

# The Heart of Wales Line Trail

A Feasibility Study for the Heart of Wales Line Development Company,  
HOWLTA and Arriva Trains Wales



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Final Report

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# 1. Introduction

## 1.1 Concept and Objectives of the Trail

The Heart of Wales Line runs 129 miles between Shrewsbury and Swansea taking passengers through some wonderful countryside and relatively remote areas of the Shropshire Hills, Powys, Carmarthenshire and Swansea. The railway is popular with many passengers but has considerable spare capacity at times and efforts are being made to increase the number of people who use the route.

The line has long been popular with walkers as it provides access to great walking country and offers the opportunity to walk linear routes between rail stations. The Rail Ramblers group has for many years organised guided group walks usually taking trains out of Shrewsbury. Other Rambler groups located on or near the line have also used it to engage in linear walks. A book of walking routes from the rail line has also been published with the aim of encouraging a greater number of people to use the train to go walking.

This feasibility study is to identify whether a single long distance walking route along the rail line is achievable. The aims of such a route would be to:

- Encourage sustainable tourism in mid and south west Wales and South Shropshire
- Support existing and new businesses in the area served by the Heart of Wales Line
- Encourage healthy outdoor activity and additional use of public transport, particularly the Heart of Wales Line

The intention with a long distance walking trail is that some people might walk the whole trail but that many more would complete the trail in sections using the train to access day or weekend walks and using local shops, cafes, pubs and overnight accommodation along the way.

This study brings together all the information required to make the case for and implement a Heart of Wales Line Trail. It provides an overview of the context before giving more detail on the key issues which will need to be addressed if the trail is to be implemented. The proposed route is then presented along with the infrastructure improvements that would be required to launch the route and make it viable. Recommendations for marketing and interpreting the trail follow, along with the estimated costings and possible sources of funding for which the route may be eligible. The final sections of the report consider the management and maintenance of the Trail and the next steps required to take it forward to implementation. The Steering Group for the study included representatives from the Heart of Wales Line Development Company, HoWL Travellers Association and Arriva Trains Wales.

An early decision was taken to research the trail route from Craven Arms to Llanelli only. While the rail line starts in Shrewsbury it branches away from the main line only at Craven Arms. Also the Shropshire Way currently links Shrewsbury with Craven Arms via Church Stretton. Similarly at the southern end of the route between Llanelli and Swansea walkers can join the Wales Coast Path to complete the full length of the route.

The other key decision was to write the route description from north to south. It was agreed that the walking journey leading from England into and through the Heart of Wales, finishing at the Loughor estuary and coast made more sense than the other direction – although of course walkers would be able to walk in either direction.

## 1.2 Methodology and Criteria

The work taken to prepare this report involved consulting with a wide range of stakeholders. A full list is given in Appendix 1. Importantly it included the four local authorities that the route runs through and in particular their Rights of Way teams. Many tourism and countryside bodies were contacted and local walking groups and organisations, some of whom offered to help test sections of the route out as part of the work – their help is gratefully acknowledged.

The overall concept of the trail was welcomed universally by those people and organisations which responded to our communications and consultation exercise.

*'I think the plan for a long distance route following the HoW line an excellent idea.'* Powys Rambler rep

*'From my point of view I support the principle and welcome the intersection with Beacons Way.'* Brecon Beacons National Park Authority

*'The committee were very positive about the idea for a Heart of Wales Railway long-distance path and were only too happy to provide whatever support they could for the concept. They were also looking forward to the time when it becomes a reality.'* Llanelli Ramblers

*'I consider this to be an excellent project encouraging tourism into an area that will benefit hugely, making the most of assets that are already in place.'* Shropshire Rights of Way Team

The more detailed comments from the consultation have been integrated into the report findings and recommendations.

The route was researched on paper using 1:25,000 Ordnance survey maps and then walked on the ground. In some places the 'best' route was obvious and if there were few problems on the ground it was adopted relatively quickly as part of the proposed route. However, in some areas there are very few rights of way and in others considerable problems were experienced with the rights of way being obstructed or difficult to follow and this required testing multiple route options in some areas.

The criteria used to choose the route were that it:

- Is as enjoyable as possible with varied terrain and landscapes
- Links to as many of the HoWL rail stations as possible (all but five) – where rivers or poor rights of way restrict access)
- Links to interesting towns and villages and passes by as many visitor businesses as possible e.g. pubs, cafes, accommodation and shops
- Links to interesting historic sites and natural habitats e.g. castles and nature reserves
- Uses sections of existing promoted routes such as Offa's Dyke Path and the Wye Valley Walk
- Avoids any sections of private road or paths where the legal rights are unclear
- Avoids locations where a large amount of work would be required to unblock obstructed paths or solve longstanding access problems
- Avoids paths through private gardens and as many farmyards as possible
- Minimises excessively muddy or steep terrain
- Can be broken down into day sections of about 8-12 miles (with a few longer and shorter)

- Is a single route (with no short cuts or options) with link paths to rail stations not directly on the route

Each section of the route was written up with a full description to enable others to follow the directions. This description has then been tested either by team members or volunteers to make sure it is easy to follow. Sites of historic or natural heritage interest have been identified throughout the route and short sections of text included which will be of interest to most walkers. Similarly the final trail will include information about local businesses and services which they may find useful.

Recommendations for marketing, interpretation, costings and funding have been worked up and developed alongside suggested steps to be taken to implement the route over the next 12-18 months.

## 2. Context and key issues

### 2.1 Context

While there are many, many long distance walking routes across the UK, including 16 official National Trails and many more named promoted routes of varying lengths there is only one other example of a route threading along a rail line. This is the Settle Carlisle Way, published in 2012. This booklet describes a 97 miles (156km) route from Settle to Carlisle which is not waymarked or marked on OS maps. Most other railway walks are just day long routes using the train to access the walk or rail trails which use disused railways lines as their actual route.

Across the area this proposed route covers there are already two national trails:

- Offa's Dyke Path and
- Glyndŵr's Way

plus a number of other promoted routes including:

- The Shropshire Way
- The Wye Valley Walk
- The Epynt Way
- The Tywi Trail
- The Beacons Way
- The Fair Trade Way Carmarthenshire
- St Illtyd's Walk
- The Wales Coast Path

It was agreed at an early stage that it would be sensible to use sections of these existing routes where appropriate – partly as they are usually much better maintained and waymarked than other rights of way – but also so as to link together and showcase these other routes – giving a taster of the various landscapes which the promoted routes pass through.

Walking has been increasingly encouraged by public sector organisations both as a healthy recreation and an environmentally friendly way of keeping fit but also by tourism bodies as walking is by far the most popular activity visitors take part in while they are on holiday in rural parts of the UK and is an ideal form of sustainable tourism. Walking has also been recognised as a valuable means of regenerating rural areas – where few other opportunities exist and the income generated by walkers can sustain marginal businesses such as pubs, café, B&Bs, and farm accommodation.

In addition the rationale of the proposed trail – supporting the Heart of Wales Line itself – supports public transport agendas across the board. Sustaining what is a valuable transport route, keeping additional cars off the roads and encouraging a low carbon recreational travel. All the tourism, regeneration and transport bodies replying to the consultation were supportive of the trail concept and they all have policies in their strategy documents which can be used to back the overall rationale.

For example most of the areas have transport policies which support the retention of the Heart of Wales Line, strengthening the services along the route and developing larger leisure markets to use public transport such as the rail line. Plans such as the Welsh Regional Transport Plans highlight how transport links also to economic development, sustainability and health objectives.

## **South West Wales Regional Transport Plan (2010-15)**

*Vision - Our Vision for South West Wales is to improve transport and access within and beyond the region to facilitate economic development and the development and use of more sustainable and healthier modes of transport*

The RTP objectives include:

- 1. To improve access for all to a wide range of services and facilities including employment and business, education and training, health care, tourism and leisure activities*
- 2. To improve the sustainability of transport by improving the range and quality of, and awareness about, transport options, including those which improve health and well being*
- 3. To improve the efficiency and reliability of the movement of people and freight within and beyond South West Wales to support the regional economy*
- 4. To improve integration between policies, service provision and modes of transport in South West Wales*
- 5. To implement measures which make a positive contribution to improving air quality and reducing the adverse impact of transport on health and climate change, including reducing carbon emissions*
- 6. To implement measures which help to reduce the negative impact of transport across the region on the natural and built environment including biodiversity*

The **Powys Visitor Transport Plan (2012)** linked Powys transport and tourism policies to develop a set of objectives and actions specifically targeting transport for visitors and leisure. The Plan highlighted opportunities for HOWL in particular;

*Objective 1. To develop and promote public transport routes as travel experience*

*Rail for Ramblers - There is an opportunity for the Heart of Wales line to be positioned as the prime route for railway walks in Wales, if not the UK. It has a similar heritage and landscape appeal to the Settle and Carlisle line; Dales Rail has increased its rail rambles programme with great success in recent years. The Heart of Wales train crosses at least six long distance walking routes. It has also developed a reputation through the long standing Rail Rambles programme as a route for walkers and has a range of other railway walks/festivals and promotions available along the line. This investment needs to be extended so as to make the line a destination in its own right for a walking holiday. Walks could be in printed booklet form, as downloadable pdfs or a Heart of Wales Line app.*

*Action 1.7 Enhance capacity of the Heart of Wales Line by using longer trains and the addition of at least one additional weekday journey in each direction and strengthen the product through promotion of walks and minibus tours from the route.*

*Objective 5 - To develop and promote walking and cycling as key elements of a strategy to reduce visitor fuel consumption*

*Action 5.1 More walks from train routes; Rail rambles are a long standing product but a wide range of walks for other groups, independent markets, guides, pdfs, apps etc. can be developed and further promoted.*

*Action 5.3 Promoting one particular train or bus route as the best for walking in Wales*

*Action 5.7 Long distance walks – amend web and printed material to promote access by public transport to help those completing the whole route in one go but especially for those who want to walk one and two day sections. Priorities include Offa’s Dyke, Glyndwr’s Way, the Beacons Way, the Wye Valley Way and Severn Way. This may need a short term resource to work with long distance routes and their websites to integrate public transport information within these and other promotions. A transport app for long distance routes might also be feasible.*

All the local authorities have a Rights of Way Improvement Plan (ROWIP) (or Countryside Access Plan in Swansea’s case). These documents set out the benefits of access for their counties, the current situation with rights of way and policies and targets to improve the levels of access along rights of way. Carmarthenshire’s ROWIP sets out how rights of way link in with many other areas of the Council’s policy.

### **Carmarthenshire Rights of Way Implementation Plan (2007-17)**

*There are a number of broad policy areas where the impact of the ROWIP will be relevant, including:*

*a. Health — the necessity for an improvement in the health of the population as a whole is a major reason for the network to be improved and maintained – healthier lifestyles can be markedly achieved by increased use of the rights of way network and associated countryside access.*

*b. Sustainability — the need to take action to influence future effects on the environment and the impact of climate change — using the rights of way network is a largely benign activity, often with positive effects.*

*c. Economic Impact — the access network has a major role to play in optimising benefits from visitors and enhancing the quality of life of the County. The economic value of the public rights of way network is generally recognised as being very high. A report by the Countryside Council for Wales in 2003 indicated that the annual economic value of the network to Wales was £548m., representing maybe £40m in Carmarthenshire.*

*d. Transport – closely linked to sustainability issues, promoting the use of alternative modes. e. Tourism — the ROWIP is designed to improve the benefits of the rights of way network to the tourism industry, which are now widely recognised....The availability of the whole of the rights of way network can have major benefits for tourism and its associated employment and economic impacts.*

*f. Heritage — the access network provides for close integration with and enjoyment of the cultural and historic landscape.*

*g. Use of the network can make a huge difference to the enjoyment of people’s leisure time.*

Tourism and walking are also highlighted in many economic and regeneration strategies, for example:

### **A Strategic Regeneration Plan for Carmarthenshire (2015-2030)**

*People increasingly visit throughout the year to enjoy its rich calendar of events and festivals, warm and vibrant market towns, modern retail centres, clean beaches, dramatic coastal belt and its rolling countryside that attracts walkers and more active visitors.*

*Tourism and Leisure are key components of Carmarthenshire’s economy and a major source of employment and revenue supporting around 5,500 full time equivalent jobs and generating £326m revenue to the County’s economy annually (16% of the All Wales total). Over 5.4 million tourist days were spent in the County by 2.9 million tourists staying in one of the 573 separate establishments that offer over 19, 000 bed spaces.*



*The plan also sets out plans for investment in Llanelli and its waterfront as well as in the rural economy especially through tourism.*

More specifically related to tourism Wales national policy supports developing more provision for outdoor activities and walking and stresses the sustainability benefits.

#### **Visit Wales Partnership for Growth (2013-2020)**

*Activity and wellbeing - Our countryside and coast, mountains and inland waters provide outstanding environments for a range of outdoor activities. The recent developments of our outdoor activity product, such as the Wales Coast Path, will not only allow us to promote this as a unique part of the overall tourism offer but contribute to wider Welsh Government interventions to improve the well-being and health of the nation.*

*Regeneration - While tourism will not be the panacea to the long standing economic and social problems that may exist in some parts of Wales, it can help support a mixed, diverse and sustainable economy. Regeneration schemes that can promote associations with local culture can help to support tourism and also instil local pride and identity.*

*Sustainability - People are increasingly expressing a desire to minimise their carbon footprint in their everyday lives and travel choices.*

The Brecon Beacons and Shropshire Hills areas have their own sustainable tourism strategies which give useful contextual support for the trail project.

#### **Brecon Beacons National Park Sustainable Tourism Strategy (2012-16)**

*Action 4.1 Maintain high quality walking experiences and general countryside access at all levels*

*Walking is by far the most important activity in the Brecon Beacons and this will continue. The appeal and response is broad – visitors seek a wide range of opportunities from short to long walks in the mountains and in other types of landscape depending on their ability and mood.*

*Action priorities include:*

- *Continuing to give high priority to route maintenance and appropriate waymarking, strengthening investment wherever possible through the application of external or additional funding.*
- *Ensuring that there is a portfolio of well maintained walks at all levels, supported by information that is readily accessible via the main website.*
- *Encouraging more promotion of walking packages, linear and centre based, involving overnight stays based on promoted routes which will offer a reliable and rewarding experience.*

#### **Shropshire Hills Sustainable Tourism Strategy (2011-2016)**

*Recommendation 2.3 Maintain and promote a varied range of walking experiences available all year*

*Walking is a major activity in the area, ranging from short strolls in attractive locations, to day and half day walks and full walking holidays. Actions to further enhance its contribution to tourism include:*

- *Bringing out different characteristics of each walking area and route – linking to heritage, geology, wildlife etc., using a variety of old and new interpretation techniques.*
- *Ensuring that all promoted walks, but also other rights of way, are well maintained, especially in the light of infrastructure activity moving to other parts of the county.*
- *Providing and promoting more guided walks. Strengthen the number, training, listing, and specialisms of walk leaders and processes for contacting them.*
- *Providing and promoting routes offering easy access for all users, and taking opportunities to incorporate least restrictive access options when carrying out rights of way maintenance and improvements.*
- *Supporting and linking walking festivals – increasing capacity, coordination, cross-promotion, and introducing new events at less busy times of year.*
- *Encouraging individual businesses to participate in Walkers Welcome, learn about the walking opportunities and develop their own walks for guests.*
- *Bringing all the remaining towns (including Knighton) into the network of Walkers are Welcome towns and promoting this as a combined destination strength.*

*Recommendation 6.2 Develop and promote creative day visit and holiday options based on public transport*

*The promotion of tourism should aim to minimise car travel. Parts of the destination are well served by public transport, with access by rail especially good through the central spine of the area. There are opportunities to:*

- *Encourage and support those businesses and communities which are well located with respect to good public transport access to design specific green days out and to develop the notion of Slow Travel with short break options that can be reliably offered on a regular basis.*
- *Make a special point of involving tourism facilities which have sought to reduce the impact of their operations, to create entire visits associated with low carbon emissions.*
- *Work with train operators to develop incentives and promotions to rail users in target markets.*
- *Ensure that timetable information, including seasonal changes, is provided as soon as it becomes available and is well publicised.*
- *Pay particular attention to markets in the North West and in South Wales, with easy access to the mainline rail service*

There are several partnerships operating in parts of the HoWL area including Baytrans - the Swansea Bay Sustainable Travel and Tourism Partnership - a partnership of transport operators, local authorities, countryside bodies and voluntary organisations, working together to develop and promote sustainable travel opportunities for local people and visitors to access the countryside without using a car. The Baytrans website [www.baytrans.org.uk](http://www.baytrans.org.uk) would be a good location from which to promote the new trail. Similarly the Brecon Beacons National Park has worked for many years on car free travel and activities around the National Park and has good information in print and online on car free walks.

## 2.2 Walking markets

Walking tourism markets include three main types of visit:

- Walking holidays – holidays and short breaks where walking is the main purpose of the holiday.
- Holiday walking – where walking is an important part of a holiday (although not the main purpose) and where good walking country is an important factor in holiday destination choice.
- Walking day visits – day visits where walking is the main purpose of the visit.

Almost three quarters of UK holiday visitors, and two thirds of overseas holiday visitors to Wales go walking at some point during their stay, and over half of all day visits in Wales include walking (Best Foot Forward, 2002).

In Wales, it was estimated that in 2009 there were 28 million walking related trips to the Welsh countryside and coast. Expenditure associated with these walking and hill walking trips was around £632m (direct spending).

The overall expenditure impacts of walking activities in 2009 were estimated as:

- £562m of additional demand in the Welsh economy;
- £275m of gross value added;
- and around 11,980 person-years of employment.

Walking and hill walking activities in 2009 accounted for around 16% of the total tourism GVA in Wales (The Economic Impact of Walking and Hill Walking in Wales, 2011).

The Tourism Alliance in 2015 gave figures for long walks/hikes or rambles (of over 2 miles) as the fifth most popular activity on UK holidays – estimated to equate to 14.5 million trips a year in the UK and ‘centre based walking’ as the eight most popular with 10.8 million trips. This does not include recreational day trip walking.

Research into long distance trails for Natural England in 2009 found that 25 million people (61% of the adult population) are aware that trails and routes exist in England. Awareness is highest with residents of rural areas, people in older age groups and the AB socio-economic groups. 16 million (38%) use these routes at least once annually. 30% use routes in their local area, 8% use routes on full day trips in other areas, and 13% use them while on holiday. Many people use them for both local and holiday use.

There are 6.5 million (15%) frequent users who use a trail or route at least once a week, and a further 9.5 million (23%) who use them less often. A further 15 million people (36%) are potential users who actively walk, cycle or ride but have little awareness of where trails and routes are but are interested in using them. This group come from all ages, income levels and backgrounds.

The market for the new trail will be keen walkers happy to walk at least 8 miles and tackle relatively remote hill country and places where the path is not clear on the ground – not people doing casual walks while on holiday. The 2007 National Trail user survey revealed that 50% of National Trail users are out for a full day, with 33% of them aiming to complete the whole trail either in one trip, or over a series of days or weekend breaks.

It is likely that only a small proportion of potential walkers will choose to walk the whole route in one go. Most walkers will be attracted to try one or two sections and hopefully then be motivated to do more sections or the whole route. Many people tend to do long distance paths in a series of short breaks – walking for two-four days, staying overnight in local accommodation. With the rail line it would be possible to base oneself in one location and use the train to walk several nearby sections.

Other people, including those who live relatively locally will just walk one section at a time – using the train each time they complete a section.

### 2.3 Key issues

The consultations and discussion with Local Authority Rights of Way Officers was a crucial part of this work. All departments were helpful, discussing the pros and cons of various rights of way, giving background information on obstructions to footpaths and checking the definitive map for the legal status of sections of path when it was not obvious. A number of important issues were identified during this process:

#### **Rights of Way issues**

- Local authorities have been under increasing financial pressures in recent years and cuts to countryside departments and rights of way teams mean that there are now far fewer staff working on maintaining rights of way and addressing problems with the networks. Although rights of way remain a statutory duty of local authorities, resources are extremely stretched.
- In some places a route on the ground which is obvious, well walked and unobstructed is not necessarily a legal right of way. Some local authorities have resolved these cases but in Powys, which has over 6000 miles of rights of way to maintain, many of these situations remain unresolved. It was agreed that while landowners may tolerate casual use of such sections a published route is likely to meet challenge and thus the proposed route had to be re-routed away from several such sections of path.
- Local authorities varied in their position on way marking a new route such as this. Local authorities set out their policy on recreational walking and rights of way in each area's Rights of Way Improvement Plan (ROWIP), developed in consultation with their Local Access Forum. In Powys there is a policy that no additional 'promoted routes' can be supported or waymarked. However each ROWIP is reviewed and updated periodically so there is an opportunity to challenge and potentially change such policies.
- National Trails – Offa's Dyke Path and Glyndŵr's Way - cannot be waymarked with additional promoted routes alongside their official acorn symbols.
- Tackling footpath obstructions – where a landowner has blocked a right of way is a lengthy process, sometimes requiring legal steps. It therefore takes considerable staff time and resource and can rarely be completed quickly.
- In some areas there are longstanding obstructions to rights of way - stiles and gateways may have disappeared from hedges completely, a fence erected across a path or even a building erected on top of a right of way.
- In some cases, the route has been diverted to use quiet highways and policies regarding signage at junctions for example, are often different. This is also the case in towns where community councils have local policies regarding the signage of routes in urban sections.

#### **Railway related issues**

- Walkers travelling by rail to start and/or finish their walk are dependent on the train timetable and also on the trains running to schedule. The Heart of Wales Line has only four or five trains a day and often a four or five hour wait between trains is (unlike the Settle Carlisle Line which has 7-8 trains per day).
- Walks, particularly in the middle of the trail, will often need to fit into a particular window of time – often around four hours. This may mean time for picnicking en route or exploring local heritage sites, visiting cafes etc. may be curtailed if walkers prefer to catch an afternoon rather than mid evening return train.

- The consequences of missing a train can be serious as there are no facilities in many of the villages and hamlets where the stations are located. Similarly if a train is cancelled walkers will be worried about whether a replacement bus service can reach them down narrow lanes. Walkers may be able to plan their walks so as to use a train on the outward leg of the journey and walk back to their home or accommodation – but if they plan to do several sections of this trail they will inevitably have to rely on the trains for some days.
- Service problems such as regular delays or cancellations will mean walkers cannot trust the train service and will be reluctant to use the line and complete the trail. They will put potential other users off too with negative word of mouth.
- Timetables vary from weekdays to weekends. They also may change from year to year – so it is not possible to make specific suggestions about which train to use to access which sections of walk – walkers will need to work it out for themselves, according to their own plans, locations and walking abilities.
- In the light of the above points and also in order to make the trail accessible to people with a range of walking abilities the sections along the trail have been kept shorter on the whole than some long distance paths.
- The view from the train windows is part of the experience. Especially once walkers have completed certain sections they will enjoy spotting parts of their route from the train. This raises a related issue which is the density of tree growth along certain sections of railway which blocks the views from the line for part of the journey. This is particularly so in the summer which is most popular for walking. It would enhance the walkers' experience if certain key views could be cleared of high trees.

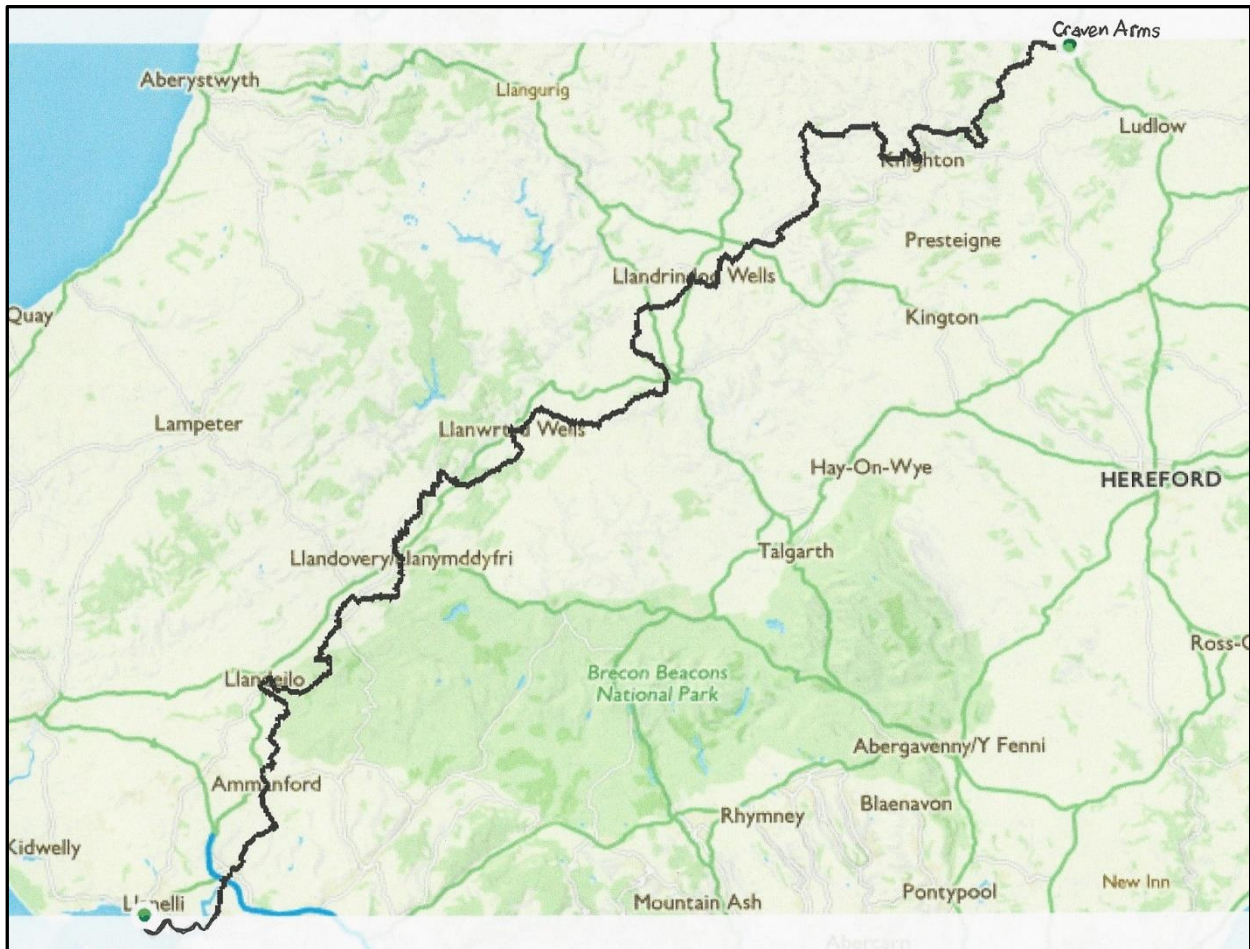
#### **Access issues**

- It was originally an objective to identify a few sections of the route which are more accessible to people with mobility problems. This has proved to be extremely difficult and there are currently no sections which could be described as easy access. There are however several entire sections which include no stiles and are therefore easier for those who find climbing stiles challenging or who have dogs which cannot cross stiles.

