

MEETING	Communities Scrutiny Committee
DATE	19 March 2026
TITLE	Footpaths
REASON FOR SCRUTINY	Assurance of operation
AUTHOR	Gerwyn Jones, Assistant Head, Environment Department
CABINET MEMBER	Councillor Craig Ab Iago



1.0 Why does it need to be scrutinised?

A draft version of the Rights of Way Improvement Plan 2022-29 was scrutinised before it was adopted by the Cabinet on 22 November 2022.

The Council has a statutory duty to protect and maintain the network. The Council's main maintenance responsibilities are:

- Signpost rights of way where they leave the highway
- The surface of most rights of way
- Bridges and structures
- Controlling growth and removing barriers

A series of Action Statements are presented for each theme in the Plan, which are used to prioritise resources and to prepare detailed work programmes over the life of the Plan.

Scrutiny of the work programme would reassure the Committee that action is being taken to improve public footpaths and that work is being done to ensure access for all.

2.0 What exactly needs to be scrutinised?

The following are responses to specific questions submitted by the Scrutiny Committee:

2.1 How do you assess the state of the public trail network?

- The Public Rights of Way (PRoW) network is subject to intermittent surveys which reflect the level of resource available for this purpose. We intend to review the Public Rights of Way (PRoW) Policy to make the target more realistic and reflect the level of resource available.

- The Coast Path is surveyed in its entirety each year.
- Responding to enquiries from the public and other stakeholders (Local Members, Community Councils etc).

2.2 The Work Programme

The following can be considered as the main activities of the Footways Team which makes up its work programme:

- Cutting seasonal growth
- Renovation of infrastructure (bridges, walls, gates, walkways, culverts)
- Installing new infrastructure (bridges, walls, gates, walkways, culverts)
- Implementing a signage scheme
- Responding to enquiries, complaints and freedom of information requests
- Dealing with all legal issues in the field:
 - maintain the official map/record of all public rights of way in the County
 - deal with claims requests, changes and deviations to the official network and map that are subject to legal processes

2.3 How is the opinion of users taken into account?

We take into account ongoing stakeholder feedback and this feeds into the work programme and priorities.

We are members of the National Park's North and South Access Forums and co-ordinate and organise the Arfon and Dwyfor Forum. These meet quarterly to discuss issues related to the PRow network. The Forum facilitates scrutiny and input from key residents and stakeholders. We are very eager for the Forum to be inclusive and reflect as wide a cross-section of the community as possible and seek to achieve this through outreach activities and recruitment campaigns.

We work closely with organisations such as the Ramblers, the Walking, Cycling and Wheeling Trust (Sustrans), the British Horse Society and others who represent users' interests.

2.4 What is being done to ensure access for all?

Improving access for all is fundamental and underpinning the approach to network management. In practice this includes replacing steps with gates where practicable, improving the surface of paths and complying with current standards.

2.5 How is the work funded?

The work is funded through a variety of sources. This includes

- Annual core budget from Cyngor Gwynedd
- Welsh Government specific and other grants which include
 - Access Improvement Grant
 - For the Coast Path
- Specific and variable grants from the UK Government (Local Prosperity Fund)

See **5.10** for more detail.

2.6 Challenges in the field

2.6.1 General

Different aspects of issues related to PRow can be sensitive and with high profile. As with most other Council services resource and resource availability is an ongoing challenge.

Given the nature of the field of work, a lot of the team's time is taken up in dealing with correspondence, enquiries, complaints and service requests of all kinds, be it in writing or orally. As with many other services there are examples where a very small number of stakeholders take up a significant amount of time and resource.

Challenges arise from the perspective of climate change. The increase in severe weather events and storms have a significant impact on the network. There is work and significant costs associated with the restoration work following severe weather events.

There have been several incidents/claims at these sites and have rotated between different departments and the Council's Insurance unit. e.g. a problem at Coed Orierton and Parc y Borth with unauthorised camping.

