WAG Coastal Access Improvement Programme for an All-Wales Coastal Path.	More than £50,000 p.a.	H	YES	Need to complete final defined programme in line with available resources. Possible Convergence Fund application.	Completion of programme 2012	CCC WAG/ CCW EC	Substantial part of Trail in place from previous programme. Completion subject to WAG programme details

Aim 1. Ensure that the rights of way network is easy to use and enjoyable

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
<p>ACTION 4: Bridleways, Byways & Green Roads (U/C roads) – work with BHS and other user groups to achieve a programme of regional Horse Trails / equestrian routes on selected highways, byways, bridleways and other suitable access land.</p>	£10000 -£50,000 p.a.	H		Potential for unclassified highways to meet some of the gaps in the network/additional routes for horses and cycleways.	Phase 1 Horse Trail in place by 2010, complete by 2012.	CCC Leisure/ Tech Serv./ BHS/EC /Lottery /User Groups	Subject to grant applications
<p>ACTION 5: Waymarking along a route will be integral to any rights of way improvement scheme, together with priority waymarking on routes identified as difficult to follow by users.</p>	Less than £10,000 p.a.	H	YES	Vital on many routes but in particular promoted routes.	Monitored via Annual Progress Report	CCC User Groups	
<p>POLICY 1: In consultation with Town & Community Councils, user groups and others, base improvement programmes on priority routes which: a.Reduce any danger to the public b.Provide strategic links and opportunities for promoted routes to benefit the economy of the County. c.Complement the existing set of County Walks and Trails.</p>	n/a	H	n/a	Basis for defining relative priority for improvements.	Monitored via Annual Progress Report	CCC Town & Comm. Councils; LAF; User Groups	

Aim 1. Ensure that the rights of way network is easy to use and enjoyable

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
<p>d. Benefit most users (actual or potential) based on levels of use of the right of way.</p> <p>e. Provide cost-effective use of resources.</p> <p>f. Benefit where possible those with limited mobility.</p> <p>g. Integrate with public transport provision.</p> <p>h. Provide access to Open Country and urban commons.</p>							
<p>POLICY 2: There will be a presumption to leave rights of way surfaces in their natural state other than those selected as priority routes for people with limited mobility or where ground conditions make it essential for reasonable access.</p>	Up to £50,000 p.a.	M	YES	The majority of countryside routes will remain with natural surface	Monitored via Annual Progress Report	CCC	



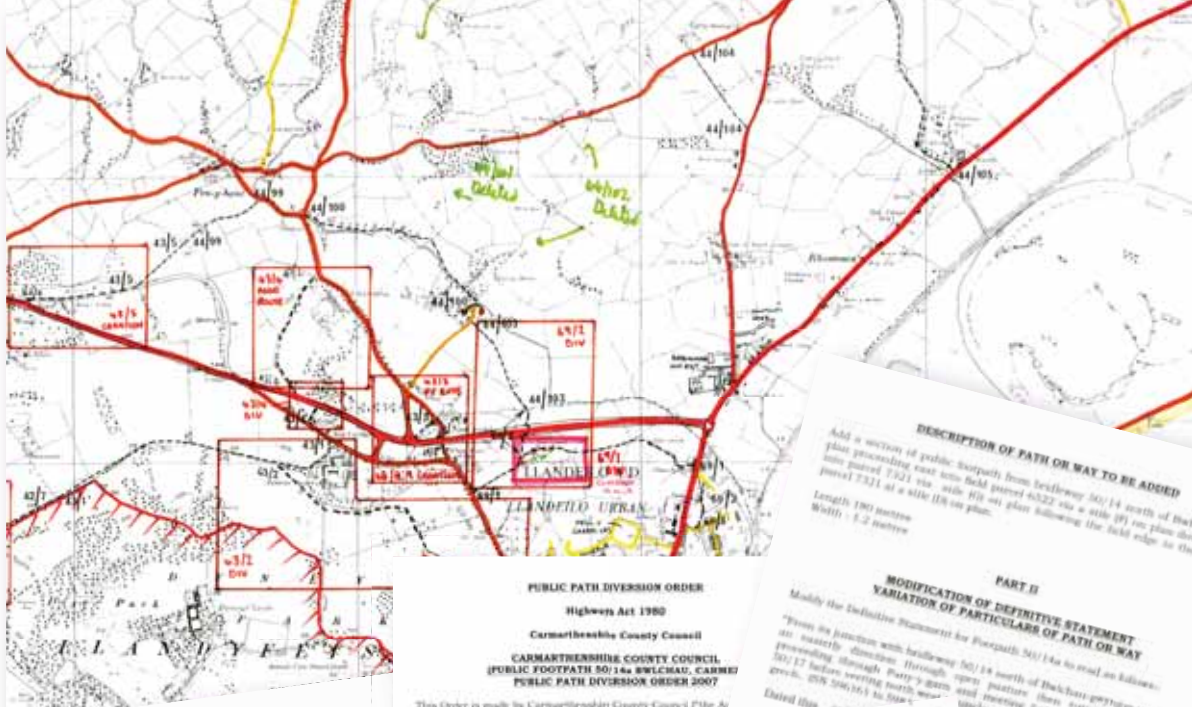
Aim 1. Ensure that the rights of way network is easy to use and enjoyable

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
<p>POLICY 3: The Council will work with landowners and land managers to improve access for all by adopting a "least restrictive option" for all amendments to the network and a pro-active approach on improvement to selected routes. This will comprise the order of a gap, gate, then stile, subject to the essential needs for stock management and the liabilities of the landowner for the structures.</p>	£10000 -£50,000 p.a.	H	YES	Need to recognize the problems caused by difficult to use and unnecessary structures in the countryside	Identification of priorities for provision of disabled access Dec 2008; Initial programme of adaptation and promotion to 2008-2012	CCC User Groups	Potential for enhanced programme of works
<p>POLICY 4: Where applications are made for new furniture, there will be a presumption that structures will be kept to a minimum. On footpaths there will be a presumption in favour of use of gates, unless there are overwhelming stock management reasons for stiles to be permitted.</p>	Less than £10,000 p.a.	M	YES	Relatively small number of applications for new gates/styles etc. on existing rights of way	No. of approvals for new furniture. Monitored via Annual Progress Report	CCC	



Aim 1. Ensure that the rights of way network is easy to use and enjoyable

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
B. RIGHTS OF WAY MAINTENANCE							
ACTION 6A: Improve performance on signposting to raise % of rights of way "Easy to Use"	£10000-£50,00 p.a.	H	YES	36% currently in place, bringing down overall % of rights of way "easy to use" to 30% (06-7)	Install min. 400 signposts p.a. 2007-12 at the metalled Highway	CCC	Min 2000 signposts needed to reduce backlog and improve overall average. Comm. Cls to assist in defining priorities Min. costs £20-£25k p.a.
ACTION 6B: Enhanced programme of signposting to speed up and extend baseline programme.			NO		Increase to 600 p.a. 2007-12	CCC	Extra costs £12,500 p.a.
ACTION 7: Encourage Town & Community Councils to cover maintenance of routes in their area on a priority basis, with grant assistance from CCC.	Up to £50,000 p.a.	H	YES	34 Councils currently involved. (See appendix)	No. of Councils participating Target 4p.a. Monitored via Annual Progress report	CCC LAF	Increase number of participating Councils from 34 (2006). +4 p.a. would mean all Councils participating by 2017
ACTION 8: Review the Community Programme with Town & Community Councils in order to establish a robust, long-term maintenance system.	More than £50,000 p.a.	H	YES	Up to 90% grant assistance currently available via CCC. Options for delivery of priority work to be discussed/agreed.	Agreement in place. April 2008	CCC LAF	Longer term need for more maintenance.



PUBLIC PATH DIVERSION ORDER
Highways Act 1980
Carmarthenshire County Council
CARMARTHENSHIRE COUNTY COUNCIL
(PUBLIC FOOTPATH 50/14a - BWLCHAU, CARMEL)
PUBLIC PATH DIVISION ORDER 2007

This Order is made by Carmarthenshire County Council (the Authority) under section 119 of the Highways Act 1980 (the 1980 Act) in exercise of the powers conferred on it by that Act and in pursuance of Paragraph 1 of this Order a map of the land concerned should be drawn.

SCHEDULE
PART I
DESCRIPTION OF SITE OF EXISTING PATH OR WAY
Part of Footpath 50/14a from bridge 50/14 and going northwest along access drive to Dwlchaw. Past house and through the yard. Via a gate (B) on plan and across a field. Via a gate (C) on plan and across a field. In a stile (D) on plan. Length 200m. Width unclassified.

PART II
DESCRIPTION OF NEW PATH OR WAY
From bridge 50/14 100m south of its existing junction (E) on plan, and going west via a stile (F) on plan down a slope, via a stile (G) on plan and along a field edge in a stile (H) on plan. Length 190m. Width 1.2m.

Dated this 1st day of April 2007

THE COMMON SEAL OF CARMARTHENSHIRE COUNTY COUNCIL was hereunto affixed in the presence of:

[Signature]
Head of Administration and Law

DESCRIPTION OF PATH OR WAY TO BE ADDED
Add a section of public footpath from bridge 50/14 north of Dwlchaw (E) on plan proceeding east via field parcel 6322 via a stile (F) on plan down a slope, via a stile (G) on plan and across a field, via a stile (H) on plan following the field edge in the center of parcel 7321 at a stile (I) on plan.