## 3. The Route

### 3.1 Overview

The detailed route descriptions are given in Appendix 3. It is useful here to give an overview of the trail landscape through which the walker will pass to summarise the appeal of the route and its attractions. The trail passes through a diverse range of landscapes from gently undulating pastoral farming, over remote rounded uplands, through pockets of mixed broadleaved woodlands, and by the flowing rivers of Mid Wales to finally reach the estuarial saltmarshes of the Loughor Valley en-route to the Millennium Coastal Park. This map shows the overall route of the Trail.



A full set of route maps is given in Appendix 2. The detailed OS mapping can be accessed online at [www.ordnancesurvey.co.uk/osmaps/route/675927/Heart-of-Wales-Line-Trail-Draft](http://www.ordnancesurvey.co.uk/osmaps/route/675927/Heart-of-Wales-Line-Trail-Draft) (for detailed OS mapping on this site people will need to take out a free seven day trial).

#### **Craven Arms to Knighton**

The trail starts in the old railway town of Craven Arms where the Heart of Wales railway peels off from the Marches line. The trail follows the Shropshire Way through pastures and parkland to the higher ground of Hopesay Common where wild ponies graze on the rough grassland. Described by landscape historian, Oliver Rackham, as the ancient countryside of Western England this quieter part of Shropshire leads imperceptibly to the high hills of Wales by way of the gap town of Knighton. It is every bit the border market town, and one which has changed little in recent decades. The route dips into the rich river valley of the Teme and those of its tributaries, the Clun and Redlake, climbing the rounded

high hills of Hopton and Bucknell, both of which are crowned with forestry. The highlight has to be the ridge walking along the old drovers' road and then into Knighton along Offa's Dyke Path with exceptional views up the Teme Valley to Knucklas viaduct

### **Knighton to Llandrindod Wells**

The trail joins another national trail, Glyndŵr's Way, to climb out of town and through a semi natural wood into the hills above the Teme Valley. At Bailey Hill, the trail cuts off right and across fields into Knucklas; there are exceptional views of its railway viaduct and castle mound. It then climbs up to the castle and onward to Lloyney before crossing the remote heathland of Wernygeufron to rejoin Glyndŵr's Way above Llangunllo, one of the highest points on the railway. It then crosses another extensive tract of heathland with wet flushes as you approach the source of the River Lugg, before descending to Llanbister Road. From this quiet hamlet, it rises up into the undulating green hills in the shadow of the Radnor Forest and follows an old drovers track, and a byway through to Penybont Common. The trail crosses the River Ithon at Penybont, then through pastures to the beautiful cascading waters of the river again at Alpine Bridge, and along the valley to the Bailey Einon nature reserve and the 14<sup>th</sup> century church at Shaky Bridge sitting serenely beneath the scant remains of Cefnlllys castle. The walk continues over high ground to the spa town of Llandrindod Wells

### **Llandrindod Wells to Llanwrtyd Wells**

It is appropriate that the trail dips into Rock Park, the place to visit for the Victorian traveller; chalybeate waters can still be taken from a public well in the park. Once out of town the trail crosses lowland pastures, sometimes wet and sometimes thick with common rush, to Disserseth and Newbridge on Wye where it joins the Wye Valley Walk down to Builth Wells. The character of this path is very different from that experienced so far. The mix of lush meadows and pockets of woodland offer a contained tranquillity as the walk leads down to the Rhosferig Estate. There are extensive views of the Wye, more mature than rivers thus far, but equally beautiful. Eventually you pass under the railway bridge spanning the river. Where the River Irfon meets the Wye it is possible to cut left for the market town of Builth Wells which has also been touched by the fashionable spa development of the late 19<sup>th</sup> century. Otherwise the trail skirts the town by following the Irfon for a short distance to join the Llangammarch old road and upward through farmland before using a dead end lane to reach high ground again, heathland bedecked by bracken, bilberry and gorse where sky lark reach for the sky in the summer months. The trail follows the Epynt Way along the lower slopes of the Mynydd Epynt range to Llangammarch Wells. From here the trail continues to Llanwrtyd Wells on a bridleway across wet heathland and along a lonely running bridleway between fields.

### **Llanwrtyd Wells to Llandovery**

Llanwrtyd Wells has a claim to fame as a small town but this is one which is into bog snorkelling and man versus horse races in a big way. The trail rises to Crychan Forest, a large scale coniferous plantation west of Sugar Loaf; it is difficult not to think of trees hereabouts. Somewhere amid this woodland expanse you cross from Powys into Carmarthenshire. Then the route descends into the Brân valley in Cynghordy, unspoilt countryside featuring small fields with tall hedges and traditional hill farms. There's a mix of coniferous broadleaved woodland as the trail threads its way across and under the railway; the main feature is, however, another major Victorian engineering feat, the Cynghordy viaduct. The old bridleways hereabouts are often wet under foot and rich in rush grass and the fields enclosed by tall hedgerows rich in wildlife. The route onwards to Llandovery climbs the lower shoulders of Dyffryn Twyi through small pastures watered by a tributary of the Brân. It descends towards Llandovery through green pastures to join the Twyi trail into town.

### **Llandovery to Llandeilo**

The trail climbs away from the market town of Llandovery, more given over to tourism now, into the eastern foothills above the Twyi Valley. This section offers a mix of small enclosed pastures and mixed woodland en route to the historic centre of Myddfai known for its physicians who practised herbal medicine during the 11<sup>th</sup> and 12<sup>th</sup> centuries. The route through to Llangadog features mainly sheep pastures with pockets of woodland which descend towards the water meadows of the Twyi valley near Llangadog. There are superb views to the Brecon Beacons beyond Mynydd Myddfai and across the Twyi to Carmarthenshire uplands. From the dairy pastures of Llangadog the trail rises once again to the village of Bethlehem to join Beacons Way for a hard climb up to the magnificent Carn Goch, an amazing site of iron age community. It continues across the foothills leading to Y Mynydd Du or the Black Mountain and then south towards the formidable castle, Carreg Cennen. The Heart of Wales trail leaves Beacons Way to descend through wet pastures to Llandeilo, a pretty town known for its heritage and Dinefwr castle and park.

### **Llandeilo to Pontarddulais**

The trail regains its ground through more wet pastures en route to the homely village of Trap and with an opportunity for the walker to visit Carreg Cennen Castle. It then runs alongside the River Cennen before heading south again along lanes and byways, sometimes joining forces with the Fairtrade Way (Carmarthenshire) to the wooded reaches of the infant River Loughor. The trail runs through the old mining town of Ammanford and alongside the River Amman part way down to Pantyffynnon before leaving an urban landscape up to the remote tops of Graig Fawr to meet St Illtyd's Walk. Graig Fawr, which is located within the City and County of Swansea, is for the most part dry heathland with heather and bilberry, and wavy hair grass, but it also has boggy areas rich in wetland plants and sphagnum moss. There are many Bronze Age barrows and funeral sites across this unenclosed moorland. The views from this expanse of unenclosed moorland are sublime as you look down the Loughor Valley to the sea. The trail descends to a lane lined with fine old oaks as it approaches the old town of Pontarddulais rich in industrial heritage and known as a centre for the Rebecca riots in the 19<sup>th</sup> century.

### **Loughor Valley and Millennium Coast**

The trail makes its way through the wide estuarial Loughor Valley with a combination of saltmarshes and large fields surrounding scattered farms through to the Loughor foreshore and across to Bynea, principally residential areas with some industry. The trail joins the Wales Coast Path here to follow the seashore through to Llanelli through the Millennium and passing by the National Wetland Centre. Those seeking to walk on to Swansea can follow the Wales Coastal Path east around the gorgeous coastline of the Gower peninsula or using the shared walking and bike path using the old Swansea Victoria line.

## **3.2 Route sections**

The route is 227 km or 141 miles long (not including the extensions to Shrewsbury or Swansea). It passes directly past some rail stations and has links to others. Walkers will likely walk at least 150 miles if they complete the full route, to include the distance of links to the various rail stations just off the main route, and cover 5814m of ascent. The route can be broken down into 15 sections – the longest of which is 13 miles long – see the table below. However, we anticipate walkers will need to work out their own route sections, based on how far they want to walk each day and how they intend to use the railway to access the sections. Buses also help to facilitate access to locations including Lloyney, Penybont, Newbridge-on-Wye, Builth Wells and along the southern sections where buses are more frequent.



Heart of Wales Line Trail Sections and Distances							
Sect ion	From	To	Link to station	Cumulative main route km	Section distance km	Likely day section km	in miles
1	Craven Arms	Broome	Broome 1km	7.5	8.5	14.5	9
	Broome	Hopton Heath	Hopton 1.5km	13	8		
2	Hopton Heath	Bucknell	Bucknell 0.5km	20	9	9	5.5
3	Bucknell	Knighton	Knighton 0.5km	33	14	21	13
	Knighton	Knucklas	Knucklas 0.5km	40	8		
4	Knucklas	Llangunllo	Llangunllo 2km	47	9.5	17	10.5
	Llangunllo	Llanbister Road		56.5	11.5		
5	Llanbister Road	Dolau	Dolau 2 km	65	10.5	14.5	9
	Dolau	Pen y Bont	Pen y Bont 1km	70	8		
6	Pen y Bont	Llandrindod Wells		81.5	12.5	12.5	8
7	Llandrindod Wells	Builth Wells	Builth Road 3.5km	98	20	20	12.5
8	Builth Wells	Llangammarch Wells		112	14	20	12.5
	Llangammarch Wells	Llanwrtyd Wells		118	6		
9	Llanwrtyd Wells	Cynghordy		136	18	18	11
10	Cynghordy	Llandovery		147	11	11	7
11	Llandovery	Llangadog	Llangadog 0.5km	161.5	15	15	9.5
12	Llangadog	Llandeilo		179.5	18.5	18.5	11.5
13	Llandeilo	Llandybie	Llandybie 1.5km	188	10	15	9.5
	Llandybie	Ammanford	Ammanford 0.5km	194	8		
14	Ammanford	Pontarddulais	Pontarddulais 0.5km	208	15	15	9.5
15	Pontarddulais	Llanelli		<b>227km</b>	19	19.5	12
	<b>Totals</b>			<b>= 141 miles</b>		240.5	150

Alternative routes were considered in some areas – for example the final section down the Loughor Estuary where there is a viable alternative on the western side of the estuary but decisions have been taken to prioritise the most appealing walk. It was agreed not to suggest alternative route options other than the links to rail stations at the first stage of development. Past experience of several stakeholders is that a single, easily understood route is essential. Nevertheless, additional links and loops may well be considered in due course.

Interesting sites and heritage features have been mentioned in the route descriptions or noted alongside so they can be presented as short boxes of information in the text of a future potential guidebook. Where there are specific individual businesses along the route which walkers are likely to want to know about such as pubs, cafes, shops and post offices they have been mentioned in the text.

### 3.3 Infrastructure requirements

When the routes were researched and tested on the ground any problems with the rights of way infrastructure were noted i.e. broken stiles and gates, poor or missing waymarking, finger posts, obstructions and any very wet patches which might require a boardwalk section or small bridge to cross a stream. The route does not require any major infrastructure work currently.

It should be noted that the recommendations noted here are minimum requirements to make the trail viable. It is usually good practice to encourage the landowner to agree to installing a gate or kissing gate in place of a stile so as to make the overall route easier for those who find climbing stiles difficult (and also for dogs); the small closing or kissing gate is often a preference for the landowner to secure stock. There is thus considerable additional scope for the proposed route to be improved over and above the recommendations listed here – but at an additional cost.

The table overleaf gives the numbers and types of improvements which are required. These will need to be checked by Rights of Way Officers and discussed with each landowner – so they are likely to change to some extent.

There are several locations where the proposed route is on a permissive route not a legal right of way. These include:

1. Along a section of Glyndwr's Way National Trail just west of Knighton
2. Through Bailey Einon Nature Reserve near Llandrindod Wells – this has provisionally been agreed with Radnorshire Wildlife Trust subject to any initial infrastructure work being undertaken (one step of steps).
3. Through Tregyb Wood near Llandeilo – owned by the Woodland Trust – again the Trust have provisionally agreed to the route coming through the woods (which are open access) as long as the boardwalks and other infrastructure recommended are installed through the project.
4. Along a section of the Epynt Way above Llangammarch Wells – here the Epynt Way has been agreed with the Ministry of Defence which uses the area. Access is agreed to the waymarked Epynt Way at all times, whether there is a red flag flying or not. It has so far not proved possible to contact the Epynt Way Association to agree that the trail will use the route. Signage at the point at which this trail joins the Epynt Way will need to be reviewed.

**Summary of work/furniture required and rough costings - minimum requirement as at August 2016**

	Sections rep = repair	Bridge	Gate	Board walk	Fingerposts	Post	Stile	Round els	Stickers	Obstruction
	<b>Shropshire</b>									
1a	Craven Arms to Broome				1	1	1 rep	8	8	
1b	Broome to Hopt. Heath					2	1	8	4	
2	Hopt. Heath to Bucknell		1			2		8	6	
3a	Bucknell to Knighton					4		10	0	
	<b>Powys</b>									
3b	Knighton to Knucklas				1		2 rep	16	10	
4	Knucklas to Llanbister Rd		2		3	9		40	4	
5	Llanbister Rd to Penybont		1		3			10	6	1
6	Penybont to Llandrindod		2	2 +1 steps	3		1 rep	10	6	1
7	Llandrindod - Builth Wells	1			1		2 rep	10	6	
	Link to Builth Road		1		1	2		10	10	
8	Builth Wells – Llanwrtyd		2 reps		3	4	1	22	16	
9a	Llanwrtyd to Crychan					1			6	
	<b>Carmarthenshire</b>									
9b	Crychan to Cyngordy	1	7 + 1rep		1 +1 rep			14	4	
10	Cyngordy to Llandovery		2 reps		1		1 +1 rep	12	6	1
11	Llandovery to Llangadog						3 rep	10	8	
12	Llangadog to Llandeilo			6		1	1 rep	10	6	
13	Llandeilo to Ammanford						1 rep	6	8	
	<b>Swansea</b>									
14	Ammanford- Pontarddulais					1		2	8	
15	Pontarddulais to Llanelli						1 rep		4	
	<b>Total</b>	<b>2</b>	<b>14 + 5 rep</b>	<b>9</b>	<b>18 + 1 rep</b>	<b>27</b>	<b>32+ 13 rep</b>	<b>206</b>	<b>136</b>	<b>4</b>
	Rough cost per item £	500	250+ 100rep	200	80 + 40	30	140+50 rep	0.5	0.5	c250?
	<b>Total cost £</b>	<b>1000</b>	<b>4000</b>	<b>1800</b>	<b>1480</b>	<b>810</b>	<b>930</b>	<b>150</b>	<b>100</b>	<b>1000</b>
	<b>Overall cost £</b>									<b>£11270</b>

A more detailed listing of this work required is given in Appendix 4, including the grid references of the suggested work required.

### 3.4 Route descriptions

This work included writing up a full route description of the trail – from north to south. The descriptions have all been tested in the field by volunteers or members of the team. The full set of route descriptions is given in Appendix 3

There are still a few issues which will need to be resolved with the route description when it comes to publication. These include:

- Use of Welsh language – e.g. a policy for use of Welsh landscape terms (afon, etc.) within the text.
- Use of Welsh language overall – is a Welsh language version of the trail possible?
- How to use place names for landscape features or dwellings within the text – this can be useful when the text sits alongside a good map such as an OS map, so that walkers can cross relate the text and map, but may not be so useful if other or no detailed maps are used. This will need revisiting once the publication format is agreed.
- Use of grid references in the text – this was recommended by some Ramblers groups. However it is felt that many people are not familiar with using grid references and they could even alienate some potential walkers. The text is designed to be detailed enough that grid references should not be necessary.
- Use of compass bearings for stretches on high ground – this was suggested as a safety measure for walkers crossing high ground where there are few landmarks in low visibility conditions. There are two or three locations (e.g. Graig Fawr and the Source of the Lugg) on the trail where this would be useful and although few walkers carry a traditional compass these days many smart phones have them and so this is thought to be a useful suggestion.

**Copyright** - the copyright of the route description text presented in this report is also an important element as it is very likely that during the first stage of development an ‘official’ handbook will be published. In some cases other authors then decide to offer similar guide books and therefore the production of a handbook in the name of the Development Company is vital. At the interim meeting at the working group it was agreed to proceed with joint copyright between the Development Company and the authors of this report.

### 3.4 Waymarking the route

The Trail requires comprehensive waymarking so that walkers are able to follow the route on the ground. The intention is that walkers will all be using a route description but the roundels and fingerposts normally used for rights of way waymarking are also essential. Fingerposts are required where a right of way joins a road and roundels are used for continuity across fields and hilltops. Many promoted walking routes use ‘branded’ roundels with the name of the route printed on them and perhaps a logo. National Trails use the acorn symbol.

There are several options for waymarking this new trail which have been discussed with stakeholders, including council rights of way officers. The options include:

1. No ‘branded’ trail waymarks – walkers can just follow the directions and normal waymarks (which need to be in place along the whole route)

2. Branded trail way marks to be used for the sections which are not on other promoted routes (directions can advise walkers to follow the Wye Valley Walk waymarks until a certain point for example)
3. Full branded way marking of the whole route (except where national guidance says this can't be implemented – for example on National Trails)
4. Or launch the trail with option 1 and move to option 2 or 3 at a later date.

Views were very mixed with support for all the options from different stakeholders. The issues relating to using branded roundels include:

- The cost of having these designed and manufactured (and the need to ensure they are long lasting, won't fade in sunshine/weathering) – this cost is relatively modest compared to installing new route infrastructure.
- The need to have the roundels put up along the whole route – or the parts of the route which are not already promoted routes – although this is a simple task and volunteers may be able to help with this.
- The link routes from the main route to the rail stations which are a little distance from the route are likely to need waymarking with a similar but different roundel – so as to avoid confusion.
- Landowners may react negatively to new branded roundels – thinking (with some justification) that they may bring additional walkers. Some may respond by removing such waymarks – leading to walkers struggling to navigate the route.
- Walkers may be more reliant on the waymarks if branded and then if some are missing this would lead to greater confusion and problems
- The waymarking would need more regular checking and replacing of missing waymarks.
- The confusion caused at rights of way junctions where several paths go in different direction and too many waymarks can be difficult for walkers to follow – especially if they are not doing the promoted trail.
- The proliferation of promoted routes. Some local authorities have agreed a policy of not adding new promoted routes. This is due to the large number of requests for named routes – often in support of good causes or trails devised by individuals.

Powys County Council, for example, currently is minded not to promote new routes with branded roundels and cannot approve any additional ones without a change in their policy in the ROWIP.

In some cases routes have been waymarked simply by adding a sticker of some sort to the standard roundels which are already in place. These are likely to not be very long lasting and rights of way staff or landowners are likely to remove them if they have not been agreed.

On balance, although it is desirable long term to have branded waymarking for the trail, **the recommendation is to launch it using just the standard waymarking roundels.** This will still require substantial work in some areas as many roundels and fingerposts are missing. Replacing these will form an essential element of the initial implementation of the trail. The advantages of using this strategy are:

- Less likelihood of antagonising landowners in the early days of the trail
- If the route needs to be amended in the first year due to unforeseen issues then there is no need to remove waymarks
- It can go ahead regardless of council policies for promoted routes (even if these could be amended at a later date).
- Less costly and any rights of way officers can use their standard roundels etc.

## 4. Marketing and interpretation

### 4.1 Trail name

The Heart of Wales Line Development Company and HOWLTA's initial proposal for the Trail was to call it the Heart of Wales Line Trail – mirroring the name of the rail line. Other options have also been considered and consulted upon, each of which has advantages and disadvantages. These include:

Name	Pros	Cons
Heart of Wales Line Trail	Mirrors name of the railway	Not everyone will realise 'Line' means railway
Heart of Wales Trail	Simple	No link to the railway
Red Kite Walk	Gives feel of wild landscape and nature	There are already walks elsewhere called this Not specific to this area anymore.
Heart of Wales Rail Trail	More specifically railway linked and rhymes	Rail trails often follow the actual line of the railway or a disused railway. People may think it's a level route
Heart of Wales Railway Walk	Links to railway	As above

Words other than 'Trail' were also considered – walk, way, path, hike, footpath, trek, challenge walk. However trail is felt to both work as giving an accurate feel for the nature of the route and also work well with 'Heart of Wales'. It could be argued that 'walk' or 'way' give a more specific reference to a walking route.

Other options might include the end points of the trail. However this is difficult as Craven Arms to Llanelli has been chosen rather than Shrewsbury to Swansea which would work much better as a title or tagline. Plus as walkers can choose which start and end points they wish to use this is not helpful.

It is recommended that before the trail is launched the name of the route could be tested further to ensure the best name is chosen. Certainly it should not be changed once launched.

The name can be supplemented with a 'tagline'. For example the Settle to Carlisle Way has a tagline 'Walk the famous railway'.

Options for the Heart of Wales Line trail should be worked up and further tested but include:

- Walk the scenic railway
- Station to station from Shrewsbury to Swansea (but note former comment about start and end points and the fact that the route doesn't go to all stations)
- Follow the famous railway from the Shropshire Hills to the Welsh Coast
- Station to station through the Shropshire Hills and Mid Wales to the Welsh Coast

### 4.2 Marketing

The new trail should be promoted via a mix of media. Some are considered essential, others optional, depending on budgets and resources to implement the marketing. Recommendations are listed below:

**Trail brand and logo** – this work would finalise the Trail name and tagline, develop a brand – a visual image which can be used on all the trail materials, including agreed colours, fonts, wording and 'voice' for the Trail.

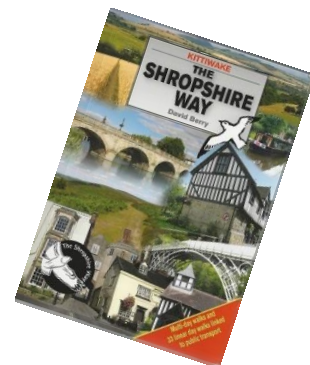
**Webpages** – A page should be set up on the HOWL website – initially to announce that the trail is being developed but in time to include more detail and information about the route. The page may develop into more pages with an option to buy the trail Guide online, or offering a tester section of text. It could develop over time to include some of the same sort of information as provided for national trails including listings of accommodation or services en route and feedback from walkers.

**Trail guide (online and/or printed)** – This needs to be finalised before the trail is launched so that anyone wanting to start walking can do so immediately. Equally, this can only be undertaken when a viable route has been established. Ideally a printed guide would be available for sale from the word go. A printed guide is ideal as walkers can carry it as they walk and plan their walks at their leisure beforehand. The most likely walking market is fairly traditional in their usage of media and while app versions may be more important in future a traditional printed guide is likely to be most useful initially.

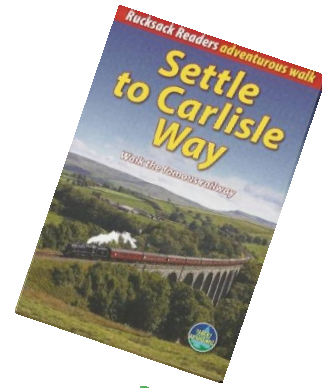
The caveat with a printed guide is that if the route of the trail is amended during the first year or so then the guides will need to be amended. Options for printing a short initial print run or print on demand type arrangement might be a good solution here. Some publishers may be willing to work in this way, staging the printing. A pure online publication might also work but the mechanism would need careful development – while walkers could download sections easily, if payment needs to be taken that requires careful setting up and there is the difficulty of people sharing paid for content for free online.

Traditional publishers which have handled walking guides include:

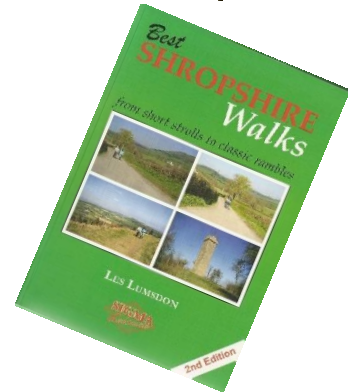
- Kittiwake – focuses on Wales and Borders and has good relations with HoWL (printed walks from the line guide and recent Shropshire Way book); have set format with hand drawn maps (not as good as OS maps), could probably handle short initial print run.
- Cicerone – internationally known for walking and cycling guides, excellent maps, handy, robust format but production might be less flexible than Kittiwake



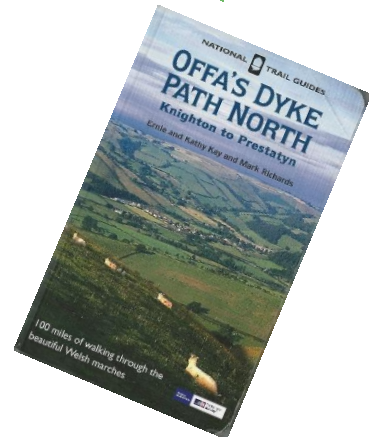
- Rucksack – published Settle-Carlisle guide, nice waterproof format, no section maps, focus on north of England and Scotland



- Sigma – Locally based in Ammanford, mainly publish local walks (not long distance trails), rather dated presentation, hand-drawn maps not that useful for the walker.



- Aurum/Quarto – national publisher, published Offa's Dyke Path guide, uses OS maps, good format



Sales price for this sort of guide are £10-£15. Usual practice is for the publisher to distribute books both using online providers and to high street booksellers and other outlets. If, however, the HoWL Development Company could generate additional sales from its own website and publications/mail order it might generate £4-5 a copy, possibly generating £1,000 or so a year, depending on demand. Distribution of the guide to a variety of sales points is the main challenge.

