

**Minutes of the South Snowdonia Local Access Forum Meeting held on  
Tuesday 10<sup>th</sup> November 2020 at 5.00 p.m.  
Online Zoom Meeting**

<b>Present – Members:</b>	Mr Hedd Pugh (Chair)	Cllr Eryl Jones Williams
	Mr David Coleman	Mr Aled Thomas
	Mr Geraint Rowlands	Mr Huw Roberts
	Mr Andy Hall	Mr Alun Williams
	Mr Alun Evans	Mr Delwyn Evans
	Mrs Lesley Amison	Cllr John Pughe Roberts
	Mr Alun Edwards	Mr Emlyn Roberts
	Mrs Gaynor Davies	Mrs Janette Holmes

<b>Officers / Observers:</b>	Peter Rutherford (SNPA)	Rhian P Williams (SNPA)
	Angela Jones (SNPA)	Catrin Glyn (SNPA)
	Molly Lovatt (NRW)	Gwyn L Evans (GC)

1. **Apologies** Mr Ashley Charlwood & Dewi Owen.

2. **Declaration of Interest**

**None**

3. **Introduction and Welcome new members**

PR welcomed all new and current members to the meeting and explained the normal way of conducting LAF business and he would try to apply some degree of normalcy under these difficult times, but it was disappointing that we couldn't meet face to face to enable people to get to know one another.

He asked that any apologies for future meetings should be sent in in advance via the Secretary.

He further explained that under the regulations he would Chair this first meeting until a Chair and Vice Chair had been elected hopefully by the next meeting.

To do this nomination would have to be received from within the membership so he asked that members who wished to put themselves forward let him know to enable him to circulate their CVs to other members to enable them to decide on their candidate.

*Membership lasted for a period of 3 years – With four meetings a year. Although under the Access Reform Groups (ARAG) the Welsh Gov. is considering extending LAF membership tenure periods by one or two years.*

For clarity, the LAF membership was evenly split with half representing landowners and half from the user/recreational groups and with one additional member specifically from the disabilities sector.

Generally, an officer attended as an observer from the Natural Resources Wales (NRW) and if any member wished to pose a question to the NRW then that will be through and at the discretion of the Chair. Meetings can also be attended by the public. And previous (approved) minutes are available on the NP website. *Older sets of minutes not available on the website can be obtained on request.*

In general terms all LAF business is related to access – either CRoW access land issues or Public Rights of Way (PRoW) – footpaths, bridleways, access to water and any consultations related to access. Any other topics such as planning, biodiversity or agriculture for example are not within the remit of the LAF.

PR also took the opportunity to welcome the new Gwynedd Council Rights of Way Officer for Meirionnydd Mr Gwyn Lloyd Evans who is taking over the role from Liz Haynes who has recently retired. And he looked forward to working with him.

#### **4. Previous Minutes**

Approved

#### **5. Matters Arising**

##### **i) Off roading update**

PR mentioned that there had been many `off roaders` out and about at the beginning of Covid 9 lockdown, particularly in the south of the NP. This had been in breach of the WG travel Regulations. PR had circulated widely a message to these groups urging that they exercise caution. *Unfortunately, this was met with a considerable amount of personal invective.*

It was important to consider (and for the information of the new members) that the NP is not the statutory highways authority for unclassified roads (UCR's). This duty lies with both Gwynedd and Conwy County Councils highways departments. Although the NP works closely with those agencies and user groups and assists where we can.

The Police (as part of that liaison group) had stepped at the time to remind users of the regulations and they faced prosecution if they persisted. Following this and edicts from the Welsh Government this issue diminished. But PR added that the reaction was very disappointing at the time given that the relationship between the NP and the user groups was generally good and they themselves were advocates of good practice. It was unfortunate that some groups and individuals are giving the formal and responsible user groups a `bad press`.

The Pont Scethin – Bont Ddu area is problematic in terms the routes condition and this may require a season Traffic Regulation Order (TRO) possibly to reduce winter use and allow time for some repairs which they will discuss with the users – mostly by

motorcycles as it is not accessible for other vehicles. Understandably these routes are not a priority in terms of funding for the local authorities.

There were also some issues following the lifting of lockdown where the voluntary one-way systems were ignored by some groups with motorcycles going *off piste* again and accessing areas where there no rights exist. This is a particular problem in the south of the NP which again was disappointing. He had taken part recently in the programme Ffermio which had done a small piece on this to highlight the issue to the public. There were also local riders who ignored the rules.