As there is no presence on the sites, there is occasional misuse of public land – e.g. people extending their gardens, using sites as places for anti-social activities, creating parking spaces and running businesses on Council land without permission.

2.6.2 Safety

Paths and sites that have not been maintained and regularly surveyed become unsafe (for example, unsafe trees, excessive growth, uneven surfaces, damage to hard surfaces and infrastructure such as walkways, gates, bridges and fences).

Regular maintenance reduces the risk of accidents and legal liability, for example costly insurance claims that are becoming more numerous. This in turn means an increase in insurance costs.

2.6.3 Accessibility

Multi-use routes and sites are a facility for pedestrians, cyclists, wheelchair users and families.

Without an adequate maintenance budget, accessibility for less mobile groups is rapidly declining.

2.6.4 Longevity / Continuity of infrastructure

A major capital investment has been made in the creation of the routes, including bridges, tunnels and other significant structural infrastructure.

A reasonable maintenance budget is needed to protect the investment and extend the life of the infrastructure.

2.6.5 Community use and well-being

Footpaths and access to lands promote physical and mental health, and offer active travel opportunities.

Without maintenance, usage decreases, undermining the social and economic benefits.

2.6.6 Environmental impact

The Lonydd Las recreational routes were originally established not only as multi-use trails but also as unique ecosystems and habitats that have developed within their borders. The lands contribute and offer opportunities alike.

Effective maintenance helps control surface water and soil erosion and ensures that the paths and lands do not harm local ecosystems or cause local flooding.

2.6.7 Value for money

Regular maintenance is cheaper than having to refurbish or rebuild a trail and grounds after it has deteriorated significantly.

Maintenance minimises health and safety risks and claims associated with members of the public being harmed in the use of the resources.

2.7 What are the arrangements/timescale for reviewing the Rights of Way Improvement Plan?

The current Rights of Way Improvement Plan is in place until 2029.

Work will begin in 2027 to review this. The process will involve:

- Review of the current document
- Proposing amendments
- Stakeholder consultation
- Responding to the feedback and reflecting this in a mature draft
- Presenting the document for political consideration (Scrutiny and Cabinet)

3.0 Supplementary Questions

3.1 How many applications/complaints are received from the public? What is the timeline for responding to these requests?

801 enquiries were received through the Council's FFOS system during the period January-December 2025. This compares with 551 in 2024. The Team makes every effort to respond to an enquiry in as timely a manner as possible, but in some circumstances the nature of the request means that it is necessary to visit a site to look into the matter before a full answer can be provided.

3.2 How do you measure how accessible the trails are and that access is for all?

There is no process or practical form of measuring this but we would be happy to consider any suggestions or advice. Feedback from stakeholders and officer surveys contribute to this.

3.3 Do you carry out work with specific groups to get their input in order to ensure access for all?

See answer to 2.3 above.

3.4 Do you work with individuals and groups who wish to volunteer to maintain these trails? Are there opportunities to expand volunteering and collaborating with partners?

We work with three volunteer groups in Meirionnydd (Ramblers' Association), Arfon (Tîm Taclo Llwybrau) and Dwyfor (Llŷn National Landscape Volunteering Group).

We are keen to consider opportunities to expand these arrangements. Consideration needs to be given to what is appropriate and practical from a safety and risk mitigation management perspective.

We recognise that a lot of good informal work is being undertaken in order to maintain access and network quality with users undertaking activities such as litter picking and growth 'snipping'.

We provide an annual grant to Community Councils to pay for growth cutting work on the network within their communities.

3.5 How often is maintenance done? What is the policy in terms of maintaining and keep?

This is being undertaken on an ongoing basis. There are work programmes that include seasonal ones as well as reacting to queries and feedback received from stakeholders.

3.6 Given that public routes are categorised, how does the categorising this being done?

The Community Councils played a leading and core role in the categorisation process.