**Trail Launch** – a launch event should be organised and planned well ahead of time. A celebrity to 'open' the trail might be a possibility – particularly if someone associated with railways and/or walking could be secured. Options include Julia Bradbury (who hosted a TV series of railway walks along disused railways), Michael Portillo, Ian Hislop or Paul Merton (who have all hosted railway TV programmes), Gryff Rhys Jones (who has hosted countryside and heritage TV programmes and is Welsh), Derek Brockway (Welsh TV weatherman and host of Weatherman Walking), Iolo Williams (wildlife presenter with a strong following) Owen Sheers (the poet and novelist who has written about the border landscapes). The ideal would be someone with a high profile, Welsh links and an association with walking, landscape and/or heritage.



**PR** – a programme of PR should be developed to complement the launch of the trail and follow it up during the first year of the trail. This could include news coverage – in newspapers, magazines and on radio and TV programmes (note BBC Radio Wales coverage of the idea when it was first proposed). Magazines could include both local countryside type magazines, but also walking publications, Ramblers members magazine etc. Articles and programmes covering the trail in more depth are also likely in the following months – particularly if journalists can be hosted while walking a section of the route. Feature articles/programmes have a longer lead in time but could be negotiated in the run up to the launch.

**Social media** – the development, launch and growing usage of the trail are ideal subjects for promotion via social media – ideally accompanied by good photos of the landscape, walkers, trains, stations etc. Ideally the social media should be co-ordinated via one person who can give active and regular support on several platforms. The PR and social media work could be contracted to a PR professional as one option.

**Promotional posters** – Posters which can be displayed on rail stations and visitor information centres promoting the Trail and giving details of the website and trail guide would draw the Trail to the attention of regular rail travellers and people on holiday in the area already. Arriva Trains Wales could assist by displaying the poster not just along the Line itself but on linking lines and stations including Cardiff, Swansea, Manchester, etc.

**Promotional leaflets/flyers** – these could use some of the same artwork as the poster but in a different format. Leaflet distribution is key and a target list of locations should be drawn up including larger rail stations, tourist information centres across the area, walking related businesses and specific trade shows (if partner tourism bodies would be willing to take and display them).

**Signage on railway stations** – An additional way to draw the trail to the notice of people travelling on the Line is to have signs on the railway platforms – e.g. Llanbister Road – for the Heart of Wales Line Trail.

**Online promotion and links** - Posting the route on other websites including the Long Distance Walking Association, Car free walks and the plethora of walking websites, with links to the host webpage.

Other promotional options which could follow in subsequent years include:

**A linear route map** - published by a commercial mapping publisher such as Harvey Maps.

**An app version** - allowing people to track their progress as they walk with information on nearby services etc. Would require considerable setting up but is likely to be the way forward. Ideally should integrate train timetable information.

The extent to which a trail is marketed will lie with the ongoing partnership between Heart of Wales Development Co and HOWLTA. Resources may well be limited but from the menu listed above it will be possible to craft a marketing action plan which focuses on low cost high impact approaches.

### 4.3 Interpretation

The aim of the trail is also to engage walkers' interest in the local heritage of the railway itself and the special qualities of the landscapes, habitats and settlements it passes through. These range from the rail line and railway stations themselves, castles, churches, Iron Age hill forts, drovers roads, ancient woodland, forestry plantations, mining heritage, red kites, hares, red squirrels and modern day culture such as Llanwrtyd Wells' bog snorkelling and Llandovery Sheep Festival. Short text boxes have been worked up alongside the route description text in Appendix 3 but these could be further supplemented during the implementation of the trail.

Snippets of information can be presented alongside the route description in the trail Guide, with additional sources of information contained in a listings section or as links on the webpages. An app could include several levels of interpretation – with short snippets linking to more detailed information for those who are particularly interested.

Interpretation boards at rail stations are also an option. Many people would be interested to read about the Trail and local features of interest on rail station platforms as they wait for a train. However such interpretation boards can be very expensive if each is to include different information – mainly due to design, artwork and writing work required, as well as the costs of the hardware and installation.

Both the interpretation boards and app could be part of a phase two project after a couple of years, once the path has bedded in and is beginning to attract more people.

## 5. Delivery, Costs and Funding

### 5.1 Management and Implementation of the Trail

The Heart of Wales Line Trail will only be possible if the local authorities through which it passes are supportive and able to mobilise some staff resource to making it happen on the ground. This is particularly so in Powys and Carmarthenshire where some significant improvements to the rights of way infrastructure are required. Local authorities have the statutory duty for highways and rights of way and added incentives that this type of walking project also meets many tourism, economic and development and health agendas. The rights of way teams hold information on the definitive map and land ownership. They are best placed to undertake the work on the rights of way – although there are option of contracting out such work to private companies or indeed to another local authority rights of way team. It is important therefore establish a partnership approach to making the trail happen and engage with all the local authorities at an appropriately senior level as soon as possible, as well as continuing to liaise with officers about the more specific details. Local authorities are under considerable pressure on their resources and some are likely to struggle to address the improvements required for the trail to be implemented unless the improvements are made a high priority or some contracting out arrangement can be agreed.

It is recommended that the implementation of the trail is guided by a **working group** – consisting of the existing partners – the Heart of Wales Line Development Company HOWLTA and Arriva Trains Wales and that local authorities be invited to participate – either from the rights of way teams and/or tourism departments. Realistically they may not have the resource to attend meetings often but it would be very beneficial to keep the relevant officers informed of progress and to give them the opportunity to input as the trail is implemented. Visit Wales has already indicated it would like to be kept up to speed with progress. It would also be useful to have a representative from a walking organisation on the working group – perhaps one of the volunteers known to have tested out the proposed route.

It is recommended that the implementation is taken forward by an individual employed part time as the existing stakeholder organisations do not have the capacity or specific knowledge to tackle this. This would also have the advantage of speeding up implementation – having someone dedicated to working with the local authorities and other stakeholders to chase progress, identify action and work on setting up the trail guide and promotion in parallel. It may be that the project co-ordinator can also help secure some of the funding required – however it is recommended that a core amount of funding is secured before recruiting the co-ordinator – to ensure the project is financially viable to deliver.

The time required for implementation will depend on:

- The time taken to secure the bulk of the funding for the trail and secure support from the local authorities
- Recruiting a project co-ordinator and how quickly they can mobilise
- The speed at which council rights of way teams can address the infrastructure issues on the ground, given the need to consult with landowners and agree the work to be undertaken
- Negotiating and securing a publication arrangement with a publisher
- The weather – periods of bad weather may affect infrastructure improvements and a severe flood or similar might cause damage to the proposed route

If any legal work is required to prove an existing right of way or formalise a diversion then this normally takes months to work through. However the route has been chosen to avoid the need for much of this work. The only locations where legal work might be required could probably be agreed with the land

owner even if the paperwork had not been completed. In all locations where this may be required there is a fall-back route which could be used instead if landowner agreement cannot be secured.

If funding can be identified quickly and agreement achieved with the local authorities there is no reason why implementation work could not start very quickly - in autumn 2016. It would be advisable to ask local authorities to sign up to trying to tackle the infrastructure work within a set time period. **It is vital that all the minimum requirement work is implemented and that standard waymarks are in place along the whole trail before it is launched officially.** It would be very problematic if walkers start walking the trail only to find they can't follow the route.

It is also suggested that a **Friends of the Heart of Wales Line Trail** group is established. Once the project co-ordinator finishes their role in establishing the trail there will be no obvious lead for dealing with any ongoing issues. Such a group would have the following roles:

- Collecting subscriptions each year to help raise funds for ongoing maintenance of the trail and further developments.
- Collecting and sharing information about the trail and any problems that occur along the route by liaising with the relevant local authorities and communicating with local Ramblers, Walkers are Welcome and P3 groups.
- Encouraging keen walkers or walking groups along the route to 'adopt' a section of the trail and walk it several times each year to monitor its condition and waymarking.
- Holding several volunteer work parties a year to work with local authorities to tackle any problems along the trail route – liaising with existing groups
- Publicising the trail – maintaining the webpages about the trail, distributing leaflets and posters and sustaining some social media activity.
- Holding a friends event each year – e.g. guided walks or talks about the railway or route, a sponsored walk or walking festival.
- Setting up and running some scheme to congratulate people who have walked the whole trail – for example, a hall of fame on the website or a certificate sent to all completers.
- Sustaining the Friends group itself – with a chair, secretary, treasurer and work party convenor.
- There should be a strong link between HOWLTA and the Friends group.

A possible, if ambitious, timescale is set out below

Task	Date
Establish working group	September 2016
Agreement with local authorities	Sept/Oct 2016
Secure main funding	Sept/Oct 2016
Appoint project co-ordinator	Oct/Nov 2016
Infrastructure improvements on the ground	Nov 2016 - May 2017
Agree brand and logo	Dec 2016 – Jan 2017
Set up agreement with publisher	Dec 2016 – Jan 2017
Set up webpages and keep updated	Jan 2017 onwards
Design and artwork for poster and leaflet	Feb-April 2017
Establish a Friends group and volunteers	May –July 2017
PR and social media activity	May 2017 onwards
Co-ordinate final test walks of sections	June 2017
Print posters and leaflets and distribute	June 2017
Publication of trail guide (online or short initial print run)	July 2017
Launch event	July 2017

## 5.2 Costings

Costings for the trail have been estimated using the detailed analysis of infrastructure needs along with estimates for high priority marketing proposals (outlined in the previous section) and implementation recommendations.

The infrastructure improvements include installation but not the staff time for carrying out the work. This is one of the factors to be agreed as a priority with local authorities – that if the costs of the infrastructure are covered they would be able to manage staff resources so as to implement the work. Most rights of way teams have indicated that this may well be possible – although they are all very stretched for time as well as resources. Some more minor works could be carried out by volunteer groups such as the Shropshire P3 network (Parish Paths Partnerships) which often help install stiles, steps, do minor repairs, cut back overgrown paths and nail up waymarking roundels.

The trail guide publication should not entail any direct costs if a deal can be done with a publisher.

### Heart of Wales Line Trail Cost Estimates

Work	Cost £
Minimum infrastructure improvements required	12,000
Contingency, including for upgrading improvements (e.g. from stile to kissing gate where possible) or for legal RoW work	5,000
Marketing – brand and logo, webpages	2,750
Trail guide	
PR and social media	3,000
Posters and print leaflet – design, artwork and print	6,000
Establishing a Friends Group and volunteers inc workshop event	1,000
Launch event	1,250
Implementation – project co-ordinator(s) (65 days at @ £200 a day)	13,000
<b>Total</b>	<b>44,000</b>

## 5.3 Funding

The funding required to implement and launch the trail is currently estimated at £44,000. While some funding could potentially be generated during the implementation phase through small funding bids or setting up a crowd funding scheme it would be best to secure the majority of the funds beforehand. This will give partners, including local authorities the confidence to proceed and would mean that less time and energy would need to be put into raising additional funding.

The trail requires both capital funding for the infrastructure improvements and revenue funding for the marketing and implementation. A particular challenge is that some funders will not want to fund the infrastructure works as they could be viewed as the responsibility of the relevant local authority. An argument could be made that the work will be over and above the basic repairs/maintenance but it may be difficult to prove.

Funding for the other costs may be less challenging to secure – although some funds do not support revenue costs.

Funding options include:

**Arriva Trains Wales** – ATW have already largely funded this feasibility study. It does also have both a funding bid team budget and a marketing budget which may be appropriate to bid for funds for the trail – the marketing budget might specifically support marketing actions such as PR and print for example.

In addition there is also a David Martin Innovation Fund which has in the past funded unusual and innovative projects which might include the development of the trail.

**Tourism funding** – Visit Wales oversees three tourism funds open to businesses and partnerships. The Tourism Investment Support Scheme requires a number of new jobs to be created and thus this project would not qualify. The Tourism Product Innovation Fund supports projects which involve joint working between businesses and also with tourism trade partnerships. It is possible that if a number of businesses along the trail were keen to work together to promote walking holidays for example they might be eligible – but it is likely the funds might be for promotion rather than the costs of developing the trail itself. The Regional Tourism Engagement Fund’s purpose is to contribute to the delivery of a 10% growth target and supports the delivery of regional destination management plans. For the trail to attract funding the regional destination partnership would need to support and nominate the project as part of its plan for 2017-18. Funding for all these schemes for the current 2016-17 financial year has already been allocated but there may be scope for funding from next financial year. Projects under these schemes are also encouraged to tie in with the national years of promoted by Visit Wales – 2017 is Year of Legends and 2018 Year of the Sea – neither necessarily very helpful for the trail.

**European Union funding schemes** – there is some uncertainty about such funds following the vote to leave the EU however it may be possible to apply for funding through the LEADER or other funds which aim to deliver the Wales Rural Development Plan 2014-2020. It is possible the programme will be curtailed early but current advice is that funding will continue for the next year or two.

**LEADER** – In Powys Arwain is delivering the LEADER programme. This fund is for revenue costs only. LEADER is able to fund up to 80% of the overall cost of a project, capped at £100,000. Relevant priorities include:

- Development of new products
- Develop or build on Powys brands
- Projects that make best use of natural assets
- Developing new activities related to the natural environment and heritage
- Cooperation with other geographical areas – possibly the cross Wales and England nature of this project might make it eligible for this.

LEADER is available in all the local authority areas the trail passes through and there are similar priorities in each, although application processes and deadlines vary. In Carmarthenshire the local action group is Grŵp Cefn Gwlad and the lead body is the Carmarthenshire Country Council. The Shropshire Hills programme is administered from Shropshire Council and Swansea by Swansea Council.

However LEADER funding is notoriously bureaucratic in nature – funds need to be claimed retrospectively – presenting bank rolling challenges and claims and monitoring can be onerous. There would also likely to be a long lead in time before knowing whether an application has been successful.

**Wales Rural Communities Development Fund** – This scheme administered by the Welsh Government offers grants, primarily aimed at LEADER Local Action Group and other community based organisations for investment funding across a wide range of interventions designed to prevent poverty and mitigate the impact of poverty in rural communities, improving conditions which can lead to future jobs and growth. There is a specific heading for investments in recreational / tourist infrastructure which link to health, education or employment prospects for households on low incomes. The funding is for capital only.

**European Structural and Investment Funds** – in England there is likely to be another call for projects from DEFRA in the autumn. This is likely to include funding for recreational infrastructure such as trails

and bridleways sustainable tourism activities such as eco-trails. It is however very bureaucratic to apply with a two stage process which take s some months.

**Big Lottery Fund** – Awards for All – (Wales – £500-5,000, England £300-10,000) awards grants which support community activity, extend access and participation, increase skill and creativity or generally improve the quality of life of people in their area. Eligible activities include putting on an event, buying new equipment or materials and setting up a pilot project or starting up a new group.

**Heritage lottery Fund** – Heritage does include natural landscape and habitats and also railways such as the HOWL. However the funding secured through a programme such as Sharing Heritage (£3-10,000) or Our Heritage (£10-100,000) would need to have its main focus on the heritage and stories of the railway, stations and landscapes through which the trail passes. It would thus be more appropriate for an interpretation type project – perhaps once the trail is up and running.

**Start Up Grants** - £3,000 -£10,000 Aimed at helping to create new organisations to look after heritage or engage people with it or to support existing groups taking on new responsibilities for heritage. This programme has recently become part of the Resilient Heritage programme. Setting up the Friends group and establishing an ongoing income stream might be eligible.

**Sustainable transport funds** - in England local authorities are able to bid for funding for walking and cycling projects under the Sustainable Transport or Access Fund, however Shropshire are not submitting a bid in the current year's round. In Wales the Local Transport Fund has priorities which this project may struggle to meet – road safety, safer routes to schools, and vulnerable communities. There are priorities for connecting communities and regeneration so it may be worth checking this funding route as an option, however the rail route itself might be a higher priority than the walking trail under this scheme.

**Veolia** – The Veolia Environment Trust funds applications from constituted, not-for-profit groups for capital improvement projects at a single site including outdoor spaces which includes footpaths, bridleways or cycle-paths. There is a maximum of £50,000 and minimum of £5,000. The project must be complete within 12 months. However, the trail is obviously not at a single site and only some of its locations may meet the criteria to be within a certain distance of a Veolia site.

**Aggregates Levy Sustainability Fund for Wales** – This fund provides funding for capital projects in communities significantly affected by current aggregate extraction (quarrying). It might be relevant for a project to put a walkers bridge over the river at Builth Wells, where there is a large quarry, providing a better link to Builth Road.

Natural Resources Wales publishes a funding newsletter periodically which lists many charitable trusts and organisations which award funding for a range of projects. [naturalresources.wales/funding-update](https://naturalresources.wales/funding-update)

**Support in kind** – there may be some organisations which could provide valuable support in kind, if not cash contributions. In particular Network Rail may be a helpful partner if it could help provide poster cases at stations, new signage at stations, or take forward tree felling along the route to improve views from the train. The Ministry of Defence might help organise and pay for the new signage on the Epynt Way section of the trail.

**ACoRP** – the Association of Community Rail Partnerships, the membership body for almost 50 CRPs. It does not have specific funding for projects but is being expanded in coming months – so may be able to provide greater support for example with PR, communications, marketing, tourism and heritage.

**Sponsorship** – there may be potential for a business to sponsor an element of the trail project. For example an outdoor clothing company (e.g. Cotswold), walking boot manufacturer (e.g. Brasher Boots) or local brewery (e.g. Evan Evans at Llandeilo, Felinfoel in Llanelli or Woods in Craven Arms) or water company (Radnor Hills at Knighton) might see the benefits in associating itself with the trail. It may be possible to develop some particular sponsorship opportunities to promote to target companies such as sponsoring the launch event, sponsoring the leaflet or poster. Breweries have often been persuaded to brew a special brew from which they donate a few pence a bottle or pint to the project.

**Business support engagement** – The route of the trail is obviously through a very rural area and large businesses are few and far between. While some could be targeted for sponsorship it might also be beneficial to set up a business category for membership of the Friends Group. Thus hotels, walking companies, restaurants etc could be encouraged to join the Friends, and use the logo in their own promotions. A specific business might be able to help support the launch of the trail by offering its facilities or catering for free or at a discount price.

**Benefactors** – this type of project might be of specific interest to a wealthy individual with interests in walking, the Heart of Wales, sustaining local communities or railways. Approaches could be made to a small number of individuals to explore whether they would be willing to donate funding. An option for the future maintenance of the route might also be to set up a mechanism for people to leave money in their wills for the future maintenance of the trail.

**Friends Wish List** – it might be that as people join the Friends group they are asked whether they would be able to donate a larger sum to enable the trail to be launched. In particular keen walkers might have their imagination captured by the idea of paying for a specific item of infrastructure – for example one way mark post, stile or new gate.

**Crowd funding** – Crowd funding might be an option to generate a specific amount of money – perhaps the amount required for the infrastructure improvements. Websites such as crowdfunder help publicise the project and its targets, inviting people to invest for some specified benefits. In the case of this sort of project investors would not receive financial returns but could perhaps be engaged in investing by benefits such as a copy of the trail guide when it is published, attendance at the launch or a regular newsletter. It might be that this option could be merged with the Friends wish list idea above to use both channels to raise say £12,000. However such a strategy would need to be quick and easy to set up as it has potential to take up considerable time and energy from the project co-ordinator or another person which may also need funding.

Other funding options have been investigated and are unlikely to be helpful these include: Welsh Water, Sport Wales, Comic Relief, Marches LEP, Natural Resources Wales Competitive Grants, Tesco Bags of Help, Communities Facilities Programme, Biffa Awards.

### **Funding strategy**

Key issues are the timescale for implementing the trail. If speed is of the essence funding sources which can be applied to immediately and do not have long lead in times will be best. This points towards applying for funding from Arriva Trains Wales or schemes with a simple applications processes. Sponsorship or crowd funding may be particularly useful to source money to pay for the infrastructure required – partly as formal schemes will see this as substituting statutory spend by local authorities. However £12-15,000 is a large target to raise this way and will require a significant effort to secure.



## 5.4 Maintenance and further development

The Trail will need ongoing maintenance, as all rights of way do from time to time. As a promoted route the ideal would be for local authorities to give the trail a priority in terms of responding to reported problems. In Powys the current policy is not to agree to any additional promoted routes – thus when the ROWIP is due for review (2017) it is recommended that a proposal for adding the trail is taken forward through the local access forum and stakeholders. However all local authorities will find it easier to prioritise maintenance work and repairs if there were volunteers to help with the work and a small budget to pay for the hardware.

It is suggested that £2-5000 a year would probably be sufficient. Some years there will be few repairs required but in others there could be a more major issue such as flood damage or a landslide. The funds could be kept to build up a reserve so that larger problems can be tackled – and/or further improvements made such as installing more gates instead of stiles or installing additional interpretation. It is possible the Friends Groups could raise this level of funding through:

- Subscriptions
- Sales of the trail guide
- Small funding bids, sponsorship or crowd funding for specific improvements/projects

There may be occasional opportunities for a more major trail improvement – for example if funding could be secured for works on the Wye Bridge, which takes the railway over the river at Builth to Builth Road, which could enable people to walk over the bridge that would make using the Line to walk the sections to and from Builth Wells much easier.

## 5.5 Conclusion

At the start of the commission we were asked if it would be feasible to develop a route which linked in with the stations of the Heart of Wales line. The answer is that it is feasible. It would be a very attractive trail for users and a boon for both the railway and tourism providers in Mid Wales. By choosing a route which avoids most of the problems areas with rights of way on the ground it can be implemented for a relatively modest investment. However, there are still major challenges ahead in delivering this project, principally securing finance for route development at a time when local authorities have limited resources.

## 6. Appendices

Appendix 1 – Stakeholders

Appendix 2 – Maps of the Trail Route

Appendix 3 – Route Section Descriptions

Appendix 4 – Infrastructure Requirements

## Appendix 1 – Stakeholders

The groups and individuals contacted during this study are listed below.

<b>Steering Group</b>	<b>Name</b>	<b>Email</b>
Arriva Trains Wales	Paul Salveson	salvesonp@arrivatrains.co.uk
Heart of Wales Line Development Company	David Edwards	david.edwards5@which.net
Heart of Wales Line Travellers Association (HOWLTA)	Mike Watson	alunwatson@hotmail.com
HOWLTA	Rachel Francis	rachelzzyx@gmail.com
HOWLTA	Gill Wright	gillwright.glandwr@gmail.com
<b>Walking Groups and Contacts</b>		
Shropshire Ramblers	Marion Law	marionlaw@tiscali.co.uk
Rail Ramblers	Marion Law	marionlaw@tiscali.co.uk
	Chris Jenkins	chris.jenkins9@btinternet.com
	Mike Downward	mjdownward@yahoo.co.uk
East Radnorshire Ramblers	Ron Ellwood?	ron.ellwood@tiscali.co.uk
	Lynn Pilsbury (sec)	lynn.pilsbury@gmail.com
Four Wells Ramblers	Derek Cosslet	fourwells@gmail.com
Four Wells/Carmarthenshire	Peter Loughran	ploughran14@btinternet.com
Carmarthenshire Ramblers	Richard Leggett	Richard.Leggett@outlook.com
	Richard Powell	Richardpowell@mypostoffice.co.uk
Dinefwr Ramblers	Tony Coombe	chairperson@dinefwrramblers.org.uk
	Ros Bellamy	ros.bellamy@yahoo.co.uk
	Jude Charteris	judecharteris@yahoo.com
Llanelli Ramblers	Nina Clements	nina_clements@yahoo.co.uk
	John Maudsley	john_maudsley@yahoo.co.uk
	Dorothy	dotken109@aol.com
Swansea Ramblers	John France	secretary@swansearamblers.org.uk
Offa's Dyke Association	Ian Dormor	i.dormor@daelnet.co.uk
	Jim Saunders	In person
WAW?		gdvaughan.will@virgin.net
WAW Llandovery	Robin Barlow	robinbarlow66@gmail.com
WAW Llandovery	Glyn Evan	glen@glynrevans.plus.com
Llanwyrtyd Community Transport	Dave Brown	comtrans@btconnect.com
Epynt Way Association	Robert Taylor	robert_taylor2@btinternet.com
<b>Local Authority and RoW contacts</b>		
Shropshire Council	Clare Fildes	clare.fildes@shropshire.gov.uk
	Paul Butter	paul.butter@shropshire.gov.uk
Powys Council	Mark Stafford Tolley	mark.stafford-tolley@powys.gov.uk
	Nina Davies	nina.davies@powys.gov.uk
	Anthea Jones	anthea.jones@powys.gov.uk

