
Handbook of Quality Standards for National Trails in Wales

Second Edition June 2008

**Produced by the Countryside Council for Wales on behalf of, and in
conjunction with, the National Trails Quality Standards Group.**



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INTRODUCTION

1. Purpose of This Handbook

This handbook sets out Quality Standards for National Trails (NTs) in Wales. It includes guidance on the interpretation of each standard and details of the annual reporting procedure. It has been produced by CCW on behalf of, and in conjunction with, the National Trails Quality Standards Group (NTQSG).¹

2. Why Have Standards?

2.1. Statement of Commitment:

Members of the National Trails Quality Standards Group are committed to ensuring that National Trails offer a high quality opportunity, for local people and visitors alike, to journey through Wales's finest landscapes, whilst bringing significant economic benefit to the areas through which they pass.

We will manage the Trails to meet these aims through the provision of high quality path infrastructure, supporting services and information, whilst fully taking into account the needs of land managers and the conservation of nature, heritage and natural beauty.

2.2. National Trails are high profile, nationally designated long-distance routes, which are the 'flagships' of the Public Rights of Way network. As befits this status, it is important that they reach the highest possible standards in terms of infrastructure, information and other supporting services.

These National Trail Standards, and associated reports, will help to meet this aim by:

- defining an agreed suite of high quality standards on which Trail management and funding can be focussed, thus raising the quality of all aspects of the Trails,
- allowing Trail managers and funders to record year on year performance, thus informing prioritised work plans,
- informing the public of the standards that they can expect National Trails to reach.

It is important to note that the standards have been deliberately set high to ensure that the quality is raised over the coming years.

¹ The group consists of representatives from CCW, Powys County Council, Denbighshire County Council and the Pembrokeshire Coast National Park Authority, including the three National Trail Officers in Wales.

3. The Development of the Standards

In 2002/03 CCW commissioned the report 'A review of the management of the National Trails in Wales'². Amongst other things, the report recommended that agreed new standards for National Trails should be published in a collaborative, unified document. This recommendation was broadly supported at a subsequent seminar attended by many of CCW's relevant partners.

Based on initial work by the Countryside Agency, the NTQSG produced draft 'National Trail Quality Standards for Wales'.

Following the production of these draft standards, consultants exeGesIS SDM Ltd were commissioned to recommend modifications to the standards and advise on their practical implementation, including monitoring and reporting.

As part of this work, exeGesIS carried out consultations with the NTQSG as well as representatives of all the managing (local and National Park) authorities for the three Trails in Wales, including the English managing authorities for the Offa's Dyke Path National Trail. The consultants' report was presented to CCW in July 2005.³

NT managing authorities and other key interests were then further consulted about the final content of the standards and proposals as to how they should be implemented, including related management and monitoring issues.

Following further work by the NTQSG, the first edition of this Handbook was issued in February 2007 and was used as the basis for the 2007 surveys of all three Trails undertaken by the National Trail Officers. This second edition incorporates changes agreed by the NTQSG in February 2008 following the experiences gained from these surveys.

4. The Standards

4.1. The standards focus on work which is central to Trail management and can relatively easily be monitored. We acknowledge that on occasion work which is not included in these standards will be necessary or desirable. **Therefore, whilst the standards cover most relevant aspects, it should not be inferred that other work should not be undertaken or funded, if appropriate.**

4.2. The standards have been split into six categories

- Surface & Surroundings
- Furniture
- Information
- Navigation
- Links
- Route

² Produced for CCW by Richard McLaughlin Consulting, May 2003.

³ *The Practical Application of 'Quality Standards' for National Trails in Wales* produced by exeGesIS for CCW, July 2005.

5. Performance Indicators

For each of the standards, this document includes performance indicators (PIs) and the method by which information to report on the PIs should be gathered.

6. Priorities

In general terms, work programmes, and funding, should be prioritised as follows. However, this is a rough guide only, and there will be justifiable exceptions.

Priority	Broad Categories	Specific Standards
1 Highest	a) Surface condition, surroundings and furniture b) Core Information Provision c) Navigation aids d) Alignment issues where they adversely affect the user or the needs of land management	S1, S2, S4, F1, F2, F3 I1, I2, I5 N1, N2, N3 R1, R2.
2	Additional information and service provision	I3, I4, I6
3	Improvement of the wider corridor	S3, F4, L1, L2, L3
4 Lowest	Alignment issues where they do not adversely affect the user or the needs of land management	R1, R2

7. Lead Authorities

For each standard a lead authority is given – either National Bodies, NTO Employing Authorities or Managing Authorities. This is the authority that leads on work to reach the standard, often with CCW grant-aid. **However, it should be stressed that the management of the Trails is a team effort with all relevant parties involved.**

Lead Authorities			
Trail	Glyndŵr's Way	Offa's Dyke Path	Pembrokeshire Coast Path
National Bodies	CCW	CCW Natural England *	CCW
National Trail Officer (NTO) Employing Authority	Powys CC	Powys CC	Pembrokeshire Coast NP
Managing Authorities	Powys CC	Gloucestershire CC Monmouthshire CC Brecon Beacons NPA Powys CC Herefordshire CC Shropshire CC Wrexham CBC Flintshire CC Denbighshire CC	Pembrokeshire Coast NPA (including sections outside of the National Park)
* By agreement CCW lead on Offa's Dyke Path.			

8. Reporting

There will be discussions in steering groups and elsewhere throughout the year but the formal reporting should be through two annual documents produced by the NTO Employing Authority – an Action Plan (which has Draft and Agreed versions) and an Annual Report (Parts 1 and 2).

Timetable of Reports	
2007	
By end October	NT Standards Baseline Report
By end October	Draft Action Plan for coming three financial years
2008 Onwards	
By end February	Agreed Action Plan for coming three financial years
By end June	NT Annual Report (Part 1 – Work Undertaken)
By end October	NT Annual Report (Part 2 – Standards Report)
By end October	Draft Action Plan for coming three financial years

8.1. NT Standards Baseline Report 2007

In October 2007 the National Trail Officers all produced Baseline Standards Reports following extensive surveys in the summer. These summarised, by means of the tables contained in this document, the state of the Trails with regard to the standards.

8.2. Action Plans

Each NTO Employing Authority should present a **draft** three-year rolling action plan to CCW each October. For Offa's Dyke Path the NTO Employing Authority will need to work with the nine Managing Authorities to produce it.