Length 190 metres
Width 1.2 metres

PART II
MODIFICATION OF DEFINITIVE STATEMENT
VARIATION OF PARTICULARS OF PATH OR WAY
Modify the Definitive Statement for Footpath 50/14a to read as follows:
"From its junction with highway 50/14 north of Dwlchaw proceed in its westerly direction through open pasture then cutting north west and south east before meeting north west and meeting back with Footpath 50/14 on plan. (50/14) to (50/14) on plan."

Dated this 1st day of April 2007

WILDLIFE AND COUNTRYSIDE ACT 1981
Definitive Map and Statement of Public Rights of Way for the County of Carmarthenshire
CARMARTHENSHIRE COUNTY COUNCIL
(PUBLIC FOOTPATH 50/14a - BWLCHAU, CARMEL)
DEFINITIVE MAP MODIFICATION ORDER 2008

This Order is made by Carmarthenshire County Council (the Authority) under section 53 (2)(a) of the Wildlife and Countryside Act 1981 (the Act) in exercise of the powers conferred on it by that Act and in pursuance of Paragraph 1 of this Order a map of the land concerned should be drawn.

SCHEDULE
PART I
MODIFICATION OF DEFINITIVE MAP
DESCRIPTION OF PATH OR WAY TO BE DELETED
Delete a section of the south western end of Footpath 50/14 south of Dwlchaw (A) on plan via a field gate (B) on plan entering field parcel 6322 via a field gate (C) on plan and across a field, via a stile (D) on plan and across a field, via a stile (E) on plan.

Length 340 metres
Width unclassified

SCHEDULE
PART II
MODIFICATION OF DEFINITIVE STATEMENT
VARIATION OF PARTICULARS OF PATH OR WAY
Modify the Definitive Statement for Footpath 50/14a to read as follows:
"From its junction with highway 50/14 north of Dwlchaw proceed in its westerly direction through open pasture then cutting north west and south east before meeting north west and meeting back with Footpath 50/14 on plan. (50/14) to (50/14) on plan."

Dated this 1st day of April 2008

THE COMMON SEAL OF CARMARTHENSHIRE COUNTY COUNCIL was hereunto affixed in the presence of:

[Signature]
Head of Administration and Law



Aim 1. Ensure that the rights of way network is easy to use and enjoyable

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
ACTION 9: Seek additional maintenance funding to enable a long term, sustainable, high quality access network, in conjunction with other Welsh authorities	More than £50,000 p.a.	H	NO	Independent assessments indicate need for additional £400k p.a. in order to manage the network effectively following improvements/grant programmes.	2008 - 9 on	WAG CCW WLGA	Longer term need for adequate mtce.of the network. Potential for countryside access to meet the needs of related strategies e.g. sustainable transport, health improvement, community schemes, education etc.
ACTION 10: To ensure that all existing promoted Strategic Trails and County Walks are open and available and well maintained, signed & waymarked.	£10,000-£50,000 p.a.	H	YES	Current provision comprises Tywi/ Teifi/Coast routes plus 36 County Walks.	95% by 2012; 95% by 2017	CCC User groups Local Councils	Full 100% unlikely to be achieved at all times.
ACTION 11: Byways/U/c Highways - work with BHS and other user groups to ensure that all Byways & U/C Highways where vehicular rights have been permanently restricted by legal orders are open and available for use.	£10,000-£50,000 p.a.	H	NO	5 routes subject to permanent Traffic Regulation Orders (Nov 07). 3 others under consideration.	TRO routes (5) open & available by March 2009	CCC BHS EC Lottery	
ACTION 12: Bridleways – Ensure that all bridleways are open and available for use.	£10,000-£50,000 p.a.	H	YES	Need to maximise potential of limited no. of bridleways available.	95% of all bridleways open & available by 2012	CCC BHS User groups	Continue to work with BHS and other user groups.

Aim 1. Ensure that the rights of way network is easy to use and enjoyable

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
<p>ACTION 13: To carry out further research into vehicular access to the country-side in the Cambrian Mountains and other potential pressure areas.</p>	Less than £10,000 p.a.	M	YES	Proposals currently being considered for a joint study in the Cambrian Mountains in conjunction with CCW /Powys / Ceredigion. Study will provide basis for further action.	Completion of study/ recommendations	Ger CC CCC PCC CCW GLASS; TRF; CRAG	Use of vehicles in the NE of the County, inc. TRO/ cross boundary issues.
<p>ACTION 14: Completion of survey on byways/ "green roads" to define potential programme for clearance of suitable selected routes in consultation with user groups.</p>	More than £50,000 p.a.	H	NO	Surveys needed to define extent problem as basis for further programme of action.	Survey & analysis of priorities Dec 2009;	CCC Tech Services; GLASS; TRF; CRAG	User group conclusion that many byways/UCR's can perform a valuable role (see also Action 4 above).
<p>POLICY 5: In consultation with Town & Community Councils, user groups and others, target annual Community Programme maintenance on priority routes which: i. Present a danger to the public. ii. Benefit most users, (actual or potential) based on levels of use of the rights of way.. iii. Provide links in and around towns & villages and promoted routes.</p>	£10,000-£50,000 p.a.	H	YES	Lack of funding for long term maintenance of network, requiring assessment of priorities.	Ongoing effective maintenance	CCC Comm. Cls LAF; User Groups	

Aim 1. Ensure that the rights of way network is easy to use and enjoyable

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
<ul style="list-style-type: none"> iv. Benefit where possible those with limited mobility. v. Form part of a promoted County route. vi. Provide access to Open Country. 							
<p>POLICY 6: CCC will maintain rights of way in proportion to the relative public and private use which exists.</p>	Less than £10,000 p.a.	M	YES	Limited number of cases where private rights require higher standard of access than public rights.	Ongoing	CCC	
<p>POLICY 7: CCC will not consent to third parties changing the surface type of a right of way, unless the new surface is compatible with the public use and liability for future maintenance rests with the third party.</p>	Less than £10,000 p.a.	M	YES	Limited number of cases where landowners seek revised surfaces on rights of way.	Ongoing	CCC	
C. RIGHTS OF WAY ENFORCEMENT							
<p>ACTION 15: Define an Enforcement Protocol for policies/ procedures to assert and protect the rights of the public where discussion, negotiation, goodwill and cooperation have failed within a reasonable timescale.</p>	Less than £10,000 p.a.	H	YES	No existing formal protocol in place	Protocol in place	CCC	

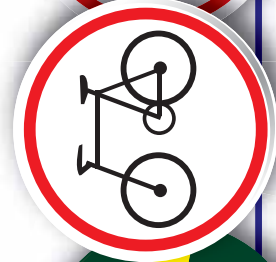
Aim 1. Ensure that the rights of way network is easy to use and enjoyable

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
<p>POLICY 8: Remediating issues on rights of way will be firmly based on discussion, negotiation, goodwill and cooperation between the Council and landowners with a view to resolving issues amicably.</p>	£10,000- £50,000 p.a.	H	YES	Essential philosophy of partnership working and “gentle enforcement”.	n/a	CCC	Staff costs of liaison/discussion are substantial.
<p>POLICY 9: Produce and keep up to date a register of complaints, (e.g. obstruction [natural/manmade], missing sign/misleading signs, dangerous livestock/landowners etc.) to be dealt with in line with the Enforcement Protocol.</p>	£10,000- £50,000 p.a.	H	YES	S. 63 of the Countryside and Rights of Way Act gives the public a right to serve notice on the Council requesting action be taken to deal with the complaint. The Council must within a month of that notice serve a notice on those considered to be responsible for the alleged offence and another notice on the complainant advising them of the action proposed.	Produce and keep up to date a register of complaints, notices received/ served containing the relevant outcomes from Nov. 2007	CCC	Prompt responses to complaints needed. Staff costs of liaison/discussion are substantial. Enhanced resources will reduce issues.



Aim 1. Ensure that the rights of way network is easy to use and enjoyable

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
POLICY 10: Prosecution will be considered on repeat offences, where the authority is prevented from taking direct action on a right of way or where a landowner/occupier fails to apply for a diversion to remedy a particular obstruction.	Up to £50,000 p.a.	H	YES		Record of no. of prosecutions p.a. to be kept	CCC	Interim prior to protocol
POLICY 11: Recover from applicants for temporary closures the full cost of advertising and any other associated costs to the Council.	Less than £10,000 p.a.	H	YES	Vital in order to retain available resources for enhancing the network.	n/a	CCC	
POLICY 12: Diversion orders will only be considered by the Council where it is shown to be the most cost effective and practical means of resolving a problem on a right of way. Diverted route to be clearly marked prior to Order coming into force.	Less than £10,000 p.a.	H	YES	Need for diversions in consultation with local user groups.	Record of no. of orders considered and processed by CCC p.a. to be kept.	CCC	Enhanced resources will increase Orders made



Aim 1. Ensure that the rights of way network is easy to use and enjoyable

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
D. ACCESS FOR ALL							
ACTION 16: Adopt the policy of Least Restrictive Access and follow the 6 broad principles of "By All Reasonable Means" in all countryside access schemes. (see para. 2.65 above).	£10,000- £50,000 p.a.	H	YES		Annual report to specify improvements 2007-2017	CCC Partners	Potential for increasing programme as part of enhanced resources
ACTION 17: Establish an Advisory Group on opportunities to upgrade the network for people with disabilities and other less mobile users.	Less than £10,000 p.a.	H	YES	Need for specific detailed input from user groups.	Dec 2008	CCC LAF	Possible establishment via LAF
ACTION 18: Retain, review and enhance (wherever possible and in agreement with landowners) suitable opportunities for countryside access for those with limited mobility and other impairments.	£10,000- £50,000 p.a.	H	YES/NO		Annual report to specify improvements 2007-2017	CCC Partners	Potential for increasing programme as part of enhanced resources