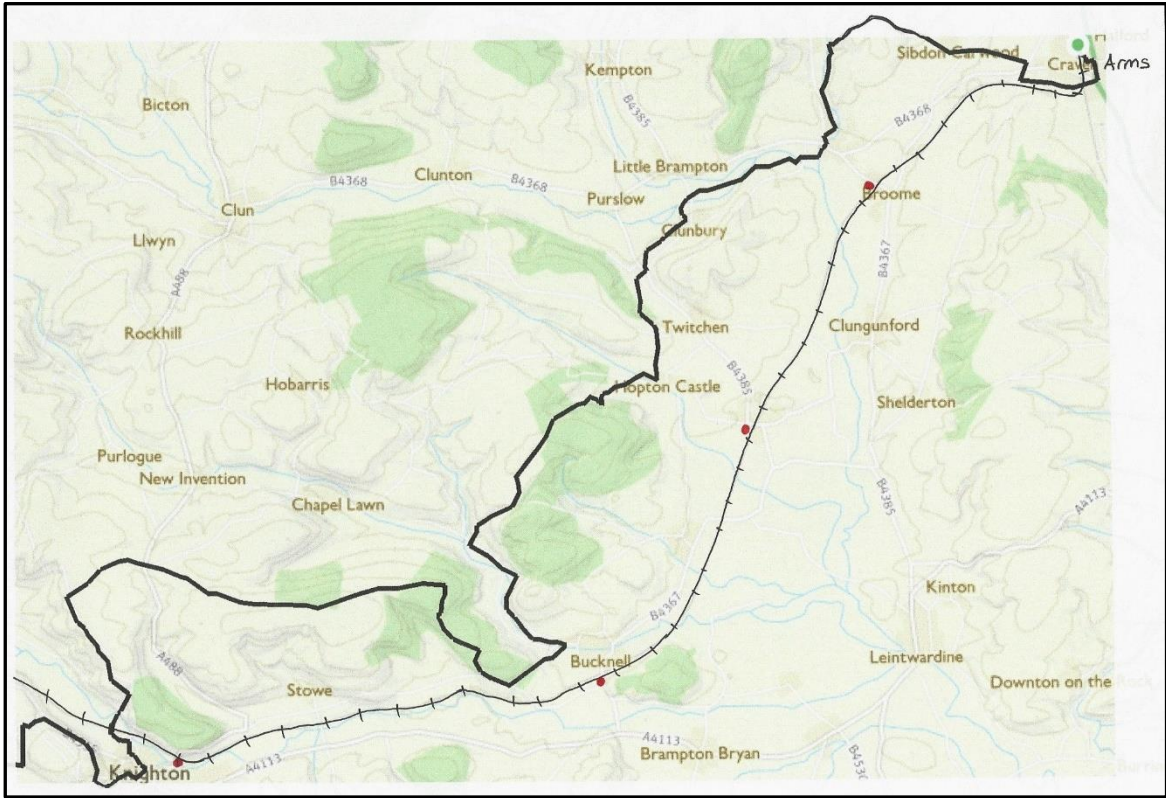
	Emma Guy	emma.guy@powys.gov.uk
	Ben Humphries	ben.humphreys@powys.gov.uk
	Alastair Knox	alastair.knox@powys.gov.uk
	Stuart Mackintosh	stuart.mackintosh@powys.gov.uk
	Paul Griffiths	paul.griffiths@powys.gov.uk
ODPNT Officer	Rob Dingle	rob.dingle@powys.gov.uk
Glyndwr's Way NT Officer	Helen Tatchell	helen.tatchell@powys.gov.uk
Carmarthenshire Council	Caroline Ferguson	cferguson@carmarthenshire.gov.uk
	Nigel Powell	npowell@carmarthenshire.gov.uk
	Alan Warner	awarner@carmarthenshire.gov.uk
	Hywel Davies	HyDavies@carmarthenshire.gov.uk
Swansea Council	Caroline Gregg	caroline.gregg@swansea.gov.uk,
	Phil Marshall	phillip.marshall@swansea.gov.uk
BBNPA	Eifion Jones	Eifion.Jones@beacons-mpa.gov.uk
<b>Tourism and protected landscape contacts</b>		
Shropshire Council	Tim King	tim.king@shropshire.gov.uk
Shropshire Hills AONB	Phil Holden	phil.holden@shropshire.gov.uk
	Nigel McDonald	nigel.mcdonald@shropshire.gov.uk
Powys Council	Julie Lewis	julie.a.lewis@powys.gov.uk
	Sam Bibb MacGregor	samantha.bibb@powys.gov.uk
	Jeremy Patterson	jeremy.patterson@powys.gov.uk
Visit Mid Wales	Val Hawkins	val@midwalestourism.co.uk
Carmarthenshire Council	Huw Parsons	marketing@carmarthenshire.gov.uk
	Rhys Anthony	marketing@carmarthenshire.gov.uk
	Lowri Jones	lowrijones@carmarthenshire.gov.uk
Brecon Beacons National Park	Richard Tyler	Richard.Tyler@beacons-mpa.gov.uk
Swansea Council	Tonia Thomas	tonia.thomas@swansea.gov.uk
	Geraldine Williams	geraldine.williams@swansea.gov.uk
Visit Wales	Thom Hadfield	thom.hadfield@wales.gsi.gov.uk
	Phil Abraham	philip.abraham@wales.gsi.gov.uk
Mortimer Country Tourism Group	Kay Dartnell	info@wheelywonderfulcycling.co.uk
Shropshire Hills Tourism	Paul Davis	shropshirehillsta@gmail.com
Knighton Tourism Group	Norman Thorp	nmthorp@btinternet.com
Chair Knighton Tourism Group	Grant Jesse	its.grant@gmail.com
Llandrindod	Christine Rouse	christine.rouse@btinternet.com
	Jane Johnston	llandrindodcouncil@btconnect.com
Llandrindod Town Champion	Jude Boutle	townchampion@businesswales.org.uk
Llandovery	Fiona Walker	redgiraffestudio@btconnect.com
Carmarthenshire Tourism Association	Nia Ball	info@visitcarmarthenshire.co.uk
Brecon Beacons Tourism	Laura	laura@breconbeaconstourism.co.uk

Fforest Fawr GeoPark	Alan Bowring	Alan.Bowring@beacons-npa.gov.uk
Forestry Commission	Georgina Sharp	georgina.sharp@forestry.gsi.gov.uk
Natural Resources Wales	Brain Hanwell	brian.hanwell@naturalresourceswales.gov.uk
Woodland Trust	Jerry Langford	jerrylangford@woodlandtrust.org.uk
	Chris Matts	ChrisMatts@woodlandtrust.org.uk
Radnorshire Wildlife Trust	Jonathon Stone	jonathan@rwtwales.org.uk
National Trust	Pete Carty	Peter.Carty@nationaltrust.org.uk
<b>Other contacts</b>		
Arriva Trains Wales	Michael Vaughan	michael.vaughan@arrivatw.co.uk
Walker	Dave Bird	dave.w.bird@gmail.com
Powys Cllr	Maureen MacKenzie	cllr.maureen.mackenzie@powys.gov.uk
Knucklas Castle Trust	Kevin Jones	kevin.j.mj@gmail.com
Ministry of Defence (re Epynt Way)	Martin Leonard	Martin.Leonard@landmarc.mod.uk
	Major Mahony	Ed.Mahony683@mod.uk
<b>Businesses recommended by contacts</b>		
Baron at Bucknell	Phil Wright	info@baronatbucknell.co.uk
Wheely Wonderful	Kay Dartnell	info@wheelywonderfulcycling.co.uk
Twm's Treks	Dafydd Wyn Morgan	mail@twmstreks.com
Red Lion Knighton	Neil Taylor	enquiries@redlionknighton.co.uk
Explore Mid Wales	Rob	exploringmidwales@btinternet.com

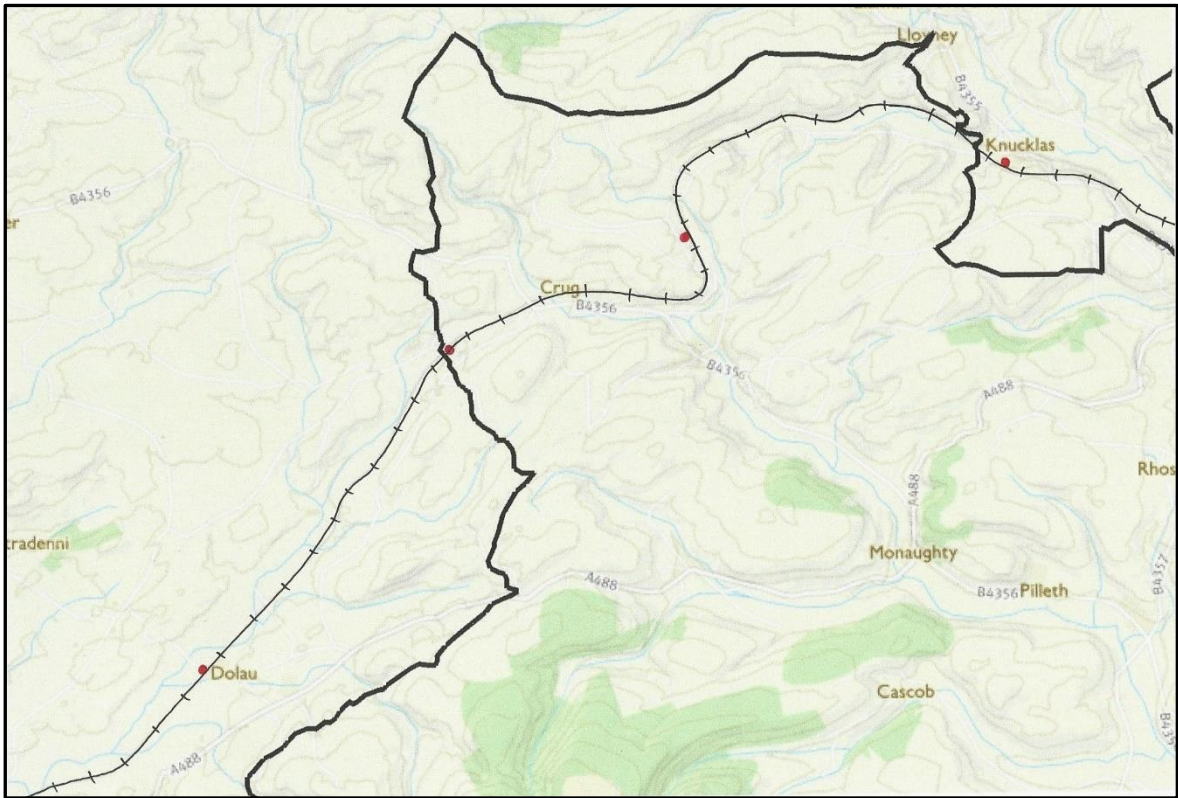
# Appendix 2 – Maps of the Trail Route

The following nine maps give a more detailed overview of the proposed trail route and how it relates to the rail line and stations. The full detail can be accessed on the OSmaps website <https://www.ordnancesurvey.co.uk/osmaps/route/675927/Heart-of-Wales-Line-Trail-Draft> (for detailed 1:25,000 OS mapping on this site people will need to take out a free seven day trial).

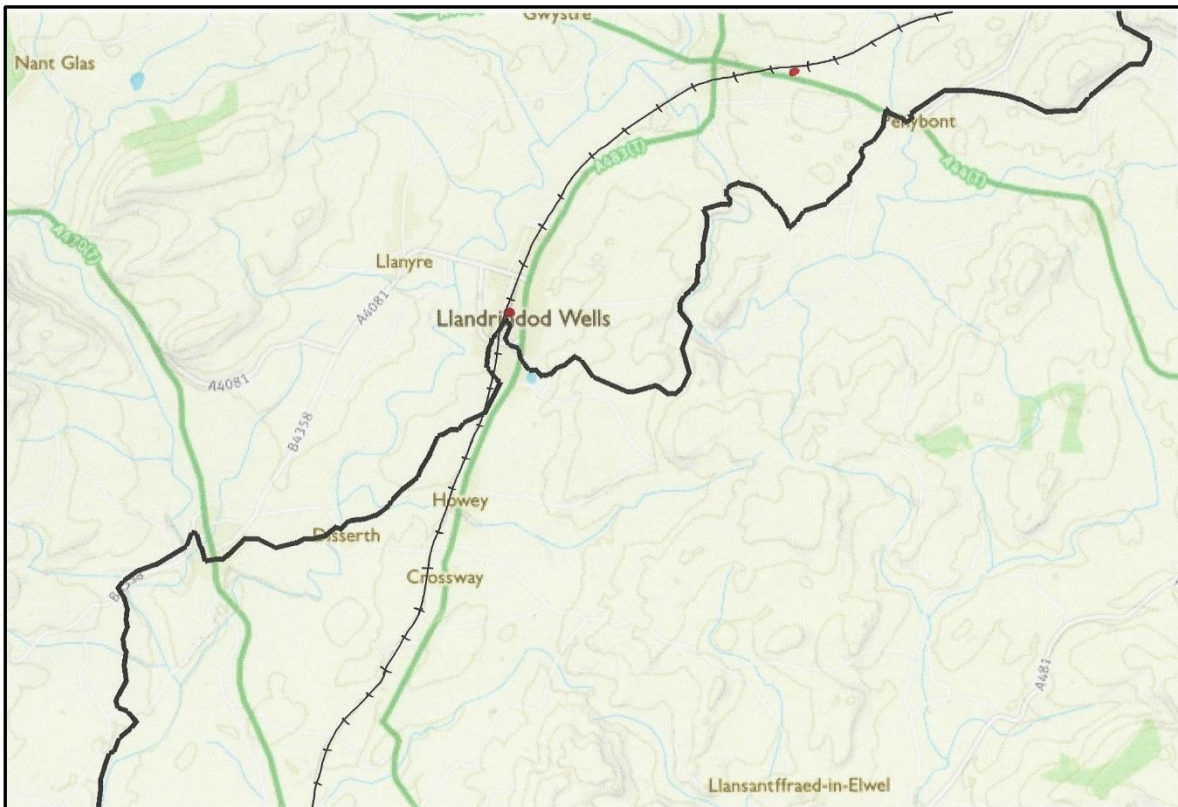
## Map 1 Craven Arms to Knighton



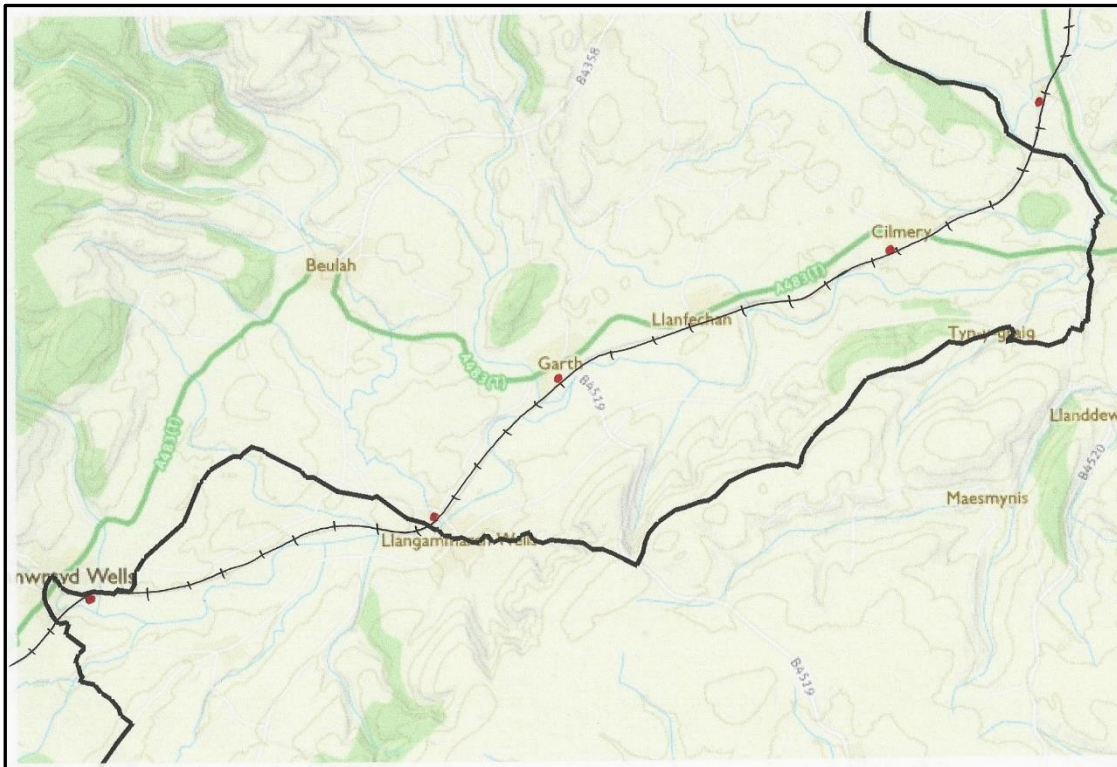
**Map 2 Knucklas to Dolau**



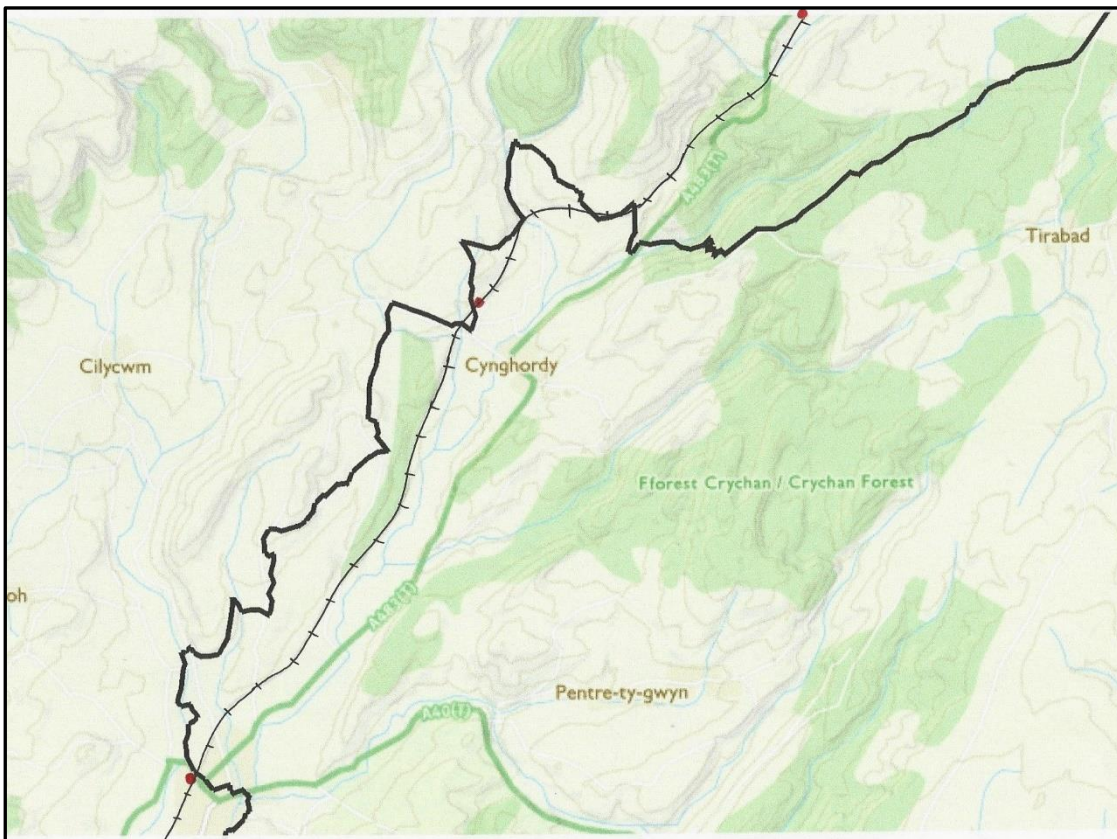
**Map 3 Pen y Bont to Newbridge on Wye**



