

Currently walkers and cyclists have to go around, join the main road and then turn back into the village.

He had asked Magnox about a replacement but was unable to obtain an answer.

This was a disappointing but expected however they would still attempt to liaise with Magnox . They were also in the process of looking to formalise the route to the café from the eastern approach which does not have any formal status. i.e. it is not any form of PRow. They had mentioned this to Magnox and would explore this issue.

DC added that it was possible but that there may have been alterations made under the North Wales Hydro Electric Power Act (1955)¹ which may have accounted for this situation and lack of any legal status.

PR he read out a recent email from Magnox and this was all they had received.

“the bridge will remain permanently closed due to ongoing safety concerns – the site team are working on plans to demolish the existing structure and will share further updates as they progress.”

PR stated that this was disappointing but he would update the members if there was any movement.

HP asked if there had been any locally held meetings about this issue

DPJ mentioned that he had heard that the bridge was built to maintain links between the two communities but no-one was really sure. Estimates for a replacement were in the region of £3m.

PR had heard this figure but could not see from an engineering perspective how that cost would be so high.

AE stated that we should be appealing to their sense of community responsibility.

Remainer unprintable!

PR added that he was aware that some meetings had occurred but neither the NP or GC had been involved or invited to those meetings.

Cllr DO asked if we could ask someone from Magnox to attend the LAF

HP asked PR if that could ask the question.

Agreed.

¹ **North Wales Hydro-Electric Power Act 1955**, which empowered the [Central Electricity Authority](#) (CEA) to build significant hydro-electric schemes like Ffestiniog and Rheidol, a key step in developing Wales's hydropower resources after WWII.

ii) Taith Ardudwy Way – Update . Barmouth – Llandecwyn

PR explained that originally this project² had been very much a community led idea from the beginning and the committee was comprised of representatives from all the coastal community councils along its length. The NP fully supported this project and undertook a considerable amount of groundwork in the background such as mapping, drainage and installing new furniture such as stiles and gates and the installation of signage on their behalf.

It was in three sections - northern, mid and southern sections. It was a mid-level route over easy to moderate ground. Although this was a linear route it was always intended to use this as an example of a sustainable transport where walkers could walk one section (or two) in day then drop off down to the villages along its length – either Tal Y Bont, Dyffryn Ardudwy, Harlech or Llandecwyn then use the Cambrian Coast train service at each drop off point to return to your start point rather than use a car. This was a unique concept. Some people preferred to do one section or two or even the whole length in one day and some runners also use it.

The NP had never carried any information about this route only a web link. Many of the original members has since moved on or retired and there was a danger that the information could be lost. After some internal discussion officers thought that they should take over this information and add it to our suite of promoted routes. *The current website containing the maps was aged and did lack some details.* The NP will liaise with the group with a view to adopt and update this information and carry all the information on our own website.

HP asked who had carried the maintenance of the route GC or the NP.

PR replied that the NP had carried this out from the beginning. All undertaken by the Wardens section.

DPJ added that it was used by more people than was thought but was for those more experienced walkers.

PR added that this was also a useful descent routes from the Cambrian Way which was higher up in the event of difficulties.

Discussion was ongoing and the committee members remaining were keen to work with the NP to achieve this end.

iii) Rhyd Yr Onnen UCR.

AE mentioned that the GC had been back to remove a lot of material which was deposited itself lower down on the Cwrt side after the recent heavy rains.

² [Taith Ardudwy](#) - [Taith Ardudwy Way](#)

Many drainage points were still blocked and he had removed many stones himself.

PR added that many get blocked up deliberately by 4 *4 users as this presented more of a challenge for their vehicles which was not conducive to the condition of the road.

AE added that the one way system worked well but motorcyclists used it in both directions.