Draft Action Plans will incorporate:

- a) a proposed programme of work, timed and costed, for the following three financial years.
- b) an assessment of how the programme of work will help to meet the standards and address issues identified in the most recent condition survey.
- c) associated indicative grant bids.

CCW and the managing authorities will discuss the **Draft Action Plan** and an **Agreed Action Plan** should be produced by the end of February.

In the three-year work plans, the degree of certainty and detail for Year 1 will inevitably be greater than for Years 2 and 3. The latter years will, in any event, be reviewed in the following year's three-year work plan.

8.3. Annual Reports from 2008

Starting in 2008, as soon as possible after 31 March each year the NTO Authority will produce an Annual Report covering the financial year just ended.

In practical terms the report will be produced in two parts, which can be amalgamated upon completion of the second part.

Part 1 – A review of all work undertaken in the financial year, including practical work, negotiations, legal, marketing, website development etc. (Produced by 30 June).

Part 2 – An assessment report using the Performance Indicators and tables included in this Handbook. From 2008, this should include tables comparing the current year's results with results from previous years. (Produced by 31 October).

Generally, NTOs will undertake annual condition surveys. However, by agreement of the relevant NT Steering Group this frequency can be altered.

LEAST RESTRICTIVE ACCESS

Everybody involved with managing National Trails should work to the principle of Least Restrictive Access. This requires that all work makes access as easy as possible for as many people as possible.

It is important to remember that access to the countryside is not just about the physical presence of paths. It is about the 'chain' of events and experiences leading from the decision to visit, the journey, the on-site experience, the journey home and the post-visit memories.

For example, a gap is less restrictive than a gate, which in turn is less restrictive than a stile. A leaflet printed in 12-point text is less restrictive than one in 8-point and a modern accessible bus is less restrictive than older vehicles.

THE STANDARDS

S1 Ease of Passage	Standard	The surfaces and surroundings of the Trails should be unobstructed so that they are readily passable by legitimate users
	PI	The number and total length of instances where the Trail is not readily passable by legitimate users
	PI Method	Annual condition survey
	Priority	1
	Lead	Managing Authorities

Guidance

Important: This standard relates to the surface and surroundings of the Path on the ground. It does not include the condition or surroundings of furniture, which is covered by standard F1.

For the purposes of this standard the surveyed route should be that which is actually used by walkers or, where they are legitimate users, horse riders and cyclists. Where there are multiple (braided) paths it will be necessary to decide which one is the main 'managed' route and SURVEY THAT ONE ONLY.⁴

Legitimate users should expect to find, within the limits of the natural landscape and terrain, weather conditions and seasonal variations, a clear unobstructed route which allows easy passage.

They should not be inconvenienced by:

- poor ground condition, including where the path is unduly wet or muddy or is seriously uneven due to ruts, holes etc
- vegetation encroachment
- man-made structures (this does NOT include Trail furniture which is covered by standard F1)
- other obstructions

Unusable or Inconvenient?

The Trail is deemed to be obstructed if it is:

a) Unusable

Where the Trail is totally blocked and it is not possible to simply avoid the obstruction by passing round it. It includes any obstructions which a user is forced to crawl under or climb over. Such occurrences should be dealt with urgently.

⁴ Where a Trail has alternative designated routes, both should be surveyed.

OR

b) Inconvenient

The Trail is deemed to be inconvenient if it is **hazardous, unpleasant or difficult** to proceed. Examples of these include:

- Hazardous – where it is not possible to proceed without running the risk of injury or damage to clothing from vegetation, barbed wire, pot holes or other items which affect the users' health and safety.
- Unpleasant – where it is not possible to proceed without being unduly inconvenienced by water, mud or other substance (excepting during and after extreme weather conditions).
- Difficult – where it is necessary to physically push or duck through the vegetation or negotiate deep ruts or holes.

Reporting

The **Annual Report** should contain two tables showing the following information, for the whole Trail and broken down by managing authority sections:

1. Summary of UNUSABLE sections

- a) the number and total length of instances where the route is unusable due to poor surface condition
- b) the number and total length of instances where the route is unusable due to vegetation encroachment
- c) the number and total length of instances where the route is unusable due to man-made structures (not including Trail furniture)
- d) the number and total length of instances where the route is unusable due to other reasons
- e) the total number and total length of instances where the route is unusable

2. Summary of INCONVENIENT sections

- f) the number and total length of instances where the route is inconvenient due to poor surface condition
- g) the number and total length of instances where the route is inconvenient due to vegetation encroachment
- h) the number and total length of instances where the route is inconvenient due to man made structures (not including Trail furniture)
- i) the number and total length of instances where the route is inconvenient due to other reasons
- j) the total number and total length of instances where the route is inconvenient.

Surface & Surroundings – Unusable									Table S1/1	
Managing Authority	Number and total length of instances where the Trail is UNUSABLE									
	Reason								Total	
	Poor Surface Condition		Vegetation Encroachment		Man-made Structures		Other		Number of Instances Where the Trail is Unusable	Total Length of Instances Where the Trail is Unusable
No.	Km	No.	Km	No.	Km	No.	Km			
MA1	a	a	b	b	c	c	d	d	e	e
MA2 etc.										
Total										
Note: Where the Trail is unusable for more than one reason it should be included separately under all relevant sub-headings but only counted once in the Total section. Lengths should be given in kilometres.										

Surface & Surroundings – Inconvenient									Table S1/2	
Managing Authority	Number and total length of instances where the Trail is INCONVENIENT									
	Reason								Total	
	Poor Surface Condition		Vegetation Encroachment		Man-made Structures		Other		Number of Instances Where the Trail is Inconvenient	Total Length of Instances Where the Trail is Inconvenient
No.	Km	No.	Km	No.	Km	No.	Km			
MA1	f	f	g	g	h	h	i	i	j	j
MA2 etc.										
Total										
Note: Where the Trail is unusable for more than one reason it should be included separately under all relevant sub-headings but only counted once in the Total section. Lengths should be given in kilometres.										

S2 Roads Sections & Crossings	Standard	The number and length of road sections should be kept to a minimum.
	PI	Number and % of road sections, including those which have pavements or walkable verges.
	PI Method	Annual survey
	Priority	1
	Lead	Managing Authorities

Guidance

The 1949 National Parks & Access to the Countryside Act requires that National Trails ‘allow the public to make extensive journeys on foot, horseback or bicycle on routes that, for the most part, do not pass along roads used by vehicles’.

