Executive Summary

This Countryside Access Plan (CAP) was adopted by the Authority in October 2007 following an extensive public consultation exercise. It will assess all aspects of the present condition of the countryside access resource (public footpaths, bridleways and access land) in the City and County of Swansea and state how this resource can be better managed and improved.

This will be the first ever plan or strategy for the path network and access to the countryside for this Authority and any of its predecessors. It is not only a legal requirement but also an essential tool in shaping countryside access for the next ten years and for gaining external sources of funding.

Economic benefits

Public access to the countryside undoubtedly contributes to the local economy, and to the well-being of the people of the City and County of Swansea. The 385 miles (617km) of paths and 23 square miles (60km²) of access land (16% of the total land area of the City and County of Swansea) are extensively used by visitors and locals alike.

The Authority’s path network and access land are valuable assets. Gower is a destination for tourists from all over the world, who come to experience the beautiful landscape – especially that of the coast. The path network and access land are the main means by which visitors are able to enjoy this experience.

Tourism based on walking is estimated by the Wales Tourist Board to sustain 5000 jobs and generate £550 million per year in Wales. The Pembrokeshire Coast Path is estimated
to generate £12 million per year for the local economy, and the South West Coast Path £96m for the Cornish economy. The foot and mouth crisis in 2001 also demonstrated the importance of access to the countryside to the local economy, with many businesses struggling to cope with the sudden drop in visitor numbers.

Health benefits

Aside from the pure economic benefits of countryside access there are recreational and health benefits to residents. Walking is considered to be one of the healthiest forms of exercise and it is by far the most common form of exercise undertaken by people in Wales. The City and County of Swansea is no exception to this – in one year from June 2006 counters on four Gower footpaths recorded 656,000 people passing through. Outdoor recreation can have a positive effect on well-being and in reducing stress.

Strategic context

Countryside access is an important and integral part of the Tourism Strategy for the Authority and of the Draft Welsh Coastal Tourism Strategy (see Appendix 2). Countryside access also forms an important part of the Gower Area of Outstanding Natural Beauty Management Plan and ‘Climbing Higher’, a Welsh Assembly Government strategy for sport and active recreation.

What the CAP will deliver

The Countryside Access Plan describes how the Authority will make the most of the economic and health benefits of countryside access described above by improving both the management of the legal records of paths and the path network on the ground. In order to achieve this the Authority has consulted widely to obtain the views of users and landowners. Details of the consultation process are contained in Appendix 1.

Key actions in the CAP include:

- The Coastal Access Improvement Programme, which will provide funding to enable the Authority to complete and promote the Gower Coast Path as part of the All Wales Coastal Path, and to improve the path network near the coast (about 30% of the total path network). This is expected to bring increased visitor income to the area.

- Increasing the number of promoted routes for walkers and, depending on the results of consultations, provide routes for people with limited mobility, horse riders and cyclists. This is expected to increase visitor numbers and the health of residents.

- Increasing the connectivity of the path network by creating and diverting paths in areas where there is demand but few or no paths.
• The Community Path Improvement Programme, which will work on a community by community basis to improve the path network in participating communities for local people in those communities and for visitors.

• Improving the network so that 75% of it is ‘easy to use’ – including all of the Authority’s 80 miles of bridleways. Presently, less than 50% of the network is considered ‘easy to use’.

• Publishing a new definitive map (the legal register of paths). The current map is 36 years old and very out of date. This will allow greater access to the legal records and up-to-date, clearer information.

Summary of the CAP

The CAP consists of two parts: an assessment of the current condition of the countryside access resource and a statement of action describing how that resource will be managed in future.

Part I, the assessment, consists of the following eight sections, each of which includes policies and actions that will govern how the Authority’s statutory functions are carried out and how the resource will be managed.

Introduction. Overall Aim – The purpose of the Countryside Access Plan is to improve countryside access for all. The introduction provides background information on countryside access in the City and County of Swansea.

Condition of the network. This section describes the number and condition of structures associated with the public rights of way network, the number of obstructions and other difficulties and assesses the general ease of use.

Needs of users. Aim – To make the countryside as accessible to as many walkers and riders as possible. Accesses the needs of those with limited mobility, walkers, horse riders and cyclists.

Definitive map and statement. Aim – To ensure that the definitive map and statement provide an accurate record. Describes the history of the legal registration of the path network and how the Authority currently deals with modifying it and the number of outstanding cases.

Public path orders (diversions, creations, extinguishments). Sets out the reasons why the Authority can make orders to change the network, how those orders are made and the number and type of orders that the Authority has made over the last 10 years.

Management of the path network. Sets out how the Authority currently maintains, improves and enforces the network and describes how the management could be changed and improved.
Access land and other access opportunities. Describes the extent of formal and informal means of accessing the countryside other than the path network and how this can be and is managed.

Tourism and promotion of the network. Assesses the current situation and the need to use countryside access as a means of improving the health of residents and of attracting more visitors to the area.

Part II, the Statement of Action, combines all of the 30 actions set out in the previous sections. This, together with the 56 policies in the CAP, will provide a framework for all of the Authority’s countryside access functions for the next 10 years and allow the Authority to continue the improvements made to countryside access in previous years.

The Statement of Action describes how each of the actions will be resourced. Some sources of external funding are available, but the Authority will always need to provide a base of funding to undertake statutory duties and to use as match funding for external sources of funds.

The CAP was published in February 2008 by the Authority’s Countryside Access Team. If you have any queries or questions regarding the CAP, would like further copies, or require it in another format please contact the Countryside Access Team at the City and County of Swansea, Civic Centre, Swansea, SA1 3SN, telephone 01792 635230 or email countrysideaccess@swansea.gov.uk.

The Authority’s website also includes additional information and the latest countryside access developments – www.swansea.gov.uk/countrysideaccess
PART I – ASSESSMENT
1.0 Introduction

Overall Aim - The purpose of the Countryside Access Plan is to improve countryside access for all.

1.1 The Countryside and Rights of Way Act 2000 gave Highway Authorities the responsibility of producing a Rights of Way Improvement Plan by the autumn of 2007. The aims of this Plan refer to public access to the countryside in the broadest sense and therefore the title Countryside Access Plan is considered more appropriate.

1.2 The CAP must consider walking, horseriding and cycling with an emphasis on recreational use of the path network (footpaths and bridleways) and access land. Reference to ‘paths’ in the CAP refers to public rights of way, which are nearly all non-vehicular routes (see pie chart below).

1.3 Public rights of way are available to the following users:

<table>
<thead>
<tr>
<th>Footpaths</th>
<th>Walkers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridleways</td>
<td>Horse riders, cyclists and walkers</td>
</tr>
<tr>
<td>Byways</td>
<td>All forms of traffic</td>
</tr>
</tbody>
</table>
1.4 The present registered path network is 385 miles (617 km) long and is mostly comprised of footpaths (78.9%). There are also 80 miles (128km) of bridleways (20.8% of the network) and 1¼ miles of byways open to all traffic (0.3%).

1.5 The Gower Area of Outstanding Natural Beauty contains approximately 66% of the overall path network.

1.6 Approximately 5% of the path network, a similar proportion of the access land and most of the cycletracks are on land owned by, and therefore wholly under the control of, this Authority. However, the vast majority of public access to the countryside is on private land. The public may gain access to this land because a number of Parliamentary Acts passed since 1925 allow them to do so. The latest of these is the Countryside and Rights of Way Act 2000.

1.7 The Acts passed over the last 80 years reflect only a small part of the long history of the path network, parts of which are many hundreds if not thousands of years old. The network was not designed – its origins are utilitarian, with people using it to walk or ride between farm, church, village or mine. However, use of the network has, for the past few decades, been mainly recreational and it therefore does not always meet the modern needs of the public. The network is also unevenly distributed, especially that of bridleways with some areas having none and others with an extensive, local network, such as at Rhossili Down. Nearly all of the network is rural in nature and most urban routes are surfaced and maintained by the Highways Division as part of the general highway network.

1.8 The Authority and its predecessors have never formulated polices to deal specifically with path network or other countryside access. The CAP therefore includes, under each section and in the Statement of Action, a number of policies and actions for countryside access that will govern how the Authority’s statutory functions are carried out and how the resource will be managed.
Total countryside access in the City and County of Swansea
2.0 Condition of the path network

2.1 In the Autumn of 2005 the whole path network was surveyed. The survey found that there were a large number of defects, many of which would prevent paths from being used.

2.2 However, the annual Performance Indicator (PI) survey (see below) has consistently found that about half the network is ‘easy to use’, and despite the difficulties on some paths hundreds of thousands of people continue to use the well maintained part of the network.

Achievement to date

2.3 In one year from June 2006 four automatic counters recorded that 656,000 people passed along four different Gower paths.

2.4 The main defects were:

- **Signposts**  Out of 715 places where signposts should be located there are 225 missing.
- **Obstructions** 275 obstructions were identified
Stiles: 42 stiles in need of repair or replacement out of a total of 436
Gates: 145 gates in need of repair or replacement out of a total of 587 gates
Bridges: 6 bridges need to be repaired or replaced out of a total of 210 bridges and 26 are missing altogether

2.5 The user survey also provides some evidence of the condition of the network. 38% of walkers and 50% of horseriders that responded had been prevented from using a path. 64% of walkers and 68% of riders considered that overgrown paths were a problem. In addition 37% of walkers and 60% of riders felt that the surface of paths was a problem, but only 6% considered there were too many stiles or gates.

2.6 The lack of maintenance and the presence of obstructions on the network are not the only way in which use of the network is restricted. A number of problems on the network are caused by errors on the legal records (definitive map and statement) and can only be resolved by a legal change to the route. In some instances this will result in an expensive and protracted legal process that will include a public inquiry. The exact number of errors or ‘anomalies’ on the definitive map and statement is presently unknown, although 65 have been found so far, and the final number is likely to be far higher. Some of these anomalies do not prevent public access. For example much of footpath LL22 in Park Woods in Gower cannot be followed because it is overgrown, however the forestry track that runs parallel a few metres away is used as a substitute. A situation such as this would result in a ‘fail’ in the performance indicator survey (see below). See also the section on the definitive map and statement for further details.

2.7 The condition of the network also varies depending upon what your needs or circumstances are. 82% of respondents considered that the accessibility of the network was poor or fairly poor for people with limited mobility. However, 87% considered that the accessibility of the network was good for people with dogs.

Performance Indicator Survey

2.8 The Welsh Assembly Government requires Local Authorities to produce a range of statistics (Performance Indicators) to measure their performance, amongst which is a measure of the ease of use of the rights of way network. Each year the Authority must randomly choose a sample of paths that make up at least 5% of the network and survey them to determine which paths are ‘easy to use’. The survey is undertaken using guidance devised by the County Surveyors’ Society.

2.9 In order to be more statistically reliable this Authority surveys 10% of the network in two stages, 5% in May and 5% in November. Although this provides a more reliable survey, the condition of longer routes can skew the results to provide a more positive or more negative outcome than should be the case. The results of an individual survey should not therefore be considered as significant, rather an analysis of the results of a number of surveys over a number of years to establish a trend is more appropriate. In this way it will be possible to determine if the condition of the network is improving or not.
Performance Indicator Results

3.0 The needs of users

Aim To make the countryside as accessible to as many walkers and riders as possible

People with limited mobility

3.1 Those with limited mobility could be defined as everyone who is not a professional mountain climber! Therefore most of us could be considered to have a degree of limited mobility and so it is important that the network is made as accessible as possible to everyone.

3.2 Limited mobility can be defined as people:
- Who use wheelchairs and mobility vehicles
- With limited walking ability
- With small children, pushchairs
- Who are elderly
- Who are Blind or partially sighted

3.3 In 2001 Entec published The Rights of Way Use and Demand Study. This defined 3 general factors that have an effect on access by those with limited mobility as:-
- Physical condition of route – surface, camber, gradient, barriers
• Car parking and toilets
• Information on routes that are suitable

3.4 The User Survey revealed that 81% of respondents thought that accessibility was poor for those with mobility problems.

3.5 The Disability Discrimination Acts (DDA) 1995 and 2005 makes it unlawful for service providers to discriminate against anyone on the grounds of disability. It is presently unclear if landowners who are responsible for stiles and gates across paths can be considered to be ‘service providers’.

3.6 In addition the Countryside and Rights of Way Act 2000 (CROW Act) places a duty on Authorities to consider the needs of people with limited mobility when authorising stiles or gates under the Highways Act 1980.

3.7 It has to be accepted that due to the nature of the terrain through which many paths run that the entire network will never be accessible to everyone. However, whereas it is not possible to alter the terrain through which a path runs, it may be possible to remove barriers and create more accessible surfaces.

3.8 Stiles can deny access to all but the most able and therefore should be replaced or removed wherever possible. This is further discussed in the section on Management of the Network below. BS5709:2001, the British Standard for gaps, gates and stiles maintains that, although there are local traditional forms of stiles and gates, the purpose of a stile or gate is to be ‘adequately stockproof whilst providing good access for all legitimate users’. The provision of a gate or stile is, therefore, a balance between the needs of livestock management and public access.

3.9 Therefore it is clear that the Authority has a duty to make as much of the path network as accessible to as many people as possible.

3.10 Much of the network is already open to those with limited mobility and some routes can already be used by those in wheelchairs and mobility vehicles. However, there is a lack of information regarding where these routes are and what condition they are in. Access for those people using conventional wheelchairs requires an open path with a hard surface (so that wheels do not sink), no or slight camber and a low gradient (less than 1 in 20).

3.11 The lack of confidence that many people have when it comes to using PROW is likely to be worse for those with limited mobility. If people with limited mobility were informed of what to expect on a route then they would be able to decide if that route was suitable for their use. This lack of information is probably the single most important factor in preventing people with limited mobility from using the network in its current condition.
**Action**

**AL1** The Authority will discuss with individuals and organisations representing those with limited mobility regarding the best means of providing information to enable them to access those parts of the network that are available to them.

*Strategic reference: Climbing Higher (appendix 2)*

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**Cyclists**

3.12 Cyclists have the right to use bridleways, byways and the Authority's network of cycletracks. The User Survey revealed that horseriders and cyclists considered the overgrown paths and the condition of path surfaces to be the most common problems encountered on the network of bridleways. In relation to countryside access many of the problems encountered by cyclists are similar to those that horseriders have when accessing the countryside. The Authority's Cycling Strategy (part of the Local Transport Plan) outlines how the Authority will deal with cycling issues and the Authorities ambitions regarding the expansion of the cycle path network. See appendix 2.

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**Horseriders**

3.13 Most of the path network is made up of footpaths to which horseriders have no formal right of access. Only on 21% of the network do horseriders have a right of access. As described in the Introduction the network of bridleways is not evenly distributed and there is a tendency for networks of bridleways to be concentrated in some areas. For example there are networks of bridleways around Llangennith, in Oxwich and on Clyne Common. The PROW network was not planned or designed, it came about through historical use. Therefore if a route was being used by horseriders it was likely to become a bridleway. Access for horseriders is further limited because there is no right to ride a horse on access land. Commons in the old Borough of Swansea and Loughor Urban District have provided access to the public for the 'right of air and exercise' since the Law of Property Act 1925 was amended in 1974. It is unclear at this moment whether or not horseriding rights exist on these so called 'Urban Commons', although, the Authority is aware that these commons are being used for horseriding.

3.14 Due to the lack of facilities for horseriders it is all the more important to make sure that all of the access to which they are legally entitled is open and useable. ‘Dead-end’ routes are considered under the section 4.0 Definitive Map.
DM5 Each dead end route will be considered and the most appropriate action taken to resolve each situation. This could be to:
- maintain the current position
- create additional rights to provide a through route (e.g. create a length of bridleway over a footpath to extend a dead end bridleway),
- delete the dead end rights (e.g. delete the vehicular rights on a byway to create a continuous length of bridleway).