PR commented that he was not unduly worried about the motorcyclist in either direction as they could pass each other. The one way system was designed to keep the 4*4 vehicle groups from trying to pass each other – sometimes 6-8 at a time . When this occurred they had to move out from the road causing unnecessary damage to peoples land. It was unfortunate that this was still occurring but had lessened. The information on the voluntary one way system was carried by the off roading websites and was widely known and there was site signage.

5. Correspondence

i) Letter of thanks to Delwyn Evans – sent.

6. Update on the ENP Organised Events guidelines review- Peter Rutherford

PR mentioned that this document (circulated) had been subject to a review recently to bring it up to date. They had made several subtle changes to the text and also added in advice and wording given the LLMRT (Llanberis Mountain Rescue Team) . This was aimed at those organisers who need to be able to deal with certain none major none ambulant casualties by their own means and not rely on the MRT to be called out to all injuries. That was unsustainable given the current levels of callouts they were attending on Yr Wyddfa. They had also updated their advice on those events passing through Sites of Special Scientific Interest (SSSI) or Natural Nature Reserves (managed by Natural Resources Wales).

They had also updated their photos to encompass as many types of events and to be as inclusive as possible.

The copy circulated this evening was the last draft and a Welsh version was in hand. It had also been decided to have all of this on the website as text as well as being available in Pdf form. A separate advice note was also available specifically for the Llanberis path for smaller events and groups and overnighers.

Cllr DO It was important that events liaised with the NP and GC to ensure that safety was a priority and that they were capable of dealing with minor incidents. He asked if the NP also gave consent.

PR stated that the NP could not give formal consent for events planned on what is private land, however, although they were not landowners (although they controlled the Wyddfa summit area) many events organisers – either charitable (the majority) or commercial came to us for advice which they gave – hence the document.

They worked closely with the Gwynedd Events Team and it was always better to have a professional event organiser involved. He stressed that it responsibility always lay with the organisers but that were always ready to assist.

Items of concern to the NP were – sustainable transport, mountain safety, litter and waste management, noise and disturbance (restricted to the Llanberis area), adequate landowner liaison (even when using rights of way) to avoid difficulties or clashes with agricultural activities – gathering or other land management, signage and supporter management and post event management – removal of signage. All of this messaging was within the document.

It was worthy of note that if landowners allowed activities on their access land by agreement and then forms a contract (and not on PRoW) then they may find that any protection from liability afforded to them under the CRoW Act i.e. from natural features may be compromised and the fall back to their Occupiers Liability.

AT commented that there was a considerable amount of monies involved with the larger events and the smaller events may not be able to afford cover for serious first aid.

CD (GC) commented that some of those events in the south of the NP did have the MTR involvement from the beginning.

PR added that the main concern of the LLMRT was that they were dealing with so many incidents particularly of Yr Wyddfa that they needed those organisers to have additional capacity and not expect the MRT to deal with all injuries. They needed to be more self-reliant.

Cllr DO added that this was complicated by having so many different types of activities. Everything from gorge walking to fell running.

7. Update on the situation at Coed y Brenin – Neil Stoddard

NS thanked the members for the opportunity to update them on the latest position on the Coed Y Brenin Visitor Centre.

He explained that he had taken up this particular role as Operations Manager within the NRW in recent months as was part of the team who were developing new working models for their visitor centres. Previously he had been a Forestry and District Manager and fully understood the dynamics of the area.

The NRW was, as were many government agencies, were under severe budgetary constraints and there was a need to focus on their priorities and they have had to take some hard decisions. Their visitor centres had fallen under that review. He stressed that they were aware that many operated differently and one size did not fit all and that there were also community interests and there are ongoing discussions with various councils and groups and some competitive enquiries had been received.

They were in partnership with Forest Holidays (FH) in Beddgelert which was another model which had proved successful. The Garwnant visitor centre had previous high operating losses before a lease arrangement with Forest Holiday, a previous public and private sector partnership. Included in this model is that they then have taken on day visitor management and are responsible for car parks. FH as a private enterprise then become the employers. We recognise that whilst this model works for Garwnant it may not be the best fit for other sites.