All National Trails have many sections where the route either runs along or crosses roads used by motor traffic. It is of paramount importance that in all such cases the safety of the users of both the Trail and the road are given high priority.

NTO-employing Authorities should draw up and maintain a list of all locations where the Trail runs along or crosses a road and should discuss safety management with the appropriate highway departments.

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by managing authority sections:

- a) the total number and combined length of sections where the Trail runs along a road and it is necessary to walk in the road
- b) the total number and combined length of sections where the Trail runs along a road and there is a pavement
- c) the total number and combined length of sections where the Trail runs along a road and there is a walkable verge
- d) the total number of locations where the Trail crosses a road

Road Sections & Crossings							Table S2
Managing Authority	Road Sections						Road Crossings
	In Road		Pavement		Walkable Verge		
	No.	Km	No.	Km	No.	Km	No.
MA1	a	a	b	b	c	c	d
MA2 etc.							
Total							

S3 Litter and Dog Mess	Standard	The amount of litter and dog mess on the Trails should be kept to a minimum
	PI	Number of complaints received per year (1 Apr – 31 Mar)
	PI Method	Annual review of records kept
	Priority	3
	Lead	Managing Authorities

Guidance

As well as being a health and safety issue, the presence of litter and dog mess is extremely off-putting to many users. Therefore, efforts should be made to keep the Trail clean, whether or not complaints are received. If there is a known problem NTOs should work with managing authorities to try and resolve it. For example:

- if receptacles are provided they should be emptied frequently
- where there is a known problem there should be regular clearance/collection
- contractors should clear any rubbish, redundant furniture etc created as a result of their work and make good any damage caused when accessing or working on the site.

NTOs should arrange for all complaints to be referred to them for the annual survey.

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by managing authority sections:

- a) number of complaints received per annum (1 Apr – 31 Mar)

Litter & Dog Mess		Table S3
Managing Authority	Number of Complaints Received (1 Apr – 31 Mar)	
MA1	a	
MA2 etc.		
Total		

S4 Wheelchair Accessibility	Standard	The offroad sections of the Trails should be accessible for wheelchair users wherever practicable
	PI	Length & percentage of the Trail which is accessible to wheelchair users.
	PI Method	Annual survey
	Priority	1
	Lead	Managing Authorities

Guidance

It is important that National Trails are managed according to the principles of ‘Least Restrictive Access’ (LRA). This requires that all work makes access as easy as possible for as many people as possible. Although this standard specifies wheelchair users, many users will benefit from relevant improvements.

Wheelchair types included in the table:

Manual: Accessible to lone manual wheelchair users.

Assisted: Accessible to urban, power-assisted wheelchairs (or non-powered with a strong user or pusher).

Cross Country: Accessible to purpose-built, cross-country powered wheelchairs.

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by managing authority sections:

- a) the total combined length of the NT offroad sections
- b) the number and combined length of offroad sections which are accessible to manual wheelchairs
- c) the number and combined length of offroad sections which are accessible to urban assisted wheelchairs
- d) the number and combined length of offroad sections which are accessible to cross-country wheelchairs.
- e) the number of sections available to wheelchair users (of one or more of the above types) which are publicised on the National Trail website and/or on paper.
- f) the total length of sections available to wheelchair users (of one or more of the above types) which are publicised on the web and/or on paper

Wheelchair Accessibility (Offroad)								Table S4		
Managing Authority	Km Offroad	Manual Wheelchair		Urban Assisted Wheelchair		Cross Country Wheelchair		Publicised		
		No.	Km	No.	Km	No.	Km	Web	Paper	Km
MA1	a	b	b	c	c	d	d	e	e	f
MA2 etc.										
Total										

Note: Sections which are accessible to more than one class of wheelchair should be recorded in all appropriate columns.

F1 Condition of Furniture	Standard	Furniture should be of a high specification and in good condition
	PI	Number and % of furniture items which are of a high specification and in good condition
	PI Method	Annual condition survey
	Priority	1
	Lead	Managing Authorities

Guidance

Important: For the purposes of this standard the surveyed route should be that which is actually used by walkers or, where they are legitimate users, riders. Where there are parallel items (i.e. a gate and a stile or a stile and a gap) it will be necessary to decide which one is the main ‘managed’ item and SURVEY THAT ONE ONLY⁵.

For the purposes of this standard, furniture consists of man-made structures (listed below) which a user walks over or through. **It does not include navigation aids, such as Finger Posts and Waymark Posts, which are covered by standard F2.**

- a) Stiles - Post & Rail, Ladder and Stone
- b) Gates - Pedestrian, Bridle, Field and Kissing
- c) Bridges & Culverts
- d) Flights of Steps
- e) Boardwalks

The provision of good quality furniture is a key element of National Trail management because it helps to ensure that users have a trouble free and enjoyable journey. Also, poor quality furniture is detrimental to the image of both the Trails themselves and those who are involved in managing them.

It is important to note that this standard covers both condition and specification. Some furniture on NTs, despite being in good condition, will not meet this standard because it does not meet the high specification. In general, addressing problems of furniture in poor condition should be given priority over items which do not meet the specification.

The Table below shows the criteria against which furniture should be judged. Clearly the criteria are not equal in impact – a missing bridge is a more serious problem, and is more complex to address, than a missing acorn logo and it will be for path managers to prioritise actions depending on the severity of the problem and the ease of remedying it. When considering the installation of furniture, full regard should be given to Least Restrictive Access, aesthetics, sustainability and traditional local materials and designs. The desirability of using local contractors should also be considered.

Unusable or Inconvenient?

Unusable

On occasion an item of furniture will be in such poor condition as to be deemed to be unusable. Such occurrences should be recorded and reported separately in the tables and treated as top priority for repair.

A furniture item is deemed to make the Trail unusable if:

⁵ Where a Trail has alternative designated routes, both should be surveyed.

- a) the item is required to enable legitimate users to proceed, but
- b) it is not possible to use it in its intended way for its intended purpose.

Inconvenient

The vast majority of problems with furniture make the item inconvenient rather than unusable. Any item which does not meet all the criteria but is still usable should be recorded as inconvenient.