This is reviewable and we are working with the Community Councils with a view to reflecting their wishes and aspirations in line with the criteria set out in the PRow Policy.

3.7 Who is responsible for the trails and how Community and Town Councils can recover money if they spend on the trails?

The County Council is responsible for maintaining and ensuring that the PRow network is open.

The role and responsibilities of the Council and landowners are highlighted in 5.7. With this we can see the PRow network as having shared responsibilities – *our network*... rather than any particular stakeholder alone.

The PRow are important community resources and Community Councils can, should they wish, in engagement with the Service, invest directly in improving and/or maintaining these if they wish. Examples of this are already happening in Gwynedd.

3.8 Are there plans in place to mark the categories of public footpaths on Map Gwynedd for clarity to the public as to who is responsible for certain routes?

The PRow network is already included on the Map Gwynedd which includes the categories.

3.9 Is it possible to get clarity on the co-operation that takes place between the Council and Community and Town Councils in relation to path defects – e.g. if there is a broken gate on a path under the control of a Community Council, which body is responsible for funding its repair?

There is an element of shared responsibility that can reflect local factors, location, category of the PRow. The best advice is for stakeholders to liaise directly with the Footways Team to discuss specific cases, locations and situations.

3.10 Who is responsible for ensuring that liability insurance public in place for public footpaths – the Council and/or Community and Town Councils?

The County Council has a public liability insurance policy.

Often the land occupier/owner will have such a policy as well.

4.0 Summary and Key Issues

4.1 Resources to Treasure, Respect, Protect and Use

The PRow network in Gwynedd is an extended and diverse one that gives access to some of the world's best coastal, rural and mountainous areas within one County.

There is a PRow in every area of Gwynedd which offers a great resource for outdoor activities that are good for the wellbeing of our residents from a mental and physical health perspective.

The PRow network also offers travel opportunities, for day-to-day reasons, in modes rather than the car that support a number of ambitions and strategic objectives to reduce impact on climate and on practical issues such as traffic congestion and parking problems.

4.2 Demand, Desire and Expectation

Unfortunately the demand, desire and expectation for improvements to PRow's infrastructure are far beyond the funding available to achieve them.

This includes and is very relevant in terms of improving access to and accessibility of the network.

4.3 Maintenance

The ongoing lack of revenue funding for the maintenance of the infrastructure once in place is a major and growing conundrum from the perspective of the PRow, Lonydd Las and sites that come with the responsibilities of the Service. This is given that the impact of more volatile, exceptional and frequent periods of severe weather causes significant and very costly damage to recover and repair.

This extends and includes maintenance levels in terms of grass cutting/growth and sweeping and expectations in relation to this. This in turn can influence trail usage.

5.0 Background / Context

5.1 Active Travel and Routes

There is a close relationship between the active travel network, which includes Lonydd Las, and the PRoW network. There are instances where a route can be designated as an active travel and also with PRoW's legal status. There are also instances where this is not the case and a route is designated as a Lôn Las but not necessarily, in its entirety, as PRoW.

A report on Active Travel was presented to this Committee on 22 January 2026. A link to the report is included in **10. Background Information**.

5.2 Network Duration and Identification

Gwynedd has a network of around 2,418 miles (3,892km) of public rights of way – that's further than the distance from Caernarfon to Cairo in Egypt!

The total length of the network can be broken down into a number of categories depending on the nature of the right. This is summarised in the table below:

Type:	Lawful use	Distance	Ename
Footpaths	<ul style="list-style-type: none"> On foot 	2,115 miles (3,404km)	
March Trails	<ul style="list-style-type: none"> On foot On view On horseback 	220 miles (354km)	
Restricted Byways	<ul style="list-style-type: none"> On foot On view On horseback A horse and cart 	52 miles (84km)	
All Traffic Open Byways	<ul style="list-style-type: none"> On foot On view On horseback A horse and cart On a motorcycle In a vehicle 	31 miles (50km)	

The network covers around 180 miles (290km) of the Wales Coast Path which is seen to offer some of the best walking and spectacular scenery of the 870 miles of the national trail.