Action

AH1 The Authority will open all bridleways (obstructions removed, legally defined, signposted) by 2012.
Strategic reference: AONB Strategy, objective 25, Climbing Higher (appendix 2)

3.15 Many horseriders and cyclists (56% in the User Survey) consider that there are areas that would benefit from additional links or improved provision. However, as discussed in section 5 Public Path Orders, the provision of new bridleways is not straightforward and is highly likely to encounter strong resistance from landowners. Over the last ten years the authority has dedicated a number of bridleways on its own land and policy PPO8 makes it clear that, where need can be demonstrated, this process will continue. Given sufficient public support policies PPO10 & PPO11 will also assist the expansion of the network and the Authority is aware of the location of some routes on private land that could be registered as bridleways and provide a useful addition to the network. However, in the face of resistance from landowners, without sufficient public support any attempt to create new bridleways is likely to fail because of the legal test that requires the Authority to demonstrate public need. There is also a need for the public to be specific, the statement ‘we need more bridleways’ is not in itself sufficient. Users need to clearly identify the location of needed new bridleways and demonstrate that sufficient public support will be available throughout the legal process, including, if necessary, at public inquiries.

Actions (from section 5.0 Public Path Orders)

AP1 The Authority will lead by example and create paths on its own land where it can be shown that there is a need for improved public access.
Strategic reference: None

AP2 The Authority will create new paths in the formerly excluded area where it can be clearly demonstrated that there is a public need and demand for new paths or where a previous order has left a path as a dead end or unconnected to another highway.
Strategic reference: None
AP3 The Authority will create new paths where it can be clearly demonstrated that there is a public need and demand for new paths.

Strategic reference: None

3.15 The whole of the path network and all of access land is legally available to walkers. This means that walkers already have a considerable amount of access to the countryside.

For a map of countryside access for walkers see page 9 above.

3.16 The User Survey found that only 27% of walkers thought that there were areas that would benefit from additional links or improved provision. Therefore most walkers appear to be satisfied with the amount of existing provision. However, the survey also reveals that walkers encounter a considerable number of problems when using the network, from completely obstructed paths to litter. A number of the policies and actions elsewhere in the CAP will assist walkers to enjoy more of the network including AH1 above.

Non-users

3.17 It is likely that some non-users will never have the desire to use the network. However, given access to appropriate information, it is considered that there are potentially a large number of people who would use the network who currently do not. Studies indicate that lack of awareness is the dominant reason for non-use, although confidence may also be a significant factor, especially for those with limited mobility. Means of improving awareness of access opportunities are described in Management of the Network and Tourism and Promotion below.

Action

AN1 The Authority will encourage the participation of people from all backgrounds to take part in countryside access.

Strategic reference: Climbing Higher (appendix 2)

3.18 For people from deprived or ‘Communities First’ areas normal awareness raising methods tend not to be successful. Countryside access is not considered a priority for the residents of such areas and visiting the countryside is seen as a middle class pursuit and therefore a conventional approach to attracting them to the countryside is unlikely to be effective. (‘Public access to the countryside’ – Wales Audit Office 2006). However, Communities First Co-ordinators in Swansea have already had some success in persuading some residents to participate in walking in their local countryside.
Action

AN2  The Countryside Access Service will develop links with other agencies to improve the opportunities for people living in Communities First areas to take part in countryside access.  
Strategic reference: Climbing Higher (appendix 2)
4.0 Definitive map

Aim To ensure that the definitive map and statement provide an accurate record

Objective To develop a process of work for dealing with definitive map issues in the most effective and efficient way

Background

4.1 The definitive map and statement records all of the registered public footpaths, bridleways and byways open to all traffic (byways) in the City and County of Swansea. References to ‘definitive map’ below include the definitive statement.

4.2 The presence of a public right of way on the definitive map is conclusive evidence of its existence and status (Wildlife and Countryside Act 1981). However due to the scale of the definitive map (1:25,000) and the brevity of the statement it is often difficult to determine the exact alignment, width and location of the routes shown on it.
History

4.3 Unitary and County Councils in England and Wales have had a duty to compile and maintain a definitive map since the National Parks and Access to the Countryside Act 1949.

4.4 The first definitive map for this area was published in 1970. This was the result of 20 years of surveying, hearings and quarter sessions (court cases) during which Glamorgan County Council had to produce a draft map (14 September 1954) and a provisional map (1964) before the final definitive map.

4.5 Section 35 of the original 1949 Act enabled some County Boroughs to be excluded from the registration process and therefore a definitive map was not produced for the Borough of Swansea. Section 55(3) of the Wildlife and Countryside Act 1981 reversed this position, giving County Councils the responsibility for producing definitive maps for the formerly excluded areas. However, unlike the 1949 Act, there is no requirement to carry out a survey and subsequently register a network of public rights of way. The definitive map for the excluded area will develop over time as ‘modification orders’ (see below) are made to add more routes. Policies to develop a network in the excluded area can be found in the section below on public path orders.

4.6 A draft review began in 1971 and, following 16 years of hearings, this eventually resulted in the publication of the second edition of the definitive map in 1987, which has a relevant date of 1 January 1971 and is at a scale of 1:25,000. This map is the current legal record of the Authority’s public rights of way, despite the information on the map being 36 years old.

‘Working copy’

4.7 Since the 1971 edition of the definitive map there have been over 300 legal changes to the public rights of way network. These changes form part of the definitive map and must be stored with it, but are separate legal documents. As a result of the difficulty in using the original paper definitive map and all of the changes associated with it a digitised version of the map is in daily use, called the ‘working copy’. This map is updated as soon as a new change is confirmed and can be viewed by all members of the Countryside Access Team and any other member of staff with access to the appropriate software.

4.8 The digitised ‘working copy’ map could be published as the definitive map in the near future. However there is some way to go to catch up with outstanding legal work (LEMOs, see below) that must be completed before a new definitive map can be produced.

4.9 The Authority is required to make the definitive map available for inspection during office hours. If Ordnance Survey copyright can be satisfied it may be possible in future to provide this information on the Authority’s web site using the ‘working copy’ already in use.
Extract from current definitive map

Extract from digitised ‘working copy’ of the definitive map
Staff resources

4.10 Presently there are three members of staff in the Legal Services Section dealing full time with most aspects of modification orders, with additional support from other members of staff. The Countryside Access Team deal with some of the minor issues. See appendix 10 for the staff structure. In an arrangement set up at the time of local government reorganisation in 1996 the staff in Legal Services spend part of their time also working on cases for Neath Port Talbot County Borough Council.

4.11 Presently, although both departments work closely together, there is no formal arrangement between Legal Services and Planning Services regarding how the two parts of the Authority’s countryside access service should operate together. There is therefore a need to establish a formal Service Level Agreement for PROW between Legal Services and Planning Services and this is currently being drafted.

Action

AD2 A formal Service Level Agreement for PROW between Legal Services and Planning Services will be established.

Strategic reference: None

Modifications to the definitive map - Modification Orders

4.12 The definitive map can be changed either by evidence being found to prove that it is incorrect resulting in a ‘modification order’ (see below) or as the result of a Public Path Order (PPO, see following section).

4.13 The Authority has a duty under the Wildlife and Countryside Act 1981 to keep the definitive map under continuous review. This means that it must consider evidence that the map may be incorrect if it discovers that evidence itself or when evidence is presented to it. A change is made to the definitive map by the making of a modification order.

Applications for modification orders (claims)

4.14 The public have the right to apply to the Authority for a modification order to change the definitive map in some way because they believe that a route is not shown but should be, a route is shown on the map but should not be or that the route shown on the map or the description in the statement is incorrect. Such applications are known as ‘claims’, and are usually claims for paths to be added to
the definitive map. Circular 5/93 Annex B para 7 advises that authorities may make a PPO to add a path to the definitive map rather than pursue a more time consuming and difficult to prove modification order. Therefore, in such circumstances a PPO should be sought rather than a modification order (see policy DM4 below).

4.15 Many unrecorded paths are claimed as a result of the route of the path becoming obstructed or threatened with obstruction. Should alleged paths become registered public footpaths the obstructions will become illegal under the Highways Act and it is essential that the person responsible is made aware of this and that the Authority takes the necessary action to remove the obstructions.

Policy

DM1 Enforcement action will be pursued where the line of an alleged path is obstructed by development as soon as the alleged path becomes registered. See enforcement policy in appendix 3.

Achievement to date

4.16 Since 1996 over 23km of footpaths and nearly 10km of bridleways have been added to the network as a result of modification orders being made and confirmed by this Authority.

Errors and anomalies

4.17 The Authority may discover an error itself and produce a modification order as a result. Errors have occurred during the production of the definitive map and these can only be corrected by a modification order. Most of these errors are as a result of poor drafting of the map. See policy DM2 below.

Policy

DM2 Anomalies on the definitive map/statement that result in use of the path being prevented will be the highest priority and dealt with as a matter of urgency.

Legal event modification orders (LEMOs)

4.18 When a PPO (diversion, creation or extinguishment order) is confirmed a separate modification order must be made to modify the definitive map called a Legal Event Modification Order (LEMO). LEMOs are not subject to public consultation as this was carried out during the making of the original route change order. This situation may change in the future if the CROW Act 2000 is fully introduced as schedule 5 allows for LEMOs and PPOs to be combined in one order.
Present position

4.19 The Authority has 22 claims outstanding (on 16 July 2007), some of which go back several years. Currently on average 17 new claims are received each year, whilst in an average year 14 claims are determined by the Authority. Clearly more claims are presently being received than can be determined by the Authority. It is therefore necessary to prioritise the claims that are received. Where the route of the claimed path is to be permanently obstructed by development that is taking place it is essential to determine the claim as soon as possible or if a path is shown to exist it may still be lost. Other, less urgent claims, also need to be prioritised and policy DM3 below sets out a system of priorities that the Authority considers reasonable.

Policy

DM3 Applications for a modification order are to be dealt with in the following order of priority:
1. Where the claimed path is threatened by development
2. Where public safety could be improved by the registration of a claimed path
3. Where the claimed path, if registered, will have a positive impact on the network
4. The amount of use of (and therefore the level of public interest in) the claimed path.

4.20 The Authority is aware of over 65 errors and anomalies on the definitive map that must be investigated, with the possibility that a large number will result in modification orders, and, ultimately, in public inquiries. Clearly there are many more errors than can be resolved in the next 10 years and therefore they must be prioritised. Policy DM2 above prioritises the most urgent cases as those that are preventing the Authority from making the path available to the public. In some cases it may be more appropriate to resolve an error with a PPO rather than a modification order and if this is the case the PPO should be pursued as it is a quicker and more flexible procedure than a modification order (see Policy DM4 below). Also no systematic survey has been undertaken of the records to determine the exact number of errors and anomalies that require correction, but it is likely to be far higher than the 65 already discovered. There are also 17 cases of ‘dead-end’ bridleways or byways, see appendix 8.

Policies

DM4 Where there are obvious benefits in making a PPO or a creation agreement rather than a modification order the PPO or creation agreement will be preferred.
DM5 Each dead end route will be considered and the most appropriate action taken to resolve each situation. This could be to:
- maintain the current position
- create additional rights to provide a through route (e.g. create a length of bridleway over a footpath to extend a dead end bridleway),
- delete the dead end rights (e.g. delete the vehicular rights on a byway to create a continuous length of bridleway).

Action

AD3 A survey of the definitive map and statement will be carried out to assess the number of corrections that will need to be made to the existing legal record. Once the scale of the problem is known each correction will be considered in an order agreed between Legal Services and the Countryside Access Team.

Strategic reference: None

4.21 LEMOs are now produced immediately after a PPO is confirmed, although this was not the case for many years. Until recently there was a backlog of over 100 LEMOs (relating to PPOs from 1971 to 1999). All of the LEMOs in this backlog must be produced in order that a new definitive map can be published. The backlog of LEMOs has recently been reduced to nearly half (on 1 July 2007), and is expected to be removed completely in 2008.

Action

AD4 LEMOs will be made immediately after each new PPO is confirmed.
Strategic reference: None

AD5 LEMOs for the backlog of PPOs will be produced as a matter of urgency and a new definitive map produced by 2008 and then every 5 years.
Strategic reference: None
5.0 Public Path Orders (Diversion, Creation and Extinguishment Orders)

Aim   To work within the existing legislative framework to improve the network for all

Objective   To protect the network and ensure that changes do not reduce the enjoyment of users

5.1 The Authority has powers to make diversion, creation and extinguishment orders to move, add or remove paths in certain circumstances. Collectively orders of this type are known as Public Path Orders or PPOs. These powers are contained in the Highways Act 1980, which covers most changes, or the Town and Country Planning Act 1990, which specifically deals with changes required as a result of development. The Authority does not have a duty to make a PPO, and therefore does not have to make one unless it considers it necessary. Public paths can also be created by agreement between the Landowner and the Authority.

5.2 Landowners may apply to the Authority for a diversion or extinguishment but must agree to pay the Authority for the administrative costs involved and, if necessary, the works needed to make the new path. In certain circumstances there can be a mutual benefit for both the Authority and the landowner in making a diversion order, for example for health and safety reasons.
Policies

PPO1 The making of diversion orders that are in the interests of users and all affected landowners will be supported.

PPO2 The applicant will be required to pay for the costs of a diversion or extinguishment and the works required to open the new path.

PPO3 When an application to divert a path is made the Authority will consider making a contribution to the cost of making the order, and the works required to open the new path, where obvious health and safety benefits to the public can be clearly demonstrated, for example paths through working farmyards.

5.3 The Authority may also initiate PPOs that are in the interests of the public. These are usually diversion or creation orders, which may be subject to compensation payable to the landowners.

Policy

PPO4 Diversions orders will be initiated by the Authority where it is shown to be the most cost effective option for resolving a problem on a path.

5.4 Over for the last 10 years the Authority has confirmed 32 PPOs. Of these 3 were as a result of applications under the Town and Country Planning Act 1990. The Authority has also dedicated an extensive network of paths on its own land in Clyne Valley, and in Llansamlet. Three creation agreements have also been made in this period.

5.5 There is a considerable backlog of problems that will need to be resolved by PPOs that are initiated by the Authority.

5.6 In a number of locations, paths have become obstructed by buildings constructed during the last 50 years. These obstructions will need to be addressed, and this will mostly be achieved by diverting the affected paths. In addition some paths have been obstructed for a substantial length of time – 50 or more years – and often the best solution to the obstructed path for both users and landowners is to divert it.

Policy

PPO5 Diversions of paths that are already obstructed by completed buildings will be supported if this is the only option available and the building cannot be removed or relocated. See also policy MN23 in section 6.
5.7 A diversion provides an opportunity to improve a path for the benefit of the public by keeping the structures across the new path to a minimum and to use gates rather than stiles where the path crosses fence lines. Changes under the CROW Act 2000 and the Disability Discrimination Act have placed an obligation on Authorities to at least consider replacing stiles with gates or removing structures altogether.

Policy

PPO6 The only structures permitted across a newly created footpath will be gates, unless there are overwhelming stock management reasons for stiles to be permitted. The presumption will be that structures on any new path will be kept to a minimum and that gates will only be used when it is necessary to maintain a stockproof boundary.