Aim 2. Provide a reliable, accurate, up to date and widely available Definitive Map & Statement

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
A. Maintain progress in updating the Definitive Map							
ACTION 19: As a minimum, improve performance 1996-2006 by 50% by processing total 40 orders pa to order-making stage (Public Path Orders (PPO's) – diversions, creations, extinguishments & Modification Orders new Def Maps claims / anomalies)	Less than £10,000 p.a.	H	YES	Reduce backlog of Def. Map Public Path Orders.	Min. 40 orders p.a.	CCC	1996-2006 average 27 orders p.a.
ACTION 20: Improve performance to at least 60 orders pa to order-making stage (PPO's – diversions, creations, extinguishments & Modification Orders new Def Maps claims / anomalies).	Less than £10,000 p.a.	H	NO	Reduce the backlog of Orders	Min. 60 orders p.a.	CCC	Possible increase in staff to process 60 Orders pa as part of £400k additional funds needed. (See ROW Mtce B.5)
ACTION 21: Carry out a review of the appropriate costs to be charged for orders.	Less than £10,000 p.a.	H	YES	Current rates at £1,000 to be reviewed in light of advertisement and other eligible costs.	Revised rates in operation Dec. 2008.	CCC	See also additional staff resources in Actions 14/15 above.

Aim 2. Provide a reliable, accurate, up to date and widely available Definitive Map & Statement

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
<p>POLICY 13: In the making of Public Path Orders, give priority to: 1. Anomalies that result in use of the right of way being prevented. 2. Bridleways and byways which connect up existing equestrian networks.</p>	Less than £10,000 p.a.	H	YES	Need for prioritization of PPO's given scale of demand and available resources.	Reasons for prioritization to be included on Annual Progress Report.	CCC	See also additional staff resources in Actions 14/15 above.
<p>POLICY 14: In the making of Modification Orders, deal with in order of receipt but give priority to: a. Claimed routes threatened by development. b. Routes where a Creation Agreement offers a speedier resolution of the issue. c. Bridleways and byways which connect up existing equestrian networks.</p>	Less than £10,000 p.a.	H	YES	Need for prioritization of Modification Orders given scale of demand and available resources.	Reasons for prioritization to be included on annual report.	CCC	See also additional staff resources in Actions 14/15 above.
<p>POLICY 15: Applicants will be required to pay for the costs of diversions / extinguishments together with the cost of works required to open the new route.</p>	Less than £10,000 p.a.	H	YES	Essential to retain available resources for enhancing the network.	n/a	CCC	Possible increase in staff to process 60 Orders pa as part of £400k additional funds needed. (See ROW Mice B.5)

Aim 2. Provide a reliable, accurate, up to date and widely available Definitive Map & Statement

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
<p>POLICY 16: TCPAct diversions or stopping up should ideally be confirmed before construction commences, in order to reduce potential problems. Diversions will only be permitted where it can be proven that it must be diverted to enable the devt. to be carried out and where an acceptable alternative route is provided. Stopping up of rights of way will only be allowed in exceptional circumstances.ments together with the cost of works required to open the new route.</p>	Less than £10,000 p.a.	H	YES	Reflects base requirements for the making of TCPAct Orders	n/a	CCC Developers	
<p>POLICY 17: Any construction site that obstructs a right of way will be considered as an obstruction and dealt with under the enforcement policy/ protocol.</p>	Less than £10,000 p.a.	H	YES	In line with procedures for TCPAct / other Orders.	n/a	CCC	
<p>POLICY 18: Use of permissive routes will be limited and only progressed where there are substantial short term benefits involving minimal expenditure.</p>	Less than £10,000 p.a.	H	YES	Limited use in the past and not generally considered to be an effective use of resources.	Record of no. of permissive routes p.a. to be kept.	CCC	

Aim 2. Provide a reliable, accurate, up to date and widely available Definitive Map & Statement

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
B. Produce a digital Definitive map							
ACTION 22: Accurately digitise 100% of the public rights of way network	Less than £10,000 p.a.	H	YES	Paper copies of Map are accurate but long term digital version would enable easier access for public. Current CCW version approx 90% accurate.	Completion of digital Def. Map March 2009	CCC CCW	
ACTION 23: Make digital version of Def. Map available on website.	Less than £10,000 p.a.	H	YES	To assist public information on routes available.	Digital Def. Map available on website March 2010.	CCC CCW	
C. Lost Ways							
ACTION 24: Carry out pro-active research and consider evidence for claims for Modification Orders for unregistered historic rights of way.	More than £50,000 p.a.	M	NO	Needs to be considered prior to the 2026 cut-off point for recording unregistered historic rights of way.	All routes to be considered by 2026.	CCC CCW User Groups	Funding available only in England at present. User interest in Lost Ways is high. Requires enhanced resources given current staff levels.
ACTION 25: Maintain current standards in meeting 95% of search requests within 5 days.	Less than £10,000 p.a.	H	YES		Respond to 95% of searches within 5 days.	CCC	

Aim 3. Ensure that opportunities for other countryside access are easy to use and enjoyable.

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
A. COUNTRYSIDE PARKS							
ACTION 26: Pembrey Country Park – implement improvement programme inc. new Visitor Centre, better catering facilities and extended activities.	More than £50,000 p.a.	H	YES	Grant-assisted investment programme to improve standard of amenities within the Park.	Secure grant funding to enhance CCC capital inputs & implement scheme 2007-2010.	CCC EC Lottery	Subject to grants.
ACTION 27: Gelli Aur Country Park – seek long-term future and improvement programme for the Country Park in agreement with new owners.	More than £50,000 p.a.	H	YES	Grant-assisted investment programme to improve standard of amenities within the Park, once long term lease is agreed with owners.	Secure long lease and grant funding to enhance CCC capital inputs & agree/implement scheme 2007-2010.	CCC EC Lottery	Subject to grants.
ACTION 28: Llyn Llech Owain Country Park – completion of improvement programme for walkers, horse riders and cyclists and associated environmental improvements.	More than £50,000 p.a.	H	YES	Ongoing approved grant-assisted investment programme to improve standard of amenities within the Park.	Completion of programme June 2008..	CCC,ERDF HLF,CCW Gorlas Comm Cl.	£681k grant assisted scheme.
ACTION 29: Millennium Coastal Park – maintain/improve opportunities for countryside access & water-based recreation.	More than £50,000 p.a.	H	YES	Schemes for water and land-based activity, enhancing the current provision.	Ongoing	CCC,EC Lottery Others	Potential need for new breakwaters at Burry Port Harbour to ensure long term access to marina. Subject to grants.

Aim 3. Ensure that opportunities for other countryside access are easy to use and enjoyable.

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
ACTION 30: Mynydd Mawr Woodland Park – small scale improvements to access facilities as opportunities allow.	£10,000-£50,000 p.a.	M	YES	Active Lifestyles 20k scheme for mountain bikes underway in 2007.	Completion of current programme Dec 2007 and ongoing.	CCC Lottery	Subject to grants.
ACTION 31: Gelliwerdd Park (Glanamman) / Allt Nant y Ci (Saron)	More than £50,000 p.a.	H	YES	Implement approved grant-aided schemes for improved countryside access.	Completion of programme June 2008.	CCC EC Comm. Councils	Subject to grants.
B. OPEN COUNTRY							
ACTION 32: To ensure that at least one point of public access is available to each block of Access Land / Urban Common.	Less than £10,000 p.a.	M	YES	7600 ha. of Open Country available in the County	90% of Access Land available via at least one point of public access by 2012.	CCC CCW	Subject to CCW grants. Urban / Crown Commons will have higher access rights.
ACTION 33: To ensure that all available and open exits and entrances to blocks of Access Land are signed with the national access symbols.	Less than £10,000 p.a.	M	YES	Need to ensure public awareness of Open Country boundaries on the ground.	90% available and open exits & entrances to blocks of Access Land signed by 2012.		Subject to CCW grants.



Aim 3. Ensure that opportunities for other countryside access are easy to use and enjoyable.

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
POLICY 19: Give priority in Maintenance and improvement Programmes to ROW that provide opportunities for access to Open Country. (See Impt A.3 & Mtce B.4 above).	Less than £10,000 p.a.	M/H	YES	Need to integrate ROW with opportunities for access to Open Country.	Annual report to specify routes leading to Open Country.	CCC LAF User groups	Subject to CCW grants.
C. PICNIC AREAS & NATURE RESERVES							
ACTION 34: Maintain existing picnic areas and nature reserves and consider suitable limited additional facilities.	£10,000-£50,000 p.a.	M	YES	Limited to sites with outstanding characteristics.	Max. 3 sites to 2012.	CCC Partners	16 existing CCC sites.
D. CYCLING							
ACTION 35 : Maintain existing cycleways in the County to meet the needs of cyclists and other users.	£10,000-£50,000 p.a.	M/H	YES	includes National Cycle Network routes.	All routes to be in use.	CCC / Sustrans User Groups	Currently cleaned by joint action by CCC Streetscene / Leisure. Users value highly.

Aim 3. Ensure that opportunities for other countryside access are easy to use and enjoyable.