Reporting

The **Annual Report** should contain the following reporting tables showing details of each furniture item, with a summary table at the end, for the whole Trail and broken down by managing authority sections:

- a) the total number of items present
- b) the number and % of items which meet each criteria
- c) the number and % of items which come under the categories unusable, inconvenient and 'all criteria met'

STANDARD F1 – FURNITURE SHOULD BE OF A HIGH SPECIFICATION & IN GOOD CONDITION – CRITERIA TABLE

In order for furniture to comply with this standard it should meet the relevant criteria in this table. See F2 below for Finger Posts & Waymark Posts.

Stiles			Gates		Bridges & Culverts	Flights of Steps	Boardwalks
Post & Rail	Ladder	Stone	Pedestrian, Bridle and Field	Kissing			
(1) Furniture should be complete as installed. (i.e. all posts, rails, steps etc should be in place)							
(2) Furniture should not move, flex or bend unduly upon use							
(3) Furniture should be free from protrusions, additions or sharp edges which could injure a user or damage their clothing							
(4) Furniture should not be sited so as to put the user unduly at risk from an adjacent hazard, including vegetation							
(5) All stiles, gates and bridges (but not culverts) should have an NT acorn logo or logos visible from both sides (unless the logo is clearly visible elsewhere)							
(6) All post & rail stiles should have a handpost (either integral or bolted on) on at least one side	(8) Ladder stiles should have two sets of steps (rather than rungs) which should be horizontal, regardless of the angle of the ground		(9) All gates should have hinges and swing freely on them				
			(10) Latches & bolts, where fitted, should align correctly without the need to lift the gate				
(7) All Post & Rail stiles should have one or two steps. Additional steps may be required on sloping ground	<i>Note: Consider removal of ladder stiles wherever practicable.</i>		(11) Gates on sections with bridle access should be fully usable without the need for horse riders to dismount	(12) Kissing gates should allow users with large backpacks to easily negotiate them without the need to remove the pack			

STANDARD F1 FURNITURE SHOULD BE OF A HIGH SPECIFICATION & IN GOOD CONDITION – REPORTING TABLES

Number and percentage of items which are of a high specification and in good condition

Furniture – Post & Rail Stiles															Table F1/1						
Managing Authority	Total Number of Post & Rail Stiles	Number and % Meeting Criteria														Condition					
		Item Complete		Item Firm		Protrusion Free		No. Adjacent Hazards		Logos Present		Handpost Present		Steps In place		Unusable		Inconvenient		All Criteria Met	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
MA1	a	b	b	b	b	b	b	b	b	b	b	b	b	b	b	c	c	c	c	c	c
MA2 etc.																					
Total																					

Furniture – Ladder Stiles														Table F1/2						
Managing Authority	Total Number of Ladder Stiles	Number and % Meeting Criteria												Condition						
		Item Complete		Item Firm		Protrusion Free		No. Adjacent Hazards		Logos Present		Two sets of horizontal steps		Unusable		Inconvenient		All Criteria Met		
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
MA1	a	b	b	b	b	b	b	b	b	b	b	b	b	b	c	c	c	c	c	c
MA2 etc.																				
Total																				

Furniture – Stone Stiles																	Table F1/3	
Managing Authority	Total Number of Stone Stiles	Number and % Meeting Criteria										Condition						
		Item Complete		Item Firm		Protrusion Free		No. Adjacent Hazards		Logos Present		Unusable		Inconvenient		All Criteria Met		
		No.	%	No.	%	No.	No.	%	No.	%	No.	%	No.	%	No.	%		
MA1	a	b	b	b	b	b	b	b	b	b	b	b	c	c	c	c	c	c
MA2 etc.																		
Total																		

Furniture – Pedestrian, Bridle and Field Gates																	Table F1/4				
Managing Authority	Total Number of Pedestrian Bridle and Field Gates	Number and % Meeting Criteria												Condition							
		Item Complete		Item Firm		Protrusion Free		No. Adjacent Hazards		Logos Present		Swing Freely		Latches & Bolts Align *		Unusable		Inconvenient		All Criteria Met	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%		
MA1	a	b	b	b	b	b	b	b	b	b	b	b	b	b	b	c	c	c	c	c	c
MA2 etc.																					
Total																					

* On sections with bridle access they must also be fully usable without the need for horse riders to dismount – if they are not they should be recorded as not meeting the standard.

Furniture – Kissing Gates																				Table F1/5			
Managing Authority	Total Number of Kissing Gates	Number and % Meeting Criteria																Condition					
		Item Complete		Item Firm		Protrusion Free		No. Adjacent Hazards		Logos Present		Swing Freely		Latches & Bolts align		Accessible With Backpacks		Unusable		Inconvenient		All Criteria Met	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
MA1	a	b	b	b	b	b	b	b	b	b	b	b	b	b	b	b	b	c	c	c	c	c	c
MA2 etc.																							
Total																							

Furniture – Bridges																		Table F1/6			
Managing Authority	Total Number of Bridges	Number and % Meeting Criteria										Condition									
		Item Complete		Item Firm		Protrusion Free		No. Adjacent Hazards		Logos Present		Unusable		Inconvenient		All Criteria Met					
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%				
MA1	a	b	b	b	b	b	b	b	b	b	b	b	c	c	c	c	c	c			
MA2 etc.																					
Total																					

Furniture – Culverts																Table F1/7			
Managing Authority	Total Number of Culverts	Number and % Meeting Criteria								Condition									
		Item Complete		Item Firm		Protrusion Free		No. Adjacent Hazards		Unusable		Inconvenient		All Criteria Met					
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%				
MA1	a	b	b	b	b	b	b	b	b	c	c	c	c	c	c				
MA2 etc.																			
Total																			

Furniture – Flights of Steps															Table F1/8	
Managing Authority	Total Number of Flights of Steps	Number and % Meeting Criteria								Condition						
		Item Complete		Item Firm		Protrusion Free		No. Adjacent Hazards		Unusable		Inconvenient		All Criteria Met		
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
MA1	a	b	b	b	b	b	b	b	b	c	c	c	c	c	c	
MA2 etc.																
Total																

Furniture – Boardwalks															Table F1/9	
Managing Authority	Total Number of Boardwalks	Number and % Meeting Criteria								Condition						
		Item Complete		Item Firm		Protrusion Free		No. Adjacent Hazards		Unusable		Inconvenient		All Criteria Met		
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
MA1	a	b	b	b	b	b	b	b	b	c	c	c	c	c	c	
MA2 etc.																
Total																

All Furniture Summary															Table F1/10	
(F1/1 to F1/9 only – Not including Finger Posts & Waymark Posts)																
Managing Authority	Total Number of Furniture Items	Condition														
		Unusable		Inconvenient		All Criteria Met										
		No.	%	No.	%	No.	%									
MA1		No.	%	No.	%	No.	%									
MA2 etc.	a	c	c	c	c	c	c									
Total																

F2 Condition of Navigation Aids	Standard	Finger Posts & Waymark Posts should be of a high specification and in good condition
	PI	Number and % of Finger Posts & Waymark Posts which are of a high specification and in good condition
	PI Method	Annual condition survey
	Priority	1
	Lead	Managing Authorities

Guidance

Finger Posts (FPs) and Waymark Posts (WPs) are key indicators of the route of a Trail and it is important that they are in good condition and show relevant information.