5.8 The route of a new path is usually considered in great detail. However, the width of the path is often overlooked. The width of many paths is not recorded or inadequately recorded in the definitive statement (see foregoing section). The creation of a new path is therefore an opportunity to specify an adequate width. In order for two people or two riders to pass comfortably a width of two metres for a footpath and three metres for a bridleway is needed. Should the path be enclosed by fencing or hedging the width needs to be considerably wider and in these situations the width needs to be at least 3 metres for a footpath and 4 metres for a bridleway and in some cases even wider; for example through a new development as described in paragraphs 5.16 – 5.18 below.

Policy

PPO7 The width of any new unenclosed footpath will be 2 metres and of any new unenclosed bridleway 3 metres unless ground conditions or permanent structures do not allow. The width of new footpaths to be enclosed will be at least 3 metres and the width of new bridleways to be enclosed at least 4 metres.

Creation of new paths

5.9 The user survey revealed that 86% of walkers considered that the links between footpaths, bridleways and other areas (e.g. beaches) were good or fairly good and 90% felt that the general network of footpaths and bridleways was good or fairly good. It therefore appears that most walkers are satisfied with the overall provision of access. However, riders appear to be less satisfied, with only 45% considering that the links between bridleways and other areas were good or fairly good. This reflects the sparser network of bridleways across the Authority.

5.10 The position regarding the formerly excluded area of the Borough of Swansea is described in the foregoing section on the definitive map and statement. As described the Authority must add paths in this area by means of modification
orders. The Authority can wait for applications from the public for such orders but also has powers to act more pro-actively by making creation orders or creation agreements. In cases where a route is obviously being used and there is support from the public to create a path the Authority could use these powers. In addition the Authority has previously used new development as an opportunity to improve the network in this area and could continue to do so as described below. As a result of previous orders under the Highways and Planning Acts some paths are either dead ends or do not connect to other highways at all. Some routes in the formerly excluded area have already fallen into disuse and the concern is that these routes, if not registered as PROW by some means, will fall into disrepair and therefore disuse and be lost forever.

### Policies

**PPO8** The Authority will lead by example and create paths on its own land where it can be shown that there is a need for improved public access.

**PPO9** The Authority will take every opportunity to establish new paths in the formerly excluded area (the former Borough of Swansea) by creating new paths as part of new development.

**PPO10** The Authority will create new paths in the formerly excluded area where it can be clearly demonstrated that there is a public need and demand for new paths or where a previous order has left a path as a dead end or unconnected to another highway.

**PPO11** The Authority will create new paths where it can be clearly demonstrated that there is a public need and demand for new paths.

**PPO12** Where it can be shown that the creation of a new path will provide a safe route to school for children or an improvement in road safety, the creation of that path will be supported.

**PPO13** Where there are missing links in the Gower Coast Path the Authority will seek to create public paths.

**PPO14** The Authority will seek to ensure that the route of the Gower Coast Path is as close to the coast as possible.

**PPO15** Dedication agreements will be supported where it can be shown that the agreement will enhance the network.

5.11 In addition to the circumstances described above the Authority will need to make creation orders elsewhere. As described above, the network, especially of bridleways, is sporadic and orders may occasionally need to be made to improve access in certain areas. Specifically the Authority could continue to create paths on its own land, add missing links on the Coast Path (see section on Gower Coast
Path in ‘Management of the Network’ below) and create safe routes to school. See policies PPO8 & PPO11-15 above.

**Actions**

**AP1** The Authority will lead by example and create paths on its own land where it can be shown that there is a need for improved public access.
*Strategic reference: None*

**AP2** The Authority will create new paths in the formerly excluded area where it can be clearly demonstrated that there is a public need and demand for new paths or where a previous order has left a path as a dead end or unconnected to another highway.
*Strategic reference: None*

**AP3** The Authority will create new paths where it can be clearly demonstrated that there is a public need and demand for new paths.
*Strategic reference: None*

**AP4** Where there are missing links in the Gower Coast Path the Authority will seek to create public paths.
*Strategic references: Swansea Tourism Strategy; Draft Wales Coastal Tourism Strategy (appendix 2)*

5.12 The creation of new routes can often be contentious, especially if any private landowners are affected, and it is therefore important that any new paths are fully justified in terms of the need to add to the convenience of a substantial section of the public or residents of the area. The survey of landowners revealed that nearly all felt that there would be a detrimental effect on their land if there was greater public access. The creation of a route that was opposed would be likely to result in a public inquiry and in addition compensation is payable to the landowner for any loss of value to the land.

**Achievement to date**

5.13 *Despite the difficulties in creating new paths the Authority has, since 1996, created over 1.1km of footpaths and approximately 8.3km of bridleways, mostly by agreement.*

**Extinguishment of paths**

5.14 The extinguishment of paths is uncommon because the Authority must prove that the path is no longer needed for public use. This test is in effect a difficult one to pass, especially since the affected path may be obstructed and therefore unuseable. In the past some paths have become obstructed because of
development and have effectively been replaced by alternative public access, and such situations could be resolved by an extinguishment order.

Policy

PPO16 Extinguishment will be considered where the requisite legal tests are met, i.e. that the path is no longer needed for public use. This test may be met if there is alternative public access that has effectively replaced the original path.

Development and public rights of way

5.15 The provision of secure, convenient and pleasant non-vehicular access will assist people in urban areas to live healthy lives and provide them with a means of sustainable transport.

5.16 Large scale development can completely alter an existing landscape and the access needs of the public will change considerably. To reflect this change the existing public access may require partial or complete alteration, but in doing so the overall public access should be maintained or enhanced.

Policies

PPO17 Diversions of paths across sites affected by development will only be permitted where it is proven that the path must be diverted to enable the development to be carried out, and only then where an acceptable alternative route is provided.

PPO18 The stopping up of paths for development will only be permitted in exceptional circumstances.

PPO19 Opportunities will be sought for improvements to the network where new developments are planned.

5.17 Careful consideration must be given to the layout of any new paths in the design of all new developments to ‘design out crime’. Therefore paths must be lit, wide and pleasant to use, and fences over 1.2 metres high next to a path, as well as dog legs and other features that restrict visibility and provide ‘hiding places’ should be avoided. Users must be confident that new paths are safe to use.

Policy

PPO20 New paths must be designed to create as little nuisance to local residents as possible and to give users confidence that they are safe to use. Where the terrain allows new paths must be available to users of all abilities.
5.18 Paths through developments can often be considered to be a nuisance by residents. Therefore the needs of residents adjacent to paths should be carefully considered at the design stage. **See policy PPO20 above.**

5.19 The needs of those individuals with limited mobility must be met unless the physical characteristics of the site prevent this. Policy AS2 of the UDP (appendix 2) states that new developments should be designed to provide suitable facilities and an attractive environment for pedestrians, cyclists and other non-motorised modes of transport. Section 106 planning obligations, provide will be used where appropriate to improve access to or adjacent to new development.

5.20 A path through a development will continue to exist, even if the intention is to divert it once the development is complete. Therefore if a development is due to cause a path to become obstructed the path must be temporarily stopped up or diverted under the Road traffic Regulation Act in time for the development to start. Application must be made to the Countryside Access Team at least 4 weeks before the development is to start in order for the Authority to process the necessary stopping up order. If the path is obstructed and it is not the stopped up an offence under the Highways Act 1980 will occur, for which the offender can be prosecuted.

**Policies**

**PPO21** Any construction site that prevents use of a path will be considered as an obstruction and dealt with under the enforcement policy in appendix 3. A path must be temporarily stopped up under the Road Traffic Regulation Act 1984 and an alternative route provided or the route of the path maintained through the site whilst a permanent public path order is sought.

*(From section 6.0 Management of the Network)*

**MN17** The Authority will continue to offer support to landowners to help them to deal with the effects of walkers and riders crossing their land.
6.0 Management of the path network

Aim To manage the path network to ensure that it is as available and easy to use as possible

Objective The Authority will aim to have 75% of the network signposted and easy to use by 2012

6.1 Managing the path network is the largest countryside access function performed by the Authority. It involves maintenance, enforcement and improvements and could also be said to include permanent route changes to the network; however, these are dealt with in the previous section on Public Path Orders.

Staff resources

6.2 All 7 staff in the Countryside Access Team are directly involved in managing the network. The staff structure is set out in appendix 10. The Team Leader, Senior Rights of Way Officer, Coastal Access Officer and Two Rights of Way Officers deal with all matters relating to network management. In addition, the Ranger Team (2 posts) carries out minor works on the ground, from minor surface works to waymarking.
6.3 The Authority manages its 385 mile network with a maintenance and improvement (see separate section below) budget of £142,000 (2007/8). This includes all costs associated with running the Ranger Team, but does not include the costs of the other staff described above. Maintenance, which involves routine work such as regular clearance of vegetation and repairs to infrastructure, is a statutory duty and therefore contributions from external sources, such as CCW, are not available. The Authority will always need to provide a base of funding to undertake statutory duties and to use as match funding for external sources of funds.

6.4 The condition survey has shown that a considerable length of the network is difficult or impossible to use because of obstructions and poor maintenance of stiles and gates, plus missing signposts. If the funding of 2006/7 continues, the Authority should be able to resolve sufficient numbers of these problems in order to meet the 75% ‘easy to use’ objective (above). However, some of the individual problems on the network will require considerable resources to resolve including the possibility of cases being decided at public inquiries or in Court.

Policy

MN1 Maintenance will be prioritised in the following order:
   1. where there is a danger to the public,
   2. routes promoted by the Authority,
   3. level of use.

Clearance of overgrown paths

6.5 According to the 2005 user survey, the biggest problem on the path network was overgrown paths, with 64% of walkers and 69% of riders considering this to be a problem. The Authority spends approximately £24,000 on an annual path clearance contract to prevent paths from becoming overgrown. This includes a grant to Pontardulais Community Council, who manage their own annual clearance scheme. In addition the Rangers and contractors clear paths that have been neglected, sometimes for many years. After these paths have been cleared they are included on the clearance contract for the following year.

Action

AM1 The Authority will continue to expand its annual path vegetation clearance programme in order to ensure that as much of the network is open and available as possible.

Strategic reference: None
Achievement to date

6.6 In 2007 over 200 paths were cleared between 1 and 3 times.

Signposts

6.7 The Authority has a duty to place a signpost at the point where a path meets a metalled road. The Authority (in common with most other Authorities) interprets this as meaning the point where a path meets a publicly maintained road. The 2005 condition survey found that there should be 715 signposts and that 225 are missing. It would be a relatively simple and inexpensive matter to install all of the missing signs. However, since a large number of the paths are not useable in some way the provision of signs in these situations would have a negative impact on both users and landowners. Therefore the installation of any sign will only be considered if the path is open and available and the objective will be to ensure that all open and available paths are signed.

Policy

MN2 All paths in rural areas that are available for use must be signposted where they meet a road. In some circumstances signs in urban areas will not be necessary.

Action

AM2 Where it is likely that improved signs where paths meet roads will encourage increased use, signs will be improved by including destinations and distances. Strategic reference: Climbing Higher (appendix 2)

Partnerships

6.8 Volunteers are encouraged to take part in path maintenance, within health and safety requirements, and a group of volunteers from the local Ramblers Association and the Gower Society has recently been set up.
Policy

MN3  The Authority will support the West Glamorgan Ramblers Association/Gower Society, other volunteers and farmers/landowners to carry out practical works on paths and access land.

6.9 Some landowners have expressed an interest in maintaining paths on their own land. This could prove to be both cost effective and in the interests of good landowner relations, and will be supported. See policy MN3 above.

6.10 The Authority takes part in a number of projects each year in partnership with the National Trust whose countryside access aims are broadly similar to those of the Authority. Such joint projects have proven to be beneficial for both parties and therefore for access generally, and it is expected that there will continue to be opportunities for joint working.

6.11 Partnerships with Community Councils have been effective in the past. For example the ongoing maintenance arrangement with Pontardulais Community Council has now been in existence for over 15 years, and similar arrangements will continue to be supported.

Policy

MN4  Where it is cost effective to do so, and where there are benefits in fostering greater understanding, partnerships with Community Councils, landowners/tenants, volunteers and organizations such as the National Trust will be encouraged.

Private vehicular use of paths

6.12 Many public paths, for example farm tracks, are legitimately used by private vehicles. The Authority occasionally receives requests for such public paths to be upgraded for vehicles. However, the Authority’s legal duty is to maintain public footpaths and bridleways to a standard suitable for the ordinary public traffic, i.e. walkers and riders. This standard will differ depending on the location and type of public use of the path. Therefore it could be reasonably expected that well used paths in urban areas are surfaced with tarmac and lit by lampposts; whereas those in rural areas could be expected to have minor hazards such as mud, uneven surfaces and tree roots upon them. The Authority does not have a legal duty to maintain routes to a standard suitable for use by private vehicles.

Policies

MN5  The Authority will not improve a path solely for private vehicular users. In situations where there may be an advantage for both private and public users the Authority will consider assisting with the maintenance or improvements to a path in proportion to public and private use.
MN6 The Authority will not consent to third parties changing the surface type of a path unless the new surface is compatible with the public use and liability for future maintenance will rest with the third party.

Illegal motorcycling

6.13 In some areas of the Authority the illegal use of off road motorbikes is at best an irritation and at worst a danger to path users. Motorbikes can also cause damage to the surface of paths. The Authority has installed barriers on paths to prevent or deter motorbikes and this has generally proved successful. Installing barriers on paths imposes a limitation on the use of the path to the users, but the slight increase in inconvenience is generally accepted in order to reduce the greater inconvenience caused by motorcycle use. Whilst barriers on footpaths can be 100% effective, it is not possible to fully exclude motorbikes on a bridleway, and ‘horse-stiles’ will only deter rather than prevent motorbikes. The Authority has no powers to arrest those illegally using paths in motor vehicles. This power rests with the police and the Authority must therefore liaise with the police in order to deal with those committing the offence. The police have previously carried out successful local actions to deal with offenders. In addition the Authority has attempted to find a site for legitimate off-road motorcycling, but due to objections from local people an acceptable site has yet to be found.

Policy

MN7 Where illegal use of motorbikes is causing annoyance or danger to users and/or damage to the surface of paths the Authority will consider measures to prevent access along paths to motorbikes.

Litter

6.14 Both in the user and the landowner surveys a significant proportion of the respondents found that litter and dog excrement were considered to be problems. Whilst it is not possible to patrol the entire network looking for offenders it is possible to target the most popular areas for users and dog walkers and take measures to limit the damage. It is also possible to erect the notices referred to below and in appendix 5.

Temporary Closures

6.15 The Authority has powers to close paths for up to 6 months, so long there is a valid reason for doing so. This could include public safety or to allow works to take place. The Authority receives applications from individuals and bodies to close paths and the Authority is entitled to charge for these closures.
Policy

MN8 For temporary closures the Authority will recover from applicants the full cost of advertising the order, and any other costs that it may legitimately recover.

Erosion

6.16 Occasionally paths are eroded by rivers or the sea to the extent that they are rendered unuseable or dangerous. In such cases the Authority has two options, to reinstate the path or to divert the path away from the eroded area. Factors such as the cost of the works required to reinstate the path and, the case of diversions, the cost of compensation to landowners must be taken into account when making a decision whether to reinstate or divert.

Policy

MN9 Where a coastal or riverside path has been severely eroded to render the path unuseable the most cost effective solution will be sought to reopen the path in keeping with the needs of the site.

Improvement

6.17 Works that can be considered as ‘improvements’ (rather than maintenance) include replacing old stiles and gates with better stiles and gates, replacing stiles with gates, new surface works, better signs and works to open up paths that have been blocked for many years (sometimes over 50 years).

Policy

MN10 Priority for improvements will be based on the anticipated level of use, the resources required to carry out the improvements, and where improvements will benefit those with limited mobility.