5.3 The Footpaths Team

Projects, Footpaths and Traffic Manager	Iwan ap Trefor
Access Team Leader	Gwyn Lloyd Evans
Senior Rights of Way Officer (Arfon)	Euryn Williams
Rights of Way Inspector (Arfon)	Robert Jones
Senior Rights of Way Officer (Dwyfor)	Dewi Owen
Rights of Way Inspector (Meirionnydd)	Sam Hollingworth
Coastal Path Project Officer	Rhys Roberts
Coastal Access Warden	Huw Williams
Rights of Way Officer	Catrin Davies

5.4 The main purpose of the Footpaths Team is:

Maintaining and managing access networks

- **Improving infrastructure**
Creating a network and safer and more connected lands and sites. The Council owns the lands where the Lonydd Las route run, and therefore issues such as poor boundaries, unmaintained watercourses and unsafe trees mean that landowners/neighbours are impacted. For example, if livestock are allowed to roam on Lonydd Las due to failing boundaries it could cause an accident and harm to users.
- **Ensuring better access for all**
Establish wider, smoother and accessible paths and grounds and access for people of all abilities including for example those with impaired mobility, families with prams and cyclists of all abilities.
- **Ensuring safety**
Provide signage and safely maintain trail surfaces and boundaries to minimise hazards. Ensure that livestock from neighbours' lands does not interfere with the convenient and safe use of the route.
- **Promoting use**
Reasonable maintenance attracts people to use the paths and lands, reducing congestion on the roads and encouraging a healthy way of travelling which in turn will ensure and maintain a healthy population in Gwynedd.
- **Connecting communities**
Maintaining routes that connect communities, schools, workplaces and shopping centres in order to make every day travel easier and more sustainable.

- **Wellbeing, Physical and Mental Health**

Providing and maintaining accessible and safe opportunities for nature and environmental engagement within its communities contributes to well-being, physical and mental health.

The Footways Team achieves this by:

- Protecting the right and ability of the public to use the County's PRow network in a safe and unhindered manner.
- Collaborating with other key stakeholders, including landowners.
- Inspecting, maintaining the relevant infrastructure and legal documents in order to comply with the Council's legislative expectations.

5.5 Link to the Council Plan 2023-28

The work of the Team contributes practically to the realisation and achievement of a number of strategic ambitions and objectives at a local, regional and national level. From the perspective of the Cyngor Gwynedd Plan 2023-28 the teamwork contributes to and intertwines with the Green Gwynedd (Gwynedd Werdd) priority Werdd.

The Footways Team is responsible and involved in all aspects of the field of work. This extends from the strategic to the operational. The team works closely with other officers within the Environment Department and the Council more broadly.

5.6 Ffordd Gwynedd

See below the comments of Gwyn, Team Leader:

"I enjoy the diversity that comes with the job. In my day-to-day work it is necessary to combine consideration of legislation, statutory requirements and the rights of the public throughout to achieve this on a physical level.

"The natural and constructive environment of Gwynedd is world famous. It gives me great satisfaction that we are able to facilitate and enrich the experiences and opportunities of local people and visitors to access these in order to enjoy and make the most of what the area has to offer.

"With concerns and awareness of physical and mental health issues increasing, offering and maintaining an opportunity for the public to enjoy wholesome activities that are accessible and engaging to such a wide cross-section of society is something very valuable.

"Collaborating with such a wide range of stakeholders is great. We as a team are always keen to build and maintain healthy relationships with trail users, land occupiers and politicians at all levels. We are proactively looking for opportunities to gain funding from a variety of sources in order to improve and sustain the trail network which meets the ambitions and objectives of various local, regional and national strategies, policies and plans."

5.7 Legislative context

Public Rights of Way (PRow) are routes over which the public has a legal right to transit. This means that anyone can use them for that purpose, free of charge and at any time. PRow offers a leisure asset and a means of accessing local services in a sustainable and healthy way.