He was recently informed that the North Wales Police now operate their own drone which help in identifying unauthorised users in hotspots which will be useful.

## ii) **E-bikes**

PR explained that previously a member had queried the status of E bikes and asked if there were any special criteria for their lawful use.

Following that request these details, which explained their legal and technical limitations, had now been added to the cycling advice on the NP website to encompass this relatively new development.

*EN asked if their motors drives had to be under a certain power which was pre-set.*

PR confirmed the following:

- The minimum age for the rider is 14.
- They were allowed on any bridleway in the same manner as a normal cycle<sup>1</sup>
- They are not allowed to be power assisted for more than a maximum speed 15.5mph
- Their motors must be less than 250W capacity.

*EN asked how this could be `policed` in any way.*

PR stated that this would be addressed in the same way as any inappropriate cycling and their use will be monitored in the same way by the Wardens. This additional information for their lawful use will be useful.

He showed some pictures of the new types of electric cycle and added although they were increasing in numbers, they were still prohibitively expensive with average prices anything between £3k - £8k but they would continue to monitor their use.

*AE commented that it was apparent from experience that cyclists frequently did not respect other users such as walkers or horse riders. And these problems may increase as e bikes become cheaper and more widely used.*

---

<sup>1</sup> Cycles are allowed on bridleways following the Countryside Act 1968 (Sect 30) which gave those rights. This also states specifically that cyclists must always give way to pedestrians and equine users.

PR confirmed that this was an issue and that cyclists were duty bound by the Countryside Act (1968) to give way to those other legitimate users- many were unaware of these requirements.

He informed the members that there was a consultation under way by Natural England regarding a revised Countryside Code and they may get some opportunity to highlight this problem as WG may follow suite at some stage. For information he had also been discussing vehicles passing horses on main roads recently with the British Horse Society (BHS) and possibly this issue could be added to that discussion.

*AE added that it would be useful to get clear and simple messaging out to cycling clubs (including mountain bikers) and was a way which could make a difference in terms of promoting best practice rather trying to influence individuals.*

PR added that this had been an issue on Snowdon. The Llanberis track has some 210,000 walkers a year so the potential for conflict and injury was greater at peak times in the season. So, they had entered a voluntary agreement<sup>2</sup> with the mountain bikers to avoid the Llanberis, Rhyd Ddu and Snowdon Ranger tracks to the summit between 10am and 5pm between 1<sup>st</sup> May to the end of September. This works well albeit with some infringements and is largely self-policing.

## 6. Correspondence

### i) Natural Resources Wales (NRW) – Countryside Codes update

PR mentioned that the NRW had now put their collection of activity/codes in one place on their website<sup>3</sup>. The list contains:

The Countryside Code, the Dog Walking Code, the Trail users Code, the Waterside Code, the Canoeing Code, Angling Code, and the Wild swimming Code.

He would arrange to change the existing NP website links for this as this was a very useful collection of the codes all in one place.

### ii) NRW Notification of the Area Statement Workshops

PR informed the members that there was another round of workshops and some LAF members had attended these in other capacities.

This was the list of the forthcoming ones which was also available on the NRW website. Attendees should register their attendance via the NRW website *but not as LAF attendees*.

---

<sup>2</sup> <https://www.eryri.llyw.cymru/visiting/get-active/Cycling-and-Mountain-Biking/voluntary-restrictions>

<https://www.snowdonia.gov.wales/visiting/get-active/Cycling-and-Mountain-Biking/voluntary-restrictions>

<sup>3</sup> <https://naturalresources.wales/days-out/the-countryside-codes/?lang=cy>  
<https://naturalresources.wales/days-out/the-countryside-codes/?lang=en>

## 7. Eryri Management Plan 2020 update

PR introduced Angela Jones our Partnerships Manager who would now present the new National Park Management Plan.

AJ thanked the LAF for the opportunity to present this document.

She explained that the final version of Cynllun Eryri had been formally adopted by the Authority at their meeting in September last as the NP's formal and statutory Management Plan.

This has been the result of a great deal of work and wide range of stakeholder engagement in recent years to get to the final point. She had been involved over the last year to bring this all together. This process and document are a significant change for the NP and how the NP works in partnership with others and was based on Snowdon Partnership process and the Eryri Forum. *She noted that some LAF members were a part of that group.* Fortunately, the final public consultation period for the draft MP was completed before the March lockdown and resulted in many positives and that the NP had considered stakeholders perspectives and ideas.