Funding

6.18 In recent years an annual grant of £10,000 has been available from the Countryside Council for Wales for countryside access improvements, and other sources of funding, such as the Rural Development Fund and the Gower Society, may be available for assistance. The CCW grant must be matched with £10,000 from the Authority. However, the Authority presently spends far more than £20,000 on improving the network.
Improvement of stiles and gates

6.19 The condition survey revealed that there are 436 stiles and 587 gates that cross paths. The CROW Act 2000 and the Disability Discrimination Act have increased pressure on local authorities to replace stiles with gates or preferably to remove structures across the path altogether. The generally accepted preference in England and Wales is gap, then gate, then stile. Clambering over a series of stiles on a walk can be a tiring exercise for even the fittest person, but for those who have limited mobility in some form even just one stile can prevent their use of the path. Clearly, stiles and gates are necessary to maintain a stockproof boundary, but there are instances where such structures are no longer required or could be replaced with a gate. Whilst legally stiles and gates are the responsibility of the landowner the Authority has a role in making paths more accessible. Stiles and gates can be improved or removed by negotiation and by taking opportunities to do so. The provision of stiles and gates can also be an enforcement issue, as explained below.

Policies

MN11 A structure will be regarded as authorised if it appears on the parish maps.

MN12 The Authority will work with landowners and land managers to promote the least restrictive option available in the order of a gap, then a gate then a stile and will seek to keep structures to a minimum. The presumption will be that only gates will be authorized as new structures.

MN13 Where a structure is no longer needed for stock control or public safety the Authority will seek to negotiate the removal of that structure to leave a gap.

MN14 Stiles will not be permitted next to existing field gates where it is the intention that the public use the stile rather than a gate. Gates designed for pedestrians will be permitted next to existing field gates. The replacement of a gate with a stile will not be permitted.

Action

AM3 The Authority will take every opportunity to remove structures altogether or replace stiles with gaps or gates on the most used and promoted paths.

Strategic reference: None

Stone stiles

6.20 Stone stiles are a traditional, historic feature of the network that contribute to the distinctiveness of the local landscape, and some have been in existence for hundreds of years. Such features are found elsewhere in Wales and southwest England. In Cornwall the path user survey found that two thirds of respondents considered that traditional features such as stone stiles should be preserved rather
than improve accessibility. Therefore there is a need to preserve and maintain such traditional stone features.

Policy

MN15 Where ever possible traditional stone stiles and other stone structures on paths will be preserved.

Waymarking and improved signs

6.21 Most landowners value good waymarking because it encourages people to keep to the public paths. Responsible users also desire good waymarking because it helps to prevent them from accidentally trespassing. Waymarking can improve public awareness and the use of the network. Lack of awareness and confidence are the main reasons why people do not use the network. Signs and waymarking were identified as a problem by 32% of the respondents in the user survey. It is therefore important to ensure that all paths that are in use are thoroughly waymarked to ensure that someone unfamiliar with the path can find their way. However, all waymarking should be balanced against its impact on the landscape.

Policy

MN16 All paths that have been signposted where they meet a road will be sufficiently waymarked to enable users to find their way. All waymarking will balance the needs of users, landowners and the impact on the landscape.

6.22 Signs containing additional information such as the destination and distance help the public to find the right path and increase confidence, thereby encouraging increased use of paths where such signs have been installed. See action AM2 above.

Achievement to date

6.23 In 2006/7 over 40 new destination signs were erected
Information notices

6.24 In addition to the need for waymarking, landowners often need assistance to keep users informed of their responsibilities. For example 68% of landowners considered that gates not being left as found was a significant problem, and 64% considered dogs a problem. In response to this the authority produces a number of types of notices to request that the public close gates, keep their dog on a lead near livestock, etc. See appendix 5 for the full range.

Policies

MN17 The Authority will continue to offer support to landowners to help them to deal with the effects of walkers and riders crossing their land.

MN18 The City and County of Swansea will seek to encourage responsible use of the network and respect for those that live and work in the countryside.

Action

AM4 The booklet ‘Public Rights of Way - A Guide’, which advises users of their rights and responsibilities, will be updated and re-published.

Strategic reference: None

Improvements to the surface of paths

6.25 In order to make some paths easier to use it is sometimes necessary to improve the drainage or apply a new surface to the path. This is especially true if a path is specifically being improved for the use of those with mobility problems. Such tasks are the most expensive undertaken by the Authority on its path network. Works such as this can also impact on the landscape. It is therefore important that surface improvements are only undertaken where necessary, are as long lasting and maintenance free as possible and are in keeping with their local environment.

Policy

MN19 The presumption will be that path surfaces are left in their natural state. New surfaces will not be laid unless there is a need to make a path accessible, create a route that is suitable for people with limited mobility, or improve a route on a promoted path to encourage greater use. Any decision to surface must take account of the local environment and landscape and the materials used will be in keeping with the local environment and landscape. Paths in urban areas will be asphalted where the number or potential number of pedestrians makes this appropriate.
Community path improvement programme

6.26 A pilot project has been undertaken over the last 5 years to resolve all of the issues on the network in Rhossili Community and to fully open up the whole network. This has included 3 diversions and a variety of works, from signposts to the large scale surfacing and drainage works on Keenmoor Lane bridleway.

6.27 To ‘open up’ a path means there are no obstructions, all signposts are installed, the path is waymarked and the network is legally defined (the route on the ground corresponds to the route shown on the map).

6.28 The paths in Rhossili represent 8% of the Authority’s total network, and were already in relatively good condition before the project commenced. Work is currently underway to open up the entire network in Port Eynon (also 8% of the total network) and Loughor (1.5% of the total network), and again both networks were already in generally good condition.

6.29 It is suggested that the project could continue as a rolling programme with 2 or 3 Communities involved at any one time. However, whereas there is a realistic prospect of opening up 100% of the networks in all of the Communities so far attempted, in some Communities this will not be possible, given the present resources available. A survey of the Community network will need to be carried out, therefore, before each improvement programme commences. This can then be used as the basis for an assessment of the network to determine which paths should be opened up, based on perceived need for the path and the resources needed to resolve any problems. Should demand exceed the resources available for this programme communities will be dealt with on a first come first served basis.

Action

AM5 The Community Path Improvement Programme will to be expanded to improve the network community by community and prioritized on a first come first served basis. Strategic references: AONB Strategy, Objective 25; Climbing Higher (Appendix 2)

Coastal Access Improvement Programme

6.30 In June 2006 the Welsh Assembly Government announced a new Coastal Access Improvement Programme (CAIP) to increase public access to Wales’ coast. WAG will provide funding to local authorities to assist them to carry out the Coastal Access Improvement Programme. For the first two years the Coastal Access Improvement Programme, starting in 2007, will provide 100% funding and the Authority has secured £112,000 for 2007/8. It is envisaged that the CAIP will be for six years, and funding has been secured for the first three years.

6.31 Walking is by far the most popular activity for people who visit the Welsh coast whilst on holiday, with 74% of holidaymakers participating (draft Wales Coastal Tourism Strategy 2007), and one of the aims of the Coastal Access Improvement
Programme is to increase visitor numbers and hence the benefits to the local economy.

6.32 The Coastal Access Improvement Programme also aims to improve the network that leads to the coast, the ‘Coastal Access Zone’, which in the case of this Authority is nearly $\frac{1}{3}$ of the total network. The Authority’s stated aim in the Coastal Access Zone is to have all paths open and easy to use.

**Action**

**AM6** All paths in the Coastal Access Zone will be improved to the ‘easy to use’ standard by ensuring that they are all signposted where they meet a road and easy to find and follow.

**Strategic references:** AONB Strategy, Objective 25; Climbing Higher (Appendix 2)

**Gower Coast Path**

6.33 The main aim of the Coastal Access Improvement Programme will be to link all existing coastal paths (listed below) to form a Wales Coastal Path. An informal long distance coastal route already exists around Gower, from Crofty to Mumbles. Most of this route uses public paths and, in a few instances, public roads. However, there has never been an attempt to formalize this as a long distance route in the way that the Pembrokeshire Coast Path has been. The Coastal Access Improvement Programme will provide funding to enable the Authority to complete and promote the Gower Coast Path as part of the All Wales Coastal Path. Additional promotion will involve a series of circular walks and linear ‘walking by bus’ routes based on sections of the coast path.

6.34 There are already a number of coastal paths in Wales, including the Isle of Anglesey Coastal Path, the North Wales Path, the Llŷn Coastal Path and the Edge of Wales Walk, Ceredigion Coastal Path, Carmarthen Bay Coastal and Estuaries Way, Glamorgan Heritage Coast Path, as well as the Pembrokeshire Coast Path, providing around 1000kms of footpath around the coast.

6.35 The Authority therefore has an opportunity, through the Coastal Access Improvement Programme, to create a complete route approximately 39 miles (63km) long around the Gower coast by creating new sections of public path (policy PPO13 above), and by carrying out improvements to existing lengths of path. The major improvements and path creations required are detailed in appendix 9.

6.36 The Coastal Access Improvement Programme will inevitably increase the amount of use of the Coast Path and it will therefore require increased maintenance. Measures must also be taken to minimize the impact of the route on the surrounding environment. However, as experience in Pembrokeshire and Cornwall has shown, it is likely that the formal designation of the route as the Gower Coast Path will bring increased visitor income to the area that will more than pay for the increased costs. It is always difficult to estimate the value to the local economy of
PROW but it has been estimated that the South West Coast Path contributes £96m to the Cornish economy.

Policies

(From section 5.0 public path orders)

PPO13 Where there are missing links in the Gower Coast Path the Authority will seek to create public paths.

PPO14 The Authority will seek to ensure that the route of the Gower Coast Path is as close to the coast as possible.

(From section 7.0 Access Land and other Access Opportunities)

AL3 Where it is essential that a new link in the network is created (such as on the Coastpath) the link must only be created under the Highways Act.

Actions

AM7 The Gower Coast Path will be improved through enhanced signage, waymarking, surface works and increased accessibility, with the ultimate aim of removing all stiles from the route (in keeping with the landscape and environment and, as far as possible, kept in its natural state).

Strategic references: Swansea Tourism Strategy; Draft Welsh Coastal Tourism Strategy (appendix 2)

(From section 5.0 Public Path orders)

AP4 Where there are missing links in the Gower Coast Path the Authority will seek to create public paths.

Strategic references: Swansea Tourism Strategy; Draft Welsh Coastal Tourism Strategy (appendix 2)

(From section 8.0 Tourism and Promotion)

AT2 The Authority will promote the Gower Coast Path from Crofty to Mumbles and associated linear and circular walks.

Gower Way

6.37 The Gower Way runs from Rhossili and the western end of Gower to Mynydd Castell at the most northern end of the City and County of Swansea. It is a route promoted by the Gower Society with support from the City and County of Swansea. Improvements to the waymarking of the route have already begun and
further potential improvements, including replacing stiles with gates and diversions, have been identified. Because the route is promoted and the Gower Society and City and County of Swansea are inviting the public to use the route it is important that it is both maintained and improved to make use of it as easy as possible.

Action

**AM8** In partnership with the Gower Society the Authority will maintain the Gower Way and improve it where necessary.

*Strategic reference: Swansea Tourism Strategy (appendix 2)*

**Enforcement**

6.38 Under the Highways Act 1980 the Authority is under a duty ‘to assert and protect the rights of the public to the use and enjoyment of any highway for which they are the highway authority’. It is the duty of the Authority ‘to prevent, as far as possible, the stopping up or obstruction of the highways for which they are the highway authority’.

**Policy**

**MN20** Enforcement policies and procedures as described in *appendix 3* will be used to assert and protect where goodwill and cooperation have failed.

6.39 In order to carry out these duties the Highways Act gives the Authority a number of powers from dealing with ploughed paths to cutting back overgrown trees. The most common type of enforcement that the Authority undertakes is the removal of fences across paths, which normally means erecting a stile or gate in the fence. The provision and maintenance of stiles and gates is the responsibility of the landowner, with the Authority obliged to provide at least 25% of the cost of installation or maintenance.

6.40 Since 2003 any member of the public is entitled to serve a notice on the Council for the removal of obstructions (other than buildings).

6.41 Most of the public rights of way network crosses private land. The landowner survey found that nearly half of the landowners questioned would prefer to exclude the public from their land and with the remainder willing to accommodate the public providing they act responsibly. A blocked path is therefore a potentially volatile situation. Some paths have been obstructed for decades, mainly due to neglect on the part of the relevant responsible Authority. Such situations are even occasionally recorded on the parish survey of 1950. There are therefore two enforcement situations that are faced by the Authority, each requiring a different approach -
1. The path was being walked until recently but is now obstructed either deliberately or by accident.

2. The path has been obstructed for decades, sometimes since before 1950.

6.42 Situation 1 happens rarely. Most landowners will know where a path is if it is being used and would not obstruct it accidentally, they will probably also recognise that if a used path is deliberately blocked it will quickly be reported to the Authority.

6.43 Situation 2 is still relatively common and until West Glamorgan County Council began to increase the funding for path maintenance in the 1980’s the number of long term obstructed paths was far greater than now. Those paths that had the greatest demand have generally been ‘opened up’ already and the remaining paths are those with little or no demand to have them open for use.

6.44 The Authority has a discretionary power to provide 100% of the cost of installing stiles or gates, and normally installs stiles and gates as necessary. Therefore such works are usually undertaken at no expense to the landowner.

6.45 Legislation allows the Authority to either take direct action to have the obstructions removed or to prosecute the offender. However, it is normal practice to find the landowner and discuss the obstruction with them before taking legal action. The vast majority of enforcement issues are successfully dealt with in this cooperative way – especially when the Authority is installing the stiles and gates necessary to open up the path. The discretion to provide 100% of the costs can be withdrawn should landowners fail to cooperate with the Authority.

Policy

MN21 Where a landowner or land occupier fails to co-operate with the Authority, the Authority will only provide the statutory minimum of 25% of the cost of installing or maintaining a gate or stile.

6.46 When considering taking enforcement action to open up a path the Authority must consider the overall cost of doing so and not just the cost of enforcement. It is likely that there will be works that the Authority will be responsible for such as clearance or bridges.

Policy

MN22 The Authority will only open the full length of a path to enable access throughout its length and not just part of a path.

6.47 The Authority could secure external funding to support these works as well as the ‘enforcement’ works such as stile erection. However, if the path were to be opened up it would require future works to keep it clear and maintained. This is especially
true when formal enforcement is required. Should the Authority secure the removal of the obstructions it must be in a position to deal with any problems for which it is responsible.

6.48 Sometimes substantial obstructions are encountered on public paths, such as buildings. In these circumstances it would usually be in the interests of both landowner and users to divert the path. However it is often difficult to obtain a completed diversion application form from a landowner in such circumstances. It is therefore one of the few instances where prosecution must be a sanction that is available to the Authority.

**Policy**

**MN23** Prosecution of offenders will be considered when an offence is repeated, when the Authority is prevented from carrying out direct action to open a route or, in the case of a path being obstructed by a building, when a land owner or occupier fails to apply for a diversion.

6.49 Unauthorised signs erected on public paths can deter people from using them, e.g. ‘Private Road’. The Authority has powers under the Highways Act to remove such signs.

**Policy**

**MN24** Misleading signs and unauthorized waymarks will be removed and appropriate enforcement taken.

6.50 A number of incidents have been reported to the Authority over the years regarding walkers and riders being intimidated by landowners or occupiers in order to prevent use of a path. It is an offence to obstruct paths in this way, however, in order to act the Authority requires those who believe that they have been obstructed to agree to be witnesses in Court, and it has proven difficult to persuade people to do this.