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
<p>ACTION 36: Priority to be given to: a. Completing the Amman Valley cycleway; b. Developing key missing links in the network between Ammanford and Cross Hands; c. Developing key missing links in the network between Nantgaredig & Whitemill in the Tywi valley. d. Complete the three Mountain Biking trails in Brechfa and assist in the development of this area as a Centre of Excellence.</p>	More than £10,000 p.a.	M/H	YES	Improvement programmes building upon previous cycleway developments which have proved very popular with public.	Completion of routes.	CCC Sustrans SWW-ITCH	Links to Regional Transport Plan (RTP) for Walking & Cycling. Subject to grants.
<p>E. ACCESS FOR ALL See Actions 16, 17, 18 page 35</p>							



Aim 4. Work in partnership to achieve improved facilities for Countryside Access.

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
A. Promote Partnerships							
ACTION 37: Continue to carry out pro-active surveys of the access network on a community by community basis in conjunction with local councils.	Less than £10,000 p.a.	H	YES/NO	Potential for greater community involvement and interest in countryside access issues.	No. of Community Surveys completed 2007-12.	CCC Comm. Cls	Potential for increasing programme as part of enhanced resources
ACTION 38: Continue to promote partnerships with Community Councils, landowners/occupiers and other public and private organisations, to maximise resources available for improved countryside access.	More than £50,000 p.a.	H	YES	Potential for grant assistance on suitable schemes.	Min. 3 partnership schemes p.a. with other organisations on appropriate issues and projects.	CCC Comm., Cls FC, NT LAF Others	
ACTION 39: Secure s.106 funding for improvements to Rights of Way and countryside access to meet the needs generated by new development.	Less than £10,000 p.a.	H	YES	Potential for additional resources to meet new demands.	Annual report to specify funding obtained.	CCC Deve- lopers	
ACTION 40: Continue to work with Tir Gofal and similar agri-environment schemes to achieve long term improvement to the access network.	Less than £10,000 p.a.	H	YES	Some indications that furniture currently provided by CCC to landowners is sometimes poorly installed – need for monitoring.	All public access routes on Tir Gofal & similar land to be open and available.	CCW WAG CCC	

Aim 4. Work in partnership to achieve improved facilities for Countryside Access.

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
ACTION 41: Continue to work jointly to promote a more sustainable use of the network through links with public transport providers eg Train Walks, Bus Walks.	£10,000-£50,000 p.a.	H	YES	Increasing importance of sustainability issues.	Annual report to specify No. of leaflets produced.	CCC / Transport Providers SWITCH S.W.Wales Community Rail Partnership	Links to Regional Transport Plan (RTP) for Walking & Cycling
B. Volunteers							
ACTION 42: Continue to maximise the potential for organised voluntary groups - local, national and international in the provision and improvement and maintenance of countryside access programmes.	Up to £50,000 p.a.	H	YES	Currently based primarily on workcamps but potential for smaller local groups.	No. of active groups; No. of organised voluntary group days; Outputs achieved.	CCC CCW User Groups	Need to achieve a "critical mass" of organised voluntary group action in order to ensure that the works achieved are commensurate with the investment of officer time in supporting the programme.
ACTION 43: Continue to provide a minimum of 15 workcamps / 30weeks pa for local and other organised voluntary groups.	Up to £50,000 p.a.	H	YES	Scope for local organised voluntary groups to join wider workcamp groups..	15 workcamps / 30 weeks p.a.	CCC UNA BTCV Other User Groups	Potential for greater activity in enhanced improvement/ maintenance programmes.

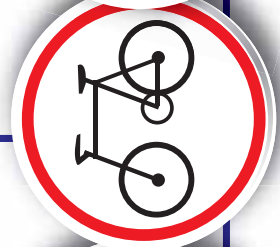


Aim 5. Promotion - maintain and improve the range and quality of public information, widely available in appropriate formats

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/ Date	Lead Body Main Partners	Comments
<p>A. General ACTION 44: Continue to work with other agencies to improve opportunities for countryside access from people living in Communities First areas</p>	Less than £10,000 p.a.	H	YES/NO	Potential for partnership schemes utilizing countryside recreation facilities.	Specific schemes involving Communities First .	CCC / Partners	Methods will include website, events, links to national initiatives. Potential for enhanced promotion.
<p>POLICY 20: Continue to promote and encourage responsible use of the countryside and respect for those that live and work in the countryside</p>	Less than £10,000 p.a.	H	YES		n/a	CCC/ CCW	Methods will include website, events, links to national initiatives. Potential for enhanced promotion.
<p>POLICY 21: Continue to encourage participation in countryside access from all sections of society.</p>	Less than £10,000 p.a.	H	YES		User profiles in line with regional/ Welsh averages.	CCC	Methods will include website, events, links to national initiatives. Potential for enhanced promotion.

Aim 5. Promotion - maintain and improve the range and quality of public information, widely available in appropriate formats

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/Date	Lead Body Main Partners	Comments
B. Publicity Material							
ACTION 45: Retain, revise and update the "Great Outdoors" brochure as the main printed source of information on countryside recreation access opportunities for walkers, cyclists, horseriders, disabled and vehicular users.	Less than £10,000 p.a.	H	YES	Currently circulated via TIC's, leisure facilities, customer care centres etc.	n/a	CCC	Information also available via website.
ACTION 46: Provide promotional material for promoted rights of way.	Less than £10,000 p.a.	H	YES/NO	Aim to be within above average of Welsh authorities on new PI for promoted ROW.	Above Welsh average for % of PROW promoted.	CCC	Inc. Strategic & County walks/trails. Methods will include website and leaflets. Potential for larger programme
ACTION 47: Produce Strategic Walks leaflets to promote the (upgraded) Coast, Teifi and Tywi and other defined Trails.	Less than £10,000 p.a.	H	YES	Crucial information for longer distance access routes.	3 new guides by April 2008 (Coast, Teifi and Tywi). Other guides on completion of Trails. Website with pdf downloads of all free Guides	CCC	



Aim 5. Promotion - maintain and improve the range and quality of public information, widely available in appropriate formats

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/Date	Lead Body Main Partners	Comments
<p>ACTION 48: Ensure that the current series of County Walks (36) is kept up to date by ongoing review/reprints</p>	Less than £10,000 p.a.	H	YES	Need to keep current series of County Walks (36) up to date.	36 walks with up to date leaflets. Website with .pdf downloads of all free Guides	CCC	
<p>ACTION 49: Produce updated/additional County Walks leaflets to complement the existing series.</p>	Less than £10,000 p.a.	M/L	NO	Perceived need to expand slowly to complement current series of 36 County Walks.	5 new City Walks by 2012; 10 new County Walks by 2017	CCC	
<p>ACTION 50: Further improve the County Council website by providing information on countryside access opportunities and for the pre-planning of activities for all users, including: a.Def. Map & Statement; b.Application packs for claims, diversions, etc. c.An interactive map & complaints form. d.Registers of def map applications and statutory declarations. e.Claims & Modification Orders. f.Local Access Forum details.</p>	£10,000-£50,000 p.a.	H	YES/NO	Previous difficulties in updating information on a regular basis.	Website updated regularly.	CCC	Potential for enhanced promotion.



Aim 5. Promotion - maintain and improve the range and quality of public information, widely available in appropriate formats

Proposed Actions & Policies	Cost (£)	Priority H/M/L	Within Available Resources (inc. grants)	Issues	Target/Date	Lead Body Main Partners	Comments
ACTION 51: Produce new information on opportunities for horse riding in the County.	Less than £10,000 p.a.	H	YES	Lack of knowledge of existing opportunities.	Production of brochure 2010	CCC BHS	Potential for enhanced promotion.
D. Promoting Access for All							
ACTION 52: Provide "Access for All" information on access opportunities for those with limited mobility and other impairments.	Less than £10,000 p.a.	M/L	YES/NO	1 in 5 persons suffers from disability, with wider implications for families, friends & carers.	Directory of opportunities in place March 2009.	CCC Partners	Links to Regional Transport Plan (RTP) for Walking & Cycling Potential for enhanced promotion.
ACTION 53: Promote the social and health benefits of walking, riding and cycling through events and programmes such as the "Lets Walk Cymru" Scheme, Urban Walks and activity programmes from Countryside Parks & other locations.	Up to £50,000 p.a.	H	YES/NO	Potential for small-scale and large-scale activity.	Annual summary events programme..	CCC	Links to Regional Transport Plan (RTP) for Walking & Cycling. Potential for enhanced promotion.



4. Monitoring and Review

- 4.1 The Rights of Way Improvement Plan needs to be seen as an on-going process rather than as a one-off exercise. A wide range of other plans and strategies have been identified which must be taken into account in the Improvement Plan and which, in turn, should themselves reflect the provisions in the ROWIP. This integration with other plans and strategies is likely to be one of the main ways in which the plan can be implemented.
- 4.2 The Rights of Way network has been the subject of review by the Council in recent years and many of the changes and improvements made during that period are reflected in the Plan and represent ongoing implementation of recent practice. While the ROWIP has evolved from current activity it also needs to reflect new situations and changing demands and priorities for the future.
- 4.3 The ROWIP will be supplemented by annual work programmes, which will provide more detail on specific schemes. The ROWIP is focused at a broad, strategic level but actions (and policies) are set out in the ROWIP so as to be capable of being easily and objectively monitored, both to check whether they are being achieved and to assess their impact. Whenever possible, targets and performance indicators have been included.
- 4.4 On approval the ROWIP will form part of the County Council's overall strategic framework and link in closely with the Leisure Division's Annual Business Planning process. Collation of information will be carried out on an annual basis, building upon the current practice for rights of way improvements, orders made etc. The information collected will be fed into an annual countywide Progress Report, which will cover the work both of the County Council and its partners involved in countryside access.
- 4.5 The Annual Progress Report will be part of the regular reporting cycle to the Local Access Forum and to the Council's Scrutiny Committee. It also feeds into the Business Plan for the Leisure Division, and via that Plan into individual staff targets and appraisals within the service.
- 4.6 While the Plan has to be prepared by the County Council, not all the actions will be able to be implemented unilaterally by the County Council. There is a need for strong partnership working and also additional funding from external sources in order to achieve many of the targets. Successful projects in the past have been the result of funding from several sources and the packaging of proposals into an integrated scheme. If the ROWIP is to succeed, the need for core funding to secure the long-term sustainable management of the network cannot be over-emphasised.