**Map 4 Builth Road to Llanwrtyd Wells**

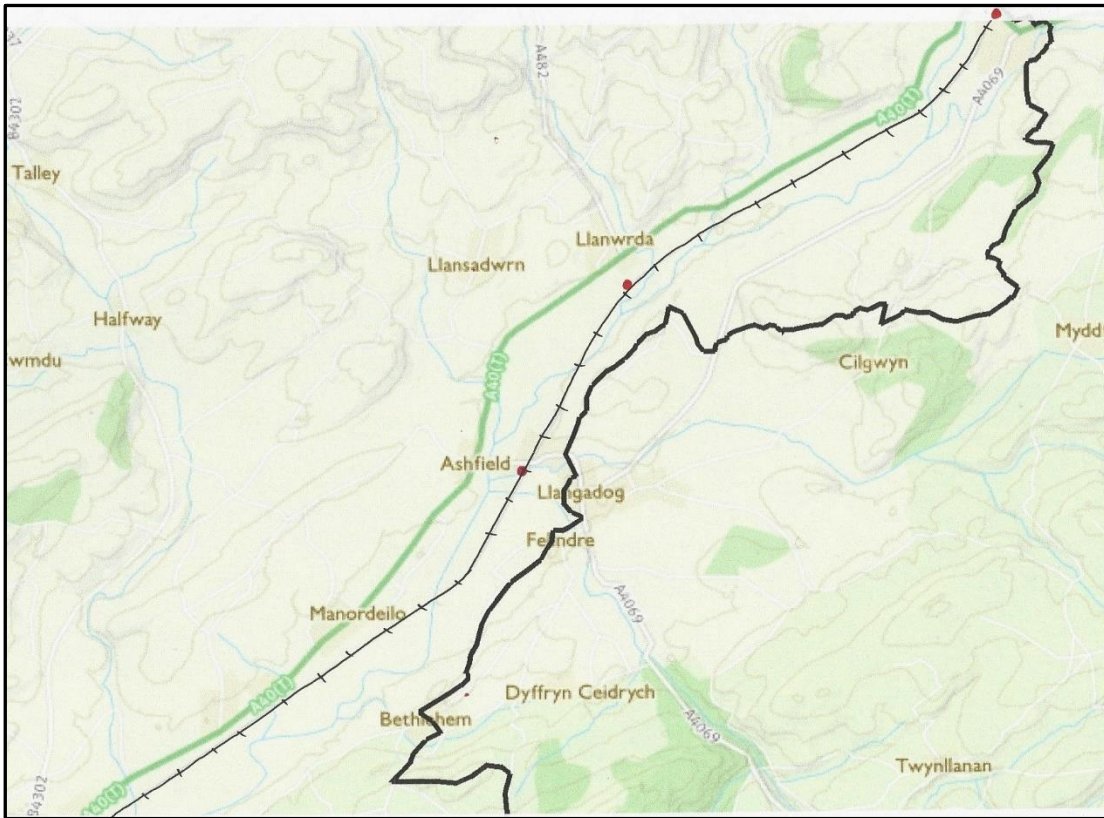


**Map 5 Llanwrtyd Wells to Llandovery**

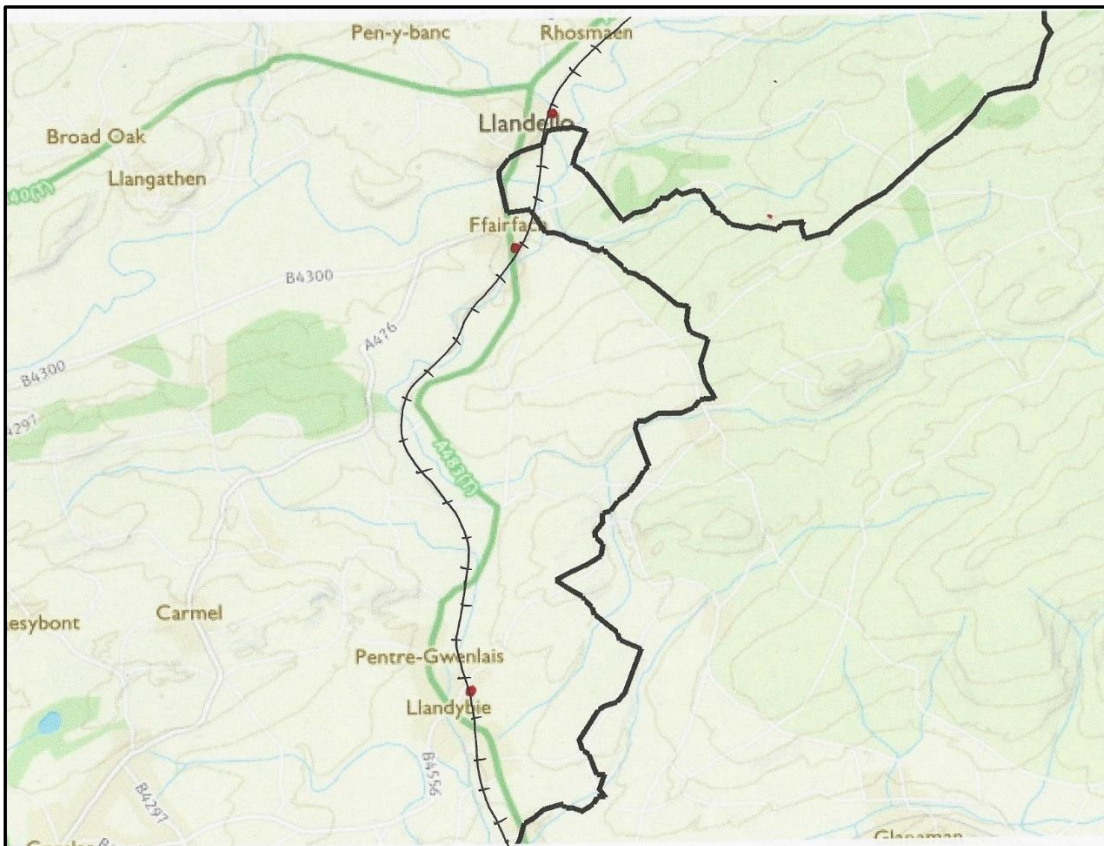




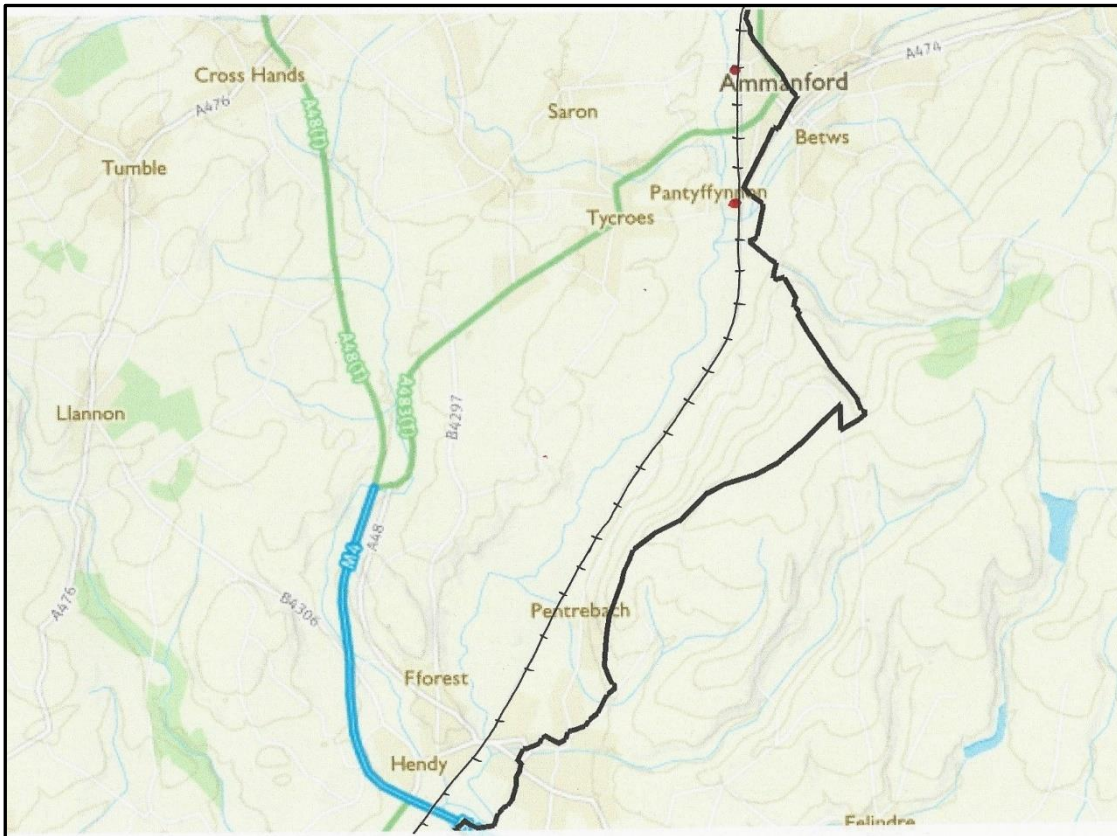
**Map 6 Llandovery to Bethlehem**



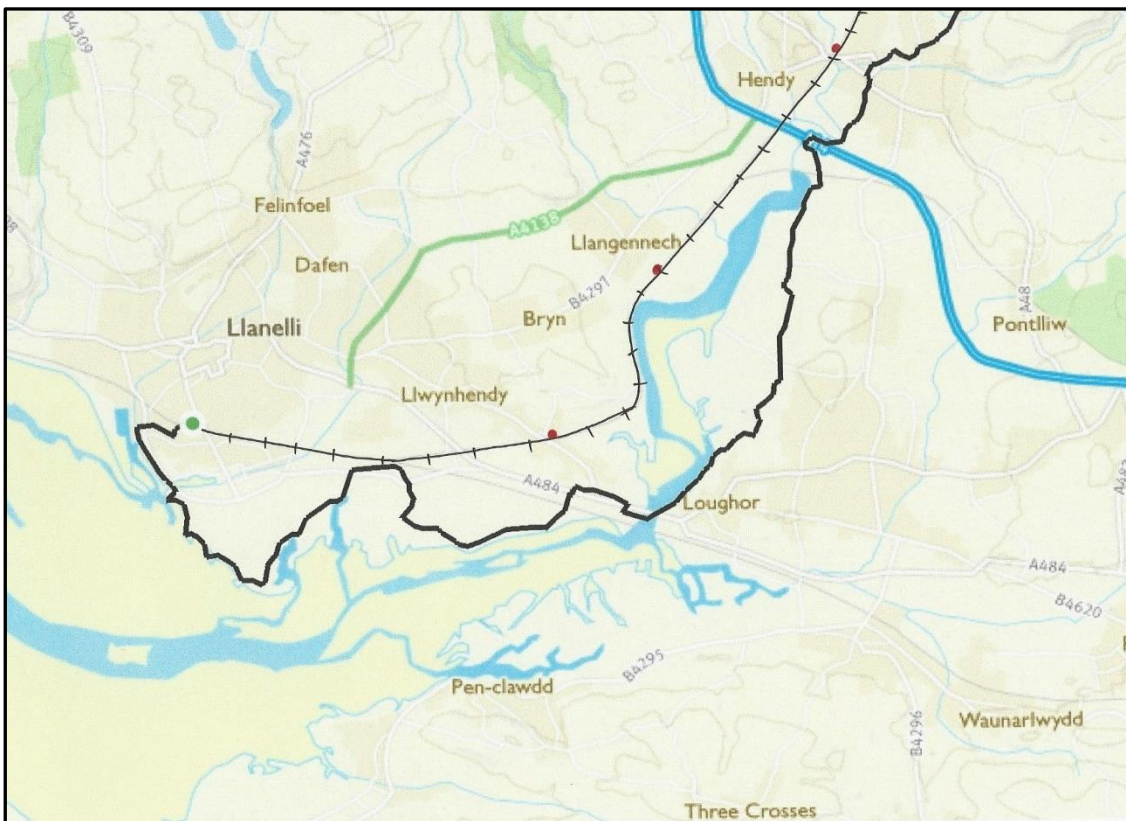
**Map 7 Llandeilo to Llandybïe**



**Map 8 Ammanford to Pontarddulais**



**Map 9 Pontarddulais to Llanelli**



## Appendix 3 – Heart of Wales Line Trail Route Section Descriptions

This section includes the full set of tested route descriptions, incorporating draft notes on heritage features. The descriptions currently include notes on where infrastructure improvements are required. The directions will need amending before publication when the infrastructure improvements have been carried out and the detail then amended. Similarly the heritage text will need to be checked and augmented as appropriate.

### 1 - Craven Arms to Broome and Hopton Heath

14.5km, 9 miles, 32 stiles

*Craven Arms – has been an important trading post between Wales and England. The wool trade dominated the early development of the town and later the coming of the railways. The Heart of Wales Line branches off from the Marches mainline a few hundred metres south of the rail station and so this is an ideal place to start the Heart of Wales Line Trail. The area was on the frontier of the old Marcher kingdom and the beautiful Stokesay Castle, on the southern fringes of the town, was an important early manor house, built as the enduring wars between the English and Welsh were beginning to die down.*

1. Leave Craven Arms Railway Station from Platform 2 into the car park and turn almost immediately right along a narrow urban path, signed to Town Centre (*needs new arm on fingerpost to mark start of route and one arm needs removing – inaccurate*), between gardens and fencing. Cut left across the supermarket car park to the main A49 road. Cross the main road carefully and turn right to reach the Corvedale B4368 Road running left from a mini roundabout. Go down this until you reach Market Street on the right, take this and walk straight ahead, past the Land of Lost Content nostalgia Museum until you reach the Stokesay Inn. Turn right to the entrance of the Shropshire Hills Discovery Centre, an alternative starting point.

*Shropshire Hills Discovery Centre – a great introduction to the Shropshire Hills Area of Outstanding Beauty – which tells the story of the landscape and heritage of the area. Now run by Grow Cook Learn it also hosts many foodie activities and events in the centre and 30 acre Onny Meadows and has a great café.*

2. If starting at the Shropshire Hills Discovery Centre, leave via the main entrance, through the car park, step over the road and turn left. Cross the A49 at the pedestrian crossing, go left and immediately right along a path into Dodds Lane. Keep ahead to join a track which runs beneath the Marches railway line to a stile by a gate. Enter the field and head slightly right following the line of several old trees. Cross a stile and head slightly right towards the hedge alongside the Heart of Wales railway. Go ahead, making your way over three stiles as you walk through fields to Park Lane.
3. Go right here, under the railway to the B4368. Cross with care over to a remnant section of road and ahead to join Watling Street. Go left over a *stile/gate (Diversion not completed – will need to confirm)* waymarked the Shropshire Way, passing several new houses to a kissing gate. Then onward over two more stiles in field boundaries. Look for a gateway and stile on the left mid-way up the next field. Go through this and head slightly right, aiming for a waymark post (*wonky – needs redoing*) and small footbridge, then to a stile which leads into a lane. Beware of traffic!
4. Climb a double stile directly opposite into parkland. Head slightly left by the waymark post and you'll see the buildings of Sibdon Carwood to the right. Go through a kissing gate, over the drive, and through two more gates, a footbridge and wooden stile to enter the pasture. Now aim very slightly

right, mid-way there's a waymark post under a large oak tree. From here aim to the left of a stone cottage ahead where you cross a stile (*may need work*) a few metres beyond.

5. Rise up on an ancient track into a pasture on the left of the hedge and follow the hedgeline for about 100 metres, before easing slightly left up the field to a stile by a gate with tall Scots pines beyond. Head left up a track and follow the woodland boundary all the way round to the top left corner of the field, where you pass to the left of a ruined building; wet ground hereabouts. Rise up to step over a stile and continue along the fence to a junction of footpaths marked by a fingerpost.
6. Cross the stile onto Hopesay Common, owned by the National Trust where you see Burrow Iron Age Hill Fort on the skyline ahead. Take the path ahead and left a little to reach the high point of the hill where there is a nearly 360 degree view - the Long Mynd and Stiperstones to the north, Herefordshire to the south and Ludlow to the south east. Keep ahead to the left of a clump of tall trees and down the hill aiming to the right of a large house in the valley. You'll see the village and church of Hopesay below you on the right. In the bottom corner of the Common slip through the bridle gate and turn left to drop down to a kissing gate and a drive, passing a dwelling on right. Cross over and go through a second small gate and over a footbridge. The path leads slightly right through the woodland to exit over a stile into a pasture.
7. Continue ahead towards a waymark post; the path bends slightly right and left to another stile. Proceed through another small wood keeping ahead alongside a fence to your left. This passes by gorse and scrub as you continue ahead to join a grass track beneath a bank of gorse. There are several waymark posts here to guide you. The track comes to a gate and once through go ahead on a lane which bends right to drop down to Aston on Clun and the Arbor Tree, for which the village is rightly famous. At the junction, cross over the B4368 road with care and turn left to walk along the pavement to Redwood Drive. Ahead of you is the Kangaroo pub and just a few metres further on and down the lane to the right (B4369 to Broome) is the Community Shop and Café.

*Aston on Clun Arbor Tree - this is one of the few villages in the UK that still celebrates Arbor Day. The festival is held on the last Sunday in May around the Arbor Tree. This black poplar tree becomes the focus of attention when villagers come together to dress the tree in flags which then remain for the rest of the year. The tradition may date back to Celtic times, but was particularly popular in Charles II times when 29 May was declared a public holiday, known as Oak Apple Day. The holiday was abolished in 1859 and the tradition was largely lost with it.*

8. *At this point you can link to Broome station by continuing along the B4369, past the Community Shop to Broome Station which is a further 0.5km down this lane. The entrance to the railway station is on the right before the bridge.*
9. Otherwise turn down along Redwood Drive, ignoring the junction on the right, to reach a track just beyond the houses. Proceed through a gate (*waymark missing*) and within a few yards cut right on a path before the next gate. Follow the path through several gates in succession to enter a field with a stile ahead and one over in a fence on the right. Take the stile on the right into the large field, then keep ahead alongside a line of trees to a stile in the hedge ahead which leads onto a lane. Turn left along the lane, cross the bridge to enter the hamlet of Beambridge and go right. Follow this lane for about half a mile. The road bends slightly left and at this point you cut right down to a footbridge over the River Clun which is visible from the road above.
10. Walk on to go over a stile by a gate (*no waymark*). Follow a line of trees just to your right and over another stile by a gate. Continue ahead to pass to the left of a dwelling aiming just to the right of a barn where you cross a stile by a gate. Walk alongside a line of hazels to pass through another gate.

Now head very slightly right to an old oak tree and then a gate. Once through follow the hedge to your right and finally through another gate onto a road. Turn left to walk along a road into Clunbury.

11. Cross the bridge to enter a tight knit village settled around the church. The road rises up to a junction; bear right here to go along a lane signposted to Twitchen. In about half a mile you reach a junction with the B4385. Cross with care, then turn left to a walk 20 metres to a stile (*broken stile needs cross step and waymark*).
12. Cross the stile and dip down to walk over a dirt bridge. Aim to the left of the barn ahead (*waymark post required*) and pass through a muddy section leftwards to cross over a ditch and reach a stile in the hedge. Climb this and head very slightly right to the top of the field where you cross a double stile. Rise up alongside the wood on the right then head across the pasture to a stile leading into woodland (*stile very high and difficult to climb*). Within a few metres the path heads leftwards and climbs gradually up a bank (*waymark post would help as route not clear*) to a waymark post at a forestry track. Go left and proceed for about 250 metres where you cut right up to a small footpath through the woods. The path reaches a kissing gate at a small lane.
13. Go over the lane, cross a stile and follow the right hand edge of the field (*currently overgrown*) where there are good views across the Teme Valley. Cross a stile into the next field and you will see the Hopton Castle. Head slightly right; you are aiming for a point just to the left of a derelict building (*crops growing across route currently*). Go over the stile and a track dips down to a lane. Keep ahead along it into Hopton Castle.
14. *At this point it is possible to follow a link path for a 1.25 mile walk to Hopton Heath Station passing by Hopton Castle. Go left along the road and turn first right signposted to Bedstone. The castle is on the right. Pass a dwelling and look for a stile on the left. Cross this and head over the field (currently crops across path) to a gate and bridge over a stream. Walk slightly right, go through another gate onto a lane, and turn right to walk along the lane into Hopton Heath. At the junction keep right across the railway bridge then walk down steps to the platform.*

## 2. Hopton Heath to Bucknell

9km, 5.5 miles, 4 stiles

15. *There's a link path from Hopton Heath Railway Station to Hopton Castle. Step up to the road, turn left over the railway bridge and left again along a lovely lane with a wide green margin. After you pass the distinctive hump of Warfield Bank on the left and the lane bends right go left through a gate into a field. Walk slightly right across the field, over a footbridge and through a second gate. The path crosses this second field (currently crops across path) to a stile in a hedge (overgrown) and into a lane. Go right to Hopton Castle further along on the left. From the Castle go left to the junction and left again through the village to join the main trail.*

*Hopton Castle – is a medieval castle and the site of one of the most notorious battles of the English Civil war in 1644. The castle was owned by the Wallops, Parliamentarians in a largely Royalist county. A small garrison of about 30 was commanded by Colonel Samuel More who wrote a famous diary of the month-long siege by Prince Rupert's forces. Most of those in the Castle, having finally surrendered, were killed and thrown in 'a muddy pit'. In 2006 the Hopton Castle Preservation Trust secured grants to allow it to purchase and repair the castle and allow access for visitors.*

16. Walk through the village with the small stream to your left; the church is across a field to the right as you bend left across the stream to pass the entrance of Upper House Farm. As the road rises and begins to ease right, go through a gate into a field and follow the tractor track ahead, through two

pastures and further gates. The track rises, bends right and then left to reach a gate into Hopton Wood. (*Needs new gate*)

17. Go left up to a junction and turn sharp right onto a woodland track, sometimes shared with bicycles. Follow this track round gentle bends until it starts to descend where at a waymark post you cut left upwards on a less distinct track to climb up at a steady gradient for some distance, passing one waymark post at a junction before reaching the top.
18. Cross straight over the forestry track and continue ahead (*way mark post needs repairing*) on a footpath to leave Hopton Wood. The path runs above a conifer seed orchard (*currently very overgrown*), where cones are collected for replanting elsewhere. You eventually reach a gate before Meeroak Farm – take the narrow bridle gate and then head to the left of a barn. Follow the track through gates and down to a drive. Continue ahead until you go through a gateway. Turn right here (*wonky waymark post*), along the edge of a wood and then cross a stile into a field.
19. Go ahead across the field to the opposite boundary. Turn right here to walk down the field edge to cross a stile by a gate; there's wonderful views up the Redlake Valley. Continue down over another stile by a gate, past Honeyhole Farm. Continue to follow the hedge to the left down towards a kissing gate above a house. Here a kissing gate up in the hedge on the left leads into a large field (this is an unofficial diversion avoiding a garden). Drop down the field following the hedge on the right to exit at a gate onto the road.
20. Turn left along the road. Where the road bends sharply right go through the gate on your left. Head right and take the grassy track uphill, through a gate and past a line of redwoods on your right. Go through another gate and keep ahead on this bridleway as it contours round the base of Bucknell Hill above the river Redlake. After you leave the woodland you pass through two more gates and on to Bridgend Lane on the edge of Bucknell.
21. Follow the lane through to the main road in Bucknell. *Turn left for the railway station, past the Baron Inn. The road bends right and across a bridge. Turn left after the bridge, along a surfaced path to the left of the parish church. This gives out at another main road. Turn right to pass the Sitwell Arms and over the level crossing to enter the station.* If continuing on the trail turn right at the end of Bridgend Lane.

### **3a. Bucknell to Knighton**

15km, 9.5 miles, no stiles.

21. *From Bucknell station, go left over the level crossing and right along the pavement to pass the Sitwell Arms. Just beyond, turn left to walk along a surfaced path by the fast running waters of the Redlake River. Keep to the right of the church and turn right to walk over the bridge; the road bends left and passes the Baron Inn. At the junction of Bridgend Lane you join the main route.*
22. Continue west on the lane away from Bucknell and over a small bridge. At the right hand bend keep straight ahead onto Daffodil Lane past recreational grounds. It begins to rise; keep left at the fork

onto a track and at the top go right and immediately left onto a track with a fence to your left (this all needs better waymarking).

23. You soon reach a junction in the wood (*needs waymark*). Go right here to join a forestry track and stay on this as it rises up and bends to the right. At the second fork take the left hand track upwards (*needs waymark*) and the track curves further leftwards and rises again through a group of fine oaks. You meet a crossroads junction with another forestry track (*waymark post lying on the ground*); go left and then follow the track as it curves right climbing all of the time to pass between fine beech trees. The track bends left and continues along to the top of the wood where a gate leads out onto open pasture.

*Drovers roads – traditionally livestock raised in the Welsh hills was taken to market in London by means of droving the cattle, sheep, or geese long distances. Many of the routes are ancient routes of unknown age, some have been incorporated into our current road network while others are wide tracks and rights of way heading across hills. Drovers used dogs to control their livestock and rested up along their long journeys at inns and taverns. Droving declined in the 19<sup>th</sup> century at the time the railways arrived as they could be transported by train or taken to closer markets in towns with growing populations.*

24. The route continues westwards for some miles now along an old droving road until it reaches Offa's Dyke. Follow the tractor track ahead from which there are fine views leftwards to Caer Caradoc hillfort sitting above the hamlet of Chapel Lawn seen below in the Upper Redlake valley. There are also views back to the other Caer Caradoc near Church Stretton. At the junction of tracks, keep ahead through a gate and walk up to the wood. Go through another gate and pass by a stile on the right.

25. Continue ahead to go through two gates by a belt of woodland. Follow the track ahead through a number of pastures passing through four field gates. The track becomes enclosed by hedges and wet in places as it descends through another gate and by buildings to reach the main road at Five Turnings; this literally describes a junction of five ways in earlier times.

26. Cross the main road with care and go through a narrow gate just behind the GR post box to continue on the drover's route between hedges and then out across a large field (*waymark would help here*) up towards pine trees on the ridge ahead. Follow the fence on the left hand side to a gate and track which joins Offa's Dyke Path National Trail.

*Offa's Dyke - Offa was King of Mercia from 757 to 796 AD. His kingdom covered the area between the Trent/Mersey rivers in the north to the Thames Valley in the south, and from the Welsh border in the west to the Fens in the east. The reasons the dyke was built are still not clear; it appears to have been constructed in response to events in the border region involving the Princes of Powys, but whether it was intended as an agreed boundary, as a defensive structure, or for some other use, is not known.*

27. Turn left to follow the national trail (waymarked with acorn symbols) through to Knighton. There's a good section of the ancient monument just to your left. Make your way along the path, passing through several gates always with a fence to the left. There are also magnificent views up the Teme Valley and across to Knucklas Castle, village and the railway viaduct. On reaching a seat at a local viewpoint the path curves left and becomes narrower as it drops down the hillside to a finger post. Go right here to drop steeply down to a lane.

*Knighton is a small market town set right on the Welsh English border and Offa's Dyke – the Welsh name for the town is Tref y Clawdd – the town on the dyke. The Offa's Dyke Centre is the mid point on Offa's Dyke Path National Trail. Knighton rail station is actually a few yards over the border back in England. There are several hotels, pubs and cafes in town and interesting shops.*

28. Cross the lane, go through a gate and follow the worn path to cross the railway track and bridge spanning the Rive Teme. Follow the river bank as it curves to the left, through three kissing gates into woodland where you cross the English –Welsh border. The path rises up and turns right up to the Offa's Dyke Centre and Knighton town centre.

### 3b Knighton to Knucklas

8 km, 5 miles, 5 stiles

29. *From Knighton station, turn left and walk towards the town centre. You reach Broad St opposite the Knighton Hotel. On the right of the hotel is a wide passageway through to a car park and toilets. Go through to the car park (this is on the Offa's Dyke Path) and turn right to walk alongside the Wylcym brook. This leads to a cul de sac and up to George Road. Go left and at the fork keep left ahead (needs waymark) to join Glyndŵr's Way National Trail.*

*If continuing from Offa's Dyke Centre, turn left on the main road to reach the Clock Tower, then right up the Narrows to the start of Glyndŵr's Way. Go left and follow the road around to the right, then cut down a path to George Road*

*You follow Glyndŵr's Way for 5km on this section before heading north down to Knucklas.*

30. Continue ahead along George Road and then (*way mark needed*) down to a path in front of several cottages and on to reach Mill Road. Go left and immediately right to climb up a bank between gardens, across a drive and ahead. Cross the Penybont Road, walk left up a drive and then right to climb steeply up to Garth Lane. Turn right to descend for 50 metres then bear left along a drive to a group of houses. This gives out to a green lane offering great views over Knighton and the Teme Valley.
31. Follow the path ahead to a bridle gate and at the junction keep to Glyndŵr's Way to descend at first through Garth Hill Wood. It then rises gently beneath a canopy of mixed woodland through two more gates. Continue ahead to leave the wood and progress along a green lane that comes to a lane. Go ahead up to a junction, turn left and then ease right at the next junction. The lane drops down to a junction at Little Cwm-gilla.

*Glyndŵr's Way is one of the three national trails in Wales it runs for 135 miles (217 km) from Knighton over to Machynlleth and then loops back to Welshpool. It commemorates Owain Glyndŵr the last native Welsh person to be Prince of Wales who fought a fierce and long-running but ultimately unsuccessful revolt against the English rule of Wales. He started the revolt in 1400. In 1404 he held a Welsh parliament in Machynlleth and won battles all over Wales and as far into England as Birmingham. However he disappeared in about 1412. Henry IV died the following year and the rebellion subsided.*

32. Turn right here and gird your loins for a continuous climb along this dead end lane which higher up gives excellent views back to the Shropshire Hills. It becomes a rough track and eventually arrives at a field gate at the top. Keep ahead in the meadow where there's now a real feeling of remoteness which is a characteristic of Glyndŵr's Way and this northern section of the Heart of Wales Line Trail. The path drops down to another field gate and then follow the green track as it curves left to pass a



pool. It climbs to a junction of tracks. Go right here, leaving Glyndŵr's Way (*waymark needed*), to take the tractor track to a gate leading onto a quiet lane at Bailey Hill.

33. Turn right to walk along the lane for about 250 metres. There are good views of Knucklas Castle mound and the railway viaduct from this section of the trail. Cross a stile by a fingerpost (*remove barbed wire*). Head diagonally right across a field to cross a stile in a fence (*no step – needs repairing as v difficult to climb*) and head down in a similar direction to cross the next stile. Continue ahead making sure to keep the hawthorn hedge to your right. Cross the next stile and drop down a bank covered in bracken, bramble and gorse. There's one more stile to cross to join a lane which you follow down to Knucklas village. Take care as there are some steep sections which can be difficult in wet or icy conditions.
34. At the junction before the viaduct go right. There's a plaque on the left giving details of the formidable structure above you. Proceed through one of the arches and keep left at the next junction. This leads to a third junction by a stone bridge. If you are continuing on the trail go left here over the bridge to enter the Castle grounds which is outlined in the next section.
35. *If you are heading for Knucklas railway station or bus stop then turn right, passing a stall which offers local produce from the community allotments, and the Castle Inn. Continue ahead at the junction by the inn; there's a bus stop back to Knighton opposite the bus shelter of sorts. Turn next right into Glyndŵr for the railway station at the top of the hill.*

*Knucklas Viaduct – was built between 1860 and 1863. It was designed by Henry Robertson chief engineer of the Central Wales Railway Company. Stone from the ruins of Knucklas Castle was used in the construction and the then owner of the Castle insisted on the viaduct having some features of a castle – hence the impressive turrets and castellations.*

#### **4. Knucklas-Llanbister Road**

17 km, 10.5 miles, 1 stile (potentially stile free)

35. *From Knucklas Railway Station walk ahead down by houses on a road aptly named Glyndŵr to a junction. Turn left and at the fork in front of the historic Castle Inn, keep right to walk down to a bridge.*

*Knucklas Castle was originally built by the Mortimers in about 1220. It consisted of a keep with four round towers on top of the steep hill. There is some evidence that there may have been further outer walls which may have been destroyed by a Welsh army in 1262. The castle was attacked and destroyed by the forces of Owain Glyndŵr in 1402 during his rebellion. The Castle and surrounding woods are now owned by a Community Land Trust who have planted an orchard and are raising money to purchase the 21 acres of land.*

36. Once over the bridge, as the road swings right, continue ahead on a lane, by the old style red telephone kiosk. Rise up the hillside and as the lane bends right there's a gate up on the right to Knucklas Castle; the 360 degree views from the castle are superb.
37. Drop down from the castle mound on the side away from Knucklas (*waymark post would be helpful*) to a gate and a short section of permissive path ahead. Turn left and walk down a green track to a small hut on the right (*unofficial waymarks up here*) where you go right through a gate and head up through a pasture to another gate. Continue uphill and along a grassy track, through another gate and down the track to reach some farm buildings. Turn right here and follow the lane as it winds down to the village of Lloyney (where there is a pub).
38. On the last corner before reaching the main road in the village, turn sharply left onto a track (*fingerpost needed*) leading up the edge of woodland, climbing steadily up to a gate (*waymark needed?*). Continue ahead climbing again and through a second gate (*waymark needed*) to follow the path above a fence on the left. The path climbs steeply, passes through empty gateposts and then onto the ridge. Continue ahead to pass the solitary tree which stands guard on Goytre Hill; there are superb views back along the ridge to Knucklas Castle from here.
39. Once on Wernyeufon Common, walk for several miles along the ridgeline green track keeping the fence on your left. This offers views across the Heyop Valley and Radnor Forest to the left. Eventually you reach a crossroads by a forestry plantation and join Glyndŵr's Way. *It is possible to drop down from here to Llangunllo railway station. Turn sharp left back down a track to reach a gate where the track becomes a narrow lane. Follow this lane downhill for 1.5km to the road at its foot. Turn right here and follow the road down and along to Llangunllo Railway station between two houses on the left (railway station sign required).*
40. The main route follows Glyndŵr's Way ahead onto the common with the forestry plantation on your left. The Common is Crown Estate land leased by Radnorshire Wildlife Trust; there's more information provided at the interpretation board highlighting in particular the rich variety of wildlife to be found on this extensive piece of upland. After a while the track eases slightly right away from the fence and a woodland area to the left. It descends to two waymark posts; continue ahead here to rise up along the flank of Pool Hill on your left. There are exquisite views across to Beacon Hill on the right and down the valley of the Lawn Brook.
41. There are then three more waymark posts in succession – turn left at the third of these to climb up an indistinct path up and across the shoulder of Pool Hill in a slightly right direction. (*Need two or three waymark posts here as route is difficult to follow*) At the top there are two landmarks to help. You need to head well to the right of a pool and surrounding wet ground and towards the other landmark a wide track forming a small dam with a stream running rightwards beyond it. Aim for this point and join this track to follow it across and then a partially indented old green track which climbs over a brow and descends through wet ground to the confluence of two streams. (*two or three more waymarks needed on this stretch*).