Another model was the Ynys Las visitor centre in Borth. They had worked with a community group was this now a community run centre and also as a community hub. This arrangement has been established for a 2year period.

They are also running two parallel marketing campaigns – Bwlch Nant Yr Arian and Coed Y Brenin Visitor centres and looking to put out the marketing offer to operate those visitor centres this coming November. This will advertised in the press.

The invitation and marketing of the visitor centres is underway from 28th November 2025 and will run for a period of 12 weeks.

They had learned a great deal working with Caerphilly Council in the management of the visitor centre in that area. It was found that there was limited interest but then employed an agent to outreach to a much wider span of potentially interested parties including community groups. Following this they had held two bidder open days at Nant Yr Arian and Plas Y Brenin and there was some useful feedback.

There was some discussion about the length of lease of any site – those wishing to bring significant investment would require long lease guarantees. Some wanted shorter periods. They would assess any applications. But it needed to move from a loss making enterprise to a fully enabled profit making business. They were providing a 12 week period to enable people to bring their bids and business models forward. Small enterprises and business who needed help with applications were signposted to Business Connect and WG if they required assistance. This longer period is recognised to give local small

and new start up business an opportunity to prepare for any bids they wish to submit.

Prior discussions, pre 1990's, between the then FC and NCC and Eyri National Park had recognised that additional NRW visitor centre investment may be required in the southern end of the NP. The investment made at the Maesgwm and latterly the Coed Y Brenin sites were part of that joint public body discussion and funding solutions.

In terms of the current provision. The car parks were still open, all trails were available to use, and the bike shop was still open in Coed Y Brenin.

DPJ asked if the current cycle providers would remain on the site under any new regime.

NS stated that that was open to them but he could, not say more.

AE expressed concern that potentially a larger mountain bike company may be in a position to squeeze out locally a smaller locally based Welsh business. Something unprintable....

GR asked that if a firm such as Forest Holidays were to take the site – then would there be any restrictions to trails and cycle paths and would that be protected within any tender submitted.

DPJ commented that it was all within open access land.

NS added that Coed Y Brenin was freehold property in the ownership of WG and managed by the NRW. It was dedicated under the CRoW Act as access land. There are no current plans to any changes to the available routes. There was strong steer from the NRW Executive Directors that they did not want to just look at the highest net return – it was about the best sustainable and long term model and wider gains for the local communities. It is possible to achieve public/private sector partnerships. They were not sure at this stage what bids and proposals would come in.

AE stated that he did understand the challenges and the long term commitment required and appreciated that the NRW would need to be confident in any successful bid.

AT commented that the original ethos of developing the Coed Y Brenin site was for community benefit and there was no charge for use of the site. He asked if there were plans to expand the facility to encompass other recreational activities and would this fit into what the NRW required. The forest and the centre business needed to go together.

NS appreciated AT comments. The NRW did see a real commercial opportunity for the site but it needed to move from a significant operating loss for the public purse to nearer a to a net gain position.

AT asked if closing the centre had affected the numbers.

NS stated that understandably numbers were down. The bike trails were within open access land and the NRW could not charge for that as they had allowed for this within their original CRoW dedications.

PR asked where that information was.

NS commented that the WG had raised that bar for their freehold property at that time.

PR added that his experience and working with Forest Holiday in Beddgelert that had been a very positive one and the site is popular with day visitors and chalet users alike and was a great asset to the area. The NP Tramper vehicle was based there and they operated this for use on the adjacent Lon Gwyrfa.

AT asked about their timeframe and would this be public knowledge.

NS stated that the marketing offer would go out in November – then 12 weeks into February they would go to competitive dialogue to identify their preferred partner and make their recommendations to the Executive. That would be around March/April time. Unfortunately, missing Easter. Nant yr Arian has a concession for tea/coffee/snacks but there was little interest in Coed Y Brenin over this summer. But it was important to find the right partner for the long term.