Pembrey area

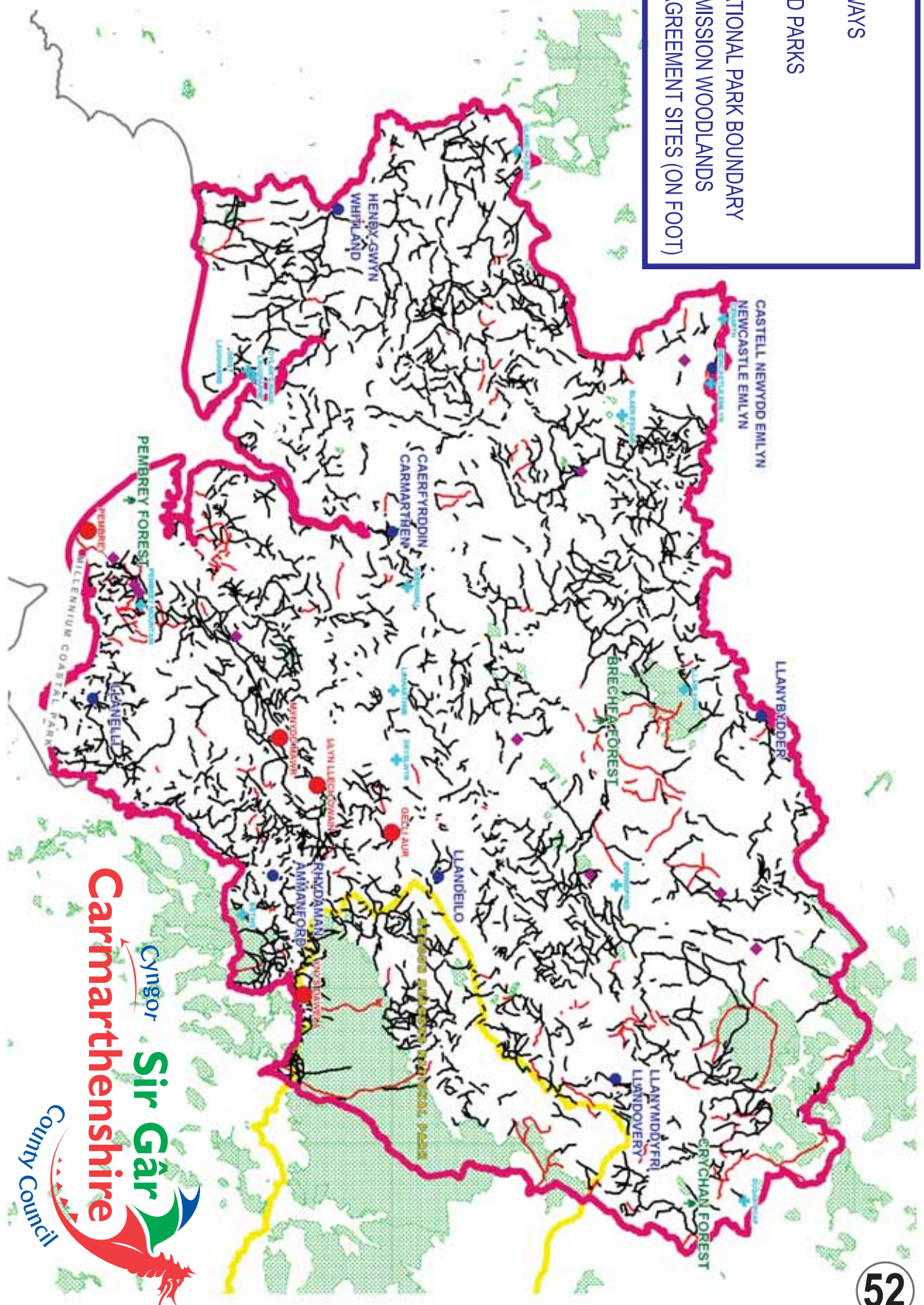


Appendix 1 Abbreviations

BBNP	Brecon Beacons National Park
BHS	British Horse Society
BTCV Cymru	British Trust for Conservation Volunteers (Wales)
CAMS	Countryside Access Management System
CCC	Carmarthenshire County Council
CCW	Countryside Council for Wales
Cer CC	Ceredigion County Council
Comm. Cls.	Community Councils
CRAG	Countryside Recreational Access Group
CROW	Countryside & Rights of Way (Act)
Def. Map	Definitive Map of Public Rights of Way
DEFRA	Department for Environment, Food and Rural Affairs
EC	European Community
ERDF	European Regional Development Fund
FC	Forestry Commission
GIS	Geographical Information System
GLASS	Green Lane Association
GP	General Practitioner
Ha.	Hectare (1=2.47 acres)
HLF	Heritage Lottery Fund
Impt.	Improvement
Km.	Kilometre (1= 5/8 mile)
LAF	Local Access Forum
LRA	Least Restrictive Access
MCP	Millennium Coastal Park
Mtce.	Maintenance
NAW	National Assembly for Wales
NCN	National Cycle Network
NT	National Trust
ODPM	Office of the Deputy Prime Minister
OS	Ordnance Survey
PCC	Powys County Council
PI	Performance Indicator
PPO	Public Path Order
PROW	Public Rights of Way
RA	Ramblers Association
ROW	Rights of Way
ROWIP	Rights of Way Improvement Plan
RTP	Regional Transport Plan
RUPP	Road Used as Public Path
SEA	Strategic Environmental Assessment
SWWITCH	South West Wales Integrated Transport Consortium
TIC	Tourist Information Centre
TRF	Trail Riders Fellowship
TRO	Traffic Regulation Order
U/C	Unclassified (Highways)
UCR	Unclassified Road
UNA	United Nations Association (Exchange)/ International Youth Service
WAG	Welsh Assembly Government
WLGA	Welsh Local Government Association

APPENDIX 2
Map of County

-  PUBLIC FOOTPATHS
-  BYWAYS AND BRIDLEWAYS
-  OPEN ACCESS LAND
-  COUNTRY / WOODLAND PARKS
-  PICNIC SITES
-  BRECON BEACONS NATIONAL PARK BOUNDARY
-  MAIN FORESTRY COMMISSION WOODLANDS
-  WOODLAND ACCESS AGREEMENT SITES (ON FOOT)



Appendix 4

Former Parish Ref No.	Number of each Class of ROW				Length of each class of ROW		Total Number ROW	Total Length (m)ROW	Total % ROW
	Community Council	Foot-path	Bridle-way	Byway	Footpath	Bridleway			
1	Abernant	26	1	0	16705	665	27	17370	0.7%
2	Abergwilli	29	0	0	18609	0	29	18609	0.7%
3	Betws	62	3	0	45785	2797	65	48582	1.9%
4	Cilymaenllwyd	56	0	0	43686	0	56	43686	1.7%
5	Cenarth	35	6	0	29000	6331	41	35332	1.4%
6	Cynwyl Elfed	63	4	0	62658	3919	67	66577	2.6%
7	Cynwyl Caio	59	5	0	65873	7114	64	73017	2.8%
8	Cilycwm	60	8	8	56525	16491	76	82883	3.2%
9	Eglwyscymryn	39	1	1	53688	3391	41	57554	2.2%
10	Henllanfallteg	22	1	0	9633	389	23	10022	0.4%
11	Kidwelly	16	1	14	9105	0	31	19250	0.7%
12	Llangeler	142	0	0	98434	0	142	98434	3.8%
13	Llanfihangel ar arth	100	0	0	92167	0	100	92176	3.6%
14	Llanllwni	25	1	1	23660	824	27	25221	1.0%
15	Llanybyther	27	4	7	27934	12903	38	44228	1.7%
16	Llancrwys	22	0	0	20943	0	22	20943	0.8%
17	Llanfihangel ryc	20	7	5	16252	14113	32	33110	1.3%
18	Llanboidy	50	0	0	51779	0	50	51779	2.0%
19	Llanwinio	79	4	0	60010	3551	83	63561	2.5%
20	Llangynin	17	0	0	15876	0	17	15876	0.6%
21	Llanddowror	43	2	0	37710	1243	45	38953	1.5%
22	Laugharne	25	2	0	15975	1763	27	17739	0.7%
23	Llansteffan	40	0	1	14693	0	41	15105	0.6%
24	Llangynog	34	0	0	24229	0	34	24229	0.9%
25	Llangain	12	0	0	6484	0	12	6484	0.3%
26	Llanpumpsaint	14	0	0	12414	0	14	12414	0.5%
27	Llanllawddog	36	1	0	25887	1279	37	27166	1.1%
28	Llangynnor	34	0	3	19968	0	37	21839	0.8%
29	Llandyfaelog	30	0	3	21007	0	33	22989	0.9%
30	Llangyndeyrn	125	3	1	80538	2983	129	83287	3.2%
31	Gorslas								
31	Llanarthney	55	1	0	28723	710	56	28723	1.1%
32	Llanddarog	23	0	0	10180	0	23	10180	0.4%
33	Llannon	65	5	0	37962	3782	70	41690	1.6%
34	Llanedi	51	0	1	33583	0	52	33737	1.3%
35	Llangennech	40	0	0	20707	0	40	20707	0.8%
36	Llanelli Rural	125	1	0	67844	753	126	68596	2.7%
37	Llanfair ar y Bryn	84	15	5	67531	21834	104	94221	3.6%
38	Llansawel	11	4	2	7509	9199	17	35745	1.4%
39	Llanwrda	11	2	6	8843	607	19	13949	0.5%
40	Llanfynydd	25	0	0	20668	0	25	20668	0.8%
41	Llanegwad	79	0	0	61822	0	79	61822	2.4%
42	Llangathen	20	3	0	13275	1708	23	14983	0.6%