\*The Plan has been proofed based on subsequent events and was considered fit for purpose, most likely due to the robust and sustainable mode of its co-production.

She explained that for the first time the document outlined in detail the 9 Special Qualities of the NP which are:

- Diverse Landscapes
- Community Cohesion
- Vibrancy of the Welsh Language
- Inspiration of the Arts
- Tranquillity and Solitude
- Extensive Recreational Opportunities
- Historic landscapes
- Renowned Geology
- Internationally important species and habitats

She added that there was also a new initiative called the new Ambassador Programme whose goal was to convey and to enhance the learning experience of Eryri's Special Qualities. If anyone would like further information, then she will be happy supply this.

Cynllun Eryri has and ambitious action plan linked to the statutory duties and purpose of the NP i.e., Section A - Eryri's Environment, B - its Health & Well-Being and C - its Communities and Local Economy. Section B has many aspects which relate to the interests of the LAF's and access.

Over the next 5 years and working with partners the outcomes and actions will be delivered with the NP's core purposes and Special Qualities at its centre. Annual reports on the MP's progress will also be presented to the Authority. She was happy to report back to the LAF at any time to update them on the progress.

She thanked the members who had contributed to this process in other capacities. On behalf of the LAF members PR thanked AJ for her time.

*AE commented that this was a useful document and that it was very forward looking and quite radical in the fact that it was done through stakeholder engagement and consensus.*

## **8. Yr Wyddfa and Ogwen Transport and Parking Review and Options Appraisal**

CG explained that she was the NP's Snowdon Partnership Officer and thanked the LAF members for the opportunity to update them of this important and exiting project.

This presentation would be an overview of the work and progress of this project thus far and that the full report would not be shared but stated that that a report summary (Pdf) was available on the Partnership's website<sup>4</sup> or she could supply a copy if necessary, on request.

She commented that whilst we are used to significant but growing levels of visitors and associated traffic and parking problems in the area - recently exacerbated by the lifting of Covid restrictions, this project had been on the Partnership agenda since its launch in 2018 and by today had gained even greater significance.

Following the stakeholder engagement for the Snowdon Plan this was one of the priorities issues flagged up during that process. This engagement was wide ranging (and widely supported) and included other organisations such as the NRW, the farming unions, local Community Councils, the National Trust, and the representatives from the tourism sector.

Following this process, the Partnership (including input from both Conwy & Gwynedd Councils) wrote a commissioning brief with monies from both a WG grant, the North Wales Economic Ambition Board fund, and some additional funding from the NP Authority with a view to appointing consultants to produce this all-encompassing Transport and Parking Review.

The brief focuses on Yr Wyddfa and Ogwen but will inevitably have a wider impact and it was important to consider how these issues can be addressed across the whole of the NP in the years to come.

This had been put out to tender and the contract was awarded to Martin Higgitt Associates who have now written this report which has been accepted by the NP Authority and the Partnership.

She emphasised that a considerable amount of background and research work had been undertaken to enable completion of this report in terms of stakeholder and sector group engagement including workshops involving a wide range of interests including tourism and business, local authorities and local communities, the recreation sector and one to one interview.

---

<sup>4</sup><https://www.snowdonpartnership.co.uk/projects>

This report was both ambitious and timely and is significant as it conveniently falls at a time when national policies in terms of sustainable transport and tourism are now being given more attention by WG. So, there is an opportunity to make major changes in the way that transport is managed. *The post Covid lockdown `effect` and the high numbers of visitors we experienced over that period has given added impetus to the need for us to make those changes for the future.*

Some of the issues raised within the report are very apparent such the demand for car-based access to the core areas during peak times. These in turn all lead to negative experiences for visitors and local communities alike and has led to significant amounts of ad hoc roadside parking giving rise to other inappropriate activities such as fly camping and littering. This is exacerbated by a disjointed public transport system with limited options.

The report will also focus on how we may change visitor mindsets particularly their expectations for parking and transport and how, between the stakeholders, we can influence and encourage more sustainable transport models within the NP.

AJ added this report`s principal focus was to highlight those widely recognised transport and parking issues which the NP had endured over many years and to make recommendations on how these could be addressed based on a sustainable tourism model in the longer term. This was the beginning on this projects journey. It was expected that the number of parking places available in the immediate area would fall and visitors would be expected to use improved public transport based in various strategic hubs where those parking areas were located. Pre-booking was another option under consideration.

