

Wales Coastal Access Improvement Programme (WCAIP) Conwy Steering
Group

Monday 9th June 2008, 6pm
The Great Orme Country Park Visitor Centre

Attendance:

Members
Paul Bucknell (Chairman) (PB)
Jennie Frost (JF)
Mike Griffiths (MG)
David Tindall (DT)
Peter Sellers (PS)
David Firth (DF)
Colin Antwiss (CA)
Officers / Observing and advising
Helen Jowett CCBC (HJ)
Jennie Richardson CCBC (JR)
Andrew Barker CCBC (AB)
Peter Rutherford SNPA (PR)
Victoria Currie CCBC Rights of Way (VC)
Iain Hayes CCBC Environmental Services (IH)
George Brooks CCBC Tourism (GB)

1. Introductions and apologies

David Firth who was unable to attend the first meeting was introduced to the group.
New member Colin Antwiss also introduce to the group.

2. Update on current Investigations

Madryn

There are various considerations for the promotion of the path in front of Madryn reserve, particularly the fact that it is an important nesting site which may be affected by increased disturbance and coastal erosion both in term of how erosion may affect the path but also how increased users may increase the erosion.

This area needs careful consideration and CCBC are currently working with all relevant organisations to look into this.

A study (not part of WCAIP) has been proposed into the future effects with rising sea levels

This topic is ongoing.

DF expressed concern to keep this Right of Way /open and in use.

PR noted that this path is already in use by fairly high numbers of visitors.

3. Current works:

Update:

Andrew barker gave an update on current investigations and comments on proposed works were invited.

Conwy Mountain.

Stile replacement (Mountain Road) job was going to tender at the end of the week.

Investigations would then be directed to works in the Penmaenmawr and Llanfairfechan areas. Some comments were made regarding gates which may be considered for improvement:

Llanfairfechan

One gate on the prom by Madryn is difficult to open for wheelchair users (the one closest to Madryn Reserve) the necessity of this particular gate was questioned.

This prompted general discussion regarding the difficulty of using a RADAR key for buggies etc. Needing a radar key – limits access for people with buggies.

CT stated that Radar Keys can be a barrier to many people and asked what was planned The plan is, throughout the project, to use the most accessible gate for most user groups. Each case will have to be looked at individually.

Snowdonia National Park Authority have removed a lot of RADAR access (gates , toilets etc.) but this can lead to abuse of the system.

Possible drainage on the embankments leading from the Prom to Madryn was also discussed. Some members did not recall ever seeing a problem but others had. The possibility of some minor (subtle) works to be investigated.

Jobs on the Orme

Bottom of Monks Path work has been done (first 10 m) Drainage issues have been addressed.

DT Enquired if all the works left over from last year had been finished, in particularly the bottom of Monks path as the loose stones could still be a problem.

In the case of the new trail from zigzag path, there are still some disks to go on waymarkers.

4. Proposed Full Programme

All members of the group were issued with a list (spreadsheet) of suggested works to be included in the full programme) the list was mainly a combination of issues identified by officers and suggestions from group members from group members.

The group went through the list commenting where appropriate or necessary.

Comments made can be found below. Where numbers are given these relate to the number of the item on the spreadsheet which group members have a copy of.

Llanfairfechan / Madryn suggested gate adjustments.

CT enquired if it was the intention that every bit of the route be multi use?

This is not physically possible though some suitable parts of the use may be multi use though it is acknowledged that this has problems too. General concerns were expressed about the potential problems of joint use paths.

Equestrian projects being investigated at the moment are generally points of access rather than a whole route.

The question was raised to investigate the possibility of extending the cycle path towards Gwynedd.

Llanfairfechan Prom to Penmaen Park section:

Need further consultation about where to put in drop kerbs from the access group and also Authority highways development control officers. Apparently the council have also been experimenting with stick on tactile surfaces.

The question was raised about how we were dealing with the changes with regard to section 147 or the highways Act (gate authorisation?). Individual cases or a bulk order? VC replied that individual cases would be looked at.

Gate to Penmaen Park, consultation with the owners would be necessary for any proposed change, also need to check if it is in a conservation area.

17. Before getting to Tyddyn Drychan there are a number of ways to go, further surveys are needed to establish which are actually the PROW.

18 Needs further investigation in conjunction with PROW dept.

NB the barbed wire near footpath problem comes up in a number of places.

24. Comments that this is a good path but not a PROW

26. Is the barbed wire at the top of the wall? The answer was yes.

The safety arrangements (clear notices etc.) for walkers near the quarry needs to be considered as this is potentially dangerous?

37. Need more provision of seats / resting places on route.

31. This looks strange on the map, a dead end path? Open access land is not a viable option in the long term as land can be closed for significant amounts of time. Could we look at a path creation?

32. Is just off the proposed route and on the NWP

33 Need to co-ordinate with Huw Tom's walk organisers / Sarah Stori Pen

35. Agreed

39. Not ever looked but could be which would leave no other access. Look into better access.

40. Needs investigation to see why so severe.

Also in this area carriage drivers have been know to access the beach at Pen yacht club. (investigate who actually owns the slipway)?

41. 2 site visits

Links into report for horse access. Suggestions included:

Enlarge middle car park at Sychnant Pass - would link to bridleway over mountain and down to beach.

Morfa Conwy, negotiate max 5 parking spaces at slipway at low water.

Harbourmaster has agreed to discuss this possibility.

Marine walk – no funding yet

- Liaise with Vicky if anything is to happen.

- Surface must be multi use / considered carefully.

Works are ongoing at Deganwy for the cycle route., will highways be maintaining it in the future.

45. Gap still exists

50. Locations for dropped kerbs need consultation on Marine Drive. Electric wheelchair do use the route. AB and MG to meet on site to discuss possibilities. Also are there official consultees? Highways development control also to be consulted.

PB suggested a possible route for wheeled vehicles on by little Orme if we could do something about the flight of steps. Potentially lots more to look at around the Little Orme.

Accessibility issues in Rhos near Rhos Point area, something we can look into but unlikely to be able to fund. Would be good to co-ordinate with other departments to see if issues could be resolved.

55. Picnic area – has planning application for chalets.

(Waiting for sea defence works to be done. GB thought planning permission had been approved.)

56. JF – not found any more worthwhile projects so to target Conwy Morfa idea.

Shock was expressed that there was still no agreed waymarking. Awaiting info from the Welsh Assembly. Any way marking done in the mean time will have appropriate sized gaps left for the branded markers.

Other Comments

It was commented that this is a National Trail in all but the designation. Does this have future funding implications?

Comment on bike use by officers, Authority should have a mileage rate for use of bikes instead of cars (it does).

Pete R offered to help or advise with any work in the National Park area close to 2km zone / park boundary.

5. AOB

Work Specs and design

PB commented (in general) about work specifications and design. Looking to the future to make sure we use only best practice and experienced / professional contractors.

It was commented that design and spec should be left to the officers. That the focus group was there for guidance and advice.

Notes:

CCW have issued guidance on standards and specs and are happy with work carried out to date. Project officers are pushing for all work to be done at or above British standards in terms of workmanship. It was noted that in striving to exceed standards, care should be taken not to over engineer and make sure that all works are appropriate to the surroundings.

Mileage

The question was raised if the group should claim mileage and forms were provided.

Membership

A proposal was put forward to ask an interested party, Chris Copeman, to join the group to contribute particularly with his expertise on access for the visually impaired. This was agreed as a good idea.

Next Meeting

Next meeting to be decided closer to the time but in early autumn on a Monday was considered appropriate.