*Source of the Lugg – The Lugg flows through the border town of Presteigne, then through Herefordshire, including through the centre of Leominster, until it joins the river Wye nine miles downstream of Hereford. This area is the home to upland birds, including occasional curlews, ring ouzels, snipe and peregrines.*

42. The confluence is a gentle basin - the gathering ground of the waters feeding the River Lugg and a small pool is marked on the map as the source of the Lugg. The Lugg flows through Powys and Herefordshire to reach the Wye at Mordiford just south of Hereford. Keep to the right of the

confluence and cross the stream. Once over, follow the path slightly left (i.e. not the one climbing up the hillside to the right) as it runs parallel to the infant Lugg which cuts its way down a small ravine. The path becomes a more distinct green track which sweeps slightly right across the hillside of Rhos-Crug. There are exceptional views along this section to the Radnor Forest and equally of the Lugg flowing below and then to the Brecon Beacons and Pen y Fan in the distance. The path continues ahead to climb over a brow, joins another green track and then descends slightly left down the hillside (*one waymark needed here above the gate*).

43. On reaching the gate and with the roof of Rhos-grug farm to the left go ahead through the gate and down a grassy track to another gate onto a track. Turn right to follow the track to a road junction. Go right again, taking care of any traffic, and then turn first left. This lane winds left and right and rises and descends for some distance. Where you see three field gates – two on the left and one on the right take the second left gate (*no waymark*) into the field and walk diagonally across the middle of the field. Head for a field corner and gate but go just to the right of these and drop down into a hollow to another gate (*new gate needed here and waymark*) Go through and walk down to a gate on the right. Once through aim half left to a small footbridge (*tree fallen partially across this*). Cross this and head slightly right up to a stile (*poor stile – and only one on this stretch – replace with kissing gate and then whole section is stile free*). This leads onto Llanbister Road Station!

## 5 - Llanbister Road-Penybont

14.5 km, 9 miles, no stiles

44. From the platform of Llanbister Road Railway Station walk up to the road. Go left over the railway bridge and then right at the junction signposted to Dolau. Walk along the lane and look for the first field gate on the left (*no waymarks – fingerpost required*). Go through here and climb up the hillside by the hedge on the right. Go through a gate (*no waymark*) and continue with a hedge now on the left. Just beyond the corner proceed through another gate and ahead once more through another field gate at the next boundary at the bottom of the field. Once through climb steeply up the bank heading slightly right. Aim for the farm crossing two wire fences (*new fencing and no gates where the OS map indicates a bridleway ...obstruction-Currently using the gate beforehand, to the right of the farm buildings to access the lane*).
45. Go left on the lane to pass Rhos Farm and follow it until it reaches a junction. Keep ahead on a track which passes through a field gate and descends into the valley. On reaching a stream go through a field gate and turn left and right to rise up the next pasture to another field gate beneath trees. Now climb more steeply to a summit and take a look back at the view before you reach the crest. As you drop down the field you will see St Michael's Hall and pool to the left. (*The track on the ground is not the actual right of way on the OS*). Go through the gate to a junction of tracks.
46. Turn immediately right through a gate into the pasture and then ahead; the track bends slightly right to reach a patch of wet ground. Continue ahead through a field gate and onward on a green track by old fishpools to a gate at the end of a hawthorn hedge. Go through a field gate and pass other pools before climbing up the hillside alongside a fence to your left to sheep pens. You now join a clearer track which descends to a gate leading onto a lane.
47. Go left and walk along this quiet back lane as it winds down to a main road. Cross with care and follow the byway, right, which climbs gently towards a pocket of woodland. You pass by two old railway wagons on the left before reaching a field gate on the track ahead. About 200 metres beyond keep a look out for a fork in the track; keep left here (*wmpost req'd*). *The track ahead leads to a lane*

*and for Dolau railway station, about 3.5 km away. Your way, however, is on the lesser track which bends slightly left to a junction. Go left to rise up through a gate and the track soon bends left to a junction. Take the right fork to dip down into a shallow gully and follow the track as it bends right to gate. Continue ahead to another gate then along a wet section beneath a conifer wood. Descend to another gate where you'll see Old Hall farm to the right.*

48. Keep ahead at the junction to pass a barn on the right and a pool on the left and then through two field gates. Climb up a tree lined track and through another gate at the top on the right. Proceed to the junction where you keep left, ignoring a cattle grid and gate ahead. Continue to climb on the track, through a gate and onward to a cattle grid. Walk through two more gates by a barn and then drop down to a cattle grid after a junction for Pen Rochell farm. Keep ahead over the grid and on the track ahead until you reach a lane (*where you turn right for a link from Dolau railway station*) Cross over and continue on a track between hedges until you meet another track coming in from the left. Keep right and drop down to a lane.
49. Go left along this very quiet road which descends through a valley and then bends right through Kilmanoyadd farm. Continue ahead to walk up to a T junction where you go right. Just after passing a farm (Rhonllwyn) keep right at the junction and rise up to pass The Pales Quaker meeting house, The road passes by an old quarry, through two field gates and cattle grid to reach Penybont common and as it bends right keep ahead by an old gateway post onto the common (*finger post req'd*). Head slightly right over a stream and (*not clear on the ground*) in a similar direction across the common, covered in part with rush and gorse. Head for a finger post by the A488.
50. On reaching the main A488 road, go left to walk on the green shoulder into Penybont, passing through a gate by a cattle grid just before the Severn Arms Hotel in the centre of the village.

*The main road runs 1.5km into Pen y Bont, has fast traffic and is dangerous to walk alongside. Instead we suggest using the bus to reach Llandrindod Wells (or Pen y Bont) rail station and take the train from there. The 461-463 Sargeants Bus passes by the station entrance and terminates at Llandrindod Wells Railway Station (Mons-Sats only)*

## **6 Pen y bont to Llandrindod Wells**

12.5 km, 8 miles, 17 stiles.

*Penybont Railway Station is not easily accessible on foot from Penybont village. The 461-463 Sargeants Bus passes by the station entrance and terminates at Llandrindod Wells Railway Station (Mons-Sats only)*

51. Cross the road to the Severn Arms Hotel aiming to the left of the building where you cut down towards the Football Club at the rear of the hotel. The path leads down right to a bridge across the river. Go right to walk along the fence nearest the riverside to a small gate by a double gate. Go through and walk up the road past buildings to a junction. There is an alternative which passes by the most unusual Thomas Shop and over the road bridge across the River Ithon and turn first left. If this is your preferred route look for a fingerpost and field gate on the right after the entrance to Penybont Hall. If you chose the other route go right on the road and look for the gate on the left after the dwellings.
52. Go ahead in the field through wet ground and with a line of trees and pool, often with a mass of bulrushes, to the right. Go through a bridle gate and along the edge of the pool to pass through another bridle gate at the other end. Join a hedge on the left and continue ahead. Ignore the first

field gate on the left but go through the second mid-way up. Turn right to then head very slightly right up to the next field gate. Go through it and turn left to drop down to a bridle gate. Now head diagonally across the pasture to pass through a field gate onto a drive and road. Turn right to walk along the road which soon bends left. About 100 metres on look for a gate/stile on the right (*currently no access – obstructed, fingerpost required as well*). Go through it and follow the hedge on your right up to the next boundary. Proceed through the gate/stile (*also obstructed*) and continue ahead keeping the hedge to the right. This drops down to field gate in the far bottom corner. Go through onto a drive then a road. Turn right to proceed along the road (*fingerpost required*).

53. Pass a couple of farms to second junction; you will see a No Through sign ahead. Go right and in about a kilometre the lane dips below Old Castle Farm and as it bends right go left through a field gate and over wet ground; there's also a permissive path left over a stile into the field and then turn. Either way you reach a waymark post. Continue to walk ahead then cut left just before the River Ithon between veteran oaks to reach the Alpine Bridge, spanning the river, on your right.

*Alpine Bridge – was called this as it reminded the Victorians who built it of bridges they crossed in the Alps on early holidays abroad.*

54. Cross the bridge and rise up to a bridle gate. Go through onto a track, but almost immediately cut left through a field gate to drop down to cross a stream. Proceed beneath the tree cover with the river to your left. Go through a field gate and then ahead looking for a waymark post. Just before it go right heading up a bank and then slightly right to a field gate. Continue to walk uphill by two waymark posts. At the second, cut left down to a field gate into woodland; a clear path descends slightly right through the woods to a stile leading into wet pasture clothed in swathes of soft rush. Head slightly right, near a ditch, to a stile in a protruding field corner; there's no clear path in this or the next field. Once across, continue in a similar direction to cross a stream and stile now aiming just to the right of a white cottage at Glanyrafon.

55. Climb a stile by a field gate onto a track and cross a stile on the other side. Walk ahead in the pasture passing by an electricity pole and then curving slightly left to cross a stile in the next hedge. Keep ahead to cross another stile within a patch of bracken. Press on again, over another stile and then but in about 100 metres cut left by a finger post to dip down to cross a stile into Bailey Einion Wood. Follow the narrow path through the wood. You'll catch a glimpse of Cefnlllys Castle and St Michael's church on the other side of the river as you walk through the nature reserve managed by the Radnorshire Wildlife Trust. The path now runs ahead through the wood with many steps and boardwalks, however keep left at the fork and you eventually come to a kissing gate at Shaky Bridge. You can go left to walk across a solid replacement for the old shaky bridge to visit the church or scant remains of the castle.

*Bailey Einion Nature Reserve - is dominated by ash and sessile oak trees, with alders along the riverside. Hazel is found throughout the reserve and these are coppiced by volunteers to allow more light to reach the woodland floor which encourages bluebells in the spring as well as dog's mercury, red campion, yellow archangel and greater stitchwort. There are also some early purple orchids in the spring. There are also many lichens, mosses and liverworts and orange tip and ringlet butterflies can be found in the woodland glades.*

56. Otherwise, go right and immediately left into the car park/picnic area; there's a small memorial stone to a much loved former GP in the area, Dr Jenkins. Look for a path between trees off to the right of the car parking area. A wide track curves slightly left up the hillside to a kissing gate. Go through it and continue to climb on a green path through bracken to a summit. The path levels and passes through woodland rising above a dingle where the fast flowing stream can be seen below.

The path then moves away from the stream across rougher ground to a field gate. Go through it and walk ahead along a green track to another field gate onto a byway.

57. Turn right here to follow the track which soon becomes a tarmac road and climbs up alongside a plantation on the left right to the very top. Now look for a stile on the right leading into a high meadow. Cross the stile and head slightly left through the meadow rich in flowers such as bedstraw, yellow rattle and trefoil. Pass by a triangulation point where the panoramic views extend across the Cambrian Mountains and Radnor Forest.
58. From the trig point, go ahead through a bridle gate and onward in a field to pass through another gate. Now head very slightly right as the path dips down to a stile. Cross this and descend the hillside, steeply in places, through a sea of bracken. Keep ahead at a junction, ignoring other paths left and right, to follow the main path down to field gate and stile. Cross it and within 10 metres turn left on a lesser path to cross a second stile and then proceed ahead at a junction. On reaching a waymark post at a crossroads go right down a bridleway which leads to the Lake.
59. Go right to follow the pavement along the lakeside and then continue along Princes Avenue. Go left into Span Road, cross over the main road, and continue ahead to cross into Middleton Road then left into Station Crescent to Llandrindod Wells railway station.

*Llandrindod Wells is the county town of Powys. It was developed as a spa town in Victorian times. The Lake was built as a boating lake in the late 19<sup>th</sup> century. The Fabulous Water Beast is one of the largest public fountains in the UK.*

## **7 - Llandrindod Wells to Builth Wells**

20km, 12.5 miles, 18 stiles.

60. Leave Llandrindod railway station from Platform 1 (i.e western side of the tracks) to turn left into High Street. At the fork keep right to walk through to a building known as Gwalia (now offices and library). Cross the Ithon Road and Norton Terrace to the entrance to Rock Park. Walk down the path to a crossroads where you turn left to walk over the footbridge and by a chalybeate spring. Within 20 metres turn left and climb up to a junction by a lamp post.
61. Go ahead to leave Rock Park along a path between a fence and hedge to exit on a road; turn left along Park Lane. This gives out onto Wellington Road (A483). Turn right and walk along the pavement, passing the Ridgebourne Hotel, until the pavements gives out and there's a road bridge over the railway on the right. Go right here and the after the bridge turn left through a field gate. Follow the track ahead through four (*third field gate in poor condition*) field gates near to sheep pens and then alongside a fence to cross a stile (*step missing*). Continue ahead towards the coniferous plantation. Cross the stile, twist right and left and then ahead through the wood to a fence at Holly Barn (*overgrown here*). Go left and you soon come to a stile (*steps need re setting*) to exit the wood.

*The Cambrian Mountains refers to the Mid Wales uplands of Pumlumon, Elenydd, and Mynydd Mallaen. These mountains are remote and sparsely-populated, and were described by writers in past centuries as the "Green Desert of Wales". The Cambrian Mountains lie between their better-known neighbours, the Snowdonia and Brecon Beacons National Parks. In 1965, an unsuccessful process was started to designate a Cambrian Mountains National Park. However the area is still a peaceful, largely unspoiled landscape with a rich cultural history and vibrant natural beauty.*

62. Keep ahead alongside the hedge; there are superb views across to the Cambrian Mountains (right) and Carneddau range (left) on this section. Cross a stile by a field gate and continue ahead with a hedge to the left. Go through a bridle gate and within 30 metres turn left through a bridle gate and then right to now walk alongside a hedge to your right and a farm beyond. Turn right on the road and then left down a drive (*there are fresh waymarks here—is this the line of route now?*). This curves right and descends to a corner where you go over a stile into the field (*there is a broken stile just before here; currently not used so no action reqd*). Keep ahead and you'll see Red House farm to the right across the pasture. Climb a stile and head slightly left down to a wood and footbridge across a stream.
63. Once across head slightly right, in the direction of the farm buildings on the brow, across tussock grass and over a gully (*couldn't find a bridge here. sleeper bridge needed*). Once across it ease slightly right to cross a stile and then go right through a small pasture to cross a stile (*steps broken*) by a field gate. Climb up to cross another stile beneath hazel bushes and continue ahead with a hedge to the right. There are great views across to the Cambrian Mountains from here and Disserth church comes into sight below. Make your way down to a field gate, pass through it keep ahead to walk alongside the wood's edge to drop down to a stile onto a road opposite Disserth Caravan Park (*fingerpost reqd here*)
64. Go right over the bridge spanning the River Ithon and within 20 metres left through a bridle gate and across a riverside meadow. Cross a small footbridge into the wood and keep left, but then bear right to climb a steps up the wooded hillside and then ahead along the edge of the wood, then over a stile into a field. Head very slightly left to cross a stile, over a track and through a bridle gate into a small wood.
65. Cut right through it and wet ground to follow a hedge on your right as it curves around to a bridle gate. Continue ahead; you soon pass through another bridle gate in the next field boundary. Within a few metres turn right through another bridle gate and head very slightly left across the field to a line of trees. Pass through a bridle gate and continue ahead down a bank, across a trickle of a stream and across a field to rise up and over a stile. Now continue ahead up the next field to climb another stile beneath a tall tree. Within a few metres (where the path forks) peel off left through a meadow. Head slightly left to proceed through a bridle gate beneath a large oak tree in the next boundary. Continue ahead, aiming for a field gate situated to the left of bungalows. Go through it and walk ahead along a green track, across Meadowlands road and onward to pass between a school on the left and sawmill on the right. You soon reach the main road. Go right.
63. Continue along the main road to pass by the New Inn on the right and ahead by the shop and climb up to an outdoor shop after the Golden Lion pub. Go left here on a narrow road, signposted as the National Cycle Network Route 4. This leads to the B4358, turn left to follow this over the Wye and out of the village on the Wye Valley Walk, a path which is highlighted with a distinctive waymark roundel featuring a leaping salmon.

*The River Wye (Afon Gwy) is the fifth-longest river in the UK, running from its source on Plynlimon 215 kilometres (134 m) to the Severn estuary. For much of its length the river forms part of the border between England and Wales. The Wye is important for nature conservation and recreation and is one of the best rivers for salmon fishing in the UK.*

64. The road is wide, and not heavily trafficked, but be wary of oncoming traffic. Before long it rises steeply through forestry at Estyn Pitch. As it levels off look for a finger post on the left indicating that Builth Wells is 6 miles away. Cross with care to go through a bridle gate into Estyn wood. The path dips down through mixed woodland where you'll hear but not see the rippling waters of the

River Wye. There are several boardwalks to ease access across wet sections until you exit through a bridle gate into a field.

65. Head very slightly left to climb up the bank keeping a fence and then scant remains of a boundary to the left. Proceed through a bridle gate by the farm gate and walk alongside a row of hazel bushes to another farm gate, then down to a gateway into a marshy area. Head slightly left across the field to a fingerpost before a line of woodland. Bear right to descend the bank to the Hirnant Brook (*tree down but passable and warden knows!*). There's a guide rail to help here.
66. Go over the footbridge; continue ahead over very squelchy ground, through a bridle gate and onward to a stile next to a fingerpost. Wander through a pasture to pass through another bridle gate and head slightly left through a meadow towards the right hand end of a wood and through to a stile. Cross it and keep ahead to join a hedge on the right. Follow this to a farm gate in the top right corner. Go through and now follow the hedge to the left to reach a fingerpost. Ease away from the hedge to walk down to a bridle gate in the bottom corner by a wood. Go through and walk along the fence to a kissing gate onto a road.
67. Go left and pass by a lodge and entrance. Turn right to walk through a bridle gate and wood to leave through another bridle gate. Aim slightly left towards Porthllwyd farm. Enter the yard by a bridle gate next to a farm gate and cut immediately right and then left alongside a barn to a bridle gate. Pass through here and walk slightly right across the field to join a fence leading to a bridle gate. Once through follow the woodland's edge to a footbridge across a stream and another bridle gate. The path climbs to the right of a dwelling and across a path to the top of the wooded bank. Follow it ahead over tree roots and eventually you cross a footbridge to exit the wood. Proceed through four pastures and bridle gates (and over one footbridge) to come to Goytre Wood. Go through a farm gate and follow the main woodland track for about 100 metres where the Wye Valley Walk peels off left at a fingerpost and runs through a wonderful woodland with its span of oaks and other native trees overlooking the river. You come to a wedge of coniferous trees; cross a stile here and keep ahead crossing another stile by a farm gate in due course.
68. Above is Rhosfering Lodge (private property) and the path joins a lane just beyond. Climb ahead to a corner where you peel off left to a bridle gate to enter a large meadow. Dolyrerw Farm is across the field to the right. At the end of the field go through the farm gate and walk alongside the riverside fence in the next large meadow. Continue through two more pastures and bridle gates (and a footbridge) to enter Dolyrerw Wood and, another delightful mixed woodland on a path which is riddled with roots. Go through a kissing gate and stay near to the river (not the tarmac lane).

*Builth Wells – there has been a settlement here since soon after Roman times. Builth is at an important crossing point on the River Wye and central crossing point for the whole of Wales. It has become a typical and traditional market town and became known as a spa town with the arrival of the railway. It is now famous for hosting many big shows, including the Royal Welsh Show, at the showground just over the river from the town.*

69. Pass beneath the railway bridge and then climb up to a junction in Wern Wood. Keep left to follow the river and with glimpses of the rapids below. Walk through a kissing gate and proceed through four pastures, through bridle gates and over one sleeper bridge. The path turns right and makes its way to a bridle gate onto a road. Go left and left again over a bridge for Builth Wells. Turn left to follow the tree lined to the bus stops by the Wye Bridge near to the statue of a bull. There are toilets here on the right in the car park.



### **Link - Builth to Builth Road**

3.5km, 2 miles, 2 stiles

From the Welsh Black statue and by the main bus stand go ahead to the bridge over the River Wye. Follow the main A483 road to a roundabout and turn left to walk along the pavement passing by the Royal Welsh Show Ground. Cross the road with care.

At the end of the showground turn right along the road signposted at RWAS. This soon turns right into the ground but you continue ahead up a lesser track (*fingerpost req??*) and as it swings left go right on a sunken lane to rise up through a gate and to a junction. Go right here (*waymark req?*) to walk towards Lower Llanellwedd Wood. Choose the gate on the left to enter the wood (*waymark needed*) and climb up and keep ahead at two successive junctions. Ignore the next junction left and pass through a gate with a dwelling on the left.

At the T junction with Club Lane, go left to wander down this ancient thoroughfare, wet in places, but offering great views across Mid Wales. At the end of the Pen-graig wood cut left over a stile into a pasture. Follow the fence on the left down to the next boundary where you climb a double stile (*broken*). Continue ahead and then left through a gate by a building. Walk on the track to pass to the left of the dwelling and follow this to the old main road.

The village of Cwmbach has been by-passed and the old road is now very quiet – head along it to the right. The road begins to bend and before it makes a sharp right hand bend cross over and walk beneath the new bypass bridge. This curves around to the left and then right to a gate and onto the road down to Builth Road Station (Llechryhd)

### **8 Builth Wells to Llangammarch Wells and Llanwrtyd Wells**

Approx. 20 km, 12 miles, 3 stiles

70. From the main bus stop by the statue of the Bull, turn left to walk along the promenade by the River Wye, part of the Wye Valley Walk. The path cuts left to follow the River Irfon to a footbridge. Do not cross the bridge but continue alongside the river up to cross the A483 road and ahead into Irfon Bridge Road. The road rises up to a corner and layby where you cut half right along a path between gardens and the river. The path crosses a stream and bends left upstream for a short section then turns right to run between fences to Nant-yr Arian cottages. Walk up to a junction and go right to leave town.

71. Within a few metres go left to cross a stile by a field gate (*stile non standard, gate not used and fingerpost req'd*), Climb up the field alongside the wood on your left to cross a stile (*non standard but gate works*) by a field gate. Continue ahead on a green track to cross a third stile continue ahead (*non standard but field gate works*) to proceed along the track which gives out at a gate into a field. Follow the hedge on the left up to a field gate. Go left through it and climb up with a hedge now on your right. Ignore the first gate, but go right through the second to follow a track which bends left, through a gate and passing between stables and a bungalow at Lower Hall Stables.

72. Go left on the road to pass a community hall and Mynis chapel. The road then bends left and at this corner you turn right to pass a bungalow on the left (*FP req'd*). Keep ahead to pass through three field gates and with a barn to the right. Continue along a corralled track and then follow the fence on the left down to the woodland. The track sweeps left and leads down to another field gate. Go

through and follow the hedge to your left down to pass through another field gate. It now descends more steeply, over a stream, to a final field gate. Go right at the junction and climb up the wooded hillside. The track bends left to pass by dwellings to a road by the entrance to Tyn-y-Graig. Go left on the road to walk up to Penrheol Farm. *(waymark post would be good here)* Your way is left along a narrow dead end lane, climbing most of the time for approximately 2 kms to reach a crossroads of tracks.

73. Keep ahead towards Pen-y-waun; the bridleway passes a stable and a drive leading off to the right. You, however, continue ahead through a field gate turning right on open access land. Proceed ahead near to the fence on the right with good views across to the Cambrian Mountains. As the fence and another bridleway peels off right you reach a junction *(waymark post req'd)*. Keep left ahead to rise up a sunken track which curves slightly left through bracken to reach a junction where you cut right to dip down to a stream and through a gate at Post 20 where there's a red flag. Make sure you read the information provided at the boundary to MOD land but be assured that it is possible to walk the Epynt Way when training is in progress *(signage needs to be changed – currently says keep out and permission required to enter – which is not the case)* .
74. Walk up to the finger post announcing the Epynt Way, go right and then ahead on a track known as Warren Road. Do not be alarmed if you hear the distant sound of firing; there is an artillery range a few miles away and there might also be army exercises nearer. The Epynt Way path is very well waymarked; each post is topped with a yellow cap. Beyond a junction of tracks come to post 131 and here you leave the track and ease slightly right down the hillside. The path then bends left and climbs up, just to the right of the coniferous plantation, and left of the ravine, Cwm –grai ddu, seen to your right. You are heading to the viewpoint on the road ahead – with a red flag usually flying a little further down the road. Keep ahead through wet ground and to waymark post 138. Now proceed very slightly right, climbing more steeply up to the viewpoint. Go right to pass by picnic tables and left up steps to the road.
75. The Epynt Way continues along a track alongside the Mabbion Way, a road built in 1947 by army engineers, but you leave it and head right, down the B4519 road until it reaches a cattle grid and road signs warning traffic of the military training in the area.
76. At the right hand corner leave the road to walk ahead down a green path which passes by an old hut and then twists slightly right and left across moorland *(fingerpost reqd)* . Follow the path down the gentle ridge, through a field gate and with fine views down to Llangammarch church. Descend more steeply down to pass through two field gates just before a dwelling, Troed-Rhiw Isaf. Keep ahead on the track to pass to the left of the house and then down a tree lined lane.

*The Epynt Way runs round the edge of the Mynydd Epynt, a wild plateau covered largely by blanket bog and grass, intersected by several stream valleys containing woodland and meadows. The area became famous as the breeding ground for Welsh Cobs - the very name Epynt originating from an ancient expression meaning "haunt of horse". In 1940 most of the area was compulsorily purchased by the War Department for use as an artillery training area, now the Sennybridge Training Area. The Epynt Way was developed as a way of allowing greater public access, but routed so that its use would not conflict with military training.*

77. Continue down the winding lane for over 1km right into Llangammarch Wells\*, including a right hand turn at a junction just above the village and merging onto the main road to reach the village post office and turn right for the bridge over the river. Head under the rail bridge and turn right to reach the railway station or left to continue to Llanwrtyd Wells.

