

## **St. Dogmaels and Poppit Sands Active Travel and Connectivity Improvements 2024 – Dated 29-10-24**

This document outlines the response and key points for consideration identified by St Dogmaels Community Council as part of the St. Dogmaels and Poppit Sands Active Travel and Connectivity Improvements in 2024 consultation.

### **Red Route – shared use path via Feidr Fach (known locally as The Sloop) to boardwalk over existing route of Graig Footpath**

#### **Boardwalk**

##### *Impact on Site of Special Scientific Interest (SSSI)*

The potential environmental impact on the designated SSSI area warrants thorough evaluation.

##### *Drainage and Stabilisation*

The effect on existing drainage systems for properties above, especially if stabilization is required, must be assessed. The Green Meadow planning response from CCC outlines relevant concerns.

##### *Retaining Walls*

Possible impacts on existing retaining walls for nearby properties require careful consideration.

##### *Ongoing Maintenance Costs*

The long-term sustainability of the boardwalk depends on a clear assessment of ongoing maintenance expenses.

##### *Pilot Street Access*

The width and safety of the access at Pilot Street, particularly where it connects with the B4546, will present challenges for cyclists and pedestrians transition from a perceived 'safe' environment.

#### **Feidr Fach and Gardens\***

##### *Narrow Access to High Street*

Feidr Fach's narrow access to High Street presents safety challenges for cyclists and pedestrians transitioning from 'safe' environments. Similar risks are present at the opposite end of Graig.

##### *Playground and Gardens Access*

Feidr Fach crosses and runs into the access route to the playground and Alexandra Gardens. The access is frequently used by unaccompanied children and provides one of the main pedestrian accesses to the Gardens. Careful design consideration would be required to ensure the safety of all in this area.

Residents use part of Feidr Fach as vehicle access to their properties and garages. Concern for pedestrians and cyclists in this 'perceived safe space' on a shared path.

Access from some properties adjoining Feidr Fach would be directly onto the shared path.

##### *Impact on Parking:*

The proposed path crosses access routes and existing car parking areas used by school staff and holiday lets and a recently approved new build.

While the existing footpath follows the intended route, pedestrians tend to walk the edges of the car park.

The introduction of cyclists into this area could cause issues for reversing and manoeuvring vehicles as space in the car park is limited.

Potential parking loss, particularly for individuals with disabilities, should be addressed, as they use current parking to access the gardens and playground.

#### *Impact on Alexandra Gardens*

The route through the Gardens would disrupt recreational access, dog-walking, children's play, and event spaces.

Pedestrian use is not seen to be an issue, but introducing cycling increases risks to current users due to speeds. Careful design consideration would be required to ensure the safety of all in this area.

#### *Ownership and Village Green Status*

Owned by St. Dogmaels Community Council the Gardens are registered village green, which may impact future planning permissions.

### **General Considerations**

#### *Support for Shared Use Paths*

Support for shared paths is uncertain. Safety concerns, particularly near the school, playground, and Gardens access, and the cut-through of the Gardens, should be addressed early in the design phase.

#### *Graig Footpath Preservation*

Although concerns exist re the shared use aspect, strong community support remains for a route along the current Graig footpath, contingent on addressing safety issues during project design.

Losing the Graig footpath would divert all pedestrian traffic to Pilot Street, which is not desirable.

During the consultation event it was advised that funding for a 'pedestrian only' route was not currently available and there was no certainty when, or if such funding might become available.

**On the basis of the above St Dogmaels Community Council supports Red Route – shared use path via Feidr Fach (known locally as The Sloop) to boardwalk over existing route of Graig Footpath with suitable design considerations to address areas of safety concern.**

### **Orange route via football / playing field**

#### *Access Concerns*

The narrow car park entrance puts pedestrians and cyclists at risk from traffic turning into and leaving the car park. Despite potential safe-zone markings, particularly but not solely during the busy tourist season traffic, this could seriously compromise safety.

#### *Connections to Playground, Gardens, and Parking*

The path's intersection with Feidr Fawr affects access to these areas (see above\*)

#### *Football Matches and Path Use*

The path's proximity to the playing field could pose risks during football matches, where balls have previously reached the adjacent play area, leading to sports fencing installation. The Community Council notes the proposal to install fencing which should be of sufficient height to protect path users.