Cyngor Gwynedd is the Highways Authority with a statutory duty to protect PRow. As a result, the Footpaths Team maintains and updates the Definitive Map and Statement, which are the legal records of

- Footpaths
- Bridleways
- Restricted Byways
- Byways Open to All Traffic

The Team is also processing requests to amend the Definitive Map, which is to divert, create or change the status of rights of way. Legislation places a statutory duty on the Council to act in the area of rights of way.

There is not only a statutory duty to protect and maintain the physical condition of rights of way but also to protect them legally.

The focus of the Team's work programme is based on a hierarchy of footways depending on their status, which is partly based on and a reflection of their use.

There are a number of duties by the Council and Landowners associated with PRow with the following giving a summary:

Cyngor Gwynedd's Responsibilities

- Ensuring there are no barriers to PRow
- Maintain the surface in a condition suitable for its intended use
- Maintenance of some bridges
- Sign and contrast markers to show routes
- Permission to install steps and gates
- Keep the Definitive Map up-to-date

Landowners' Responsibilities

- Do not put up barriers on paths or prevent people from using them
- Maintain most gates and gates
- Maintain lateral growth and growth that grows over the downward path
- Re-laying a path across fields after turning or planting crops
- Do not turn paths at field edges
- Do not keep dangerous animals (including some bulls) on paths

5.8 Possible options for the future

To further collaborate with Community Councils and to empower and support them to play a proactive practical role in maintaining, conserving and promoting the use of these important resources within their communities.

5.9 Risks - what the risks are and what can be done to mitigate them

5.9.1 The Department's Risk Register

From PRow's point of view the following is included on the Department of the Environment's Risk Register:

- Lack of capacity and resources for maintaining and protecting rights of way/Lonydd Las/sites and grounds.
- Lack of capacity to process and decide Rights of Way orders.

5.9.2 General

Different aspects of issues related to PRow can be sensitive and high-profile. As with most of the Council's other services, resource availability is an ongoing and growing challenge.

As a frontline operational team, the Footways Officers are the face-to-face contact with stakeholders. They work in a field that can be challenging and contentious. The Team acts in accordance with the guidelines in as consistent, transparent, professional and fair a manner as

possible. They accept all types of comments, requests and feedback and seek to respond to these in a reasonable, logical and as positive manner as possible although it will not be possible to greet the requests, wishes and aspirations submitted.

Given the nature of the field of work, much of the team's time is taken up dealing with correspondence, enquiries, complaints and requests for service of all kinds, whether written or oral. As with many other services there are examples where a very small number of stakeholders take up significant time and resource.

Challenges, and associated risks, arise from the perspective of climate change. The increase in severe weather events and storms is having a significant impact on the network and Lonydd Las. There are significant works and costs associated with the restoration following severe weather events. There is no specific budget for undertaking any such restoration work on the Lonydd Las. It is important to raise awareness of this as expectations need to be managed, and in some cases lowered, to reflect this reality.

5.9.3 Safety Risks

- Deteriorating pieces: risk for users to slip, trip, or fall.
- Uneven or slippery surfaces: increases accidents, especially for cyclists or wheelchair users.
- Loss of lighting or signage: can lead to misunderstandings or collisions.
- Undermining the Council's reputation as a '*fit for purpose*' organisation and a '*good neighbour*'.
- Insurance claims arising from proven harm.

5.9.4 Environmental Risks

- Soil and surface water erosion: when there is no maintenance, paths can become water channels that damage the land. This is very evident from the point of view of the Coast Path.
- Damage to habitats: users can avoid bad parts by creating 'informal footways' that disrupt biodiversity.