6.51 The purpose of taking action of any kind is to have a useable path at the end of that action.

**Countryside access and country roads**

6.52 Most journeys along the path network will require the crossing of or use of public roads. Generally this is not a cause for concern - minor and quiet country lanes provide a valuable addition to countryside access. However, in some areas of the countryside busy roads can be a barrier to access and a potential danger for walkers and riders. Road verges often provide access between paths in rural areas, but maintenance regimes, design of drainage structures and position of
Signs can often reduce their value. Some sections of busy roads, such as the A4118 south Gower road, have no verges and this can, in effect, sever the network by making walking or riding between paths too hazardous.

### Policies

MN25 Road improvement schemes in the countryside will take into account the need of riders and walkers to safely cross or walk along the road. Opportunities should be taken to improve access across or along roads by creating/improving verges, improving sightlines, reducing speed limits or by creating additional path links (See PPO3).

(From section 5.0 Public Path Orders)

PPO12 Where it can be shown that the creation of a new path will provide a safe route to school for children or an improvement in road safety, the creation of that path will be supported.

### Action

AM9 Where walkers or riders need to walk along or across busy roads consideration will be given to improving safety by maintaining or improving existing verges and/or to traffic management.

**Strategic reference: None**
7.0 Access Land and other access opportunities

**Aim** To work with land managers to maintain and enhance access to access land and other access opportunities

7.1 The total access map on page 9 clearly shows that in addition to the path network there is a large area of land that is available to people on foot. This land is mainly access land that was designated under the Law of Property Act 1925 or the CROW Act 2000. However, it also includes:

- Nature Reserves
- Most National Trust land (that is not already Access Land)
- National Nature Reserves (at Whiteford, Fall Bay and Oxwich)
- Royal Society for the Protection of Birds land at Cwm Clydach
- Clyne Country Park
7.2 The map includes land owned by the Forestry Commission, which in 2006 also became access land. The map does not show some other areas that are also available to the public including some beaches (access to all of our beaches is available and some beaches are shown on the above map), the small number of known permissive paths, Lliw Reservoirs, and Penllergaer Woods.

7.3 Public access across all of this land is only available on foot, but some of it is only by permission. The public have a right of access on foot on access land and on Commons owned by the National Trust via the National Trust Act of 1907. As described in section 3.0, The Needs of Users, it is unclear whether access on Urban Commons is available to horseriders.

7.4 Although there is a right for the public to use access land there is no duty to maintain the land in such a way as to make it available at all times to the public. Therefore some access land is overgrown to the extent that it is impenetrable and for this reason is not available for the public. Other than on the public paths that cross access land the Authority has no powers to signpost or maintain routes across access land. However, it has been possible in two instances to agree a ‘preferred’ route across access land with the landowner. Such routes do not affect the rights of either the public or the landowner, but are an informal means of maintaining and signposting specific routes where this is necessary.

7.5 A small number of ‘Permissive’ routes have also been officially arranged, all of which are for walkers only. These routes were set out with the agreement of the landowners either by this Authority or under an agri-environment scheme such as Tir Gofal.

7.6 Unlike public paths, permissive paths are not permanent and are usually subject to closure after a short notice period. Permissive paths are generally not shown on Ordnance Survey maps and there is often limited public knowledge of these routes. However, in some circumstances they can provide a useful addition to the existing access.

**Policies**

<table>
<thead>
<tr>
<th>AL1</th>
<th>A permissive or preferred route established by an agreement with a landowner will not replace an existing public path or existing access land. Where a permissive path is agreed the existing public paths must remain open and available.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AL2</td>
<td>Permissive or preferred routes should only be agreed where they will enhance the existing network and where this is the case they should be encouraged.</td>
</tr>
<tr>
<td>AL3</td>
<td>Where it is essential that a new link in the network is created (such as on the Coastpath) the link must only be created under the Highways Act.</td>
</tr>
</tbody>
</table>
8.0 Tourism and promotion

Aim To make the most of the path network and access land to benefit the health and well being and economic prosperity of the people of the City and County of Swansea

8.1 The Authority’s path network and access land are valuable assets. Gower is a destination for tourists from all over the world who come to experience the landscape and especially the coast. The path network and access land are the main means by which visitors are able to obtain this experience.

8.2 Tourism based on walking in Wales was estimated by the Wales Tourist Board (WTB) to sustain 5000 jobs and generate £550 million per year. The Pembrokeshire Coast Path was estimated to generate £12 million for the local economy. The foot and mouth crisis in 2001 also demonstrated the economic value of access to the countryside with many businesses struggling to cope with the sudden drop in visitor numbers. Countryside access is an important and integral part of the Tourism Strategy for the Authority and of the Draft Welsh Coastal Tourism Strategy (appendix 2).
8.3 Aside from the pure economic benefits of countryside access there are recreational and health benefits to residents. Walking is considered to be one of the healthiest forms of exercise and it is by far the most common form of exercise undertaken by people in Wales (‘Climbing Higher’). Walking is also very popular in the City and County of Swansea. In 1 year from June 2006 counters on four Gower footpaths recorded 656,000 people passing through. Outdoor recreation can also have a positive effect on well being and in reducing stress.

8.4 The WAG strategy for sport and recreation ‘Climbing Higher’ (see appendix 2) aims to increase the health and well being of the people of Wales by a number of means, including increasing the percentage of people using the Welsh natural environment for outdoor activities, from 36% to 60% by 2023.

8.5 In June 2006 WAG announced that, as part of the Coastal Access Improvement Programme, access to the coast would be improved by the linking together of all of the existing coastal paths to form a long distance Coast Path right around the coast of Wales.

8.6 The Tourism Strategy (see appendix 2) aims to encourage visitors to use the Authority’s countryside access facilities by developing specific enhanced walking and cycling trails. This would involve promotion of these routes and improved signage and waymarking. It also aims to develop the Gower Coast Path and improve the Gower Way.

8.7 In 2001 the Authority published three leaflets promoting three short walks that encouraged people to walk to improve their health (Walking the Way to Health). These were the first promotional leaflets that the Authority produced, and these were replaced in 2006 by five new leaflets promoting five short ‘Walking by bus’ routes – one at Lliw Reservoirs, and four in Gower. For the first time special marking was used to indicate the routes on the ground and each route was chosen to be as easy to use as possible. The leaflets are available free of charge and have proven to be very popular, with stocks running low. Should funding become available it would be of benefit to the residents and visitors to Swansea to expand the range of leaflets available.
8.8 In addition to the five leaflets described above there are many privately published guide books that describe walks, mostly in Gower, but also in the area to the north of Swansea. Most of these publications are only available locally. A list of the current guide books can be found in appendix 6.

8.9 As recognized in the Tourism Strategy, more promotion needs to be undertaken by the Authority to attract visitors in an increasingly competitive environment. At present the Authority's countryside access resource is under exploited, especially north of the M4. As described above, it has been demonstrated elsewhere that for a relatively small investment in the access infrastructure many times more income can be generated for the local economy. The Authority has, in comparison to other Authorities, been slow to recognize this and there is much catching up to be done. However, the actions set out in this section and in the Swansea Tourism Strategy will help to promote countryside access to a wider audience.

8.10 As discussed in section 6, Management of the Network, nearly all of the Gower Coast Path (approx 63 km 39 miles long) is already legally in existence. The Pembrokeshire Coast Path attracts people to Pembrokeshire as an individual visitor attraction, and it is anticipated that the promotion of the Gower Coast Path, as part of the All Wales Coastal Path, will have a similar effect in attracting walkers to Gower. This is expected to benefit the local economy as well as the wider path network.

Action

AT2 The Authority will promote the Gower Coast Path from Crofty to Mumbles and associated linear and circular walks.

Strategic references: Swansea Tourism Strategy; Draft Welsh Coastal Tourism Strategy (appendix 2)
Action

AT3 The Authority will create and promote a network of walks located close to villages and the urban fringe to provide increased tourism and health benefits.

Strategic references: AONB Strategy, objective 26; Swansea Tourism Strategy; Climbing Higher (appendix 2)

8.12 There is currently little promotional material for off road cycling and none for horse riders. Suggestions have been made by local horseriding organizations that some routes could be promoted, and this requires further investigation.

Action

AT4 The Authority will consider, in consultation with all users, the promotion of off-road cycling routes and horseriding routes.

Strategic reference: AONB Strategy, objective 26 (appendix 2)

8.13 Visitors to the countryside can have an adverse effect on the people that live and work there. It is therefore important to include in any promotional material advice on how to walk or ride in the countryside responsibly. The Authority already produces a range of signs to advise people when they are using paths. These are illustrated in appendix 5. Policies and actions in section 6.0 should also assist in reducing the impact of countryside access.

Policies

(From section 6.0 Management of the network)

MN17 The Authority will continue to offer support to landowners to help them to deal with the effects of walkers and riders crossing their land.

MN18 The City and County of Swansea will seek to encourage responsible use of the network and respect for those that live and work in the countryside.

Action

(From section 6.0 Management of the network)

AM4 The booklet ‘Public Rights of Way - A Guide’, which advises users of their rights and responsibilities, will be updated and re-published.

Strategic reference: None
8.14 Any promotion of routes should take account of the need to act sustainably, and the use of public transport or access to the routes on foot, horseback or bicycle should be encouraged (as in the ‘walking by bus’ leaflets). The user survey suggested that most people get to the beginning of their walks by car. However, if local paths are available then people may make more use of them without resorting to motorized transport. Despite the need to encourage sustainability many users have requested an increase in the car parking available near the beginning of footpaths. However, this is a planning policy issue that is outside the scope of this document. See action AT1 above.

8.15 Promotion of any route must be in association with enhancements to the paths that are promoted. People must find the promoted routes in a fit condition for use and as described in the promotional material or they will be discouraged from using them and the resources applied to promote routes will be wasted. They must also find promoted routes easy to follow and, as in the recently published walking by bus leaflets, specific, easily recognizable waymarking should be used.

8.16 Increasingly visitors and locals are using the internet to access information on countryside access. A small number of Authorities have developed sites that give detailed information on the condition of their path network to enable walks or rides to be planned prior to a visit to the countryside.

Action

AT5 The Authority will continue to improve its web-site by providing more specific information on the condition of the path network to enable potential users to plan their walks and rides prior to visiting the area.

Strategic references: None
9.0 Policies

This section brings together all of the policies contained in the previous sections.

4.0 Definitive Map

DM1 Enforcement action will be pursued where the line of an alleged path is obstructed by development as soon as the alleged path becomes registered. See enforcement policy in appendix 3.

DM2 Anomalies on the definitive map/statement that result in use of the path being prevented will be the highest priority and dealt with as a matter of urgency.

DM3 Applications for a modification order are to be dealt with in the following order of priority:
   1. Where the claimed path is threatened by development
   2. Where public safety could be improved by the registration of a claimed path
   3. Where the claimed path, if registered, will have a positive impact on the network
   4. The amount of use of (and therefore the level of public interest in) the claimed path.

DM4 Where there are obvious benefits in making a PPO or a creation agreement rather than a modification order the PPO or creation agreement will be preferred.

DM5 Each dead end route will be considered and the most appropriate action taken to resolve each situation. This could be to:
   maintain the current position
   create additional rights to provide a through route (e.g. create a length of bridleway over a footpath to extend a dead end bridleway),
   delete the dead end rights (e.g. delete the vehicular rights on a byway to create a continuous length of bridleway).

5.0 Public Path Orders

PPO1 The making of diversion orders that are in the interests of users and all affected landowners will be supported.

PPO2 The applicant will be required to pay for the costs of a diversion or extinguishment and the works required to open the new path.

PPO3 When an application to divert a path is made the Authority will consider making a contribution to the cost of making the order, and the works required to open the new path, where obvious health and safety benefits to the public can be clearly demonstrated, for example paths through working farmyards.

PPO4 Diversions orders will be initiated by the Authority where it is shown to be the most cost effective option for resolving a problem on a path.
PPO5 Diversions of paths that are already obstructed by completed buildings will be supported if this is the only option available and the building cannot be removed or relocated. See also policy MN21 in section 6.

PPO6 The only structures permitted across a newly created footpath will be gates, unless there are overwhelming stock management reasons for stiles to be permitted. The presumption will be that structures on any new path will be kept to a minimum and that gates will only be used when it is necessary to maintain a stockproof boundary.

PPO7 The width of any new unenclosed footpath will be 2 metres and of any new unenclosed bridleway 3 metres unless ground conditions or permanent structures do not allow. The width of new footpaths to be enclosed will be at least 3 metres and the width of new bridleways to be enclosed at least 4 metres.

PPO8 The Authority will lead by example and create paths on its own land where it can be shown that there is a need for improved public access.

PPO9 The Authority will take every opportunity to establish new paths in the formerly excluded area (the former Borough of Swansea) by creating new paths as part of new development.

PPO10 The Authority will create new paths in the formerly excluded area where it can be clearly demonstrated that there is a public need and demand for new paths or where a previous order has left a path as a dead end or unconnected to another highway.

PPO11 The Authority will create new paths where it can be clearly demonstrated that there is a public need and demand for new paths.

PPO12 Where it can be shown that the creation of a new path will provide a safe route to school for children or an improvement in road safety, the creation of that path will be supported.

PPO13 Where there are missing links in the Gower Coast Path the Authority will seek to create public paths.

PPO14 The Authority will seek to ensure that the route of the Gower Coast Path is as close to the coast as possible.

PPO15 Dedication agreements will be supported where it can be shown that the agreement will enhance the network.

PPO16 Extinction will be considered where the requisite legal tests are met, i.e. that the path is no longer needed for public use. This test may be met if there is alternative public access that has effectively replaced the original path.
**PPO17** Diversions of paths across sites affected by development will only be permitted where it is proven that the path must be diverted to enable the development to be carried out, and only then where an acceptable alternative route is provided.

**PPO18** The stopping up of paths for development will only be permitted in exceptional circumstances.

**PPO19** Opportunities will be sought for improvements to the network where new developments are planned.

**PPO20** New paths must be designed to create as little nuisance to local residents as possible and to give users confidence that they are safe to use. Where the terrain allows new paths must be available to users of all abilities.

**PPO21** Any construction site that prevents use of a path will be considered as an obstruction and dealt with under the enforcement policy in appendix 3. A path must be temporarily stopped up under the Road Traffic Regulation Act 1984 and an alternative route provided or the route of the path maintained through the site whilst a permanent public path order is sought.

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**6.0 Management of the Path Network**

**MN1** Maintenance will be prioritised in the following order:
1. Where there is a danger to the public.
2. Routes promoted by the Authority.
3. Level of use.

**MN2** All paths in rural areas that are available for use must be signposted where they meet a road. In some circumstances signs in urban areas will not be necessary.

**MN3** The Authority will support the West Glamorgan Ramblers Association/Gower Society, other volunteers and farmers/landowners to carry out practical works on paths and access land.

**MN4** Where it is cost effective to do so, and where there are benefits in fostering greater understanding, partnerships with Community Councils, landowners/tenants, volunteers and organizations such as the National Trust will be encouraged.

**MN5** The Authority will not improve a path solely for private vehicular users. In situations where there may be an advantage for both private and public users the Authority will consider assisting with the maintenance or improvements to a path in proportion to public and private use.

**MN6** The Authority will not consent to third parties changing the surface type of a path unless the new surface is compatible with the public use and liability for future maintenance will rest with the third party.
MN7 Where illegal use of motorbikes is causing annoyance or danger to users and/or damage to the surface of paths the Authority will consider measures to prevent access along paths to motorbikes.

MN8 For temporary closures the Authority will recover from applicants the full cost of advertising the order, and any other costs that it may legitimately recover.

MN9 Where a coastal or riverside path has been severely eroded to render the path unuseable the most cost effective solution will be sought to reopen the path in keeping with the needs of the site.