#### *Use of Football pitch*

The Community Council understands that the introduction of a path of suitable width and fencing will mean a reduction in the size of the existing pitch which may preclude its use for match games by the existing, successful football clubs using this space as a base. The Football pitch may be lost if this route goes ahead.

**On the basis of the above St Dogmaels Community Council does NOT SUPPORT the Orange route – shared use path via the playing field/football field to boardwalk over existing route of Graig Footpath**

#### **Purple Route – Village Centre Route**

##### *Feidr Fawr and High Street Traffic Flow*

The introduction of priority traffic flow will completely negate the current informal local system for managing traffic flow. It will allow no flexibility.

##### *Priority traffic at Feidr Fawr*

Introducing priority traffic at Feidr Fawr could initially clear the 'narrows' section of Pilot Street but may cause High Street congestion during peak hours, blocking egress. The result of this may well back up traffic in Pilot Street.

##### *Priority Traffic from Finch Street:*

The two give-way points for traffic traversing High Street towards Finch Street appear to conflict with Feidr Fawr priority traffic, potentially causing delays and confusion.

##### *Paths and parking*

Path widths may affect parking and flow.

Existing parking is expected to remain intact. Contrary to suggestions as the consultation event marked parking bays already existing in the High St.

##### *Pedestrian Safety*

Stationary traffic may not improve visibility or safety for pedestrians crossing High Street.

##### *Environmental Impact*

Holding traffic at three High Street locations during peak times could increase engine noise, gear changes, acceleration, and emissions in primarily residential areas. The increase in noise pollution could have a serious and deleterious effect on the health of residents living along the route.

##### *Pilot Street Narrows*

The midsection of Pilot Street to River Hill is prone to backups, particularly from Green Meadow to High Street. Priority flow would only be effective if the High Street remains clear.

### *High Street*

Widening the footpaths along the High Street will result in narrowing the road to single lane in some places, this will cause a back up of traffic, especially at busy times including refuse collection day and summer holidays. It could also affect the emergency services accessing other parts of the village, this includes the RNLI who use this route to get to the Lifeboat Station, this could cause a danger to life in an emergency situation.

### *Conservation Area Considerations*

Any work in this area must respect historical character of the area. It is difficult to envisage the impact of the proposals on the character of the area with additional signage etc and the possible removal of the existing cobble stones and traditional road gulleys. However, with considerations as set out above, the overall potential impact would not be acceptable.

**On the basis of the above St Dogmaels Community Council does NOT SUPPORT the proposals for the High Street.**

### **Quiet Streets**

#### *Market Days and Parking Issues*

Parking congestion on market days, extending uphill toward Cardigan and Longdown Bank, presents challenges, particularly during the tourist season, impacting traffic throughout the village. However, much of the route is already part of the Coast Path and as such the Council is not aware of significant pedestrian issues with this arrangement.

### **General considerations**

#### *Travel times*

Any chosen route should consider the impact on Coast Path usage and perceived pedestrian travel times. Increased of travel time could deter local use.

#### *Landowner Engagement*

At what stage will affected landowners be consulted?

Will compulsory purchase options be considered if necessary?

### **Remaining route between village and Poppit**

#### *Safety Improvements Timeline*

Advised at consultation event that any enhancements on the route between St Dogmaels Village and Poppit 'may take several years to implement'.

#### *Impact of Public Toilet Closure (March 2026)*

A working party consisting of Pembrokeshire Coast National Parks Officers, Pembrokeshire County Council Officers and representatives of St Dogmaels Community Council, Poppit Sands Surf Lifesavers, RNLI and Crwst, is currently investigating possible course of action to address issues with the infrastructure and buildings at Poppit.

#### Closure of Public Toilets

#### Blue Flag Status Loss

The closure of public toilets would jeopardize Blue Flag status.

Visitor Decline:

A prior survey by the County Council indicated that toilet closures might lead to a reduction in visitor numbers.

Impact on Café.

Impact on local economy.

Impact on SSSI