5.9.5 Social and Economic Risks

- Loss of use: people may start to avoid the Lonydd Las network and find it dangerous or unpleasant.
- More cost in the long run: repairing serious damage is much more expensive than regular maintenance.
- Loss of community benefit: paths and lands promote health, wellbeing and tourism; If they decline, these benefits are lost.
- Potential for permanent closure of these resources if there is no reasonable maintenance budget to sustain them.

5.9.6 Legislative Risks and Claims

- Maintaining access to the PRow is a legislative necessity. Failure to achieve this opens the door to legal challenges and claims, especially in situations where damage or harm is caused.

5.9.7 Reputational Risks

- Failure to maintain the PRow network and the associated risks, as noted above, poses a risk to the Council's reputation and its status as a fit for purpose organisation providing a service in accordance with the legislative expectations to its communities.

5.10 Financial position of the field, estimate of cost of implementing any changes, sources of funding etc.

As well as maximising the core maintenance budget of around **£188,450**, the Team is very successful in maximising value by earning significant sums to maintain and improve the PRow network. This equates to around **£2.4 million** over the last three years.

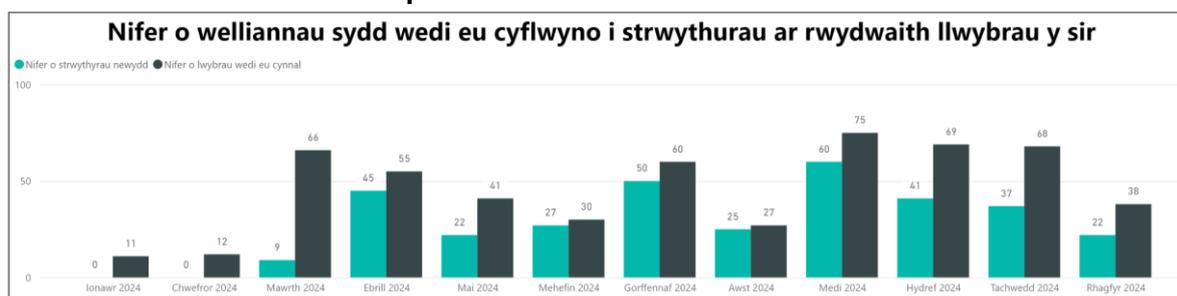
Core budgets for entry work 2025/26

Budget	2022-23	2023-24	2024-25	2025-26
Rights of Way Maintenance	£175,400 (R)	£188,450 (R)	£184,230 (R)	£188,450 (R)*
Lonydd Glas Maintenance	£25,000 (R)	£25,570 (R)	£27,340 (R)	£27,340(R)
Environment Service Sites	£5,000 (R)	£5,380 (R)	£5,750 (R)	£5,750(R)
Lonydd Las minor works	£25,000 (C)	£25,000 (C)	£25,000 (C)	None
Bridges and structures (budget not held by Service)	£50,000 (C)	£50,000 (C)	£50,000 (C)	£50,000 (C)

*Approximately £43,350 of this total is given to Community/Town Council annually to cut vegetation on path surfaces

5.11 Performance data

Network Maintenance and Improvements



This includes maintenance such as:

- Cutting overgrowth/grass
- Removal of fallen trees
- Drains
- Bridges, steps, gates and signage

And renovation and installation of new infrastructure

- Bridges, steps, drains, gates and signage

This is achieved through the spending of core budget money as well as various grants that have been won.

Traffic, projects and Paths

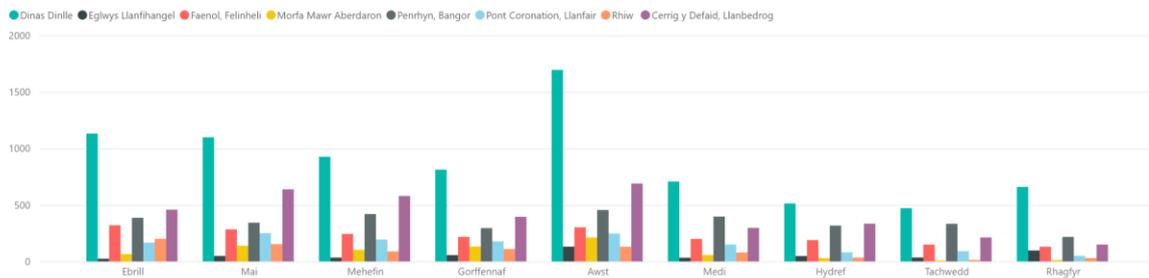
T&P3 – Number of users on county’s paths network