*\*Ideally would be better to use this route but not clarified as a RoW – may belong to Lake Hotel??  
'You soon reach a corner where the lane bends sharp left. Go ahead here down along a track which winds its way through a woodland, passing to the right of a dwelling and down to a bridge, (the old Hot well) over a stream. On reaching the road by the Lake Hotel go left and around the corner look for a path off to the right. Take this path down to the River Irfon and follow it upstream through several fields and gates into Llangammarch Wells. Once you reach the road in the village the village stores and post office are just up the road to the left, otherwise turn right to the bridge over the river and then head under the rail bridge and turn right to reach the railway station.'*

*Llangammarch Church – there is a stone beside the church which commemorates John Penri a famous puritan who was born in Llangammarch. He campaigned for a Welsh bible and preaching in Welsh and was hanged in 1593.*

78. The route passes the Cammarch Hotel and follows the road out of the village, over a bridge, then rises up and over the hillside of Cefn Derwyn - there's a welcome seat just over the brow. At the first junction turn left, follow round a corner and onwards to the next crossroads. Take the narrow lane ahead and right a little, a no through road to a small number of farms. This rises up to pass the entrance to Prysiau-fawr and then dips down where you take the gate ahead (leaving the lane) (*waymarking required*) onto an unsurfaced track to Tyn y Rhos. Follow this track through a gate and up to a gate onto open access land (*gate may need repair/upgrading*).

79. Through the gate the line of the bridleway is not clear on the ground (as this is open access land the precise route is not a problem). Head slightly left across the rough ground towards a gully, then walk on the near side of this crossing it at or a little before it gives out into a boggy area. Follow one of several narrow paths through the rushes to find a footbridge (not easily spotted!) set over the stream with a gate in the fencing behind. Once across walk slightly right to reach the gate (and leave the open access land).

80. Through the gate there is no clear path across the pasture but walk towards three trees ahead on slightly higher ground. Continue ahead beyond these and then aim very slightly left to drop down to a gate by a small stream. Go through it and keep ahead, slightly right alongside a line of hawthorns, then ahead over a gentle brow to a gate beyond which is a fenced-in track. You follow this attractive green tree lined track through a series of gates all the way to the road (*last gate has broken latch*). There's heathland to the right watered by the Camddwr. Turn right on the road and follow it towards Llanwrtyd Wells. At the junction keep left for Llanwrtyd railway station.

*Llanwrtyd Wells – was another mid Wales spa town and now claims to be the smallest town in Britain. It is the home of Bog Snorkelling, the Man vs Horse Marathon, the Real Ale Wobble and other unusual, fun events, and has several good eating places.*

## **9 Llanwrtyd Wells to Cyngordy**

18 km, 11 miles, 1 stile **Second half of this section has not yet been tested.**

81. Turn left out of the railway station signed to the town centre and walk to the main square where there are cafes, shop and hotel. Turn left again along the Llandovery Road (main A 483 road) and left again on the Llangammarch Wells Road. This passes under the railway and winds, descending past a barn and dwelling on the left. Look for a turning on the right well before the corner. This is

your way along a narrow lane leading to farmsteads amid the lowland heaths. After a gate, it becomes a track and crosses a stream on a bridge (there's also a footbridge a little further on). Go through the gate opposite the footbridge by a fingerpost.

82. Head diagonally left across the field towards another finger post and then through a gate. Keep straight ahead on rough ground through another gate and past a finger post, then up an old track which becomes less clear as you climb up the field towards a large barn. Keep ahead, past a solitary gate post and onward towards the right of the barn. Pass through a gate onto the road.
83. Go right to follow the road for 1.5 kilometres into the woodland, part of the vast afforestation known as Crychan Forest. As the road begins to bend left there's a small car park and picnic table to rest awhile. Take the forestry track here which runs about 4km more or less in a line which is thought to have been a Roman Road. Follow waymarks (*one junction is not obvious additional waymark required*) as the track climbs through coniferous woodland for the most part, but descends in places; ignore tracks off to the right and left. It levels and there are more muddy sections, but there are always paths alongside to avoid the deepest rainwater pools. It then descends gently for a couple of kilometres to a road.

*Crychan Forest and neighbouring Halfway Forest are set between the Brecon Beacons and the Cambrian Mountains. There is a contrast of trees from the native oak, ash, beech and hazel of the original ancient forest, to the imported conifers, which are now very numerous in mid Wales. Among the woodlands you can see snowdrops, daffodils, bluebells, foxgloves and gorse, depending on the season. There are many miles of way-marked routes on forest roads, criss-crossed with old tracks and drovers roads. Wild life includes red kites, honey buzzards, goshawks and the Forest is one of the strongholds of the Wales population of red squirrels –although you would be very lucky to see one!*

84. Keep right on the road, passing the entrance to the Esgair Fwyog car park. Continue to a finger post and cut right here into the wood, through wet ground at first then winding its way down the hillside to reach a junction towards the bottom. Go across the forestry track and walk down to a corner where you go left along a narrower overgrown section of bridleway crossing streams and wet ground before coming alongside a fence to a bridle gate (*Waymark not accurate here? Gate held up with string*). Go through it and walk alongside a sunken lane down to the Nant Hirgwan stream (*bridge required here?*). Cross over and follow the green track up to a field gate; go left along the track beneath Clynsaer farm and by other dwellings to the main road.
85. Cross the road with care, turn left for 20 metres and then right through a bridle gate into a field (*finger post no longer accurate here*). Go left along the field's edge to go through a field gate (*unhinged in poor state; tied with string*) to join a track. *There's been a recent diversion here*. Turn right and right again once over the stream. Follow the track up to Gilfach farm. Proceed through a field gate and keep to the left of the farmhouse and yard to go through a second gate.
86. The track rises up to the railway line but just beforehand turn left to follow the field hedge on the right. Walk through the first field and through a field gate (*poor condition*) and onward through a second (*tied with string*). There are super views ahead Dyffryn Twyi. Continue ahead to a field gate which you go through to cross the railway with care and into a wet pasture. Follow the line of oaks ahead to another gate (*poor state*), cross a stream and then follow the hedgeline through a second wet pasture to the next field gate (*in poor state*) to join a clearer farm track.
87. Follow this as it bends right and then up to a junction where you keep left through a field gate. The track bends right and then left over a small brow where you keep slightly right (not slightly left along the track) through rush cover with a fence to the right. Pass through a field gate go ahead to rise beneath an oak tree. There are good views back over the Brecon Beacons from here. The path

now runs alongside the tree line and fence to your left. Go through another gate and very wet ground. The track descends to a gate. Pass through and walk down a drier tree lined track which drops down to a gate leading onto a lane at Llanerchindda.

88. On reaching the road, turn left to follow it down to and beneath the viaduct. Go next right over a footbridge (*currently closed!*), through a narrow gate and ahead on an old tree lined trackway to cross the railway.

*Cynghordy Viaduct – was one of the last structures (along with Sugar Loaf tunnel) built along what is now the Heart of Wales Line, in 1868 to complete the line. The viaduct has eighteen arches built in sandstone and lined with brick and is 259 m long on a gentle curve, rising to a height of 31 m above the valley.*

89. The track climbs beneath trees and then then bends slightly right alongside a fence and through another field gate (*very poor condit*). Proceed to a waymark post and the track bends right to a stream and narrow gate. Go through and head very slightly left across a large field to the far left corner. However before reaching a narrow gate cut left to walk alongside a hedge to your right. Once over a track and look for a stile on the right. Now turn left to follow the hedge and fence to a little bridge.

90. Cut left through a field gate (*poor condit*) and turn immediately right up to a second field gate. Once through keep ahead up and along the hillside; aim for a gate to the right of a barn. Continue ahead onto a drive and through a bridle gate by the cattle grid and down to cross the railway with care. At the junction cut left for Cynghordy railway station.

## **10 Cynghordy to Llandovery**

11km, 7 miles, 12 stiles

91. Leave the station entrance and walk ahead down the road to a junction at Cwmcuttan and then right again at the next junction to pass under the railway. Follow the tree lined lane until it bends sharp right. You go left here to follow the track (*fingerpost required*) down to a gate and footbridge over Nant Bargod.
92. The track rises up to pass an old farm and becomes a surfaced lane and passes a dwelling before reaching a junction. Keep ahead and follow the winding lane down to a point where there's a drive on the left to Cefnllan. On the right is a stile (*This stile is currently dangerous so care needed*); cross this and a footbridge into a field and head very slightly left to skirt a field corner and through wet ground to cross a footbridge over a stream.
93. Cross a stile into the next field and head very slightly left to reach a barred gate. Proceed in a similar direction across a pasture to cross a stile just beyond a stream, about 20 metres to the right of a corner. Once over go left to follow the stream as best as you can as there are some overhanging branches and wet ground. Go over a stile just to the right of the stream, often surrounded by mud, and once over continue ahead with a hedge to the right although once again there are overhanging branches. (*There were branches and some pig wire across track last time checked*). The old track leads up to Rhandirberthog Farm.

94. Go left before the house to follow a track through Pantglas Farm and climbing until you reach a junction. Turn left here and walk down the lane for just over a kilometre to reach Maes-y-gwandde farm on the right. Go right after the buildings and farmhouse down a concrete road, through two field gates, which then becomes a track which soon bends left and continues to descend into the valley. The track bends right, passes through a field gate and climbs up (*waymarker needs re setting on waymark post*) to a hairpin bend cutting left to rise to Cefnrickett farm. Go through another field gate as the track bends right to the farmyard and house.
95. However, you cut left over a stile by a field gate and then turn right to walk along a green track with a hedge on your right. There are excellent views across to the Brecon Beacons from here as you head very slightly left down the hillside. Cross a stile by a field gate in the next field boundary and continue ahead to the next hedge with woodland to your right. Climb a stile and keep ahead again to enter the wood along an old track which curves slightly right to a field gate. Go through and then look for a stile on the left. Cross this and drop down the field to crossing two stiles, one either side of a track.
96. On reaching the road, cross with care and turn left to the junction then right towards the historic Dolauhirion Bridge, built by Thomas Edwards of Pontypridd in 1773. Beforehand, cut left over a stile. This is the Twyi Trail and it follows the river for the best part of the route into Llandovery. Pass through two kissing gates then along a corralled section between gorse bushes and then through two more kissing gates and then left alongside a stream. Proceed through another kissing gate, over a road, and right over a wooden footbridge and gate into a field.

*The River Tywi - is one of the two longest rivers flowing entirely within Wales, (the other is the Teifi) with a total length of 120 km. It is noted for its sea trout and salmon fishing and otters are regularly seen The river is dammed upstream of Llandovery, about 10 km from its source, where the Llyn Brianne reservoir was created in 1972 to store winter rain for release into the river during dry periods.*

97. Follow the hedge on the right around buildings to cross a road guarded by two kissing gates (*one gate broken*). Follow the hedge to the right and pass through another kissing gate (*broken*) into the next pasture. Now head slightly right to go through a kissing gate before a shed with a corrugated iron roof.
98. Go left along a green track, over a stile by a gate and head very slightly left alongside a hedge and through a kissing gate. Continue along a green track to exit onto a main road. Turn left for Llandovery railway station.

*Llandovery – is an ancient market and droving town. It is said the first bank – the Black Bull opened in the town to pay drovers and later became the Black Horse of Lloyds Bank. The droving heritage of the town is celebrated every year in September at the Llandovery Sheep Festival, where you may see live sheep racing in the street!*

## **11 Llandovery to Llangadog**

15km, 9.5 miles, 12 stiles.

99. Leave the station entrance and turn right to walk into Llandovery town centre. Look for the turning on the right by Llandovery tourist information centre and into a car park/bus stop and to Llandovery Castle. Just before the castle ruins go left on a track and go through gateway to join a path along the riverside. Climb up steps and turn right to walk over the Waterloo Bridge.

*Llandovery has had many famous residents including Llywelyn ap Gruffydd, a statue of whom stands beside the hill-top ruins of Llandovery Castle and William Williams Pantycelyn who wrote the famous hymn "Guide me oh thou Great Jehovah" which is sung regularly at rugby matches.*

100. The road bends left and in about 100 metres go right on a concrete road through Bronallt farm. It follows the Towy Trail for part of the way to Llangadog. Cross a stile by a field gate and climb away from the farm up to a stile by a second field gate. This leads into a wood. After a short distance, bear left up a track, and then shortly bear right as the track continues to climb. At the brow of the hill bear left and exit into a pasture by way of a stile. Do not follow the hedge line beyond the first corner; head slightly left across a field. There are great views across the Twyi valley as you rise up towards the far corner (and not the field gate before). Go through a kissing gate and continue to walk very slightly left across the field, well to the right of the dwelling, Cefn –yr-allt-uchaf, which is situated on the left. Go through a kissing gate, pass a pool on the left and continue very slightly left to a kissing gate in a fence. Proceed up a drive and over a stile by a gate.
101. In about 50 metres, the track bends left, but you go right to descend into the valley, heading very slightly left towards tall gorse bushes and a tree line. Go over a stile (*steps broken*) by a gate and walk ahead. You soon reach a junction where you go left along another tree lined track, over a stile (*broken*) by a gate and climb up the wooded hillside. Cross a stile and continue upwards to go through a gate (*stile broken*) and after 40m (soon afterwards) reach a crossroads.
102. Go right through a barred gate and wander along a track with young trees on either side. Pass by a dwelling (Round Lodge) on the right as the track bends left and then right and descends through mixed woodland with views across to Llwynywormwood Park, now in the ownership of the Royal Duchy. Ignore a track off to the left over a bridge and the track continues ahead then bends right to a field gate.
103. Keep ahead along the valley and you will see a farm above to the right. The track curves gently right; look out for a stile on the left. Cross it and drop down slightly left to cross a footbridge. Climb up the hillside towards the right of a bungalow. Cross a stile onto a track, turn right and after a few paces at the corner is a junction.
104. *There is a loop from here for those wishing to visit Myddfai - keep ahead to climb up the valley side on a narrow path between tall trees. Cross a stile into a pasture and keep ahead near to the hedge on your left. Cross a stile in a fence and now aim very slightly right. Head to the left hand side of the roof seen ahead and go through two kissing gates by a cottage onto a drive and ahead at the road (do not turn sharp left). This proceeds down to the village of Myddfai. In the village turn right by the café and shop along a narrow lane festooned with stitchwort in the spring. Pass by the entrance to the old vicarage and at the next corner, go ahead through gates towards Llwynmeredydd Farm. Before reaching the house go through gates on the right and rise up a track through some trees, then up to and through a barred gate. Go immediately left through another barred gate and go slightly right up the bank heading to the left of a group of trees and slightly left to the top left corner marked by an outcrop. Go through the gate on the right and proceed ahead with a hedge to your left. There are marvellous views from this vantage point. Go through a gate and ahead to join a crossroad of paths where there is a cattle grid (see 110)*

105. Those not visiting should turn right to reach the road (*more detail required??*) Turn left along the road and before a sharp bend look for a track off to the right. Follow this through a wooded area to a field gate. Go through it and keep ahead through a field and another gate.
106. Keep ahead again to a cattle grid and then turn immediately right, now climbing up the hillside for about 50 metres. At this point head half left across the pasture with wonderful views across Carmarthenshire. Descend to cross a stile in the bottom left corner then keep ahead with a hedge to your left. Go through a field gate and descend again with the hedge left through a gateway and then ahead to pass through another field gate to join a track by a wood. Go right through two gateways and through a gate by a barn at Goleugoed farm.
107. At the junction keep left and as the track sweeps right, keep ahead in the pasture, aiming for the bottom left corner. Go through a field gate on to the road. Turn right and at the junction go left. Pass by a house (Cilgwyn Lodge) with delightful gardens and as you rise up the hillside go left through a gate, marked Pistyll Gwyn along a drive.
108. As the track bends towards the dwellings go right over a footbridge and stile into a field with Llety-ifan-ddu on your left. Keep ahead to climb alongside the boundary wall and fencing to reach a stile by an old barred gate. Go over it and keep slightly right of a past quarry working into a field. Climb steeply up the hillside heading very slightly left to a kissing gate in the tree line. Keep in a similar direction in the next pasture to another kissing gate and follow the fence on the right through to a third kissing gate; keep ahead again. There's been a diversion here so as to avoid Glasalt fawr farm. Go through the second field gate on the right and then turn left to follow the fence around to the right to a kissing gate in the top left hand corner of the field. Pass through it and drop down the hillside with a fence to the right. Half way down go right and then bear left down the next pasture to pass through two kissing gates at a track and then drop down to a bridle gate and over a track
109. Proceed through a kissing gate into a field and keep ahead along the hedgerow. Go through a gateway on the left and then head slightly right across a field to exit at a kissing gate onto the A4069 road. Cross with care and go up the narrow lane which climbs at first then levels with fine views over the Twyi Valley. It eventually descends, steeply in places to Llangadog, about 3 kilometres away. At the main road go right for the railway station, less than half a kilometre away. Otherwise turn left for the village and the route through to Llandeilo.

## 12 Llangadog to Llandeilo

18.5km, 11.5 miles, 11 stiles.

110. Llangadog railway station is about half a kilometre from the centre of the village along the A4069 so take care. Leave the station entrance and turn right to walk along the pavement as far as the turning before Pont Brân where it gives out. Pass by the church on your left and then up towards the square. However, look for a turning right (*No signage in village*) along a narrow thoroughfare after the Post Office to a junction. Go right for about 100 metres along Walters Road, then turn left between houses on a path which leads ahead between gardens into a pasture. Continue ahead through pastures and three kissing gates. Go over a footbridge onto Carreg Sawdde Common (a nature reserve) where you keep left through scrub. Continue slightly left to pass near a barn in the field to the left. The path ends by a farm and bus stop; however, aim slightly right to Pont Sawdde on this open access land.



111. Go over the bridge and take the second right turn into the village of Felindre. Keep left at the first corner and ahead at the second corner along a track between dwellings and through a field gate into a pasture. Follow the left hand hedge, through another field gate, then go through the kissing gate on the left and turn right to walk alongside a hedge now to your right passing through three kissing gates. At Bryngwyn Farm walk ahead through two field gates immediately to the right of the barns. Proceed along the farm drive to a lane and go ahead again, past another farm on the left and then eventually to arrive at a group of houses and farm on the right.

112. Continue ahead to go through the left hand field gate into a hillside pasture and then follow the fence on your right at first and then ahead to a wood. Keep climbing up the hillside, ignoring a stile on the right, to reach a stile (*step broken*) by a field gate. Go over it and up again through two bridle gates before reaching a road. Turn right to make your way along it to Bethlehem, the current starting point of the Beacons Way, marked by an interpretation board and seat. From here until Helgwm Wood you will be following the Beacons Way with its distinctive logo.

*Bethlehem – is a tiny village, popular at Christmas when people travel to post their Christmas cards from the former post office. The name Bethlehem came into common parlance in Wales after William Morgan translated the bible into Welsh in 1588. While the village was originally known as Dyffryn Ceidrich (Ceidrich's Valley), the name Bethlehem was also given to the local chapel – which can still be seen just off the main street. By the time of the Methodist Revival in the middle years of the 19th century, however, the village was being called by the name of its chapel rather than its original title.*

113. Keep ahead at the junction, dropping down to another junction opposite a bungalow. Go left along the track to come to sheds ahead and dwellings on the left. Continue to the wall to the left of the houses, go left along it for 20 metres and right through a small gate into a meadow. Head slightly right through the long grass to pass through a field gate and then follow the hedge to the right up to a kissing gate by the chapel.

*Carn Goch- means the 'red cairn'. There are two impressive Iron Age hillforts - Y Gaer Fawr, (the big fort) and Y Gaer Fach, (the little fort), together the largest in southern Wales. There is evidence of occupation possibly from neolithic times through to the mediaeval period though not necessarily continuous. The hill lies within Fforest Fawr Geopark designated for the outstanding geological heritage of the region.*

114. This gives out to a lane; go right and gather your strength for a climb up to the car park for Carn Goch situated just off the road. The path through the monument is not guided by waymark posts, but there is a clear green swathe of grass to follow. It peels off left from the car park and bends right to climb up to and through the remains of a small ancient Iron Age camp. On a good day there are splendid panoramic views along this section. The path then dips down and climbs up again just to the right of the stones; follow the path along them and then cut left to rise up to the inner camp of the main hill fort. Continue ahead and then very slightly right to the end of the camp where the path eases down gently enough across a heath strewn with stones. It curves slightly right to run down to a lane; the electricity poles present themselves as guide posts.

115. Go right along the lane, ignoring turns off to the left. Go through a field gate at Garn-Wen and walk up the drive for 100 metres where you cut off slightly left, through a bridle gate and along a bridleway. The track climbs up to and through another field gate, bends left and right and then you cross a stile to walk ahead again. You rise up to a junction at marshy ground, Bwlch y Gors, (*may need sleeper bridge or boardwalk or mini diversion?*) turn right to follow a path up to a gate and turn right to a stile, and then slightly right through a gateway. The path then cuts left to follow a fence towards Cerreglwyd Woods. There are lovely views all along this stretch.

116. Go through a gap in a wall, turn right and cross a stile in approximately 100 metres. Now follow a sunken path bordered by gorse and whinberries to a finger post. The path now descends to a tractor track. Go left to climb again through coniferous trees. Go straight across at the crossroads and then climb a stile onto moorland where you continue ahead with a craggy outcrop of Carn Powell, to the left and some streamlets to be crossed before you tackle the ladder stile in the next boundary wall. Continue ahead along fence and then strike out across the field to a field gate which leads to a lonely road junction.
117. Your way is ahead on a road signposted to Trap, continuing along it to Helgwm wood in about 1 kilometre. It is a quiet lane offering splendid views across to Carreg Cennen castle. Beacons Way cuts off left across heathland en route to Carreg Cennen. However, your way to Llandeilo is via Hafod Farm. Look for the next turning on the right indicated by a fingerpost to Hafod.
118. Follow the farm track down, passing through a field gate and turning right towards a farmhouse on the right and barns to the left. Follow the drive down to towards two gates but beforehand cut left through another field gate and along a track; this soon gives out right. You continue ahead through a field gate and then follow the hedge to the right along to a stile by a gate. Once over go slightly left through a field of lush rush to walk along the fence to your left. Walk beneath the trees and then head slightly right across another field of common rush. Go over a stile by a broken gate and proceed ahead in the next field to a stream beneath a group of trees. Once through head slightly right across the field to a corner near to barns at Llwyn bedw. Cross a stile just to the right of a field gate onto a lane.

*Tregeyb Wood – is owned by the Woodland Trust and is a Site of Special Scientific Interest. It is ancient woodland (mainly oak and ash), with some areas of grassland, new native woodland and wetland. Dormice have been recorded at this site.*

119. Go right to drop down the lane to a bridge over the River Cib and then rise up to pass a group of cottages. The lane bends left by the sawmill at Cib and then pass a turning on the left to Cwm canol. Look for the entrance to Tregeyb Wood on the right. Go this way through a gap by a gate and descend through the wood, ignoring a path on the right within 30 metres. The main path descends to a junction at a waymark post. Go ahead here; the path winds its way between trees curving slightly left (*probably needs a boardwalk section here*) and then right down to cross a stream. You soon reach a waymark post where you cut left to follow a path which keeps near to a streamlet and through very wet ground (*boardwalk required*) to exit by a wooden sculpture. Go right to follow the perimeter fence of the community woodland. This can be wet in places (*may be option to cut straight through onto road to avoid wet patch? Or two more pieces of boardwalk?*) It bends left and eventually reaches a stile and bridle gate on the right leading to Bethlehem Lane.

*Llandeilo- Llandeilo is named after Saint Teilo, a 6<sup>th</sup> century Celtic saint. The Welsh word llan signifies a monastery or a church. Saint Teilo, who was a contemporary of Saint David the patron Saint of Wales, established a small monastic settlement on the site of the present-day parish church. Dinefwr Castle overlooks the River Tywi near the town. It lies on a ridge on the northern bank of the Tywi, with a steep drop of about 75 metres to the river. Dinefwr was the chief seat of the kingdom of Deheubarth and the seat of Rhys ap Gruffydd, one of the early kings of Wales. The road and railway bridges over the River are of engineering interest. The single-arched road bridge was completed in 1848 and is Grade II\* listed. The railway bridge, opened in 1852, is a rare survival of an early 'Town-type' lattice girder truss.*

120. Go right over Pont Breinant and continue along the road. Look for a footpath signpost and path leading off left across the pasture. This is your way to a wonderful suspension bridge over the River Teifi. Then cut right for Llandeilo station or ahead for Ffairfach.

### **13 Llandeilo/ Ffairfach to Ammanford**

15km, 9.5 miles, 25 stiles.

121. From the north end of the southbound platform at Llandeilo station go right to walk through scrub to the suspension bridge over the River Towy. Do not cross the bridge but go right along a corralled path which soon becomes a track rising up to Church Street. Go left to pass St Teilo's church to join the main A483 road. Keep ahead over the bridge to soon enter Ffairfach. Keep ahead at the main crossroads for Ffairfach railway station or go left into Bethlehem Road to start the Ffairfach to Ammanford section of the trail.
122. Once under the rail bridge, go right onto the Trapp road. This climbs away from the settlement for a good half a kilometre to reach a lane off to the left by Tregib Wood. About 20 metres up from the junction go left over a stile then head diagonally right up a pasture to cross a stile by a tree. Walk ahead with a wall and hedge on the right. Look for steps and a stile on the right. Once over head up the bank through bracken and damp grassland overgrown by common rush to cross a stile beneath an oak tree at the top right hand side of the field. Continue ahead alongside a tree lined boundary, skirting a pocket of woodland but then onward to the top right corner of this rough pasture.
123. Go over the stile leading into the wood. Press on over a stream to cross another stile. Head very slightly left through marshy ground to two field gates beneath an arch of hazel and hawthorn. Cross a stream and walk up ahead to a stile. Cross this and keep ahead to go over two stiles and a footbridge. Now head slightly right up a large field and then cross two stiles in succession into the next field. Keep ahead on a path which runs between healthy tufts of grass; keep ahead through a gap and over a stream and up a bank towards a farm, Gelli-Groes. Go through a field gate and turn right to pass through two more; the track bends left and right to pass by cottages. Walk along the track to a road.
124. Go left and immediately right on the road to cross a stile into a pasture. Follow the hedge on the left down the field. Cross a stile on the left (*needs clearing*) and then ahead to another and finally over a green lane to climb a third stile. Head very slightly right across the pasture to go through a gap in a wall and then onward to cross the next stile. There is a junction of paths in this field.
125. Go right to walk along field's edge on the right. Cross a stile and follow the hedge down again to cross a track and a stile. Now head very slightly left. Pass through a field gate and then ahead in the next field. Walk onward to cross a stile, a track and a second stile in a wooded area; Carreg Cennen Farm is to the left. Head straight down the field enjoying the lovely views to Carreg

Cennan Castle, and over another stile, down steps to pass by a dwelling and then left and right to walk down a green path beneath and arch and through a small gate to the road at Trap.

