

Re: Proposal to make PROW between St Dogmaels and Cardigan more publicly accessible

Gill Wislocka 18 10 22

1. Re: Registered Public Right of Way (PROW) from Cardigan to St Dogmaels along Teifi water's edge 78/23 (Ceredigion Section) 87/23C (Pembrokeshire Section)

2. Re: PROW 78/23, 78/63 and Steps in front of Albion Hotel/Bridge Warehouse

1. Re: Registered PROW 78/23 and 87/23C from Cardigan to St Dogmaels

See attached:

- **Image 1** Map of Ceredigion Section 78/23
- **Image 2** Map of Pembrokeshire Section 87/23C)

Present situation

Gill walked this route, 20+ years ago at a very low tide, as it is marked on OS maps.

It was passable with sections of deep mud, obvious slope movement and otter prints.

If Gill misjudged the tide it could have resulted in tidal entrapment with swimming the only option.

At the St Dogmaels end of this PROW, the previous Builders Merchant's on the Ssangyong site had without permission diverted the path around the outside of their compound.

Gill chose accept the status quo of an unsigned PROW which was passable to those wanting to access moorings etc who understood tides etc. neither challenging the diversion nor promoting the route.

Issues with opening the PROW to a wider public:

- it has to be safe, maintained and not destroy or disturb sensitive habitat.

SAFETY, CONSTRUCTION and MAINTAINANCE:

i. Tidal range:

To prevent tidal entrapment much of the route may have to be on a boardwalk like that at Cenarth [https://www.tripadvisor.co.uk/LocationPhotoDirectLink-g2250914-d4060027-i468286370-Cenarth Falls-Cenarth Carmarthenshire Wales.html](https://www.tripadvisor.co.uk/LocationPhotoDirectLink-g2250914-d4060027-i468286370-Cenarth_Falls-Cenarth_Carmarthenshire_Wales.html)

Accounting for a possible 4m tidal range would need intrusive engineering, possibly piling.

ii. Geology of the river bank:- Glacial Clay and Slope Collapses

Between St Dogmaels and Cardigan the bank of the Teifi is largely glacial till/clay which is susceptible to movement (unlike at Cenarth which has bedrock). See attached:

- **Image 3** British Geology Drift Map of Cardigan.

In the last few years there have been at least 2 slope collapses at the Cardigan end of the Teifi bank.

- **Image 4** Satellite photo of Teifi with 3 arrows showing location of collapses

The red arrow: points to debris in the Teifi from a major slope collapse which we believe cost the landowner tens of thousands of pounds to stabilise the slope and the home.

The solid black arrow: points to debris in the Teifi from a slope collapse we understand followed slope destabilisation due to tree works to improve a view.

(lost trees indicated by black dashed arrow)

The tan arrow: shows a depression in the parking area of the housing estate which is concerning some residents as an indication of possible further slope movement.

iii. Ongoing Maintenance and Vandalism:

Maintenance could be astronomical as by promoting a 'safe route' it has to be kept safe.

- **Image 5** shows large fallen trees which would cause major damage to any boardwalk. Trees washed downstream already rip out mooring blocks and damage boats.

Vandalism: Goodwick Moor boardwalk is now permanently closed due to constant damage and vandalism. Horses destroyed much of the Cilgerran wildlife centre boardwalks. Bikes...

iv. Otter Habitat

- **Image 5** taken from Cardigan pedestrian bridge shows wonderful large trees which provide exactly what otters require: secure areas to lay-up in and rest during daylight hours with cavities and hollows under bankside trees and areas of dense vegetation and no dog or human disturbance.
- Users will not only include walkers going to and from Cardigan but dog walkers who often do not understand the damage and disturbance their dogs cause to wildlife as they rummage in the undergrowth, and enthusiastic noisy late night event returnees.

From this it would seem evident that:

- The slopes along the route are unstable
- The cost of engineering works to create a boardwalk would be astronomical
- Any boardwalk may have a very limited life expectancy due to tides, tree fall and ground movement
- Works may have to eradicate, cut trees along the route and this may disturb the slope.
- NRW and those who see it important to protect the fragile and beleaguered tidal habitat of Afon Teifi would be highly unlikely to agree to works along this otter habitat.
- There are two existing pedestrian routes to St Dogmaels which may not be ideal but could be greatly improved at less cost e.g the hazardous section of Trem Hill which needs a pedestrian path.

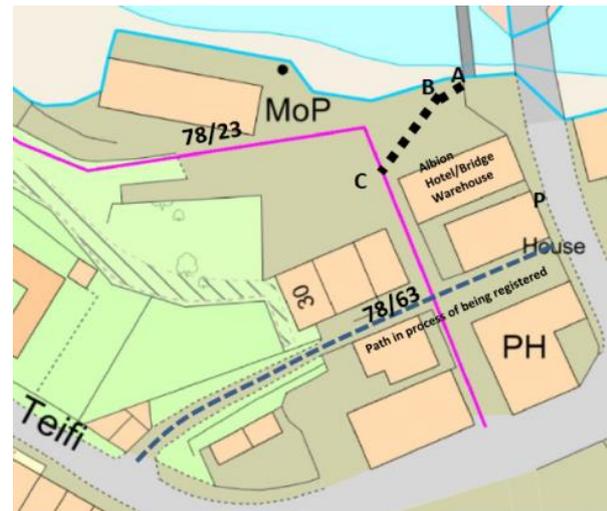
2. Re: PROW 78/23, 78/63 and Steps in front of Albion Hotel/Bridge Warehouse

78/23 Cardigan to St Dogmaels (purple)

78/63 Path in process of being registered (blue dashes)

The steps in front of the Albion Hotel (A-B)

- Steps more convenient/safer cf. the narrow pavement at **P**.
- People using these steps (**A-B**) link with PROW 78/23 at **C**.
- Until ~1900 there was a building on this (**A-B**) location.
- Until ~ 1950 there was a wall across this (**A-B**) location.
- The pedestrian bridge dates from 1975
- From ~ 1980 there were steps with gate from **A-B** associated with GT Tyres. The gate was often closed, often open.
- 1996 there was a ramp on the route of the steps
- The Heritage Centre opened in 1997 and the **A-B** route was well used
- Teifi Quayside Ltd has owned Bridge Warehouse and the land in front since 14 05 2002
- The present steps date from about 2007
- During construction of the steps this route could not be used for some time, the owner says ~ a year
- Having the gate open, as at present, permitting use of the steps is of great public benefit.



Key Issues

- **Prevention of PROW 78/23 being closed by default without the appropriate legal mechanisms and public consultation.**
If the path, as it stands, is open and remains open after any legal process has been concluded, and anyone wants to risk using it, that is their choice.
- **Perhaps the owner of the Albion Hotel may consider creation of a permissive path on the route A-B-C linking with 78/23 towards Teifi Terrace and 78/63**

5 Attachments: 3 maps, 1 Satellite image, 1 photo

[For Info: Two trees in recent years have taken out sections of the Graig Footpath 87/28. Repairs cost in the region of £15-20,000. PCC say if similar damage re-occurs it will not get repaired as funds are not available despite a recorded usage of 47,000 people journeys in 15 months]