The NTO should decide, in conjunction with the Managing Authorities, where FPs and WPs are required, taking into account standard N3 that the Trails should be easy to follow.

FPs are always required at road crossings. Where the Trail directly crosses a narrow minor road a single post on one side with two fingers may be sufficient. Wider roads require a post and finger on each side. It is for the person conducting the annual survey (normally the NTO) to decide whether one or two posts are needed and to determine the total number of Finger Posts required.

A satisfactory FP/WP should:

- point in the right direction
- be clearly visible when approached along the National Trail or other Public Right of Way or highway.
- be in good condition
- have an NT acorn logo on the finger and/or the post
- show the legal status when it is at a junction with a road or other PRoW
- be bilingual if in Wales (if text included)
- Finger Posts (but generally not Waymark Posts) should include the Trail name (or, subject to space, an abbreviation of it)

Note: To be satisfactory it is not necessary for posts to stand alone. Fingers attached to other items, such as lamp posts, are acceptable.

Reporting

The **Annual Report** should contain tables showing the following information, for the whole Trail and broken down by managing authorities:

- a) the number of places a Finger Post is required
- b) the number and % of places where a Finger Post is required and one is present
- c) the number and % of places where a Finger Post is required and a **satisfactory** Finger Post is present
- d) the number of places a Waymark Post is required
- e) the number and % of places where a Waymark Post is required and one is present
- f) the number and % of places where a Waymark Post is required and a **satisfactory** Waymark Post is present

Finger Posts				Table F2/1	
Managing Authority	Finger Post Required	Finger Post Present		Finger Post Present AND Satisfactory	
	Number	No.	%	No.	%
MA1	a	b	b	c	c
MA2 etc.					
Total					

Waymark Posts				Table F2/2	
Managing Authority	Waymark Post Required	Waymark Post Present		Waymark Post Present AND Satisfactory	
	Number	No.	%	No.	%
MA1	d	e	e	f	f
MA2 etc.					
Total					

F3 Removal of Stiles	Standard	Stiles should be replaced by less restrictive options whenever possible
	PI	Numerical and % reduction in quantity of stiles on NT
	PI Method	Annual condition survey
	Priority	1
	Lead	Managing Authorities

Guidance

In accordance with the principles of Least Restrictive Access, there should be a reduction in the number of stiles on NTs - taking into account health and safety requirements and the needs of land management and conservation.

In order of preference, from an accessibility point of view, this means:

- i) gaps
- ii) gates
- iii) kissing gates
- iv) stiles (The use of 'A frame' ladder stiles, in particular, is strongly discouraged.)

As a general rule, priority should be given to removing stiles which are:

- broken;
- near to the end of their natural life; or
- a barrier in what would otherwise be an accessible section.

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by managing authorities.

- a) the number of stiles in existence at the time of the previous year's annual survey
- b) the number of stiles in existence at the time of the current year's annual survey
- c) the numerical reduction during the reporting year
- d) the % reduction during the reporting year

Stile Reduction			Table F3	
Managing Authority	Number of Stiles		Reduction	
	Previous Year	Current Year	Numerical	%
MA1	a	b	c	d
MA2 etc.				
Total				

F4 Provision of Seats	Standard	Seats should be in good condition at all seat designated locations
	PI	% of designated locations with seats in good condition
	PI Method	Annual condition survey
	Priority	3
	Lead	Managing Authorities

Guidance

National Trail Officers, in consultation with others as appropriate, should draw up a list of ‘seat designated locations’ along the length of their Trail.

The criteria for designated locations are not fixed but, for example, they could include:

- popular areas near key access points
- viewpoints
- features of interest
- key path intersections
- long climbs
- sections accessible to wheelchair users

Once designated locations have been listed it will be easy to assess which ones have seats in good condition.

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by managing authorities

- a) the number of designated locations
- b) the number of designated locations with seats in good condition
- c) the % of designated locations with seats in good condition

Seats at Designated Locations			Table F4
Managing Authority	Number of Designated Locations	No. of Designated Locations With Seats in good Condition	% of Designated Locations with Seats in Good Condition
MA1	a	b	c
MA2 etc.			
Total			

I1 Official Guidebook	Standard	Trails should have a satisfactory ‘official’ guidebook
	PI	Has the Trail got a satisfactory official guidebook or not?
	PI Method	Annual review
	Priority	1
	Lead	National Bodies

Guidance

All National Trails in Wales and England currently have an ‘official’ guidebook with a standard look and format. Some of the longer Trails, including Offa’s Dyke Path, are split into more than one volume. Whilst other independently produced guidebooks do exist, it is important that one has the ‘official’ endorsement of CCW (and Natural England for Offa’s Dyke Path), with the agreement of the relevant NTO. The official guidebooks were originally produced by HMSO but for many years they have been produced by the Aurum press.