*Carreg Cennan Castle – is spectacularly located on limestone cliffs above the Cennan valley. It was probably first built in the 12<sup>th</sup> century as part of the great Deheubarth dynasty. The Castle changed hands between the Welsh and English many times as they fought each other for control of the area. In 1283 Edward I granted the castle to John Giffard, the commander of the English troops at Cilmeri where Llywelyn ap Gruffudd (The Last) was killed. Giffard was probably responsible for the remodelled castle we see today. The castle also featured in the rebellion led by Owain Glyndŵr when in 1403 Glyndwr's forces attacked and besieged the castle. In 1461, during the Wars of the Roses, Carreg Cennen became a Lancastrian stronghold. However a Yorkist force captured the castle and demolished much of it with a team of 500 men.*

126. Go right to the junction. The Cennen Arms is to the left and your way is ahead to rise a little up the road and before an electricity pole go left at the fingerpost. Walk up steps (*needs clearing*) and turn right to walk along the top of a bank covered in ransom and quite a sight and smell in Spring. The path drops down steps to a bridle gate and then follows the beautiful River Cennen down the valley. Cross a stile and a stream into the next field then keep left through a pasture which is prone to flooding in very wet weather as there are several small streams flowing into the Cennen. Climb a stile into a wood (*stile steps are loose*) and keep left as you progress to a field gate. Continue ahead in another pasture and through a second gate into a wood. Go over a footbridge and stile when the path moves away from the river for a short while, along a wet track to a stile by a field gate. Once through turn left to cross a stile and onward to a bridge spanning the river.
127. Cross it and walk up the track to a road. Turn right. There is some traffic on this road so take care. Keep ahead at the crossroads and then right at Blaenweche and then left along the road to Llandybie. The road rises up and bends right to pass Garnbica farm and look for a byway off to the left on a downward gradient as the road curves left and there's a road narrows sign.
128. Go left along the byway, passing the ruins of an old cottage on the left and then descending into the Gwyddfán Valley, an old lane festooned with summer flowers and butterflies dancing in the breeze. It becomes a streambed part way down and then crosses the River Gwyddfán over a small bridge (*needs clearing of weeds and branches*) by a ford. The track climbs up through a wood to join a lane. Keep left here and leads up to a crossroads at Banc-y-felin.
129. Turn right to walk along the Glynhir road for 2 kilometres, beneath tall trees at Glynhir Mansion and then onward to a junction. *Before reaching the junction there's a path off to the right to Llandybie for those aiming in that direction...see link from Llandybie.* Otherwise, go left on reaching the road junction; the lane winds down to cross the River Loughor. Climb up the hillside to reach a second junction where you cut right along a narrow lane; this is part of the Amman and Loughor Heritage Trail. The lane soon reaches a junction where you keep right. This track bends right to descend through a wood to a bridge over the River Loughor. It then bends left to climb out of the valley and between meadows to a junction. Go left here on Parc-Henry Lane; this leads into the outskirts of Ammanford

*Ammanford was originally named Cross Inn, after a coaching inn, as the town was a key crossroads on the north-south and east west coach routes of the early 19<sup>th</sup> century. Coal was mined in the area which attracted many workers and further investment led to various companies, one of which was the Llanelly Railway and Dock Company, building an elaborate transport system of railways. The first railway was*

*opened in 1840, linking with Llanelli and reaching Brynamman by 1842 and later extending northwards to Llandeilo and beyond. The town's name was changed in 1880.*

130. As the lane bends right in the housing development cut left by the fingerpost down steps and between gardens. Cross a road and continue ahead on a similar path to reach the main road at Bonllwyn. Go left to walk along the green and then onward towards town, a good ten minute walk from here. If you are for Ammanford railway station go right along Station Road and third right. Otherwise continue on the Llandybie Road into the town centre; the bus station is on the right.

### **Link - Llandybie to Glynhir Road for Ammanford**

*70. The link path from Llandybie railway station to Glynhir Road which meets the Llandeilo to Ammanford section of the route. It is a route through a pastoral landscape devised as part of the Amman and Loughor heritage trails project.*

71. Leave Llandybie railway station, turn right over the crossing and pass by a turning for housing at Erwr Brenhinoedd. Turn next right along a track between older houses. Proceed through a bridle gate next to a field gate into a paddock. Go right – the next bridle gate is in the far corner and climb up the field alongside the hedge on your right. Go through a gate at the top and head slightly right across a pasture to pass through another bridle gate. Head in a similar direction to skirt a wood then drop down along a hedge to a kissing gate and over a footbridge. Aim slightly left across a large field to a bridle gate by a field gate. Continue ahead to a pass through another kissing gate with Llangwyddfarn farm to the right.

72. Continue ahead for several metres then cut left over a footbridge. Turn right go along the track keep right go over a cattle grid go up to the house where you will see a kissing gate opposite on the right hand side of the house leading into an adjacent field. Climb up alongside the hedge to your left passing a pocket of trees at the top. This leads to a double bridle gate. Go through them and then turn right along a green track for about 10 metres through another kissing gate and onward through a third bridle gate. Keep ahead now with a hedge to the right to a field boundary and proceed again in the next field to another gate leading onto Glynhir Road.

73. Turn right if you are heading for Ammanford and left for Llandeilo as indicated in Section 13.

### **14 Ammanford to Pontarddulais**

15km, 9.5 miles, 3 stiles.

131. Leave Ammanford railway station, turn right and then left into Station Road. Turn right on to College Street (A483) to walk through town, passing the bus station, then ahead at the junction to proceed along a pedestrianised area. Go ahead again over a roundabout and through gates over the Amman Valley railway line. Continue across another roundabout heading towards the bridge in Park Street, but then go right immediately before the bridge on a surfaced path

alongside the River Amman. Follow this down to the back of Tesco where you cut across a road (currently a dead end) to join a walk and cycling route to Pantyffynnon. This runs along the back of the supermarket, then left alongside fencing and the railway.

132. You soon reach a junction. For those seeking or coming from Pantyffynnon railway station; it is over the tracks again and turn left for the station, about 5 minutes at most. Otherwise, go left to run alongside the rugby club ground. Cross a bridge over the River Amman and a footbridge over a tributary stream. Follow the tarmac lane up to the village of Garnswllt and a turning circle. Go left to walk up through houses to a junction with Heol y Garn. Go right here and pass by a terrace of houses on the right. As the road bends right, go left along a track past houses, through a field gate to a wooded area where there were once quarry workings.
133. Now turn right on a path leading up through the wood *Also waymarked as Penlle'r Castell Walk*. Climb up steps through the old workings to cross a stile into a field. Continue left along the old boundary wall up the slopes of Garn-swllt to join a tree lined wall. Keep ahead for about 10-15 metres and then cut left over a stile. Continue uphill, keeping a ruined wall on your right, until after about 100 metres you encounter a further wall coming in from the left. The two walls then channel you firstly to the right, then to the left, where there is a waymarker post indicating the direction uphill. Continue to climb now, heading slightly right up the hillside to a narrow gate nestled by a field gate. Once through, keep ahead with a fence to the right to a go through a kissing gate.
134. Cross the farm track and through another kissing gate to climb again with a fence now on the left rising up to steps and a bridle gate. Keep ahead again through another bridle gate and onward to reach a stile in a wooden fence, cross the stile and then almost immediately after, pass through yet another bridle gate to reach the bucolic ruins of Bryncyffon farm. Pass by the ruined farm and as the track forks keep left following a line of trees. Proceed through another gate and continue for about 700 metres in the same south-easterly direction, during which time, your way continues to rise as it edges up the valley, passing through wet ground, before finally curving slightly left to meet a track coming in from the left (*this part of the path is not well defined and will require a waymark post*).

*Pontarddulais Railway Station - First opened in 1839, as part of the Llanelly (sic) Railway, Pontarddulais railway station eventually developed into an imposing junction for that line and the later LNWR line from Swansea Victoria via Dunvant and Gorseinon, when it opened in 1867. From that date, Swansea Victoria continued to serve as the southern terminus for the Heart of Wales line until 1964, when this scenic portion of the line which ran along Swansea Bay and up the Clyne Valley, was closed in the Beeching cuts, forcing Heart of Wales line trains now to access Swansea via Llanelli and accounting for the diminished status of today's station at Pontarddulais. The route of the closed section of the Heart of Wales line is crossed in two places in Section 15.*

135. Go right along it to a road. Turn right to walk along the road and as it begins to descend look for two tracks leading off left (*this is now different to the St Illtyd's Walk shown on the map*). There's a waymark post to assist navigation, across the expanse of heathland known as Graig Fawr (the compass bearing in poor visibility is 240 degrees). Keep ahead to walk past the waymark post and continue in a similar direction, rising slowly towards another waymark post on the horizon. Keep to the right of what looks at first as an outcrop, but which is tufted rush cover. On reaching the higher ground, you'll soon capture wonderful views of the Loughor Estuary and the Gower Peninsula beyond, Swansea, Port Talbot to the south east and in the west are the Preseli Mountains. Proceed on a green track used by horse users and farm vehicles; this bends slightly right and then left to rise to the right of a triangulation point.

136. Continue ahead along the plateau and you will soon be able to see the tapestry of fields and pockets of woodland below. Follow the waymark posts as the track descends gently at first then more steeply as it cuts right and then left down a slope; there are outcrops to the left. Follow the main track as it ventures across the bracken clad moor with other tracks joining from time to time. You eventually drop down to a field gate and a bungalow beyond, to leave the moorland at Pentrebach.
137. Follow the lane ahead as it passes by a number of dwellings down to a junction. Turn right here to walk along a steep sided lane of some antiquity bordered by a line of old oak trees. It passes through an urban area to a junction by a green. Go left along Caegwyn Road and then this continues into Caecerrig Road past the school and onto Dulais Road, where there is a bus stop for Swansea on the left. Otherwise, continue over Dulais Road into Water Street, alongside the river Dulais on your right and then over the river on a footbridge. Go left to the main bus stops (and public toilets), and then on to Pontarddulais railway station, which is signposted off to the right before the bridge over the River Loughor. The traffic light junction marks the site of where the closed section of the Heart of Wales line from Pontarddulais to Swansea Victoria crossed the road on the level.

*The Beca Stone commemorates the site of a turnpike tollgate which was destroyed in the Rebecca Riots. The Rebecca Riots were a series of protests by farmers and agricultural workers (often dressed as women) against perceived unfair taxation. They took place between 1839 and 1843 in South and Mid Wales targeting tollgates – seen as representative of high taxes and tolls. A new Act of Parliament was passed in 1844 to amend the laws relating to turnpike trusts in Wales.*

## **15 Pontarddulais to Llanelli**

19.5 km, 12 miles 17 stiles.

138. From Pontarddulais railway station, turn left onto the main road (A48), ahead at the crossroads and cross over to take the right fork through town. At the Farmers Arms turn next right into Trinity Place and then within 50 metres left at the fork into Coed Bach. This leads into Coed Bach Park. Continue ahead on the main path but when it bends right go down for about 20 metres and then left alongside a sports pitch. At the end of the pitch, turn right and then left to proceed through a kissing gate, over a footbridge and of an old railway line (from Pontarddulais to Swansea Victoria) to another kissing gate. Here there is a junction of paths signposted. Do not take the path signposted left which rises slightly uphill, nor follow a track which drops slightly right and downhill to a double field gate. Instead go straight ahead towards a hedge, in which a kissing gate is concealed. This kissing gate leads onto a hard-surfaced footpath which leads to the banks of the River Loughor.

*The Beca Stone Crossroads is where the closed section of the Heart of Wales line down to Swansea Victoria, used to cross the road.*

139. Follow this hard-surfaced path and on reaching the riverside go left and cross a footbridge and kissing gate and continue alongside the river bank. Cross another footbridge and kissing gate and then with the fence to the right proceed through another three kissing gates aiming towards the farm buildings ahead. Here there is a junction of paths, ahead in the saltings, lies the graveyard of the former church of Llandeilo Talybont, (famous for its mediaeval wall-paintings), which was dismantled stone by stone and has now been re-erected in the Welsh Folk Museum at St Fagans. This short diversion of 200 metres is well-worth the effort. Otherwise, turn left through a kissing

gate and pass round the outside of the farm buildings to join the farm access track. Go through a kissing gate near to the farm and turn left along this track towards the motorway.

140. Pass beneath the motorway through a field gate and then follow the track as it firstly bends left and then to the right. Walk under the railway and continue ahead. Cross the bridge over a stream by Castell-ddu, then go right to cross a stile by a gate. Follow the track as it bends left and becomes a path with the estuary to the right; you can smell the sea air! Cross a stile and continue ahead and slightly left to a stile in a fence, 80 metres distant, crossing over a stream by a railway sleeper-type footbridge and crossing a track en route. Cross this stile and then walk with the fence to your right through a wet patch to a stile step (*broken step*). Cross this and continue ahead in the next field. Climb a stone step stile and proceed slightly left to a second stone step stile. Once over continue to walk very slightly right to a third stone stile. Finally drop down slightly right to a wooden stile and small bridge to a road by Grove Farm.
141. Go left on the road for about 10-15 metres to turn right through a gate and rise up to another gate. Pass through and follow the field hedge to your right to walk up the field, soon curving right into marshy ground. Aim for the very top left corner, as the field narrows, where there's a stile beneath bushes. Cross it and the small bridge to enter the next field. *Warning - this particular section can become a quagmire in wet weather.* Turn left to walk alongside the hedge on your left. You reach a kissing gate on the left. Go through and then aim slightly right. Cross the stile near to the gate and walk along the hedge to the right. You come to a kissing gate just beyond a track, and once through, continue ahead to another stile by a field gate. Proceed with a fence to the right to cross a stile in the corner a few metres right of a field gate. Turn left and then right to walk along a track leading by a house to reach a lane.
142. Cross over and proceed through a kissing gate opposite into a field. Head slightly left to a second kissing gate and continue ahead with a hedge and housing to the left. Cross a stile by a gate and continue along a path. Cross another stile by a second gate and continue ahead to cross a third stile along a green way. Now follow the track ahead through a gate soon crossing another stile by a gate. This leads to a junction with Gwyn-faen farm across to the right. Go left for 100 metres or so.
143. Go through a kissing gate and turn right along Gwynfe Road which bends right and then left. Continue along it to reach more dwellings, but before reaching the main car park you will see a fingerpost on the right. Follow the path here to the left, as indicated by waymarkers, and then as it bends back right to go out to the point, just as you reach the car park, keep ahead to join a path along the foreshore of the Loughor towards some factory buildings in the distance. Leave the park by a gate and ahead on a road by a factory and Loughor Boating Club then along the pavement to the Loughor Bridge.

*Loughor Castle - Just before you reach the Loughor Bridge at the end of a small car park, turn left up hill into Ferry Road. After 100 metres you reach the A4240, the main road through the village of Loughor, which is also the route of the Wales Coast path at this point. Straight in front of you, across the road, is the castle mound and the ruins of Loughor castle. There is an information board about the castle and the Roman fort which preceded the castle on this site. To continue your journey, return to the A4240 and follow the Coast Path signs to Loughor Bridge. The abutments on your right are the remains of an earlier 1923 road bridge on this river crossing.*

*Loughor Bridge - As you cross the bridge, you will note the new railway bridge on your left, which carries the main South Wales railway linking Swansea to Llanelli and West Wales. It was opened in 2013, but incorporates some earlier sections of the preceding viaduct. A plaque situated halfway across and on the seaward side of the road bridge describes the project and its construction. Whilst, at the far end of*



*the bridge, again on the seaward side, there is a section of the original 1852 Brunel railway viaduct, as modified in 1909, which was removed and put on display by Network Rail when the new railway crossing over the Loughor was opened.*

144. Go right to cross the bridge, which can be blustery and the traffic scary. At the far end of the bridge turn right to descend steps and ahead towards the Schaeffler factory. At the junction, go left to walk along Yspitty Road. Those wishing to go to Bynea railway station should continue ahead for a 10 minute walk to the station located on the right. Otherwise, go left to cross over the B4297 to join the Wales Coast Path, through a car park and to a junction. Go left here
145. *(From Bynea station walk up from either platform to Heol-y-Bwlch. Turn left, cross the road and continue towards Loughor. Pass a garage on the right which is opposite the chemical works. Look for a concrete track on the right between buildings and a security fence. Go right along the track.)*
146. Turn first right to walk over the suspension bridge. Continue on the wide track which descends to run alongside the Loughor estuary (shared with cyclists on the Celtic Trail). Over ten miles of coastline has been developed as the Coastal Millennium Park and this is an exceptional traffic free route through to Pembrey; you can expect to see far more people on this section of route than on the Heart of Wales Trail. There are particularly good views across the estuary to Pen-clawdd and the Gower Peninsula. The surface is sometimes compacted and in other places a sealed surface; there are also braids along the seawalls which offer closer views of the seafront.
147. You eventually reach the entrance to the National Wetlands Centre (run by the Wildfowl and Wetlands Trust) on your left. If you are not visiting then cross the road and continue ahead. Before reaching another road go left (signposted Route 4 again) and follow the track as it bends left then right to skirt a golf course. There is a parallel paths easing off the main track if you prefer these to get a closer view of the birdlife in the salt marshes. The track eventually comes to urban development at Machynys, turns right and by the Millennium Beacon joins a road alongside housing. The area is has been rebuilt with houses overlooking the sea where industry was once in situ. It then cuts right again, when it reaches the former entrance channel to the old Copperworks Dock. Follow this to the road and then go left taking the path alongside the road bridge and the roundabout. The track continues towards the North Dock, where the Discovery Centre is situated. Simply follow the trail as far as the next roundabout to reach it. Once at the next roundabout turn left to the Discovery Centre.

*Coastal Park Discovery Centre - The iconic Centre stands at the heart of the Coastal Park in one of the county's most spectacular settings, overlooking Llanelli beach and offering panoramic views of the Loughor estuary and the Gower peninsula. There are many different habitats including sand dune, lake, salt marsh, fen, woodland, stream and semi-natural grassland around Carmarthen Bay. You may see small flocks of dunlin, ringed plover, sanderling and redshank along the coast whilst shelduck, oystercatcher and curlew can be seen further out on the mudflats. Dock Dunes Local Nature Reserve, next to the Discovery Centre, is home to many specialist plants that are adapted to withstand the dry sandy condition such as sea holly, sea campion, sea spurge.*

148. However, if you are not going to call into the Discovery Centre, cross the road on the right before the roundabout and then keep right to walk into Stryd y Mor (Marine Street). Follow this until you reach Glanmor Road easily identified by two historic chapels located nearby. The Bethel Baptist Chapel and the Siolah Independent Chapels both date from 1840 but the former was enlarged in 1850. Llanelli, like many of the rapidly expanding industrial areas of South Wales has a large number of non-conformist chapels from this period which have served the local population since then but also give character to many local neighbourhoods. Go left along it to the crossing gates.

Once across the tracks turn right into Great Western Crescent and the entrance to Llanelli station on the right.

## Appendix 4 – Infrastructure Requirements

### Proposed Heart of Wales Line Trail – Infrastructure work/furniture required (minimum requirements - as at August 2016)

No.	Section	Furniture/waymarkers by location	Grid Reference
	Shropshire	If new roundels estimate 200 and link roundels 10	
1a	Craven Arms to Broome	New finger on metal fingerpost at station car park Waymarker post needs re setting Stile repair, Sibdon Estimated roundels 8 stickers (Craven Arms, Aston) 8	431830 415830 408832
1b	Broome to Hopton Heath	New stile req'd-existing one broken/not fit for purpose Waymarker post by barn Waymarker post in Purslow Wood Estimated roundels 8 stickers 4 (Clunbury)	364797 364796 366789
	Link to Hopton Heath	Clearance of route near Hopton Castle	369776
2	Hopton Heath to Bucknell	Gate req'd at entrance to Hopton Wood Waymarker post needs resetting-top of Hopton Wood Waymarker post needs resetting at Meeroak Estimated roundels 8 Stickers 6 (Bucknell)	357777 349773 344764
3a	Bucknell to Knighton	Waymarker post req'd Bucknell Wood Waymarker post req'd Bucknell Wood Waymarker post needs re setting Bucknell Wood Waymarker post req'd near Five Turnings Estimated roundels 10 Stickers 0	342734 338740 331282 282755
	Powys	If new roundels estimate 320 and link roundels 50	
3b	Knighton to Knucklas	Fingerpost at Bailey Hill where bridleway meets road Stile at field boundary, Bailey Hill...barbed wire on part of stile Stile at next field boundary, Bailey Hill...broken steps Estimated roundels 16 Estimated stickers (Knucklas village) 10	245727 246728 249731
4	Knucklas to Llanbister Road	Fingerpost at Castle Hill Fingerpost at start of bridleway up to Goytre Hill, Lloyney Waymarker post above Goytre Wood Waymarker post en route to Goytre Hill	248745 246757 238757 237756

No.	Section	Furniture/waymarkers by location	Grid Reference
		Access land across Pool Hill/source of the River Lugg/Rhos-grug; bridleway 6 waymark posts Waymarker post at road junction/lane leading to Llanbister Road Finger post off lane near Llanbister Road New gate mid field en route to Llanbister Road Stile at Llanbister Road Station, replace with closing/kissing gate Estimated roundels 40 Stickers 4 (Knucklas, Llanbister Road station)	178759-174973 171728 173720 174717 174716
	Link to Llangunllo	Estimated stickers 6 No furniture	
5	Llanbister Road to Penybont	Fingerpost where bridleway enters field at Llanbister Road New gate at obstruction at Rhos Farm Fingerpost where bridleways meet near St Michael's Hall Fingerpost where bridleway cuts from highway at Penybont Common Estimated roundels 10 Stickers (Penybont) 6	174715 177708 184698 129644
	Link to Dolau	No furniture required. Estimated 4 stickers (Dolau)	
6	Penybont to Llandrindod	This route assumes that the diversion at Brynmawr is legal Path obstruction near Tycoch; gate required Fingerpost by gate Obstruction at boundary hedge; gate required Fingerpost near highway Alpine Bridge...permissive path...can this be used? If not new gate required Boardwalk required at same location x2...estimated 12 metres in length Stile repair at Glanyrafon Repair of steps in Bailey Einion Reserve - RWT Fingerpost req'd at junction of paths near the Lake, Llandrindod Wells Estimated 10 roundels 6 stickers (Llandrindod Wells)	107632 107632 106630 106628 092632 092632 086622 083615 068608
7	Llandrindod to Builth Wells	Fingerpost off road to Dolberthog Stile repair-step missing in first field Sleeper bridge over gully near Red House Stile repair-step broken in next field Estimated roundels 10 Estimated stickers 6 (Llandrindod Wells)	056601 053598 042586 040586
	Link to Builth Road	Waymarker post at Lower Llanelwedd wood Waymarker post at junction with Club Lane Gate to replace stile near Cwm Sheperd Fingerpost at underpass at Cwmbach Lechrhyd	035525 041536 032535 026534

No.	Section	Furniture/waymarkers by location	Grid Reference
		Estimated roundels 10 stickers 10	
8	Builth Wells to Llanwrtyd Wells	Fingerpost and new stile required Fingerpost required Waymarker post at Penrheol Waymarker post on moor south west of Pen-y-Waun Signage needs amending at start of Epynt Way section Fingerpost required off road Gate repair onto access land Waymarker post req'd on open access land As above Gate repair req'd on bridleway Estimated roundels 22 Stickers 16	032505 027497 018499 994486 988480 959468 908485 907485 905484 891467
9a	Llanwrtyd to Crychan	One additional waymark post to confirm route at difficult junction Estimated stickers 6	867428
	<b>Carmarthenshire/Swansea</b>	<b>If new roundels estimate 420 and link roundels 20</b>	
9b	Crychan to Cynghordy	Gate repair near to Clynsaer Farm Sleeper bridge at ford on Nant Hirgwan FP sign at main road needs to be re adjusted New gate req'd Fingerpost showing new route Section between Gilfach farm and railway crossing- two gates req'd Section from railway to Fwng Wood-2 gates req'd and possibly repairs to others Repair to bridge near viaduct Gate re'qd on bridleway above railway Gate req'd at point north of Dildre Estimated roundels 14 Stickers 4 (Cynghordy)	831413 829414 824414 823412 832412 824 416/7 819416-816418 808416 808414 808420
10	Cynghordy to Llandoverly	Fingerpost at start of byway New stile req'd near Cefnllan Clearance of route near Rhandirberthog 2 kissing gates broken need repairing Estimated roundels 12 stickers 6	791406 789386 784383/4 763352/1
11	Llandoverly to Llangadog	Stile repair near Cefn allt isaf Stile repair	768328 767326

No.	Section	Furniture/waymarkers by location	Grid Reference
		Stile repair Estimated roundels 10 stickers 8 (Llandoverly/Llangadog)	769326
12	Llangadog to Llandeilo	Sleeper bridge or boardwalk sections at marshy ground at Bwlch y Gors <b>BBNP</b> 1 waymarker post near to Llwyn-bedw <b>BBNP</b> 1 stile repair near Llwyn-bedw <b>BBNP</b> Tregeyb Wood...boardwalks probably 20 metres approx. <b>BBNP</b> Estimated roundels 10 stickers 6 (Llandeilo)	694228 659212 656213 640215
13	Llandeilo to Ammanford	Stile repair in Cennen Valley Estimated roundels 6 stickers 8 (Ammanford)	646188
	Link to Llandybie	No furniture req'd	
14	Ammanford to Pontarddulais	Waymarker post near Blaenffynhonnau Estimated roundels 2 stickers 8 (Ammanford/Pontarddulais) <b>City and County of Swansea</b>	638079
15	Pontarddulais to Llanelli	Stile repair near Morfa mawr-step broken <b>City and County of Swansea</b> Estimated stickers 4 (Pontarddulais)	584018