Former Parish Ref No.	Number of each Class of ROW				Length of each class of ROW		Total Number ROW	Total Length (m)ROW	Total % ROW
	Community Council	Foot-path	Bridle-way	Byway	Footpath	Bridleway			
44	Manordeilo & Salem	189	2	0	136810	540	191	137350	5.3%
44	Dyffryn Cennen								
45	Llansadwrn	62	1	0	45203	1091	63	46294	1.8%
46	Llandoverly	18	0	1	10430	0	19	10560	0.4%
48	Llangadog	128	6	0	99883		134	108519	4.2%
49	Llanddeusant	31	5	0	24374	712	36	25085	1.0%
50	Llanfihangel Aberbythych	59	2	0	35417	2872	61	38289	1.5%
51	Llandybie	133	1	4	78589	1050	138	83039	3.2%
53	Meidrim	36	1	0	30925	50	37	30975	1.2%
54	Myddfai	28	8	1	27489	18900	37	46761	1.8%
55	Bronwydd								
55	Newchurch & Merthyr	15	3	0	10770	4144	18	14914	0.6%
56	Pendine	5	0	2	4012	0	7	5876	0.20%
57	Trimsaran	27	1	2	11211	184	30	11790	0.5%
58	Pencarreg	25	0	1	23513	0	26	25101	1.0%
59	Pontyberem	52	0	0	30955	0	52	30955	1.2%
60	Quarter Bach	63	4	0	30476	10757	67	41233	1.6%
61	Carmarthen	26	0	1	14452	0	27	15518	0.6%
62	St. Ishmael	48	5	6	25058	838	59	31687	1.2%
63	St. Clears	34	1	2	28686	518	37	29722	1.2%
64	Talley	55	0	0	52007	0	55	52007	2.0%
65	Trelech a'r Betws	76	5	0	68482	3720	81	72203	2.8%
66	Whitland	4	0	1	2486	0	5	3750	0.1%
67	Cwmaman	32	1	0	6043	344	33	6387	0.2%
68	Ammanford	14	1	0	2771	95	15	2865	0.1%
69	Llandeilo Town	10	0	0	1657	0	10	1657	0.1%
70	Newcastle Emlyn	2	1	0	714	453	3	1167	0.0%
71	Bury Port & Pembrey	75	8	10	44985	8538	93	66080	2.6%
72	Llanelli Town	27	0	0	9442	0	27	9442	0.4%
TOTAL		3205	141	89	2312123	173155	3435	2582662	100%
Community Councils (31) involved in the Community Programme 2006-07							1017966	39.4%	
Community Councils (41) not involved in the Community Programme 2006-07							1537368	59.5%	

Note The table lists all the Community Councils created at the last Local Government Reorganisation. However, the paths and their lengths in those new Communities are retained in their former Parish areas, as described in the Definitive Map Statement.

26 Llanpumpsaint. Has lost some of its paths to the new Com Co of Bronwydd.

31 Llanarthney. Has lost some of its paths to Gorslas Community Council, and both have the same prefix 31

52 Clunderwen has moved into Pems.

73, 74, 75 Grondre, Llanfallteg, Llangan have been incorporated into other Com Cos.

44 Dyffryn Cennen is now a separate Com Co to Manordeilo & Salem but will retain the same prefix 44

55 Bronwydd is now a separate Com Co and has inherited some of the paths from Llanpumpsaint & Newchurch and Merthyr Com Cos.

57 Trimsaran is a separate Com Co to Pembrey.

57 & 71 Pembrey has combined with Bury Port and has taken its prefix.

APPENDIX 5

RIGHTS OF WAY IMPROVEMENT PLAN – CONSULTEE LIST (389)

COMMUNITY COUNCILS (72)

Abergwili Community Council
Aber-nant Community Council
Ammanford Town Council.
Betws Community Council
Bronwydd Community Council.
Carmarthen Town Council.
Pembrey & Burry Port Town Council
Cenarth Community Council
Cil-y-cwm Community Council.
Cilymaenllwyd Community Council.
Cwmamman Town Council
Cynwyl Elfed Community Council.
Cynwyl Gaeo Community Council.
Dyffryn Cennen Community Council.
Eglwys Gymyn Community Council.
Gorslas Community Council.
Henllan Fallteg Community Council.
Kidwelly Town Council.
Laugharne Town Council
Llanarthne Community Council.
Llanboidy Community Council.
Llanddarog Community Council.
Llanddeusant Community Council.
Llanddowror Community Council.
Llandeilo Town Council.
Llandovery Town Council
Llandybie Community Council.
Llandyfaelog Community Council.
Llanedi Community Council.
Llanegwad Community Council..
Llanelli Rural Council.
Llanelli Town Council.
Llanfair-ar-y-bryn Community Council.
Llanfihangel Aberbythych Community Council.
Llanfihangel-ar-Arth Community Council.
Llanfihangel-Rhos-y-Corn Community Council.
Llanfynydd Community Council.
Llangadog Community Council.
Llangain Community Council.
Llangathen Community Council.
Llangeler Community Council.
Llangennech Community Council.
Llangyndeyrn Community Council..
Llangunnor Community Council..
Llangynin Community Council.
Llangynog Community Council..
Llanllawddog Community Council.
Llanllwni Community Council.
Llannon Community Council.
Llanpumsaint Community Council.
Llansadwrn Community Council..
Llansawel Community Council.
Llansteffan Community Council.
Llanwinio Community Council.
Llanwrda Community Council.
Llanybydder Community Council.
Llanycrwys Community Council.
Manordeilo & Salem Community Council.
Meidrim Community Council.
Myddfai Community Council.
Newcastle Emlyn Town Council.
Newchurch & Merthyr Community Council..
Pencarreg Community Council.
Pendine Community Council.
Pontyberem Community Council.
Quarter Bach Community Council..
St Clears Town Council.
St Ishmael Community Council..
Talley Community Council.
Trelech a'r Betws Community Council.
Trimsaran Community Council.
Whitland Community Council.





MEMBERS OF PARLIAMENT AND ASSEMBLY MEMBERS (14)

Mr A Price
Member of Parliament
Carmarthen East and Dinefwr

Mr N Ainger
Member of Parliament
Carmarthen West and South
Pembrokeshire

Ms N Griffith
Member of Parliament
Llanelli Constituency

Mr G Thomas
Welsh Assembly Member
Carmarthen East and Dinefwr

Ms A Burns
Welsh Assembly Member
Carmarthen West and
South Pembrokeshire

Ms H M Jones
Welsh Assembly Member
Llanelli Constituency

Mr N Bourne
Welsh Assembly Regional Member
Mid and West Wales

Mr A Davies
Welsh Assembly Regional Member
Mid and West Wales

Ms N Evans
Welsh Assembly Regional Member
Mid and West Wales

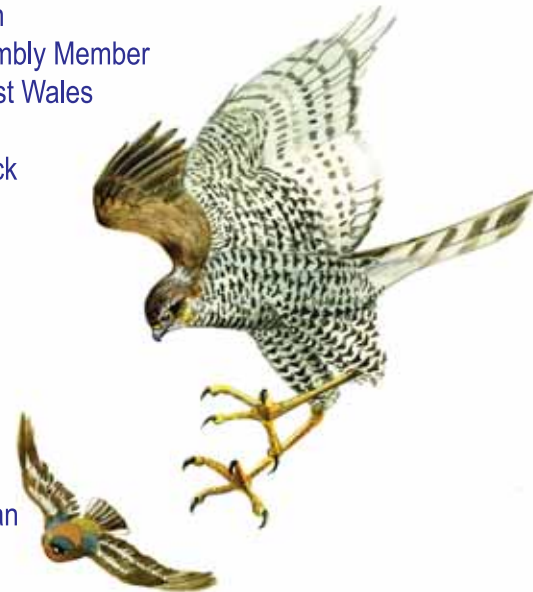
Ms J Watson
Welsh Assembly Member
Mid and West Wales

Ms G Kinnock
MEP

Mrs J Evans
MEP

Mr J Evans
MEP

Mrs E Morgan
MEP



CARMARTHENSHIRE LOCAL ACCESS FORUM MEMBERS /ADVISERS (25)

Mr Roy Jones
Mr K Morgan
Mr E Harris
Mr G Williams
Mr D J Hughes
Mrs J Samuel
Mr D Foot
Mrs P Arlette
Mr L Thomas
Mr E Jones
Dr D Hunter

