

Observations from St Dogmaels Footpath Association 22/07/2023

Re: The Developer's Pedestrian /Cycle Strategy p37 DAS and 'Sustainable connectivity' (Apex Transport Planning)

As presented, it is impossible to agree with Apex Transport Planning Transport's statement below (p 4 para 4).

'The site is situated in a sustainable location accessible by walking and cycling to employment facilities, community uses, leisure uses, retail, schools and public transport stops, therefore fully in accordance with transport policies in TAN18.'

The development does not comply with TAN 18.

Key issues are identified below and in the attached annotated diagram:

'Satellite image of St Dogmaels village overlaid with Development site's Pedestrian Cycling Strategy'

Re The Developer's Pedestrian /Cycle Strategy:

The proposed 'exclusive' trim trail shown on p37 of the DAS around a 'closed' route, isolated from the general public within the development site, with steep gradients within the site and steep gradients on the only access road to the development site is not considered a strategy.

A considered inclusive strategy would recognise the following:

1. The Active Travel Act, which encourages walking and cycling to work and school and aims to make foot and cycle journeys as straightforward as possible and reduce car use;
2. National Planning Policy 'Context Section' and the need to comply with *'making places where people want to be and interact with others'*
3. The World recognised 870 mile Wales Coast Footpath running along Mwtshwr road immediately adjacent the Northern boundary of the development site (to which no access is proposed);
4. The Well Being of Future Generations Act which not only promotes health objectives but integration of communities rather than exclusion. Making a link to the adjacent footpath network would integrate new resident families, walkers etc;
5. Another wonderful footpath connection between the Mwtshwr and the B4546 (road to Cardigan) 87/24C is within 3 metres of the Northern boundary of the development site. This is a shortcut into Cardigan and back for walkers, yet it is not accessible from the site;
6. The gradient of the only proposed road access to the development site, of about 1 in 7, which together with its lack of pavements would deter many walkers and promote car use among residents;
7. Having only one access out of the site for pedestrians via Longdown Street:
 - a. Adds 270 metres to any journey from the social housing on the site to use facilities of St Dogmaels village / nearest bus stop compared with the creation of a new footpath/cycle link to Mwtshwr;
 - b. Adds 640 metres for the pedestrian journey into Cardigan compared with being able to use an access constructed from the Northern site boundary onto the Mwtshwr.
8. Linking the site to the well mapped and advertised network of 90+ local public rights of way that are a major asset to this community, would enable residents of this new development to meet and integrate with the village residents.

Consequently, in order to improve compliance with TAN18, PPW11, the LDP and the Active Travel Act, a sloped path suitable for walkers, parents with pushchairs and cyclists should be created to link the site with Mwtshwr.

In addition, consideration should also be made for present and future local wheelchair users to use this possible new link to Mwtshwr who at present brave the gradients and traffic of Longdown Street. Many modern electric wheelchairs can cope with steeper gradients than manual wheelchairs and an off-road link to Mwtshwr into the village centre would be much safer than progressing down Longdown Street.


Without this path link to the Mwtshwr:

- a. The development is discriminatory in that those least likely to have a car will have to walk 270m further than most other residents of the development site to the centre of the village and its facilities and nearest bus stop, and 640 metres further if walking into Cardigan.
- b. The developer is encouraging car use as few people will choose to walk up or down the steep gradient (about 1:7) of Longdown Street (mostly without pavement here) as well as the challenge of the narrow, pavementless, David Street.

Annotated Satellite image shows Developers route (yellow) for walking to Cardigan from the 'affordable housing' is 640 m longer than use of footpath in red

Developer's route to St Dogmaels School, Shop, Post Office, Visitor centre/Café and Community Pub is 270 m longer from  if no walking/ cycling link via Mwtshwr