Some of these ideas are based on an original scheme in Austria who faced similar problems and where a sustainable transport model was agreed and introduced which was advantageous to both visitors and local communities alike.

This will require a new financing system where parking revenues could be used to enhance those services.

The summary document will be available on the NP website.

Some of the environmental advantages of the proposals are:

- Reduction of inappropriate parking on the landscape
- Develop new norms of accessing this protected landscape.
- Villages can rationalise and better manage parking facilities and reclaim public space.
- Zero emission shuttle bus fleet
- Cycle and walking networks improved.
- Links to wider Demand Responsive Transport and closely align itself with local and national policies for a sustainable economy.
- It is an opportunity re brand the area and how we are perceived by others and to secure the special qualities of the NP for the future.
- This scheme would be pioneering with a full commitment by all stakeholders to ensure its success. *The C19 pandemic has shown how joint working can be very advantageous.*

**Other benefits are:**

- It is essential that local communities shape the future function of their areas.
- A highly improved transport network for residents
- Opportunity for greater highway and traffic management
- Specialist audiences can be catered for
- Pre-booking creates a better visitor experience.
- 

CG explained the next steps. They would be:

- Present review to Partneriaeth Yr Wyddfa
- Present review to the Executive Officers Group (Business) - North Wales Economic Ambition Board and others
- Secure support from Welsh Government & Transport Wales
- Engage with partners and stakeholders.
- Secure investment e.g., joint bid with M-Sparc
- Community master planning

She emphasised that this was a bottom-up approach and support from the local communities was crucial to this projects success but that it would also require significant investment.

She thanked the members for taking an interest in this exiting project and if they required any further information then she would supply this. She would regularly update the LAF on developments and invited comments or questions from the members.

PR asked about any legal changes that may be required for parking areas or lay-by management.

AJ stated that potentially some legal changes may be required in the long term to enable some actions and they would need to work with local authorities planning and highways departments. It was hoped that the project was far reaching in terms of sustainability.

PR asked if the boundaries shown within the report summary are fixed or would they be flexible to encompass a wider area of involvement.

CG stated that the report had defined the core the areas as - Bethesda, Betws Y Coed, Llanberis and Beddgelert. However, it was hoped that providing other options to people in terms of transportation across the area would be more sustainable and become the preferable option in meeting the future needs of the local communities. However, those communities would be consulted on how they wished to see this develop in the future.

AJ added what could be learned from this project could be rolled out across other areas of the NP in the future.



She stressed that there is a realisation that significant changes are needed to the way that tourism is managed particularly the parking and transport network elements. Whilst they need to be ambitious, they also need to be realistic and of benefit to local communities in the longer term.

AJ added that the thrust (and brief) of the report addressed how visitors accessed this core area of the NP and was not intended to simply benefit tourism per se and this was very much a model which also benefits local communities. There was considerable scope to push out these ideas and encourage people to bus into the more popular areas at peak times and to encourage people to explore other less frequented areas in the NP.

CG commented that the scheme was about managing tourism in a more sustainable way and currently our infrastructure, whilst adequate even 10 years ago, is by today not fit for purpose given those increases in numbers. It was a question on how it could be managed in a more sustainable way and how this could benefit the local communities and visitors alike in terms of transport provision which is very different approach to what has happened in the past.

There were also looking at how they could mould these developments into making more transport information available digitally.

*AE asked if the NP had any data which indicated as to where visitors had come from in the first place and added that once these types of arrangements were in place then that information and messaging in relation to sustainable transport should go out to people prior to people making their car journeys into the NP. He appreciated that this type of change to mindsets would take some time to become the `norm`.*

CG replied that although there was some older data available which indicated `journey origin` they hoped this year to commission a new survey.

*JH commented that parking and transport provisions for the future was largely aimed at walkers and cyclists and whilst it was forward thinking she asked if there would be additional provisions made for horse box parking in appropriate places of which there are few currently.*

AJ commented that there would be opportunity that these types of issues could be brought up at master planning meetings if users or special interest groups chose to highlight them as a specific problem in their local area or the LAF's could make their views known on these types of issues.