This is a brand-new measure which attempts to monitor user numbers on some of the main routes on the county’s network, using monitoring counters that have been in place for several years by the Council.

The initial data is based on user numbers available at 7 locations on the Wales Coast Path in Gwynedd, with the intention of expanding the locations as monitoring data becomes available. (Some counters are also available in other locations that need refurbishment).

Current locations report the number of path users at Morfa Mawr near Aberdaron; Rhiw in Pen Llŷn; Cerrig y Defaid in Llanbedrog; Dinas Dinlle; Faenol between Y Felinheli and Bangor; Penrhyn on the outskirts of Bangor in the direction of Abergwyngregyn; Eglwys Llanfihangel in the Arudwy area; and Pont Coronation in Llanfair near Harlech.

The data shows a pattern of consistent numbers throughout the period since April 2025 in locations such as Penrhyn and Faenol, with the highest numbers being in locations that are attractions such as Dinas Dinlle. As we would expect, the graph highlights peak numbers during the main summer period, events such as races like the 'ultra' result in a clear increase in users during such events.



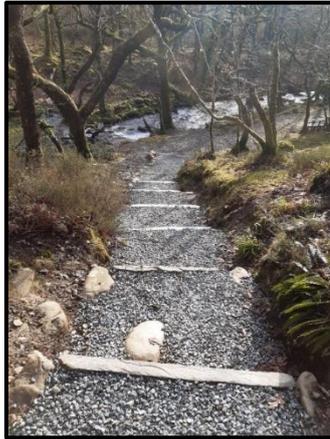
5.12 What has been achieved

The following is a summary of some of the Footways Team's recent key achievements which gives an overview of what has been achieved:

- New bridges on Lôn Las Ogwen



- New Coast Path through Penrhyn Castle
- Restoration works to the Cob Bach trail, Pwllheli
- Replacement of gate steps in the Talsarnau/Harlech area
- New steps at Coed Cors y Gedol, Dyffryn Arudwy



- New bridge and gates on path over the River Carrog, Bethesda Bach to link the communities of Llanwnda and Llandwrog



- Trail improvements in the community of Mynytho



- New bridges near Penllech Port, Llangwnnadi



- In addition to specific significant projects such as the above, ongoing work is undertaken to maintain and improve the infrastructure across the path network in Gwynedd. This includes changing styles with gates that make the footways more accessible and attractive.

5.13 Priorities for the future

The PRoW Policy was introduced and approved in 2007. Work has now underway to review and update the Policy. This is going to reflect and be influenced by experiences in the implementation of the current policy and also to expectations and what is feasible and reasonable to achieve with the existing resources.

The following are examples of the work underway as priorities for the future.

- Replacement of gates on Llanfrothen community trail circuits
- Delivery of a new bridge at Pont Sarnau, Bethesda



- Replacement of steps for gates in the Llanfachreth / Rhydymain area



- Restoration and felling of paths in Borth Park, Borth y Gest following recent storm damage
- Improvement of path surface linking Penrhosgarnedd and Caernarfon Road in Bangor
- Working in partnership with Snowdonia National Park to improve trails in the Community of Abergwyngregyn
- Replacement of gates in the community of Llandderfel
- Review the Public Rights of Way Policies to ensure that these are a fair and realistic reflection of what can be achieved with the resources available.
- Checking matters relating to the ROIP.
- Review the arrangements for facilitating volunteer support. Volunteers offer a very valuable resource in supporting the work of the Team and there is a need to ensure that this is done in an appropriate and acceptable way from a variety of angles which include health and safety and insurance issues.