MN10 Priority for improvements will be based on the anticipated level of use, the resources required to carry out the improvements, and where improvements will benefit those with limited mobility.

MN11 A structure will be regarded as authorised if it appears on the parish maps.

MN12 The Authority will work with landowners and land managers to promote the least restrictive option available in the order of a gap, then a gate then a stile and will seek to keep structures to a minimum. The presumption will be that only gates will be authorized as new structures.

MN13 Where a structure is no longer needed for stock control or public safety the Authority will seek to negotiate the removal of that structure to leave a gap.

MN14 Stiles will not be permitted next to existing field gates where it is the intention that the public use the stile rather than a gate. Gates designed for pedestrians will be permitted next to existing field gates. The replacement of a gate with a stile will not be permitted.

MN15 Where ever possible traditional stone stiles and other stone structures on paths will be preserved.

MN16 All paths that have been signposted where they meet a road will be sufficiently waymarked to enable users to find their way. All waymarking will balance the needs of users, landowners and the impact on the landscape.

MN17 The Authority will continue to offer support to landowners to help them to deal with the effects of walkers and riders crossing their land.

MN18 The City and County of Swansea will seek to encourage responsible use of the network and respect for those that live and work in the countryside.

MN19 The presumption will be that path surfaces are left in their natural state. New surfaces will not be laid unless there is a need to make a path accessible, create a route that is suitable for people with limited mobility, or improve a route on a promoted path to encourage greater use. Any decision to surface must take account of the local environment and landscape and the materials used will be in keeping with the local environment and landscape. Paths in urban areas will be
asphalted where the number or potential number of pedestrians makes this appropriate.

MN20 Enforcement policies and procedures as described in appendix 3 will be used to assert and protect where goodwill and cooperation have failed.

MN21 Where a landowner or land occupier fails to co-operate with the Authority, the Authority will only provide the statutory minimum of 25% of the cost of installing or maintaining a gate or stile.

MN22 The Authority will only open the full length of a path to enable access throughout its length and not just part of a path.

MN23 Prosecution of offenders will be considered when an offence is repeated, when the Authority is prevented from carrying out direct action to open a route or, in the case of a path being obstructed by a building, when a land owner or occupier fails to apply for a diversion.

MN24 Misleading signs and unauthorized waymarks will be removed and appropriate enforcement taken.

MN25 Road improvement schemes in the countryside will take into account the need of riders and walkers to safely cross or walk along the road. Opportunities should be taken to improve access across or along roads by creating/improving verges, improving sightlines, reducing speed limits or by creating additional path links (see PPO3).

7.0 Access Land and Other Access Opportunities

AL1 A permissive or preferred route established by an agreement with a landowner will not replace an existing public path or existing access land. Where a permissive path is agreed the existing public paths must remain open and available.

AL2 Permissive or preferred routes should only be agreed where they will enhance the existing network and where this is the case they should be encouraged.

AL3 Where it is essential that a new link in the network is created (such as on the Coastpath) the link must only be created under the Highways Act.
PART II – STATEMENT OF ACTION

OVERALL AIM: TO IMPROVE COUNTRYSIDE ACCESS FOR ALL
**STATEMENT OF ACTION: THE NEEDS OF USERS**

**Aim:** To make the countryside as accessible to as many walkers and riders as possible

Strategic references: AONB Strategy, objective 25, Climbing Higher (appendix 2)

<table>
<thead>
<tr>
<th>Ref</th>
<th>Action</th>
<th>Present situation</th>
<th>Additional funding required to implement action</th>
<th>Potential source of additional funds</th>
<th>Completion date</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>AL1</td>
<td>The Authority will discuss with individuals and organisations representing those with limited mobility regarding the best means of providing information to enable them to access those parts of the network that are available to them.</td>
<td>The Authority has a duty to make as much of the path network as accessible to as many people as possible. Much of the network is already open to those with limited mobility but there is a lack of information re location and condition of routes.</td>
<td>£10,000</td>
<td>WAG Coastal Access Improvement Programme (funds already acquired for yr 1) European funds Climbing Higher CCW Rural development fund</td>
<td>2010</td>
<td>2</td>
</tr>
</tbody>
</table>

| AH1 | The Authority will open all bridleways (obstructions removed, legally defined, signposted) by 2012. | Proportionately more bridleways are open than footpaths. | Maintain funding at current level | European funds Climbing Higher CCW Rural development fund | 2012           | 1        |

| AN1 | The Authority will encourage the participation of people from all backgrounds to take part in countryside access. | The current emphasis is to encourage people to access the countryside by bus. | £5000                                     | European funds Climbing Higher CCW | 2017           | 3        |
| AN2 | The Countryside Access Service will develop links with other agencies to improve the opportunities for people living in Communities First areas to take part in countryside access. | There are currently few links between the Countryside Access Service and other agencies. | £5000 | European funds Climbing Higher CCW | 2017 | 3 |
STATEMENT OF ACTION: DEFINITIVE MAP

Aim    To ensure that the definitive map and statement provide an accurate record

Objective    To develop a process of work for dealing with definitive map issues in the most effective and efficient way

Strategic reference: N/A

<table>
<thead>
<tr>
<th>Ref</th>
<th>Action</th>
<th>Present situation</th>
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<th>Potential source of additional funds</th>
<th>Completion date</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>AD1</td>
<td>Means of publishing the definitive map on the website will be explored.</td>
<td>There is presently no map on the Council’s website.</td>
<td>Maintain funding at current level</td>
<td>N/A</td>
<td>2008</td>
<td>2</td>
</tr>
<tr>
<td>AD2</td>
<td>A formal Service Level Agreement for PROW between Legal Services and Planning Services will be established.</td>
<td>An agreement is currently being drawn up (July 2007).</td>
<td>Maintain funding at current level</td>
<td>N/A</td>
<td>2007</td>
<td>1</td>
</tr>
<tr>
<td>AD3</td>
<td>A survey of the definitive map and statement will be carried out to assess the number of corrections that will need to be made to the existing legal record. Once the scale of the problem is known each correction will be considered in an order agreed between Legal Services and the Countryside Access Team.</td>
<td>The Authority is aware of over 65 errors and anomalies on the definitive map and 17 dead end routes.</td>
<td>Maintain funding at current level</td>
<td>City and County of Swansea (statutory duty)</td>
<td>2010</td>
<td>3</td>
</tr>
<tr>
<td>AD4</td>
<td>LEMOs will be made immediately after each new PPO is confirmed.</td>
<td>LEMOs are currently made after each new PPO is confirmed.</td>
<td>Maintain funding at current level</td>
<td>Statutory duty</td>
<td>Ongoing</td>
<td>1</td>
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<tr>
<td>AD5</td>
<td>LEMOs for the backlog of PPOs will be produced as a matter of urgency and a new definitive map produced by 2008 and then every 5 years.</td>
<td>55 LEMOs have been produced so far with the remainder expected to be produced by 2008.</td>
<td>Maintain funding at current level</td>
<td>Statutory duty</td>
<td>2009</td>
<td>1</td>
</tr>
</tbody>
</table>
STATEMENT OF ACTION: PUBLIC PATH ORDERS (DIVERSION, CREATION AND EXTINGUISHMENT ORDERS)

**Aim**  To work within the existing legislative framework to improve the network for all

**Objective**  To protect the network and ensure that changes do not reduce the enjoyment of users

Strategic references: Swansea Tourism Strategy; Draft Welsh Coastal Tourism Strategy (appendix 2)

<table>
<thead>
<tr>
<th>Ref</th>
<th>Action</th>
<th>Present situation</th>
<th>Additional funding required to implement action</th>
<th>Potential source of additional funds</th>
<th>Completion date</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>AP1</td>
<td>The Authority will lead by example and create paths on its own land where it can be shown that there is a need for improved public access.</td>
<td>The Authority has already created a number of kilometres of new paths on its own land.</td>
<td>Maintain funding at current level</td>
<td>European funds, Climbing Higher, CCW, Rural Development Fund</td>
<td>2017</td>
<td>2</td>
</tr>
<tr>
<td>AP2</td>
<td>To create new paths in the formerly excluded area where it can be clearly demonstrated that there is a public need and demand for new paths or where a previous order has left a path as a dead end or unconnected to another highway.</td>
<td>The Authority has already added a number of paths in the formerly excluded area.</td>
<td>Maintain funding at current level</td>
<td>European funds, Climbing Higher, CCW, Rural Development Fund</td>
<td>2017</td>
<td>2</td>
</tr>
<tr>
<td>AP3</td>
<td>To create new paths where it can be clearly demonstrated that there is a public need and demand for new paths.</td>
<td>The network, especially of bridleways, is sporadic</td>
<td>Maintain funding at current level</td>
<td>European funds, Climbing Higher, CCW, Rural Development Fund</td>
<td>2017</td>
<td>2</td>
</tr>
<tr>
<td>AP4</td>
<td>Where there are missing links in the Gower Coast Path the Authority will seek to create public paths.</td>
<td>The route of the Gower Coast Path already exists but some sections need to be registered as public paths.</td>
<td>Maintain funding at current level</td>
<td>WAG Coastal Access Improvement Programme (funds already acquired for year 1)</td>
<td>2011</td>
<td>1</td>
</tr>
</tbody>
</table>
STATEMENT OF ACTION: MANAGEMENT OF THE PATH NETWORK

Aim   To manage the path network to ensure that it is as available and easy to use as possible

Objective   The Authority will aim to have 75% of the network signposted and easy to use by 2012

Strategic references: AONB Strategy, objective 25, Climbing Higher, Swansea Tourism Strategy, Draft Welsh Coastal Tourism Strategy (appendix 2)

<table>
<thead>
<tr>
<th>Ref</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM1</td>
<td>The Authority will continue to expand its annual path vegetation clearance programme in order to ensure that as much of the network is open and available as possible.</td>
</tr>
<tr>
<td></td>
<td>In 2007 The Authority spent £24,000 on path clearance and over 200 paths were cleared between 1 and 3 times.</td>
</tr>
<tr>
<td></td>
<td>£10,000 (total over 10 years to be met from existing resources)</td>
</tr>
<tr>
<td></td>
<td>City and County of Swansea (this function is a statutory duty)</td>
</tr>
<tr>
<td></td>
<td>Ongoing</td>
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<td>1</td>
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</table>

<p>| AM2 | Where it is likely that improved signs where paths meet roads will encourage increased use, signs will be improved by including destinations and distances. |
|     | This action is presently being implemented. |
|     | Maintain funding at current level |
|     | WAG Coastal Access Improvement Prog (funds already acquired for year 1) CCW |
|     | Ongoing |
|     | 1 |</p>
<table>
<thead>
<tr>
<th>AM3</th>
<th>The Authority will take every opportunity to remove structures altogether or replace stiles with gaps or gates on the most used and promoted paths.</th>
<th>The Authority attempts to replace as many stiles with gates as possible and to remove both stiles and gates where no longer necessary.</th>
<th>Maintain funding at current level</th>
<th>The Gower Society CCW</th>
<th>Ongoing</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM4</td>
<td>The booklet ‘Public Rights of Way - A Guide’ will be updated and re-published, to advise users of their rights and responsibilities.</td>
<td>The booklet is out of print.</td>
<td>Maintain funding at current level</td>
<td>The Gower Society CCW European funds Rural development fund</td>
<td>2008/9</td>
<td>2</td>
</tr>
<tr>
<td>AM5</td>
<td>The Community Path Improvement Programme will be expanded to improve the network Community by Community and prioritised on a first come first served basis.</td>
<td>Four schemes already started and two nearly complete.</td>
<td>Maintain funding at current level</td>
<td>European funds Climbing Higher CCW Rural development fund</td>
<td>2016/17</td>
<td>1</td>
</tr>
<tr>
<td>AM6</td>
<td>All paths in the Coastal Access Zone will be improved to the ‘easy to use’ standard by ensuring that they are all signposted where they meet a road and easy to find and follow.</td>
<td>About 1/3 of the total network is in the Coastal Access Zone and work has begun to improve it via the Coastal Access Improvement Programme.</td>
<td>Maintain funding at current level</td>
<td>WAG Coastal Access Improvement Prog (funds already acquired for year 1)</td>
<td>2010/11</td>
<td>1</td>
</tr>
<tr>
<td>AM7</td>
<td>The Gower Coast Path will be improved through enhanced signage, waymarking, surface works and increased accessibility, with the ultimate aim of removing all stiles from the route (in keeping with the landscape and environment and, as far as possible, kept in its natural state).</td>
<td>The Coastal Access Improvement Programme has started to improve the Coast Path already.</td>
<td>Maintain funding at current level</td>
<td>WAG Coastal Access Improvement Prog (funds already acquired for year 1)</td>
<td>2010/11</td>
<td>1</td>
</tr>
<tr>
<td>AM8</td>
<td>In partnership with the Gower Society the Authority will maintain the Gower Way and improve it where necessary.</td>
<td>Waymarking along the Gower Way has recently been enhanced by the Gower Society with assistance from the Authority.</td>
<td>£10,000</td>
<td>The Gower Society CCW</td>
<td>2012</td>
<td>2</td>
</tr>
<tr>
<td>AM9</td>
<td>Where walkers or riders need to walk along or across busy roads consideration will be given to improving safety by maintaining or improving existing verges and/or to traffic management.</td>
<td>Some sections of busy roads, have no verges and this can, in effect, sever the network by making walking or riding between paths too hazardous.</td>
<td></td>
<td>European funds Regional Transport Plan</td>
<td>2016/17</td>
<td>2</td>
</tr>
</tbody>
</table>
STATEMENT OF ACTION: TOURISM AND PROMOTION

Aim: To make the most of the path network and access land to benefit the health and well being and economic prosperity of the people of the City and County of Swansea

Strategic references: AONB Strategy, objective 25, Climbing Higher, Swansea Tourism Strategy, Draft Welsh Coastal Tourism Strategy (appendix 2)

<table>
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<tr>
<th>Ref</th>
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</tr>
</thead>
<tbody>
<tr>
<td>AT1</td>
<td>The Authority will continue to expand the present network of promoted walking routes by producing further ‘walking by bus’ leaflets.</td>
<td>Six routes are already promoted.</td>
<td>See above</td>
<td>WAG Coastal Access Improvement Programme (funds already acquired for year 1) European funds Climbing Higher</td>
<td>2010/11</td>
<td>2</td>
</tr>
<tr>
<td>AT2</td>
<td>The Authority will promote the Gower Coast Path from Crofty to Mumbles and associated linear and circular walks.</td>
<td>There is no promotion of the Gower Coast Path as a singular walk.</td>
<td>£20,000 (over next 3 years)</td>
<td>WAG Coastal Access Improvement Programme (funds already acquired for year 1) European funds</td>
<td>2010/11</td>
<td>1</td>
</tr>
<tr>
<td>AT3</td>
<td>The Authority will create and promote a network of walks located close to villages and the urban fringe to provide increased tourism and health benefits.</td>
<td>All of the current series of walking by bus walks are based on the either villages or the urban fringe.</td>
<td>£15,000</td>
<td>CCW Rural development fund European funds Climbing Higher</td>
<td>2017</td>
<td>3</td>
</tr>
<tr>
<td>AT4</td>
<td>The Authority will consider, in consultation with all users, the promotion of off-road cycling routes and horse riding routes.</td>
<td>There are presently no promoted routes for horseriders and few for cyclists.</td>
<td>£15,000 (if required by users)</td>
<td>European funds Climbing Higher</td>
<td>2012</td>
<td>2</td>
</tr>
<tr>
<td>AT5</td>
<td>The Authority will continue to improve its web-site by providing more specific information on the condition of the path network to enable potential users to plan their walks and rides prior to visiting the area.</td>
<td>The Authority’s website already provides information on some walks, applications for modification orders and general rights of way information.</td>
<td>£1500 p.a. (software licence fees)</td>
<td>European funds Climbing Higher</td>
<td>2017</td>
<td>2</td>
</tr>
</tbody>
</table>
Appendices

1. The consultation process
2. Strategic context
3. Enforcement policy and procedure
4. Diversion application procedure
5. Advice notices provided by the Authority
6. Material promoting countryside access
7. Length of path network by Community
8. Dead-end bridleways and byways
9. Gower Coast Path
10. Staff structure
APPENDIX 1

The consultation process

The consultation prior to the publication of the draft CAP consisted of letters to user groups and Community Councils and the distribution of a questionnaire to the public.