*AE hoped that the creation of a new management group to oversee this initiative did not become too costly and unwieldy and that a suitable budget can move this forward to achieving this end.*

PR asked if a future greater scheme could be rolled out further away from the more traditional honeypots and towards other areas in the mid and south of the NP. Currently

there were well known transport deficiencies in places such as Traws, the south of the NP and along the coast.

CG mentioned that this question had been raised before. Whilst we may encourage people in the future to consider other options within the NP and away from honeypots then without preplanning and suitable infrastructure then there is the danger of creating poorly managed displacement which a worst-case scenario. So careful consideration will have to be paid to that aspect.

AJ added that although the original notion of the Parking and Transport Planning Project emanated from the Snowdon Partnership the lessons learnt should be rolled out across the NP and which are within the new Management Plan.

*EJW asked if the disabilities provisions would also be included in this transport plan. He appreciated the limitations on what they could undertake whilst out and was grateful for the work that had already been undertaken by the NP in the south of the NP to provide places to go but adaptable transport provision should be a part of this project.*

AJ commented that certainly the disability user requirements would form a part of their master planning discussions.

*DE added that the Meirionnydd Disabilities group had been working with the NP during the MP stakeholder phase and looked forward to having their input.*

*AE asked what the title of the new body was to oversee this work described as `Corff Gwreiddiol Cysgodol`.*

CG replied that this was the new body that will be responsible for the Transport Planning delivery which is a new model for the UK. To be called the `Shadow Delivery Body`.

PR thanked both CG & AJ for this important update on what will be an exciting project.

## **9. SNPA Access Timeline**

PR explained to members that this body of work was not pre-planned but was the result of a casual conversation with his opposite number in the Peak District. One member of staff had assembled their `access history` which was simply a list of historical events and facts that occurred well before (going back as far as the 1600`s) and after the inception of the NP to the present day. He thought this an interesting exercise that may be beneficial to the public and staff alike as generally most of this information was not readily available in one place.

This turned out to be rather a greater body of research and work than at first anticipated and following this they had added various photographs and other interesting information and facts pertinent to Snowdonia National Park.

This was now available to the public via their website which was proving popular.

He encouraged members to review this and if they had any comments or thought there may be

anything missing then he would gladly receive them.

DC had made one or two observations.

## 10. **Welsh Government Access Reform v– Update**

PR explained for the benefit of the new members the process whereby the Welsh Government has asked the Access Reform Advisory Group (ARAG) to develop advice for legislative options to provide for wider recreational access to the countryside.

He added that the LAF`s had already expended considerable time on the original Green Paper on access and subsequent questions from the Minister and this was yet another round of consultation.

The WG has commissioned Natural Resources Wales (NRW) to co-ordinate these Access Reform Groups of which there were three expert groups.

The National Parks (Wales) had representation on all groups. He himself was a member of Group 1 & 3. This had not been an easy process for any of the contributors including professional officers such as himself and they had been a challenging series of discussions and debates.

**Group 1A** (with split workstreams) to consider in detail possible approaches: *“to increase the range of activities permitted on CRoW access land (including water bodies mapped under CRoW) and create new access land in coastal areas. Such as cycling, horse riding, hang-gliding, and paragliding, non-mechanically propelled vessels on, or in, inland bodies of water (excluding reservoirs) currently mapped as open access land, bathing / swimming on, or in, inland bodies of water (excluding reservoirs) currently mapped as open access land.*

For the benefit of new members, he reminded them that in terms of access to water the LAF had supported access to water generally (because of the question specifically asked in the original Green Paper in 2017) but that this would require formal management and that unfettered access to water bodies was not an option and that known points of access and egress could be formalised combined with reduced liability for landowners – including for man-made features. Those previous LAF responses are available if members wished to see them.

### **Group 1B - Coastal Access**

To extend CRoW access land to the coast, coastal cliffs and foreshore. Consideration is to be given to the merits of including the Wales Coast Path as part of the definition of new CRoW coastal access land. This was still under discussion and some did not favour this approach. The other alternative was a Marine and Coastal Access Act (2009) (MACA) model approach - like the one underway in England.

*HP commented that this may present difficulties as some of the best agricultural land was within the coastal belt and that the AWCP should not impinge on its management.*

PR added that this was the Officers view and that a 3m shared use path could not be applied carte blanche fashion to the AWCP – they had favoured a more selective process where higher rights may be considered but only where appropriate.

**Group 2** is a technical expert group largely taken from within the Rights of Way Officers Group (Wales) and other stakeholders concerned with access.