6.0 Consultation

Stakeholder consultation and engagement is an ongoing aspect of the Team's work. This includes:

- Residents
- Community Councils
- Access Forums
- Snowdonia National Park
- Ramblers Association
- Walking, Cycling and Cycling Trust (Sustrans)
- British Horse Society
- Others representing user interests

The input and feedback resulting from this has been reflected and included within this report and shaped the approach towards and priorities of the Team.

Consultation processes will be a core element of the review of the PRoW Policy and also in the updating of the Rights of Way Improvement Plan (ROWIP).

7.0 Well-being of Future Generations (Wales) Act 2015

7.1 Have you *included* residents/service users? If not, when and how do you plan to consult with them?

Residents, Local Members and Community Councils engage with the Council on an ongoing basis on issues relating to this area.

7.2 Have you considered *working together*?

The Team is in constant contact with other key stakeholders in the field which include officials from other Local Authorities, Eryri National Park and Welsh Government, Natural Resources Wales and organisations such as the Ramblers.

Access Forums meet regularly to discuss issues relating to the PRoW.

The Team also works closely with other Council services and departments which include, amongst others, Highways and YGC, Biodiversity, Projects and Active Travel and Economy and Community.

7.3 What has been done or will be done to prevent problems from arising or worsening in the future?

We are looking to prioritise work and optimise resource usage based on the PRoW categorisation system.

We are proactively looking for ways to secure revenue funding for maintenance as well as capital funding to build and install new infrastructure on the PRoW network.

7.4 How have you considered the *long term* and what will people's needs be in years to come?

Providing and maintaining infrastructure that enables and facilitates alternative modes of travel to the car can:

- Mitigate the impact of climate change
- Improve the health and well-being of the population
- Establish healthy trends and exercise throughout life
- Alleviating problems related to traffic congestion and parking

7.5 To ensure *integration*, have you considered the potential impact on other public bodies?

Our activity is already integrated with and supports the work of other public bodies including Community Councils, Welsh Government and Eryri National Park.

We also work closely together and our work has been integrated with other services within the Council which include Highways and YGC, Biodiversity and Economy and Communities.

8.0 Impact on Characteristics of Equality, Welsh Language and Economic Duty

This will form part of the consultation and assessment process relating to the review of the PRow and ROWIP Policies.

A quality, accessible and attractive PRow has a positive impact on equality, Welsh language and socio-economic justice by improving access to nature, supporting local culture and providing inexpensive activities for all. However, the network needs to be carefully planned and managed to ensure accessibility, protect the Welsh language and reduce inequalities by investing in it.

9.0 Next Steps

Our next steps and what needs to be achieved can be summarised as follows:

- Proceed with the annual maintenance work programme.
- Fulfilling the schemes for which grants have been earned.
- Consider opportunities to collaborate further with others.
- Look to introduce a formal system of inspection of Lonydd Las and lands assumed to be the responsibility of the Service.
- Complete the review of the Policy and submit it to the political process for consideration and approval.
- Raise awareness and look for ways to mitigate risks associated with the network (general maintenance, tree management, impact of severe weather and vandalism).
- Find solutions to historical scenarios including Porthmadog Cob and Barmouth Bridge.
- Looking at further ways of encouraging use of the PRow network.

10.0 Background Information

The following links provide access to further information that may be of interest to Members:

Coastal Path
[Coastal Path](#)
 Local Access Forum
[Local Access Forums](#)
 Lonydd Las

[Recreational Routes](#)

Nabod Ni

[Nabod Ni - Footpaths](#)

Public Rights of Way

[Public Rights of Way](#)

Public Rights of Way Policy

[1](#)

Report of the Communities Scrutiny Committee – Active Travel 22 January 2026

[Active Travel.pdf](#)

Rights of Way Improvement Plan

[Layout 1](#)