The users groups consulted were:

The Gower Society
The National Trust
British Horse Society
The Royal Society for the Protection of Birds
Tawe Trekkers walking club
Cyclists Touring Club
The Ramblers Association
Gower Outdoor Group
Pontardulais Walking Club
The Hiking Club, University of Wales
Gower Riding Club

Responses were received from:

Grovesend Community Council
Llwchwr Town Council
Upper Killay Community Council
The Gower Society
The National Trust
Gower Riding Club

Between June and October 2005 a survey of walkers, horseriders and cyclists was carried out by asking the public to fill out a questionnaire. Separate forms were used for walkers and horse riders/cyclists. The form was available in Welsh, large print and braille and distributed with a prepaid envelope. 700 responses were received. The questionnaire was available on the Authority’s website and posters advertising the survey were erected on paths throughout the area. It was also distributed to:

- ‘Swansea Voices’; 1000 residents who have volunteered to be consultees for the Authority.
- Libraries, information centres, leisure centres, rural shops and businesses.
- User groups.

A questionnaire was also sent out to landowners asking for their opinions regarding a number of countryside access issues. 50 questionnaires were returned.

The consultation responses and the results of the surveys are available from the Countryside Access Team at the City and County of Swansea, Civic Centre, Swansea, SA1 3SN, telephone 01792 635230 or email countrysideaccess@swansea.gov.uk.
APPENDIX 2

Strategic context

A number of documents produced by the Welsh Assembly Government and this Authority refer to countryside access. The references are mainly about generalised access, walking and cycling. There are very few references to horseriding. Many references refer to access in an urban setting.

Climbing Higher (2005)

This is a Welsh Assembly Government strategy for sport and active recreation in Wales. Its sets out a number of aims in its vision statement, which are to be met by 2023. The relevant aims are:

Health
- Wales will be as active as Finland is today – 70% of men and women up to the age of 65 will participate in at least moderate-intensity physical activity for 30 minutes, five times a week.
- 50% of men and women over the age of 65 will participate in at least moderate-intensity physical activity for 30 minutes, five times a week.

Economy
- Sport and active recreation industries will support a further 12,000 jobs in Wales

Environment
- The percentage of people in Wales using the Welsh natural environment for outdoor activities will increase from 40% to 60% and the frequency of experience will treble.
- A traffic-free footpath, jogging trail or cycle path should be within a ten-minute walk for 95% of people in Wales

Background
A conservative estimate of the current impact of recreational walking in Wales shows it to be responsible for generating income of around £55 million and 3,000 jobs annually. If mountaineering activities were also taken into account, a further £22 million and 1,250 jobs would be added. These figures represent around 2% of rural GDP.

Actions
- Support the sustainable growth in quality and quantity of outdoor activity facilities and the infrastructure required to attract more people from Wales to participate more often. Examples include enhancing the network of mountain bike trails and the number of mountain bike rangers.
- Ensure all rights of way are fully open to the public.

Draft Welsh Coastal Tourism Strategy (January 2007)

There is considerable variation in volumes of participation, demand trends and spending for activities around the coast of Wales. By far the largest demand is for walking, (74%...
participating whilst on holiday) followed by visiting heritage sites (34%) and field study trips (22%). Cycling (11%) and boating (10%) have ‘medium’ levels of participation. Other activities include petrocentric sports (6%), golf (5%), water skiing (2%) and diving (1%).

Of all the activities undertaken at the coast, walking is by far the most popular. There are already a number of coastal paths, including the Isle of Anglesey Coastal Path, the North Wales Path, the Llŷn Coastal Path and the Edge of Wales Walk, Ceredigion Coastal Path, Carmarthen Bay Coastal and Estuaries Way, Glamorgan Heritage Coast Path, as well as the Pembrokeshire Coast Path, providing around 1000kms of footpath around the coast. Sixty one per cent of the coast currently has public access with a further 11% having either permissive access or access from the shore only. Five per cent of the coast is inaccessible (river, dock area, rail lines) and 23% of the coast has no public access.

By encouraging and enabling more people to enjoy physical recreation at the coast, the All Wales Coastal Footpath will bring significant economic benefits to local communities. It will enable more people to enjoy physical recreation at the coast, assisting the efforts to make Wales a fitter and healthier nation.

**Walking and cycling strategy for Wales**

The emphasis of this strategy (produced by the Welsh Assembly Government) is on the urban environment but there are significant references to countryside access, in particular the economic benefits of countryside access and the need to promote walking and cycling tourism. The Strategy also considers that rural paths must be integrated with public transport interchanges, and that this is a key factor in promoting non-car based walking and cycling tourism.

**Gower AONB Management Plan (2006)**

The Management Plan for the Gower Area of Outstanding Beauty refers in some detail to that part of the PROW network and access land that are located in the AONB and sets out a vision, policies and objectives for the countryside access resource. Approximately 66% of the PROW network is in the AONB.

**Vision**

A network of public rights of way which is fully open, usable and well-maintained, and has been improved to provide access for all as far as possible. Access land which is clearly identified, and is available for use, unless subject to temporary restrictions. Beaches, which are well managed for public use and meet current standards of management and criteria, including those set by award schemes.

**Policies**

*RR1 Increase the number of public rights of way which are usable.*
RR2 Ensure that access land is available for public use and its availability is well publicised.

RR3 Manage and maintain beaches to a high standard.

RR4 Promote the recreation resource in line with the principles of sustainable tourism in conjunction with stakeholders.

**Objective 25** To improve the current standard and level of maintenance of public rights of way so that 95% are open, usable and clearly signposted, by 2009.

Actions to achieve objective
- Identify routes which are not open
- Prepare programme of work in conjunction with rights of way improvement plan

**Objective 26** To identify and promote a part of the rights of way network in conjunction with access land (see Objective 27 below) for walking (including circular walks), horse riding and cycling by 2009, taking account of those people with varying abilities and linked to the healthy living agenda.

Actions to achieve objective
- Carry out ground survey to check feasibility of route
- Consult with interested parties
- Produce leaflets to promote easy walks accessible by public transport

**Objective 27** To set up arrangements to publish the availability of access land under the CROW Act, and that of any temporary closures and changes, by 2006.

Actions to achieve objective
- Identify appropriate methods of publicity
- Prepare a working practice note
- Implement arrangements for publicity

**Tourism Strategy (2007)**

A draft strategy is presently in production. It makes a number of positive references to countryside access. The 56 point draft Action Plan is area based.

Under **Area 3, Mumbles**, it refers to enhancement of transport links including cycling and walking trails and routes into Gower.

Under **Area 4, Gower**, it refers to the following actions that will affect countryside access:

Development of circular, loop and connecting walking and cycling trails using villages as hubs/bases.
Develop round Gower route incorporating Gower Way.

Develop Gower Way as a waymarked route with interpretation and loops and promote with accommodation.

Continued promotion of Gower Explorer and Lliw Link bus services with walking and cycling routes.

Support the development of appropriate infrastructure to facilitate relevant outdoor activity provision including waymarked routes and trails.

Actively promote the development of the Gower Coast Path to provide continuous coastal route throughout south and south west Wales

Under Area 6, Mawr, it refers to the following:

Establish network of waymarked walking and cycling trails emanating from main villages.

Develop the Gower Way as a waymarked route with interpretation and loops and promote with accommodation.

Develop links to and from the Gower Way and Sustrans cycle route.

Explore ways of integrating ‘Lliw Link’ bus service with opportunities for walking and cycling in this area.

**Unitary Development Plan (2007)**

The Authority’s Unitary Development Plan (UDP), which is at post-inquiry stage and so carries considerable weight, (produced by Planning Services) considers public rights of way and countryside access in a number of Policies. These policies aim to protect public rights of way and common land from development and to promote opportunities for improved access in the urban area and in the countryside.

Public rights of way are considered in Policies AS3 and EV12.

**Policy AS3 (Public Rights of Way)**

Development that adversely affects the safety, enjoyment and convenient use of a public right of way (PROW), will only be permitted where an acceptable alternative route is confirmed in advance of development taking place.

The stopping up of a PROW will only be permitted in exceptional circumstances.

**Policy EV12 (Lanes)**

The character of lanes and public paths that contribute to the amenity, natural and historic qualities of an area will be protected. Development proposals that include
requirements to set back improvement lines, remove hedgerows, and provide new access and visibility splays likely to result in a loss of character will be resisted.

In rural areas the design of any necessary works should be appropriate to the character of the area and should not detract from the landscape or suburbanise the area.

Access is considered generally in policies EV3, AS2, AS4 and AS5.

**Policy EV3 (Accessibility)**

Proposals for new development and alterations to and changes of use of existing buildings will be required to:

(iii) Contribute to a high quality public realm by improving pedestrian linkages with adjoining spaces and attractions, and
(iv) Be accessible to pedestrians, cyclists and users of public transport.

The only exceptions to the above criteria will be where it can be demonstrated that unacceptable harm would be caused to the character of a building of architectural or historic significance.

**Policy AS2 (Design and Layout)**

New developments should be designed to:

(ii) Provide suitable facilities and an attractive environment for pedestrians, cyclists and other non-motorised modes of transport;

**Policy AS4 (Public Access Routes)**

The creation or improvement of public access routes, including the PROW network, will be encouraged. Measures to achieve this will include:

(i) Managing and maintaining the network to accommodate needs of users in a way that minimizes risk from potential hazards and conflict between users;
(ii) Ensuring that existing and proposed new routes are protected from development proposals that would prejudice their provision or use in the future; and
(iii) Ensuring that new development is linked to a public access route or the PROW network wherever possible.

**Policy AS5 (Walking and Cycling)**

Development proposals will be required to consider the access requirements for pedestrians and cyclists and, where necessary, provide appropriate facilities and/or infrastructure to encourage their use.

Common land is considered in policy EV29.

**Policy EV29**

Common land will be protected from development in recognition of its importance for agriculture, natural heritage, the historic environment and as an informal recreation resource.
Policy HC26 also has a bearing on access and recreation.

**Policy HC26**

Opportunities for informal recreation in the countryside and within the urban greenspace system will be promoted provided that:

(i) There would be no unacceptable adverse affect to the character or appearance of the countryside or urban greenspace,
(ii) There would be no unacceptable loss of amenity to people living in the vicinity or to the enjoyment of other countryside users, and
(iii) There would be no unacceptable adverse affect to sites of importance in terms of natural heritage and the historic environment, and
(iv) Access can be provided by a choice of modes of travel, but particularly on foot, by cycle and public transport.

**Local Transport Plan (2000)**

This is written in an urban context with little reference to countryside access. It is due to be replaced by the regional Transport Plan by March 2009.

However, the strategy and 5-year programme considers under 'Walking' (para14.20) that accessibility to the PROW network should be maintained and improved in urban and rural areas.

The LTP includes a Walking Strategy that in para 4.10 considers that

“Countryside Agencies and Tourist Associations have an interest in promoting walking and cycling as leisure activities in their own right, and as means of sustainably accessing tourist attractions. The Authority will work with these groups to promote walking routes to visitor attractions and to promote walking for pleasure.”

The LTP also includes a Cycling Strategy, and the main priorities for action include:

- Completion of National Routes (Route 4 and 43) and the main feeder links to High Street Station, Pontarddulais and Penclawdd.
- Routes into and through Swansea City Centre
- Routes linking the University, Student Village and Singleton Hospital with the Celtic Trail.
- Routes serving schools, colleges and workplaces.

**Community Plan (2004)**

The Authority’s Community Plan sets out the following vision for Swansea’s environment –

“An environmentally sustainable Swansea which is a great place to live where the quality of the environment is within the top 25% of similar areas in Europe.”
It specifies five challenges that will make a measurable difference to (amongst other things) rights of way and countryside access.
APPENDIX 3

Enforcement policies and procedures for public rights of way

The presumption in any enforcement procedure will be that any case will initially be dealt with in a conciliatory and co-operative matter. Only when this approach fails will legal action be considered.

Policies

1. Trees and other vegetation over growing the path from the sides

Relevant legislation

The Highways Act 1980 s154

Notice period for direct action

14 days

Who is responsible?

The owner of land from which trees or vegetation are growing is responsible for ensuring that it does not obstruct the path. The Authority is responsible for ensuring that owners cut back over hanging trees and vegetation that obstruct the path.

Why this is a problem?

Paths can become impassable or difficult to use if vegetation on adjacent land grows across it.

Authority Policy

The Authority has the right to remove vegetation growing over a path. Should the overgrowth be so severe that the cost of clearing it is unacceptable to the Authority or if the overgrowth is over a surfaced path the Authority will serve a notice on the owner requiring him to clear the vegetation from the full width of the path.

2. Stiles and gates

Relevant legislation

The Highways Act 1980 s143, s145, s146, and s147

Notice period for direct action

One month
Who is responsible?

The landowner is responsible for maintaining stiles and gates across paths. The Authority is responsible for ensuring that the landowner complies with their duty to maintain stiles or gates and for contributing at least 25% of the cost of stile and gate maintenance. The Authority has powers to provide the whole cost of the maintenance and installation of stiles and gates.

Why this is a problem?

Poorly maintained or missing stiles and gates can obstruct a path or make using it difficult or dangerous.

Authority Policy

The Authority will install and maintain stiles and gates as necessary and without prejudice to the responsibilities of the landowner unless the landowner fails to cooperate or obstructs other paths. Should the landowner fail to cooperate any missing or poorly maintained stiles or gates will be treated as obstructions and dealt with under the appropriate enforcement policy.

3. Obstructions

Relevant legislation

The Highways Act 1980 s130 and s143

Notice period for direct action

One month

Who is responsible?

The Authority has a legal duty to ensure that all paths are clear of obstructions. It also has a common law right to remove anything, without consultation, that obstructs a path.

Why this is a problem?

Obstructions (anything placed across or within the path that blocks or limits the width) can prevent use of a path, make use of a path difficult, or limit the extent of the publics’ use of a path. Obstructions can be anything from a strand of barbed wire to a building and can have been in place from a few hours to many years.

Authority Policy

Recent obstructions on paths that are ‘open’
The person responsible for the obstruction will be sent a letter requesting that they remove the obstruction within 7 days. If the obstruction is not removed within 7 days a formal legal notice will be served on the offender by hand or by recorded delivery requiring him to remove it within one month. If the obstruction is not removed within one month the Authority will remove it and recover costs from the offender.

If the path is obstructed again by the same offender the Authority will consider prosecution.

*Minor long standing obstructions (e.g. fences) on paths that are not ‘open’*

Officers from the Authority will meet the person responsible and discuss the obstruction and works required to open up the path for public use. The Authority will undertake all of the works to open up the path unless the person responsible fails to co-operate. If this is the case the Authority will write to the person responsible and request that they remove the obstruction within one month. If, after one month the obstruction has not been removed, the Authority will serve a formal legal notice by hand or recorded delivery on the person responsible requiring him to remove the obstruction within one month. If the obstruction is not removed within one month the Authority will remove it and recover costs from the offender.