The remit of Expert Group 2 is to consider in detail possible approaches to: “Increase the range of activities that the public can undertake by right on public footpaths; and to improve processes and reduce procedural burdens in managing temporary diversions, temporary closures and stock control related to public rights of way”.

The Rights of Way Officers Group had submitted a substantial list of recommendations during this process.

### **Group 3**

The remit of Expert Group 3 is to consider in detail possible approaches to: *“improve the process of creating, storing and communication of statutory access maps and develop a more integrated approach to planning improvements to access provision”*.

### **Crosscutting Themes**

The Expert Groups are also considering the possible implications for other key matters including equality of public access, ensuring responsible recreation, the status of commercial recreational activities and the role of Local Access Forums within the context of these reforms. Also, to consider the links with the other reforms being considered within the wider Access Reform Programme and other Welsh Government work streams such as Land Management Reform.

The goal of the Access Reform Advisory Group, based on these discussions and workshops, is to deliver a draft Access Reform Report to the Welsh Government by April 2021 for their consideration.

He would report further when more information was at hand and reports were available.

PR added that this had been a difficult and complex process even for professionals.

*HP asked what the timescale was for this and would it have life beyond the next elections.*

PR stated that the steering group would consider the results of these groups deliberations and a report is scheduled to go to the Minister by March next year. He would update the members on progress. It was hoped that elections would not hinder this process as any Minister would have to consider these necessary changes which have been ongoing for many years and action is required.

*EJW commented that without public consultation then how could this go forward.*

PR added that there would be an opportunity at some stage for the public to have a say on this. This current process was the expert groups input which was largely made up of a wide spectrum of stakeholders and expertise.

**11. Dates recommended for next year's meetings**

**Agreed as – 9<sup>th</sup> March 15<sup>th</sup> June 14<sup>th</sup> September & 14<sup>th</sup> December.**

*AE going with the flow at this point.*

**12. Recommended agenda items for next meeting**

**i) Election of Chair & Vice Chair – CVs to be circulated beforehand**

PR asked that if anyone is interested in standing for either position then he asked that they make this known to PR and RW.

- ii) Cambrian Way update from Ramblers Cymru**
- iii) Bala Lake Railway – update from Julian Birley**
- iv) Warden service review**
- v) Access Strategy review (PR)**
- vi) Mawddach Trail equine update**

**12. Any Other Business (always at the discretion of the Chair)**

*i) EJW commented that he was sure that the NP staff had worked very hard over through this C19 crisis and asked if the Authority had thanked the staff for their efforts. He thought that given the circumstances that staff faced with they had done remarkably well.*

*DE reiterated this sentiment and was sure that the entire membership felt the same.*

PR thanked EJW and DE for those kind words and he would take them back to fellow staff members.

He informed the members that following lockdown this had been a difficult period and gave a precis of the monitoring figures they had collected in late September. In short July recovered after a slow start due in part to poor weather to resemble last year's figures by the end of that month. August was the same as 2019 but significantly September saw an increase of 20%.

Interestingly those trends were very reflected closely across the NP. Effectively visitor numbers for June, July and August had shifted to July, August, and September. The weather in October was poor but it will be interesting to see the next figures when they are collected.

Undoubtably this has been a difficult period, but he was very proud of being a part of that team and what they had achieved. And this was true of every NP department and staff members had been thanked for their efforts.

*ii) LA mentioned that the Barmouth viaduct would be closed over several periods next year and will affect the Barmouth Walking Festival and the general public. Due to these complications, they had decided to bring the Walking Festival forward by one week to the second week in September.*

PR offered to carry the link on their NP website. In the meantime, he would be asking NR for any updated information they have.

*EJW commented that as part of the Cambrian Railway committee he could now inform us that the viaduct would be closed for a period of three months from the 12<sup>th</sup> of September to the 12<sup>th</sup> of December.*

PR thanks EJW for the update and that he would try to get that information on their website as well.

*LA mentioned that this was another week earlier than expected.*

iii) PR wished to thank our NP IT department`s - Rob Lewis and our translators Catrin Gilks and Catrin Williams for their assistance this evening.

iv) DE asked if the signage for the beginning of the Mawddach Trail in the Marian car park was going to be out back as it had disappeared.

PR would ask around to see what had happened.

### **13. Date of Next Meeting – 9<sup>th</sup> March 2021**