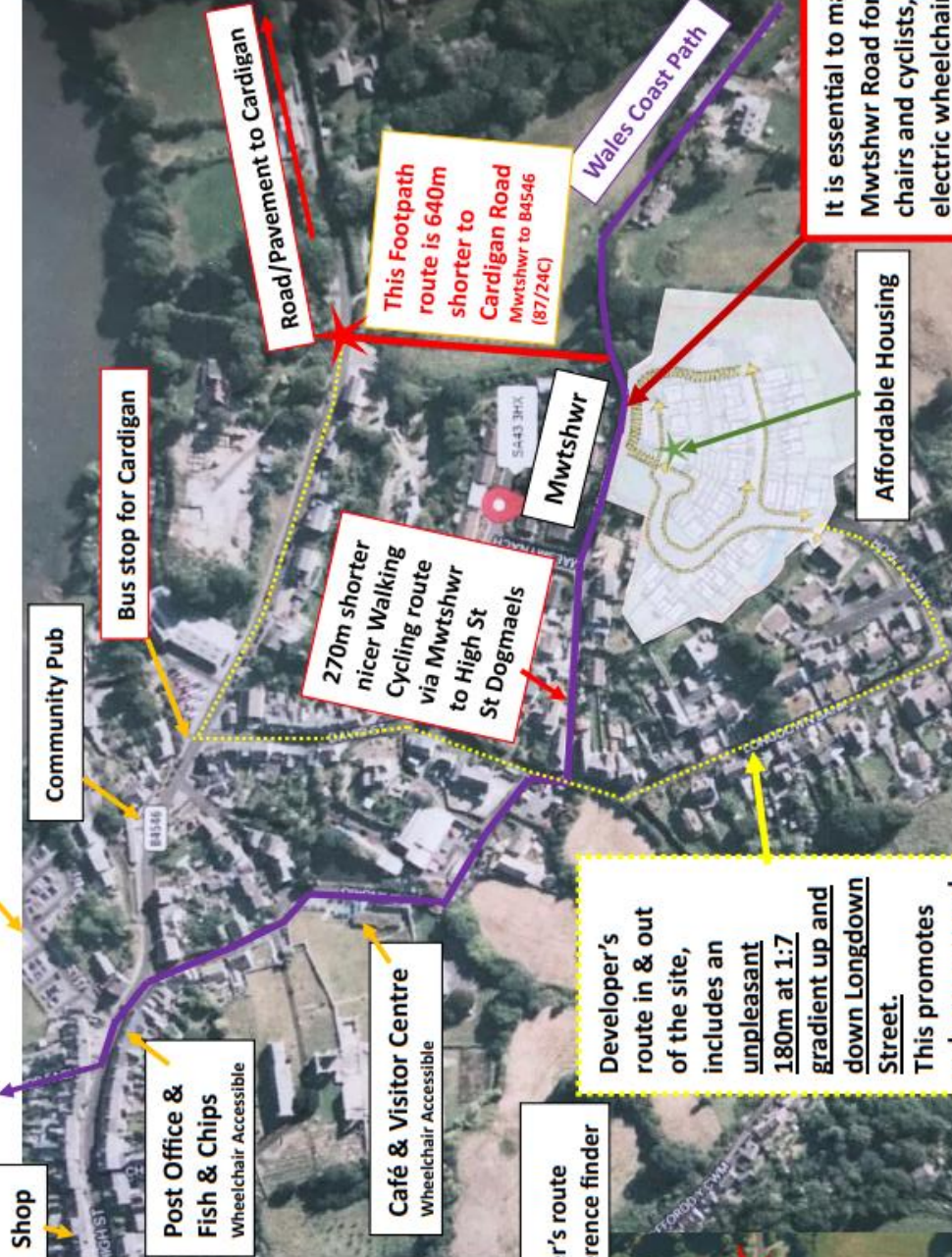
Few people walk the 180 m of 1:7 Longdown Street – a practical alternative is on the developer's doorstep via Mwtshwr road.

855m to  via Developer's route
Blue line is from Grid Reference finder

Total Distance: 855 meters

15 meters @233 degs
18 meters @282 degs
16 meters @251 degs
12 meters @187 degs
17 meters @137 degs
17 meters @128 degs
15 meters @149 degs
15 meters @208 degs
17 meters @192 degs
21 meters @228 degs
24 meters @243 degs
16 meters @238 degs
180 meters @334 degs
53 meters @ 16 degs
48 meters @ 21 degs
30 meters @ 7 degs
33 meters @ 347 degs
24 meters @ - 5 degs
24 meters @ 355 degs
31 meters @ 114 degs
43 meters @ 110 degs
48 meters @ 128 degs
60 meters @ 103 degs

Car Park often full, so walking/cycling needs to be made easy option



Key to development site routes

-  Pedestrian routes
-  Walking/Cycle trail