To be satisfactory the guidebook must:

- have been published or updated within the last five years OR have been reviewed by CCW (and Natural England for Offa’s Dyke Path), the NTO Employing Authority and others as appropriate within the last five years with no significant alterations being deemed necessary
- be approved by CCW and the NTO Authority
- cover the whole Trail (in one or more volumes)
- be available through book shops, internet book suppliers and Tourist Information Centres close to the Trail

Reporting

The **Annual Report** should include Standards I1 – I5 in one table which shows:

- a) whether the item exists
- b) whether it is satisfactory (i.e. it meets the above criteria)

Printed Information & Website	Table I(1-5)	
	Does It Exist?	Is it Satisfactory?
I1 Official Guidebook	Y/N	Y/N
I2 Summary Leaflet	Y/N	Y/N
I3 Public Transport Guide	Y/N	Y/N
I4 Accommodation Guide	Y/N	Y/N
I5 Official Website	Y/N	Y/N

I2 Summary Leaflet	Standard	Trails should have a satisfactory summary leaflet
	PI	Has the NT got a satisfactory summary leaflet or not?
	PI Method	Annual review
	Priority	1
	Lead	National Bodies

Guidance

All National Trails in Wales and England currently have a free summary leaflet which is available in Tourist Information Centres and elsewhere. This is an important part of the marketing of the Trail.

To be satisfactory the leaflet must:

- have been published or updated within the last five years OR have been reviewed by CCW and the NTO Authority within the last five years with no updated version deemed necessary
- be consistent with current NT branding guidelines
- be officially approved by CCW and the NTO Authority
- be compliant under the Disability Discrimination Act
- cover the whole Trail
- be available through Tourist Information Centres close to the Trail

Reporting

The **Annual Report** should include Standards I1 – I5 in one table which shows:

- a) whether the item exists
- b) whether it is satisfactory (i.e. it meets the above criteria)

For an example table see I1 above.

I3 Public Transport Information	Standard	Printed public transport information for the whole Trail should be easily available
	PI	Is printed public transport information for the whole Trail easily available?
	PI Method	Annual review
	Priority	2
	Lead	National Bodies

Guidance

For reasons of sustainability, we wish to see as many people as possible access National Trails by public transport. To this end, and to provide a service to users, printed public transport information should be easily available.

Ideally a dedicated guide for the Trail will be produced, but non-dedicated timetables, such as county guides produced by local authorities, are acceptable if they provide the relevant information.

To be satisfactory, easily available printed public transport information must:

- be available for the whole Trail BUT not necessarily as one document
- have been published or updated within the last year
- be acceptable to CCW and the relevant managing authorities
- be compliant under the Disability Discrimination Act
- be available through Tourist Information Centres close to the Trail and the public transport sections of the managing authorities close to the Trail

Reporting

The **Annual Report** should include Standards I1 – I5 in one table which shows:

- a) whether the item exists
- b) whether it is satisfactory (i.e. it meets the above criteria)

For an example table see I1 above.

I4 Accommodation Guide	Standard	Trails should have at least one satisfactory printed accommodation and services guide
	PI	Has the Trail got a satisfactory printed accommodation and services guide or not?
	PI Method	Annual survey
	Priority	2
	Lead	National Bodies

Guidance

To provide a service for users, each Trail should have an accommodation and services guide. This can be produced by any organisation, provided it meets the criteria below.

To be satisfactory an accommodation and services guide must:

- cover the whole Trail
- have been published or updated within the last two years OR have been reviewed by CCW and the NTO Authority within the last two years with no updated version deemed necessary
- be approved by CCW and the managing authorities
- be compliant under the Disability Discrimination Act
- be available through Tourist Information Centres close to the Trail and the relevant managing authorities

Reporting

The **Annual Report** should include Standards I1 – I5 in one table which shows:

- a) whether the item exists
- b) whether it is satisfactory (i.e. it meets the above criteria)

For an example table see I1 above.

I5 Websites	Standard	Trails should have a satisfactory official website
	PI	Has the NT got a satisfactory official website?
	PI Method	Annual review
	Priority	1
	Lead	National Bodies

Guidance

It is very important, for marketing and information provision purposes, that all National Trails have an official website. Currently 13 of the 15 NTs in Wales and England have standard look and format sub-sites as part of the overarching national site www.nationaltrail.co.uk. The two exceptions – the Pembrokeshire Coast Path and the South West Coast Path – have independently hosted sites which have links from the national site.

To be satisfactory the website must:

- be approved by CCW and the NTO Authority
- be part of, or have a link from, the national site www.nationaltrail.co.uk
- be fully bilingual
- be up to date
- meet W3C standards of accessibility

Reporting

The **Annual Report** should include Standards I1 – I5 in one table which shows:

- a) whether the item exists
- b) whether it is satisfactory (i.e. it meets the above criteria)

For an example table see I1 above.

I6 Interpretation/ Information Boards	Standard	Trails should have at least one satisfactory interpretation and/or information board at Key Access Points
	PI	Number and % of Key Access Points with at least one satisfactory interpretation and/or information board
	PI Method	Annual condition survey
	Priority	2
	Lead	Managing Authorities

Guidance

(See Appendix for information on locations of Key Access Points.)

Once Key Access Points have been identified (generally by the Trail's NTO) a survey can be undertaken of which have satisfactory information/ interpretation boards. It can be produced by any organisation provided it meets the criteria below:

For an information/interpretation board to be satisfactory it must:

- be NT branded (Trail name and acorn logo)
- have all information correct
- be in good condition
- be well sited
- have any maps correctly orientated for the viewer
- provide details of contact points to enable faults and incidents to be reported
- be bilingual if in Wales
- be acceptable to the NTO

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by managing authorities:

- a) the number of Key Access Points
- b) the number of Key Access Points with satisfactory information boards
- c) the % of Key Access Points with satisfactory information boards

Information/Interpretation Boards at Key Access Points			Table I6
Managing Authority	Key Access Points		
	Number	No. With Satisfactory Board	% With Satisfactory Board
MA1	a	b	c
MA2 etc.			
Total			

N1 Ordnance Survey Maps	Standard	Trails should be correctly recorded on current Ordnance Survey 1:50,000 and 1:25,000 maps
	PI	Number and length of sections not complying
	PI Method	Annual comparison of routes shown on OS maps with approved and walked routes
	Priority	1
	Lead	NTO Employing Authority

Guidance

Ordnance Survey (OS) maps are a key tool for many people when they are following a Trail or planning a visit. It is therefore very important that the correct route is shown on the 1:50,000 ‘Landranger’ and 1:25,000 ‘Explorer’ maps.

It is for the NTO Authority to determine the ‘correct line’ and compare it with the OS maps, noting significant errors. Whilst technically the legal line of a National Trail is that originally approved, as amended by Varying Reports, it will be necessary to use common sense when walked sections do not coincide with the approved line. Generally it is best if OS maps show the line that is actually walked, as this is the route which is of interest to the vast majority of users. However, where discrepancies occur they should be corrected if necessary (see R1 and R2).