Mrs C Rankin
Mr J Hollies
Ms P Sykes
Mrs R Jones
Mrs K Birch
Mr A Richards
Councillor C Scourfield
Mr B Hancock
Mr W Theophilus
Mr E Sanders Forest Enterprise Llandovery
Mr P Snaith Carmarthenshire County Council
Mr A Russ Carmarthenshire County Council
Mr P Stone Countryside Council for Wales
Ms L Austin Cambria Archaeology



ADJOINING LOCAL ACCESS FORA (6)

Ms L Evans Swansea Local Access Forum

Mr D Parsons Powys Local Access Forum

Mr A Richards Pembrokeshire Local Access Forum

Mr I Dutch Ceredigion Local Access Forum

Mr C Williams Neath Port Talbot Local Access Forum

Mr R Ball Brecon Beacons National Park Authority

RAMBLERS GROUPS (9)

Mr David Bush Carmarthen and District Ramblers Association

Mr David Foot Dinefwr Ramblers Association

Mrs Nina Clements Llanelli Ramblers Association

Mrs Shirley Kinghorn Aberystwyth Ramblers Association

Ms K Gill Cardigan Ramblers Association

Mr Phillip Lodwick Lampeter Ramblers Association

Mrs Christine Morris Pembrokeshire Ramblers Association

Ramblers HQ London

Ramblers Wales Cardiff



RIDING CLUBS (20)

Mrs S Punnett

British Riding Clubs(West Wales)

Swansea

Ms W Davies

Dyffryn Paith Riding Group

Aberystwyth

Mrs B Stead

District Commissioner

Llandeilo

Ms D Kelly

Afon Riding Club

Port Talbot

Mrs S Clarke

Gower Riding Club

Swansea

Mrs H Williams

District Commissioner

Llangadog

Ms S Merritt

Cardigan Bay Riding Club

Ceredigion

Mrs M Watkins

Tivyside Riding Club

Newport Pembrokeshire

Mrs V Stace

District Commissioner

Whitland

Mr N Bundock

Cwm Amman Riding Club

Ammanford

Mrs V Linton

Towy Valley Riding Club

Llandeilo

E John

District Commissioner

Ammanford

Ms C Davies

Cwm Derwen Riding Club

Whitland

Mrs M Boyes

Vale of Aeron Riding Club

Lampeter

Mrs H Furneaux

District Commissioner

Mrs K Lucas

Cwm Lluchwr Riding Club

Ammanford

Mr J Davies

West Wales Riding Club

Fishguard

Ms H Nolan

Dyffryn Clettwr Riding Club

Newcastle Emlyn

Mrs E Price

District Commissioner

Pontarddulais

Mrs B Stead

District Commissioner

Llanddarog

Carmarthenshire

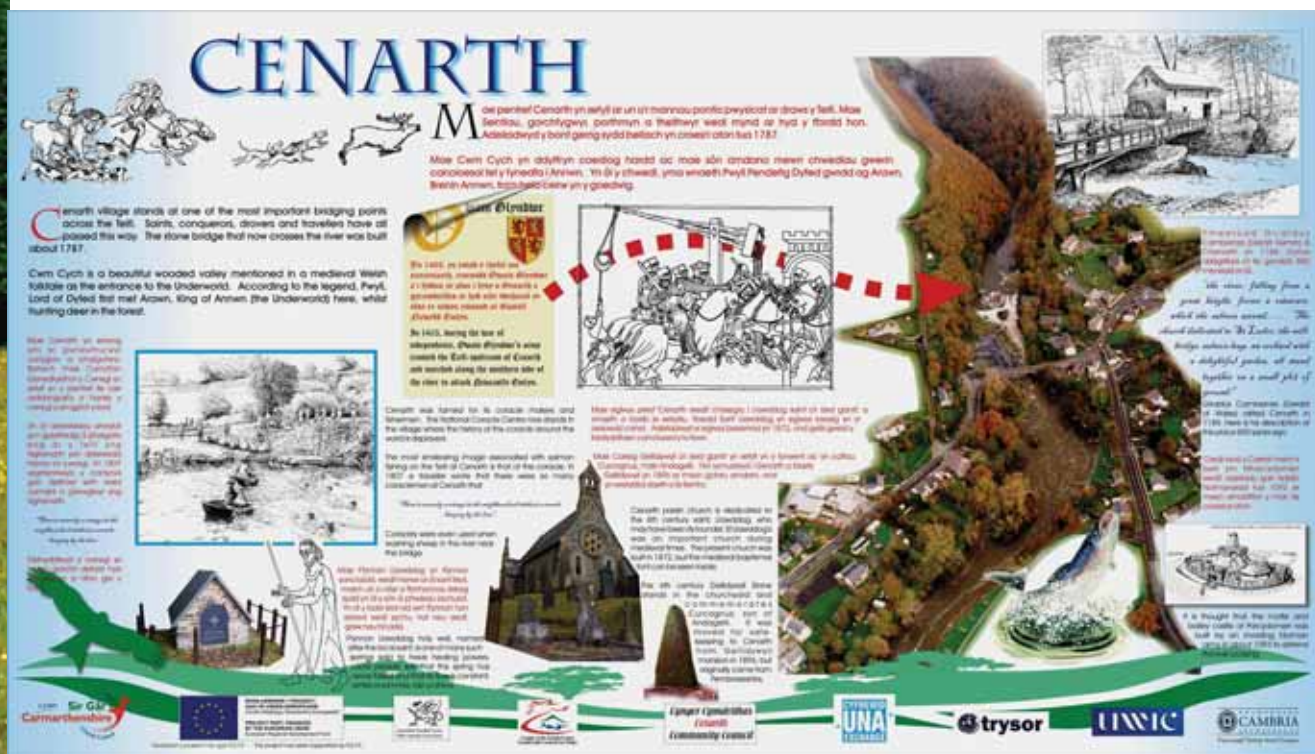


HEADS OF RIGHTS OF WAY – NEIGHBOURING AUTHORITIES (5)

C Dale	Rights of Way Team Leader	Swansea
Mr S McIntosh	Head of Rights of Way	Powys
Mr C Williams	Head of Rights of Way	Neath and Port Talbot
Mr S Hurr	Head of Rights of Way	Pembrokeshire County Council
Mr I Dutch	Head of Rights of Way	Ceredigion County Council

DISABILITY INTEREST GROUPS – CARMARTHENSHIRE (47)

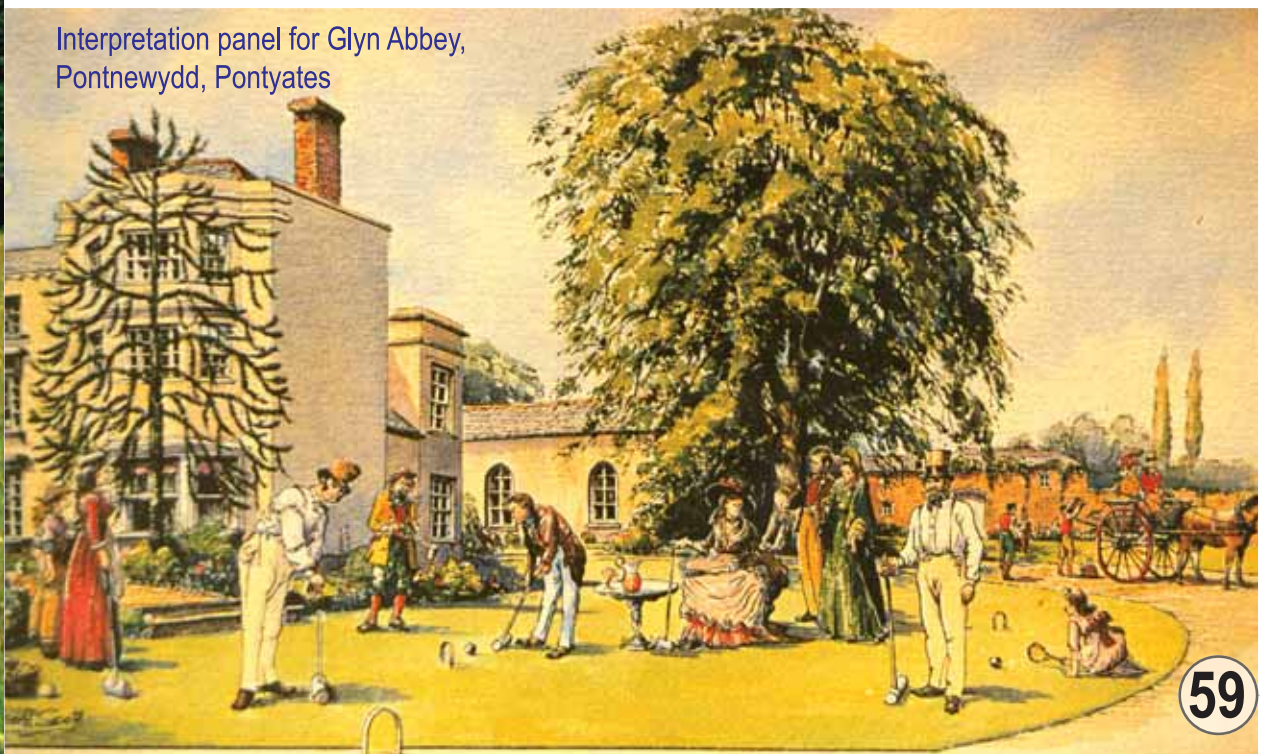
Age Concern Sirgar Llanelli	Foothold Youth Enterprise Llanelli
Alzheimers Society Llanelli & Dinefwr	HAFAL Carmarthen
Amman Valley Dementia Carers	HUTS Newcastle Emlyn
Ammanford Junior Gateway Club	Leonard Cheshire
Ammanford Talking Newspaper	LINKS
Arthritis Care in Wales	Llanelli & District Gateway Club
Arts Care Gofal Cefl Carmarthen	Llanelli Centre for the Deaf
Association (CYCA)	Llanelli Disabled Access Group
Association for Spina Bifida & Hydrocephalus	Llanelli Mind
Barnardos	Megan & Trevor Griffiths Trust
Carers(Llanelli)	Papur Llafar y Deillion Carmarthen
Carmarthen & District Spastic Society	Parent Support Cerebra Carmarthen
Carmarthen Breakthro	Shaw Trust
Carmarthen Disability Coalition for Action	SNAP CYMRU Llanelli
Carmarthen Family Adviser Service	St Pauls Family Centre Llanelli
Carmarthen Mind Resource Centre	Talking Newspapers for the Blind
Carmarthen Youth Project	The Coomb Cheshire Home
Carmarthen/Dinefwr Crossroads	The Disability Rights Bureau Burry Port
Carmarthenshire Carers	The Life Options Project Llanelli
Carmarthenshire Stroke Club	The Stroke Association Llanelli
Carms Youth and Children's	Tuberous Sclerosis Society Cwmgwili
Catch Up LTD Llanelli	Wales Council for Deaf People
Disability Action Centre	Welsh Organiser
Disabled Workers Co-operative Llandovery	West Wales Action for Mental Health