Cllr DO commented that the site had become an integral part of the local visitor economy. This last weekend over 250 cycles had been counted and they all stayed overnight in various places. Over longer periods this was not an insignificant part of our economy.

NS added that scoring process would reflect many of the aspects raised by members this evening.

HP brought the discussion to an end and thanked NS for his frank and interesting presentation this evening and hope he would report back to them.

8. Update on the South area Warden's work programme

DPJ mentioned that works were now complete in Dol Idris and it was now fully functioning as an all ability trail. They had also constructed a new dead hedge section and a wildflower area.

The footpath team had undertaken works on the Mawddach Trail as it had narrowed over years and they had rectified this along its length and improved drainage at various points.

Works to upgrade furniture along the parts of the Cambrian Way in the Maes Glasau and Waun Oer. Albeit this was a difficult area to access.

They were now catching up with their work programme and they had been carrying out a great deal of reactive works – damage caused by the poor weather.

They had planned to upgrade a path in Abergwynant woods to facilitate wheelchair use.

Over the summer Llyn Tegid had been very busy over the season and luckily one of the local landowners had opened a field near the town as a spill over car park which had helped a great deal and reduced the number of cars parking in the town and residential streets.

HP thanked DPJ for his presentation. He asked what condition Foel Ispri³ all ability path was in.

DPJ stated that it was in good condition generally but did need some surfacing.

PR added that this had been a joint (£50k) project between the NP and Gwyned Council at the time and was the highest all ability trail in Wales. The metal contour matching side rails were unique to this path and was an idea developed by DC. Parking was available. It was also included within their suite of all ability route videos on the NP website.

DPJ added that they were looking to extend this but was early days yet to see what could be done.

AT thought this location was quite spectacular but did have two or three gates to navigate – although they were 5` self-closing.

9. North Wales Police – Liaison and problem solving partnership with Eryri National Park.

JD introduced himself as the North Wales Police National Park Liaison Officer. He had been a Police Officer for almost 30 years and had lived and worked in the area as a Traffic Officer working out of Llandegai base. And was originally from Blaenau Ffestiniog

Previously he had been based for some 10 years in the Dolgellau area *and may know some of the LAF members already!*

³ Foel Ispri – All Ability Route - a joint project to facilitate all ability access along part of the old tramway. <https://eryri.llyw.cymru/llwybrau/foel-ispri/> Foel Ispri Path | Walks and Routes Eryri National Park

He explained that following a meeting with the NP and the Chief Constable last year they asked if we could work more closely together and try to understand the needs of the NP and what input and advice the NWP could bring. In turn this also allowed the NWP to begin to understand the workings and issues of ENP and this was a very much a reciprocal arrangement. He has been in this post since last June 24.

There were many issues of joint interest such as parking (Ogwen), Nant Gwynant and was helping to pull in other partners such as North & Mid Wales Trunk Roads Agency (NMWTRA) when required to try to reduce the problems caused by traffic – mostly inappropriate roadside and verge parking. They has also helped to ease some of the issues in Llyn Tegid and Llangower by involving and creating a greater understanding between the local Police Officers in Bala and the NP in the area Wardens. Ogwen had been a parking hotspot in recent years but with all the agencies working together the situation in that area had improved.

It was possible in the longer term to do something radical such as creating `gateways` with park and ride systems (something previously looked at some 6 years ago). This would reduce the impact of vehicles in the hot spots.

It was also useful as a vector to bring in other sections of the NWP such as Rural Crimes typically deal with issues such as illegal off roading – albeit this was a countrywide problem. They do have operation Taurus to specifically tackle this issue but it can be difficult given the location and terrain where these activities tend to occur which may be infrequent and therefore harder to resolve.

They had arranged for a visit to the NP by the Rural Crimes Team and they had given a presentation to NP Officers in Penrhyndeudraeth. Having contacts with the Warden Service in particular and other key members of staff was very useful as they were on the ground constantly.