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by managing authority sections:

- a) number of instances where the route shown on OS maps is incorrect (1:50,000)
- b) the total length of such instances (1:50,000)
- c) number of instances where the route shown on OS maps is incorrect (1:25,000)
- d) the total length of such instances (1:25,000)

The NT on Ordnance Survey Maps				Table N1
Managing Authority	Incorrect Line Shown			
	1:50,000		1:25,000	
	Instances	Total Kms	Instances	Total Kms
MA1	a	b	c	d
MA2 etc.				
Total				

N2 Ease of Following	Standard	The Trails should be easy to follow
	PI	Number of locations where onward route is not clear
	PI Method	Annual condition survey
	Priority	1
	Lead	Managing Authorities

Guidance

National Trails are used by people with many different requirements and levels of experience of walking / riding. Due to their relatively high profile and ‘national’ status they are attractive to many people with limited experience and it is very important that they are not put off by getting lost. We would always strongly recommend that users carry the official guidebook or other map which shows the route. However, people’s ability to read maps varies enormously and it should not be necessary to be an expert map-reader to experience a National Trail. It can also be inconvenient to landowners to have users inadvertently leaving the correct route.

However, this does not mean that the Trail should be cluttered with waymarks and signposts. In many cases a clear path, natural features or path furniture (with acorn logos) are adequate to guide the way. Additional route marking, in the form of signs attached to structures (walls, fences, lamp posts etc), Waymark Posts or Finger Posts, should only be necessary when the route is ambiguous, such as where there is no clear path or at junctions.

In some areas it may be decided that the provision of additional route marking is desirable, for health and safety reasons or to re-assure users. In all cases the nature of the landscape (including sightlines) and the visual impact should be considered before deciding what form of route marking to use.

The key thing is that the way ahead should never be ambiguous.

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by managing authorities:

- a) the number of locations, heading north, where the way ahead is not clear
- b) the number of locations, heading south, where the way ahead is not clear

For the purposes of this standard north means Welshpool, Prestatyn and Poppit Sands as appropriate.

Ease of Following the Trail		Table N3
Managing Authority	No. of Locations Where Way Ahead is Unclear	
	Heading North	Heading South
MA1	a	b
MA2 etc,		
Total		

N3 Temporary Diversions	Standard	Temporary diversions on Trails should be signed and publicised appropriately
	PI	Number and % of temporary diversions which are signed and publicised appropriately
	PI Method	Annual condition survey
	Priority	1
	Lead	Managing Authorities

Guidance

From time to time it is necessary to temporarily divert the route of a National Trail, for health and safety or other reasons. All diversions should be for as short a period as necessary. As guidebooks and maps will generally not show such diversions it is very important that adequate information is provided both on the ground and elsewhere.

For signage and publicity to be adequate the following should apply:

- At the ends of the diversion a notice should be placed including:
 - a) the reason for the diversion
 - b) if known, the length of time for which it is in force
 - c) a map showing both the usual and temporary routes – at the discretion of the NTO and/or Managing Authority this may not be necessary for very short or obvious diversions.
- The route of the diversion must be unambiguously marked throughout with notices or waymarks which make it clear that it is a temporary NT route.
- The diversion should be posted on the NT website, at local Tourist Information Centres and at other relevant information points.

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by managing authorities:

- a) the number of temporary diversions currently in place
- b) the number and % of these temporary diversions for which the signage and publicity is adequate (as defined above)

Temporary Diversions		Table N4		
Managing Authority	Diversions		Signed and Publicised Appropriately	
	No.	Total Length	No.	%
MA1	a	a	b	b
MA2 etc.				
Total				

L1 Public Transport	Standard	Key Access Points should be public transport accessible between Easter and the end of September
	PI	% of Key Access Points which are public transport accessible between Easter and the end of September
	PI Method	Annual review
	Priority	3
	Lead	Managing Authorities

Guidance

Path managers have very little control over public transport provision and only in a very few cases is it possible to arrange for new services. Therefore, it is generally more practical to develop Key Access Points (KAPs) around existing public transport links rather than the other way round. These KAPs will be National Trail gateways and as such should have a high standard of accessibility, signposting, information / interpretation and seating.

The first stage is for the managing authority, in conjunction with the NT steering group, to determine where Key Access Points are. (See Appendix for information on the location of Key Access Points).

Once KAPs have been identified a survey can be undertaken of which have satisfactory public transport links.

To be satisfactory a public transport link must be:

- served by a bus stop or railway station
- within 1km (by an available walking route) of the Trail
- served every day of the week between Easter and the end of September with at least one service in each direction before 11am and after 3pm

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by guidebook sections:

- a) the number of Key Access Points
- b) the number of Key Access Points which have satisfactory public transport accessibility (as defined above)
- c) the % of Key Access Points which have satisfactory public transport accessibility (as defined above)

Public Transport Links		Table L1	
Guidebook Section	No. of Key Access Points	No. With Public Transport Accessibility	% With Public Transport Accessibility
1	a	b	c
2 etc.			
Total			

L2 Services, Facilities & Features of Interest	Standard	Key Destinations within 3km of the Trails should have access connecting them with the Trails
	PI Method	Annual review
	Priority	3
	Lead	Managing Authorities

Guidance

Clearly, a National Trail does not exist in isolation, and relatively few services, facilities and features of interest lie directly on the Trail. It is therefore important to link the Trail with the surrounding area. Places where such links meet the Trail are likely to be a designated as Key Access Points (see Appendix).

Key Destinations are locations, within 3km of the Trail, which have useful services, facilities and/or features of interest. For example:

- accommodation
- public transport (bus stops and railway stations)
- food outlets (eat in restaurants, cafes, pubs etc)
- food shops
- tourist attractions (e.g. view points and heritage sites)
- toilets

The first stage is for the managing authority, in conjunction with others as appropriate, to draw up a list of where key destinations within 3 km (walking, not as the crow flies) of the Trail are. This can be done from maps, local knowledge and other sources.

A destination should be recorded as ‘key’, whether it has one or many of these attractions. It is for Trail managers to consider the number and nature of the attractions when prioritising which locations to improve connections to.

The next stage is to determine which of the Key Destinations are suitably connected.

Suitable connections are:

- Public Rights of Way – fully signposted and open
- minor country roads with very limited traffic
- more busy roads which have a pavement or wide verge
- other access links, available as of right, under permissive agreements or de facto.