*Long standing obstructions that are impractical to remove (e.g. buildings)*

The Authority will discuss the obstruction with the person responsible and advise that they can apply for a diversion of the path and the person responsible will be sent a letter confirming the Authority’s position. If the person responsible neither agrees to remove the obstruction or apply for a diversion the only option open the Authority is to prosecute the offender.

*Obstruction of alleged paths*

The person responsible for the obstruction will be sent a letter advising them that should the alleged footpath become a registered public footpath any structure that obstructs the path (and was placed in it since the date that the path was first alleged) will be considered to be an obstruction and dealt with under the policies above.

4. **Electric fencing**

**Relevant legislation**

The Highways Act 1980, s130

**Who is responsible?**

The Authority has a legal duty to ensure that all paths are clear of obstructions. It also has a common law right to remove anything, without consultation, that obstructs a path.

**Why this is a problem?**
Uninsulated electric fencing across a path is an obstruction, a danger and a nuisance.

Authority Policy

The Authority will request that the person responsible removes the electric fence immediately, or provide a safe means of crossing the fence. If the situation is not remedied immediately the Authority will remove the fence from across the path without further notice. If the person responsible continues to obstruct paths with electric fences the Authority will consider prosecution.

5. Crops and ploughing

Relevant legislation

The Highways Act 1980, interference by crops s137A, ploughing s134

Notice period for direct action

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<tr>
<td>Crops</td>
<td>24 hours</td>
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<tr>
<td>Ploughing</td>
<td>14 days</td>
</tr>
</tbody>
</table>

Who is responsible?

Landowners and occupiers are responsible for ensuring that paths are reinstated after ploughing and are not obstructed by crops. Field edge paths must never be ploughed. The Authority has a duty to keep paths clear of crops and enforce the law on ploughing.

Why this is a problem?

Crops growing across a path can not only be an obstruction but can also cause difficulty in following the path as the path is obscured through the crop. A ploughed field can also be difficult to cross and again the route of the path is obscured.

Authority policy

The Authority will meet the offender and explain the Authority’s policy. The offender will then be sent a letter asking him to reinstate the path within 7 days. If the path is not reinstated as specified in the letter the Authority will serve a formal legal notice on the offender by hand or by recorded delivery, requiring that the path be reinstated within a further 7 days. If the path is not reinstated after 7 days the Authority will reinstate the path and recover costs from the offender.

If an offence is committed in a subsequent years by the same offender the Authority will serve a formal legal notice on the offender giving 14 days to reinstate for a ploughing offence and 7 days to reinstate for a cropping offence.

If an offence is committed by the same offender three times in subsequent years the Authority will consider prosecution.
APPENDIX 4

Diversion applications

Summary of procedure

1. Once the application is received the Authority will carry out informal consultations with interested parties. These will include the local County Council member, the Community Council and the relevant user groups. Four weeks will be allowed for receipt of responses to the consultation.

2. Officers will decide the matter under delegated powers or, if contentious, will present a report to the appropriate Council Committee.

3. If the application is approved an order will be made by the Authority. Notices advertising the making of the order will be published in the local press, displayed on site, and sent to all interested parties giving them 28 days to object to the order.

If the application is not approved the applicant will be notified of the Council’s decision. There is no right of appeal against an application being refused.

If there are no objections to the order it will be confirmed and notices publishing the confirmation will be posted as above.

4. If objections to the order are received within the 28 day objection period negotiations with the objectors will take place with a view to resolving the objections. If the objections cannot be resolved the order will be referred to the appropriate Council Committee, who may decide to either withdraw the order completely or refer the order, with objections, to The Welsh Assembly Government.

WAG will then also attempt to get the objections resolved. If this is unsuccessful they will appoint an independent Inspector to determine the order. This may require the holding of a public inquiry.

Tests to be applied before confirming a diversion order

The Council must be satisfied that:

- it is in the interests of the landowner, lessee or occupier of the land crossed by the footpath or bridleway

OR

- it is in the interests of the public
- it is expedient (advantageous, advisable)
- the new route will not be substantially less convenient to the public than the original route (e.g. is it longer, narrower, more arduous)
- is it expedient to confirm the order bearing in mind the effect of the diversion on the public enjoyment of the route as a whole and the effect on the land crossed by the existing and new routes
APPENDIX 5

Advice notices provided by the Authority

Footpath waymark arrow

Bridleway waymark arrow

PRIVATE

NO PUBLIC PATH

PATH DIVERTED

This public path has been diverted by order. Please follow waymarks

Public path over private land. Please-

Keep to the path – follow Waymark arrows

Leave gates and property as you find them

Consider other people

Keep dogs under close control

Take your litter home

DOGS

can scare or cause injury to farm animals

Please put your dog on a lead near livestock

FARMLAND

Please close the gate
Thank you

FARMLAND

Please keep your dog on a lead
Thank you
APPENDIX 6

Material promoting countryside access

Privately produced past and present publications that promote countryside access in the City and County of Swansea (this list is not exhaustive).

**Walking**

<table>
<thead>
<tr>
<th>Title</th>
<th>Author/Publisher</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cardiff Swansea and Gower Walks</td>
<td>Ordnance Survey</td>
<td>2003</td>
</tr>
<tr>
<td>Walking around Northern Gower and the Swansea Valley</td>
<td>West Glamorgan Ramblers</td>
<td>2003</td>
</tr>
<tr>
<td>Gower Coastal Walks</td>
<td>Dr Gordon Avery</td>
<td>2001</td>
</tr>
<tr>
<td>Carmarthenshire Coast and Gower Circular Walks</td>
<td>Paul Williams</td>
<td>2000</td>
</tr>
<tr>
<td>Circular Walks in Gower</td>
<td>Nick Jenkins</td>
<td>1998</td>
</tr>
<tr>
<td>Gower Walks</td>
<td>The Gower Society</td>
<td>1994</td>
</tr>
<tr>
<td>Pembrokeshire and Gower Walks</td>
<td>Ordnance Survey</td>
<td>1993</td>
</tr>
<tr>
<td>Walking Around Gower</td>
<td>West Glamorgan Ramblers</td>
<td>1993</td>
</tr>
<tr>
<td>Gower Farm Trail</td>
<td>West Glamorgan County Council</td>
<td>1988</td>
</tr>
<tr>
<td>4 Walks in Gower</td>
<td>The Glamorgan Naturalist’s Trust pre</td>
<td>1996</td>
</tr>
<tr>
<td>St Illtyd’s Walk</td>
<td>G Colin Davies</td>
<td>pre</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1996</td>
</tr>
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</table>

**Cycling**

<table>
<thead>
<tr>
<th>Title</th>
<th>Author</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Valleys of South Wales, The Gower Peninsula and Lower Wye Valley</td>
<td>Nick Cotton</td>
<td>1999</td>
</tr>
<tr>
<td>Cycle Tours</td>
<td>Ordnance Survey, Nick Cotton</td>
<td>1996</td>
</tr>
</tbody>
</table>

**Horse Riding**

No publications
## APPENDIX 7

### Length of path network by Community

<table>
<thead>
<tr>
<th>Community</th>
<th>Network (kilometres)</th>
<th>Order</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gorseinon</td>
<td>4.9</td>
<td>23</td>
</tr>
<tr>
<td>Gowerton</td>
<td>16.7</td>
<td>14</td>
</tr>
<tr>
<td>Grovesend</td>
<td>4.2</td>
<td>24</td>
</tr>
<tr>
<td>Llangyfelach</td>
<td>12.9</td>
<td>16</td>
</tr>
<tr>
<td>Llwchwr</td>
<td>8.5</td>
<td>20</td>
</tr>
<tr>
<td>Penllergaer</td>
<td>2.1</td>
<td>27</td>
</tr>
<tr>
<td>Pontardulais</td>
<td>13.2</td>
<td>15</td>
</tr>
<tr>
<td>Pontlliw</td>
<td>3.6</td>
<td>26</td>
</tr>
<tr>
<td>Mawr</td>
<td>70.7</td>
<td>2</td>
</tr>
<tr>
<td>Clydach</td>
<td>15.1</td>
<td>13</td>
</tr>
<tr>
<td>Bishopston</td>
<td>18.7</td>
<td>11</td>
</tr>
<tr>
<td>Ilston</td>
<td>41.1</td>
<td>5</td>
</tr>
<tr>
<td>Llangennith, L &amp; C</td>
<td>88.2</td>
<td>1</td>
</tr>
<tr>
<td>Llanrhidian Lower</td>
<td>29.4</td>
<td>9</td>
</tr>
<tr>
<td>Llanrhidian Higher</td>
<td>37.5</td>
<td>8</td>
</tr>
<tr>
<td>Penrice</td>
<td>39.7</td>
<td>6</td>
</tr>
<tr>
<td>Pennard</td>
<td>37.9</td>
<td>7</td>
</tr>
<tr>
<td>Port Eynon</td>
<td>42.7</td>
<td>3</td>
</tr>
<tr>
<td>Reynoldston</td>
<td>8.7</td>
<td>19</td>
</tr>
<tr>
<td>Rhossili</td>
<td>42.4</td>
<td>4</td>
</tr>
<tr>
<td>Upper Killay</td>
<td>10.3</td>
<td>18</td>
</tr>
<tr>
<td>Birchgrove</td>
<td>3.7</td>
<td>25</td>
</tr>
<tr>
<td>Cockett</td>
<td>1.4</td>
<td>28</td>
</tr>
<tr>
<td>Dunvant</td>
<td>5.8</td>
<td>21</td>
</tr>
<tr>
<td>Killay</td>
<td>5.1</td>
<td>22</td>
</tr>
<tr>
<td>Llansamlet</td>
<td>11.6</td>
<td>17</td>
</tr>
<tr>
<td>Mumbles</td>
<td>26.4</td>
<td>10</td>
</tr>
<tr>
<td>Rest of Swansea</td>
<td>3.8</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX 8

‘Dead-end’ Bridleways and byways

The following bridleways end at a footpath or on common land and therefore there is no through route for horseriders and cyclists.

<table>
<thead>
<tr>
<th>Code</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>LL27</td>
<td>Welshmoor</td>
</tr>
<tr>
<td>LL36</td>
<td>Cefn Bryn</td>
</tr>
<tr>
<td>LH76</td>
<td>Llanmorlais</td>
</tr>
<tr>
<td>MU52</td>
<td>Clyne Common</td>
</tr>
<tr>
<td>BI1</td>
<td>Bishopston</td>
</tr>
<tr>
<td>BI5</td>
<td>Clyne Common</td>
</tr>
<tr>
<td>RH1</td>
<td>Worms Head</td>
</tr>
<tr>
<td>RH21</td>
<td>Rhossili Down</td>
</tr>
<tr>
<td>LG53</td>
<td>Rhossili Down</td>
</tr>
<tr>
<td>LD12</td>
<td>Rhossili Down</td>
</tr>
<tr>
<td>PE13</td>
<td>Overton</td>
</tr>
<tr>
<td>PD39</td>
<td>Pwl du</td>
</tr>
<tr>
<td>PD1</td>
<td>Southgate</td>
</tr>
<tr>
<td>PM5</td>
<td>Penmaen</td>
</tr>
<tr>
<td>PE22</td>
<td>Port Eynon</td>
</tr>
<tr>
<td>LC36</td>
<td>Rhydypandy</td>
</tr>
</tbody>
</table>

One of the Authority’s three byways is also a dead end.

<table>
<thead>
<tr>
<th>Code</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>PR6</td>
<td>Horton</td>
</tr>
</tbody>
</table>
APPENDIX 9

Gower Coast Path

Links that need to be created to complete the route

Llangennith footpath 27 to Llanmadoc footpath 3 across Broughton Bay  1600m (1 mile)

Penmaen footpath 4 to Pennard footpath 4 across Threecliff Bay 1200m (¾ mile)

Possible link required between Llangennith 32 to Rhossili 3 across Rhossili Bay  4200m (2¾ miles)

Diversions needed to complete the route

RH35 Pitton
PE8 Port Eynon Point
OX8 Slade Bay
LG32 Broughton Burrows

Major works needed

LM8 Rebuild seawall
RH35 Cut out rock steps
PE8 Cut out rock steps
BI32 Steps and safe route
APPENDIX 10
Countryside access staff structure

Planning Services

Team Leader Countryside Access

Coastal Access

Coastal Access Officer

Rights of Way Officer

Ranger Team

Countryside Access

Senior Rights of Way Officer

Rights of Way Officer

Ranger Team

Legal and Democratic Services

Three Officers shared with Neath Port Talbot CBC
Glossary

Access Land An area of land with a legal right of access on foot

AONB Area of Outstanding Natural Beauty

BHS British Horse Society

BOAT See byway open to all traffic

Byway open to all traffic A public right of way on foot, horseback, bicycle and in any vehicle

Byway See byway open to all traffic

Cycle Track A route that allows the public to walk or ride a bicycle

Condition survey Survey undertaken by Exegesis on behalf of the City and County of Swansea in the Autumn of 2005

CCW Countryside Council for Wales

CAP Countryside Action Plan

CCS City and County of Swansea

CROW Act Countryside and Rights of Way Act 2000

DDA Disability Discrimination Act 1995

Definitive Map The record of all registered public rights of way

Definitive statement A written description of each public right of way that accompanies the definitive map.

GIS A computer programme that allows use of maps and aerial photography on PCs
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEMO</td>
<td>Legal Event Modification Order. These change the definitive map after a PPO has been confirmed</td>
</tr>
<tr>
<td>PI</td>
<td>Performance Indicator – the percentage of paths that are signposted and easy to use</td>
</tr>
<tr>
<td>PPO</td>
<td>Public Path Order. These are the orders the Authority must make if diversions, extinguishments or creations are required</td>
</tr>
<tr>
<td>PROW</td>
<td>Public Right Of Way (footpath, bridleway or byway open to all traffic)</td>
</tr>
<tr>
<td>Path or public path</td>
<td>A none vehicular highway, a footpath or bridleway (sometimes bridleways are referred to as bridlepaths with the same meaning)</td>
</tr>
<tr>
<td>Permissive path</td>
<td>A route made available with permission of the landowner</td>
</tr>
<tr>
<td>Preferred path</td>
<td>An unofficial path across access land that is maintained and marked for public use with the permission of the landowner</td>
</tr>
<tr>
<td>Public footpath</td>
<td>A public right of way on foot only</td>
</tr>
<tr>
<td>Public bridleway</td>
<td>A public right of way on foot, horseback and bicycle</td>
</tr>
<tr>
<td>ROWIP</td>
<td>Rights Of Way Improvement Plan</td>
</tr>
<tr>
<td>Safe routes to school</td>
<td>Scheme to provide children with safe routes to school</td>
</tr>
<tr>
<td>User survey</td>
<td>Survey of walkers, horseriders and cyclists undertaken by the City and County of Swansea in 2005</td>
</tr>
<tr>
<td>WAG</td>
<td>Welsh Assembly Government</td>
</tr>
<tr>
<td>WTB</td>
<td>Wales Tourist Board</td>
</tr>
</tbody>
</table>
References

The following documents have been most helpful in producing the CAP.

Cheshire County Council enforcement policy
Cornwall Rights of Way Improvement Plan Initial Assessments 2005/06
Devon Rights of Way Improvement Plan 2005
Gloucestershire Rights of Way and Countryside Access Plan 2006
Nottinghamshire Pilot Rights of Way Improvement Plan 2005
Public access to the countryside – Wales Audit Office 2006
The Rights of Way Use and Demand Study – Entec, 2001
Warwickshire Countryside Access and Rights of Way Improvement Plan 2006

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