If members had any issues that they wished to bring to the NWP then they should feel free to do so.

DPJ commented that whilst we did encourage people into the area there were some who did take advantage of this on occasion and did not behave as they should.

JD stated that yes there was crime but it was important to report stolen goods including stock. It was unfortunate that the border was not far away which made tracing things slightly more difficult. But there was ANPR resources available which assisted with any theft of vehicles and equipment.

One of their priorities in terms of Policing was often influenced by the weather or any large social gatherings/events. Good weather typically brought in more motorcyclists.

They had liaised with the NP over the issue caused by the parking in Cwm Rhwyddfwr Tal Y Llyn. Together with the NP they had collectively been in contact with the MOD over this issue. Whilst they did not expect them to change their operation they could use their social media to discourage off road verge side parking and create adequate signage on site.

They are also working with the Mountain Rescue Teams (MRT's) to develop a closer relationship and understanding between all.

He added that they too had learned a lot from his time as NWP Liaison Officer with the NP and they hoped to continue this. So they could help each other.

AT asked if the filming about the various issues was fruitful.

JD stated that it was useful especially in these days of social media. They used this to put out their safety messaging (Operation Apex)^[1] which is related to motorcycle safety. Eryri was a very popular place to motorcycle and unfortunately this sometimes results in fatalities. Many of the members will be familiar with the signage - "*will you get home tonight*" That is an NWP initiative and covers Gwynedd, Conwy and Denbighshire but will be rolled out nationally.

They were in favour of gateways and park and ride facilities to reduce the congestion but this would meet certain local opposition.

They often dealing with people from cities who visit the hot spots and sometimes this can cause issues with parking and they have not done any preplanning or have any understand the geography of the area.

HR asked if JD had any statistics for the safety campaigns.

JD stated that there had been a reduction in collisions and also to pedestrians but they would be undertaking a review and effectiveness of their campaigns.

GD asked if the Police could stop all the lay-be parking of motor homes.

JD commented that that was usually a matter for the Local Authority since this was decriminalised in 2008 unless this was an obstruction of the highway. Gwynedd had introduced certain sites for their use and they were popular but they still appeared elsewhere.

DPJ mentioned that there was some signage and misinformation and social media platforms about where they could park and that was misleading – this included some NP car parks.

AE asked what the process was in contacting the NWP within the NP.

^[1] Welsh and English versions available online at - [Operation Apex: Motorcycle Safety Campaign 2025 | North Wales Police](#)

JD stated that this remained the same as always by `phoning in` any incident through the normal 101 or 999 system.

HP asked about the dog worrying issue and how they saw this.

JD stated that this was a matter for the Rural Crimes teams and any issue should be directly reported to them, however any local officer could be tasked with an incident if there was a more urgent need. They had recently given a presentation to NP Officers, and they had formed a good relationship. Hopefully, they could build on that.

Other Police contacts had also been made with other specialist sections of the NWP.

DPJ added that having some Police presence typically in Llyn Tegid had been very useful.

HP thanked JD for his time and interesting contribution this evening.

10 Recommended Items of the next meeting

- i) Wild camping
- ii) Ffermio Bro scheme
- iii) NP updates
- iv) Magnox – hopefully

11. Any other business

i) HR mentioned that if there is significant monies coming to Traws and the old power station then we should be pushing for the replacement bridge using some of that available monies.

AE concurred with this view and that we should attempt to make this local concern more widely known with a view to getting a replacement.

HP recommended that we write to our local AM and MP to highlight this issue.

Agreed – PR would draft a letter for HP.

12. Suggested dates of Meeting for 2026

17th February 23rd June & 20th October.

13. Date of next meeting – 17th Feb 2026

Canolfan Abergynolwyn - tbc

HP thanked all for their contribution this evening and took the opportunity to wish all members and attendees a Merry Christmas and a Happy New Year