It is desirable to have a good spread of facilities along the Trail. For example, one food shop every 10km is more useful than five clustered together but then none for 50km. In planning new links this desirability should be fully taken into account.

Full consideration should be given to the desirability of destination marking at each end and along the links to inform users of where they are heading.

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by guidebook sections:

- a) the number of Key Destinations
- b) the number of Key Destinations with a suitable link to the Trail
- c) the % of Key Destinations with a suitable link to the Trail

Links to Key Destinations within 3km of the Trail			Table L2
Guidebook Section	No. of Key Destinations	Number with Suitable Link	% With Suitable Link
1	a	b	c
2 etc.			
Total			

L3 Adjoining Paths	Standard	Adjoining Key Public Paths should be usable and fingerposted from the Trails
	PI	% of adjoining Key Public Paths (PRoW) which are usable and fingerposted from the NT
	PI Method	Annual review
	Priority	3
	Lead	Managing Authorities

Guidance

NTOs, in consultation with their Steering Group, and others as appropriate, should decide which paths are ‘key’. These will include, for example, those which:

- link the Trail with Key Destinations (see L2 for more information)
- are part of a circular route

Points where such Paths meet the Trail are likely to be designated as a Key Access Point (see Appendix).

For a path to be ‘usable’ it must be free from obstruction and fully signposted.

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by guidebook sections:

- a) the number of key public link paths
- b) the number of key public link paths which are open and signposted
- c) the % of key public link paths which are open and signposted

Linking Public Paths			Table L3
Guidebook Section	No. of Adjoining Key Public Paths	No. Usable and Fingerposted	% Usable and Fingerposted
1	a	b	c
2 etc.			
Total			

R1 Coincidence of Approved and Walked Lines	Standard	The walked Trail line and approved Trail line should be coincident
	PI	Number and length of sections not complying
	PI Method	Annual comparison using GIS and on the ground knowledge
	Priority	If the discrepancy adversely affects user experience or causes conflict with land managers this standard should be priority 1. Otherwise it should be priority 4.
	Lead	Managing Authorities

Guidance

The walked route of an NT should follow the line initially approved by the Welsh Assembly Government and its predecessors, as subsequently amended by Varying Reports. To correct anomalies it will be necessary to either:

- or
- a) re-route the walked line so that it coincides with the approved line
 - b) use the VR process to move the approved route to that which is walked.

Which of these approaches is taken will depend upon local circumstances and is to be determined by managing authorities, with appropriate consultation.

However, NTOs and others should pay full regard to the Priority above and they should use their discretion to determine which mis-alignments are *de minimis*, i.e. too minor to need any action.

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by managing authority:

- a) the number of instances where the approved and walked lines are not coincident
- b) the total length of such instances
- c) the number of instances where the approved and walked lines are not coincident AND user experience is diminished.
- d) the total length of such instances
- e) the number of instances where the approved and walked lines are not coincident AND there is arising conflict with land managers.
- f) the total length of such instances

Coincidence of Walked and Approved Line				Table R1		
Managing Authority	Not Coincident		Users Affected		Conflict	
	No. of Sections	Total Length	No. of Sections	Total Length	No. of Sections	Total Length
MA1	a	b	c	d	e	f
MA2 etc.						
Total						

R2 Coincidence of Approved Line and PRoW	Standard	The approved Trail line should be coincident with Public Rights of Way or other Highway
	PI	Number and length of sections not complying
	PI Method	Annual comparison using GIS and on the ground knowledge
	Priority	If the discrepancy adversely affects user experience or causes conflict with land managers this standard should be priority 1. Otherwise it should be priority 4
	Lead	Managing Authorities

Guidance

The route of an NT should be permanently available as of right. Therefore, the legal line initially approved by the Welsh Assembly Government and its predecessors, as subsequently amended by Varying Reports, should be on Public Rights of Way or other Highway. To correct anomalies it will be necessary to either:

- a) create or re-route PRoW or other Highway so that they coincide with the approved line
- or b) use the VR process to move the approved route to PRoW or other Highway.

Which of these approaches is taken will depend upon local circumstances and is to be determined by managing authorities, with appropriate consultation.

However, NTOs and others should pay full regard to the Priority above and they should use their discretion to determine which mis-alignments are *de minimis*, i.e. too minor to need any action.

Reporting

The **Annual Report** should contain a table showing the following information, for the whole Trail and broken down by managing authority:

- a) the number of instances where the approved route is not coincident with PRoW or other highway
- b) the total length of such instances
- c) the number of instances where the approved route is not coincident with PRoW AND user experience is diminished.
- d) the total length of such instances
- e) the number of instances where the approved route is not coincident with PRoW AND there is arising conflict with land managers.
- f) the total length of such instances

Coincidence of Approved Line and PROW				Table R2		
Managing Authority	Not Coincident		Users Affected		Conflict	
	No. of Sections	Total Length	No. of Sections	Total Length	No. of Sections	Total Length
MA1	a	b	c	d	e	f
MA2 etc.						
Total						

APPENDIX

KEY ACCESS POINTS

What are they?

These standards introduce the concept of Key Access Points (KAPs) in relation to Accessibility by Public Transport (L1), the Provision of Interpretation/Information Boards (I6), Links with Key Destinations (L2) and adjoining Key Public Paths (L3).

KAPs are points along a National Trail where

- a) there is an existing significant demand for accessing the Trail, or
- b) Trail managers wish to encourage access and there is sufficient evidence of potential demand.

Generally a KAP will develop, for example:

- at the start and end of an NT
- where there is easy access from towns and villages
- where a significant amount of car parking is available in rural areas
- where there are good public transport links (bus stops or railway stations)
- where there are junctions with other well used paths
- where the Trail runs near to a tourist attraction or other point of interest
- where there are facilities such as toilets, refreshments or accommodation

How should they be developed?

As KAPs are, by their nature, places where significant numbers of people join and leave the Trails, they should be developed to be as welcoming as possible. Therefore, the provision of facilities such as information boards, seats and destination sign posting should be carefully considered.

Although largely outside the control of National Trail staff, the possibility of providing other facilities, such as toilets, public transport links, refreshments and accommodation should be considered wherever they are not already present.

NTOs and managing authorities should consider where their existing and potential KAPs are and develop them appropriately.