ORGANISATIONS (130)

All Wales Ethnic Minority Association – Cardiff
All Wheel Drive Club – Uckfield
Amman Valley Enterprise – Ammanford
Antur Cwm Taf/Tywi – St. Clears
Antur Teifi – Aberarad
Association of National Park Authorities – Cardiff
Association of Rover Clubs – London
Autism Cymru
Auto Cycle Union – Rugby
BCTV Cymru – Cardiff
Black Environment Network – Llanberis
Brecon Beacons National Park
British Cycling Federation – Manchester
British Driving Society – Whitland
British Heart Foundation Wales – Cardiff
British Horse Society
British Mountain Guides – Conwy
British Mountaineering Council – Manchester
British Orienteering Federation – Matlock
British Tourist Authority – London
Byways and Bridleways Trust – Newcastle upon Tyne
CADW – Cardiff
Cambrian Caving Council – Manordeilo
Camping and Caravanning Club
Carmarthen Bridleway Action Group
Carmarthenshire Federation of Womens Institutes – Coventry
Carmarthenshire Health Alliance
Carmarthenshire Tourist Association
CAVS – Carmarthen
CCW (Countryside Council for Wales) – Aberystwyth
Central Association of Agricultural Valuers – Swansea
Central Council for Physical Recreation – London
Coed Cadw (Woodland Trust for Wales) – Llanidloes
Commission for Racial Equality (Wales) – Cardiff
Communities First and Social Inclusion Unit – Carmarthen
Council for National Parks – London
County Surveyors Society – Trowbridge
Country Land and Business Association – Carmarthen
Countryside Recreation Network – Sheffield
Crag Countryside Recreational Access Group
Crown Estate Commissioners – Hereford
CRPW Campaign for the Protection of Rural Wales – Welshpool
Cwm Gwendraeth Community Development – Ponthenri
Cyclist Tourist Club – Goldaming
Cwmdeithas Edward Llwyd – Ruthin
Defence Estates Head Office – Sutton Coldfield
Dementia Services – Cardiff
Depression Alliance Cymru – Cardiff
Disability Wales – Caerphilly
Disabled Drivers Association – Norwich
Disabled Persons Transport Advisory Committee – London
Duke of Edinburgh's Award Scheme – Windsor
Environment Agency Wales – Neath
Equal Opportunities Commission Wales – Cardiff
Farmers Union of Wales – Carmarthen and Aberystwyth
Farming and Wildlife Advisory Group – Dolgellau
Farming Connect – Cardiff
Federation of Sports Assoc for the Disabled – Flintshire
Festival of the Countryside
Fieldfare Trust – Fife
Foothold Community Specialists – Llanelli
Forest Enterprise Wales – Aberystwyth
Forestry Commission – Aberystwyth
Forum for Motorised Sport in Wales – Rhoose
Graziers Association – Mynydd Mallaen
Mynydd Llanllwni
Llanfihangel Rhos y Corn
Green Lane Association – Peterborough
Groundwork Wales – Pontypridd
Health and Safety Executive – Caerphilly
Heart of Wales Line Forum – Llandrindod Wells
Institute of Public Rights of Way Officers – Skipton
International Mountain Biking Assoc – Ledbury
Joint Cttee on Mobility and Partially Sighted People – Reading
Land Access and Recreational Association – Shropshire
Law Society in Wales – Cardiff
Land Access and Recreation Association
Llandysul and Pontweli Association
Long Distance Walkers Association – Cardiff
Manic Depression Fellowship Wales – Newport
MENCAP Cymru – Cardiff
Mental Health Wales – Neath
Menter Bro Dinefwr – Llandeilo
Menter Cwm Gwendraeth – Pontyberem
Merched y Wawr – Aberystwyth
MIND Cymru – Carmarthen
National Farmers Union – Swansea
National Federation of Bridleway Assoc – Accrington
National Trust – Llandeilo
One Voice Wales – Ammanford
Open Space Society – Henley on Thames
Ordnance Survey – Southampton
Pembrokeshire and Carmarthen Health Promotion Unit
Pembrokeshire Coast NPA

Interpretation panel for Glyn Abbey,
Pontnewydd, Pontyates



ORGANISATIONS (130)

Princes Trust Cymru – Cardiff and Llanelli
Rights of Way Law Review – Wiltshire
Royal Commission for Ancient Monuments Wales – Aberystwyth
Royal Institute of Chartered Surveyors – London
Royal National Institute of the Blind – Cardiff
RSPB Wales – Cardiff
South West Wales Tourism Partnership – Llangathen
Sports Council for Wales – Cardiff
SUSTRANS Cymru – Swansea
SUSTRANS HQ – Bristol
Symud Ymlaen – Llandysul
Tenants Farmers Assoc – Shrewsbury
The Planning Inspectorate – Cardiff
The Sleeping Giant Foundation – Swansea
Tir Coed – Lampeter
Trail Riders Fellowship – Market Drayton
Transport 2000 – London
Visit Wales – Cardiff

Wales Centre for Health – Cardiff
Wales Council for the Blind – Cardiff
Wales Council for the Deaf – Pontypridd
Wales Council for Voluntary Action – Newtown
Wales Federation of Young Farmers Clubs – Carmarthen
Wales Scouts Council – Llantwit Major
Wales Sports Association – Cardiff
Wales Tourism Alliance – Cardiff
Wales Trekking and Riding Assoc – Llanwrtyd Wells
Welsh Assembly Government – Cardiff and Penllergaer Offices
Welsh Cycling – Newport
Welsh Development Agency – Cardiff
Welsh Orienteering Assoc – Swansea
Welsh Trail Riders Assoc – Neath
Wildlife Trust – Carmarthenshire
Wildlife Trust South and West Wales – Cilgerran
Woodland Trust – Llanidloes
Youth Hostel Assoc - Derbyshire

OTHER CONSULTEES ON ACCESS ISSUES (61)

A & J Holkes Laugharne
C Felices Llanelli
D Jones Carmarthen
E Nichols Carmarthen
E.P. Lloyd Llanelli
G.M Griffiths Burry Port
Healthy Minds at Work Rhondda Cynon Taf
J Langley Llandovery
J.S Thomas Llanydybie
K Glynn Llanybri
Lady May M Lewis Llanelli
M Allen Llanelli
M.A. Roberts Pontyclun
M Evans Llanboidy
A Jones Carmarthen
A Thomas Llanboidy
A Williams Llanelli
Mr and Mrs Morgan Kidwelly
C Robins Llanelli
D Morgan Carmarthen
D V Davies Carmarthen
D.H. Watkins Llanelli
D.J Cameron Llanelli
E.G Jones Carmarthen
G Davies Llangadog
G Grant Llanelli
G Randle Llanelli
J Raymond Carmarthen

R Smith Llanelli
T.J. Wright Llanelli
W.T. Jones Llandysul
A Williams Burry Port
B Brown Burry Port
B Samuel Llanelli
C Edwards Llanybydder
E.M. Havard Llanelli
E.S. Evans Llandeilo
F.G. Fryer Llanelli
Mrs Harding Ammanford
J Aldwinckle Llanelli
J Hughes Llanelli
J Hulme Llanelli
J Madeira-Cole Llangadog
M Hubbard Burry Port
M Thomas Carmarthen
M.A. Williams Llanydybie
M.D Lowndes Llansteffan
N Davies Llanelli
P.J. Griffiths Cwmllynfell
W Porritt Llangennech
S John Llanelli
R Lewis Llanelli
S Mann Pontyberem
S.E. Foster Carmarthen
T Rickwood Burry Port
Tal Griffiths Caerfyrddin

J.W. Griffiths Llanelli
M Thomas Kidwelly
N Moore Llanelli
N.A Page Llanelli
R G Thomas Llanelli

Interpretation panel – Kymers canal, the oldest canal in Wales, Pontnewydd, Pontyates