

AtkinsRéalis



Tenby and Penally Active Travel Consultation

January 2025

TENBY AND PENALLY ACTIVE TRAVEL CONSULTATION REPORT

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1. Introduction

1.1 Purpose of the report

Engagement has been undertaken by Pembrokeshire County Council (PCC) to gain feedback on five active travel route proposals. The five routes are listed below:

1. Creation of a 1.66km approximate length shared use path from Penally village to Tenby Golf Course (also referred to as the Penally Bypass).
2. Creation of a shared use path from Clickett Lane to Heywood Lane, Tenby.
3. Creation of a 1.08km approximate length shared use path along Marsh Road to Clickett Lane, Tenby.
4. Creation of a shared use path from Slippery Back to The Croft, Tenby
5. Provide active travel improvements between North Beach car park and The Green via Gas Lane and The Glebe.

In this report, shared use paths (SUP) are defined as routes designed to accommodate the movement of people walking, wheeling and cycling, and active travel is defined as a way of getting around that involves physical activity, such as walking, wheeling or cycling.

This engagement has been undertaken as part of the wider engagement for the active travel improvements across Pembrokeshire. The engagement for Tenby and Penally comprised of a community survey and a public consultation workshop and drop-in session. The survey engagement period ran for four weeks from Wednesday 16th October to Wednesday 13th November 2024. The public consultation commenced with a workshop on Wednesday 16th October 2024, with drop-in slots between 10:00 – 12:00, 13:00 – 16:00 and 18:30 – 20:00 at the De Valence Pavilion in Tenby.

This engagement report provides a summary of how the public engagement was undertaken and how the responses received were analysed. The results of this analysis, and an outline of how PCC will consider the responses at the next stage of the project, are presented. The feedback received has also provided the Council with valuable local insights that will benefit both this project and other projects in the local area.

1.2 Report structure

This engagement report is structured as follows:

- **Chapter 2 Project overview:** project context and summary of previous engagement.
- **Chapter 3 Engagement approach:** methods of engagement, promotion and materials, feedback, analysis and accessibility.
- **Chapter 4 Analysis of responses:** common themes arising from the engagement.
- **Chapter 5 Summary of feedback:** a summary of key findings from the engagement.
- **Chapter 6 Next steps:** sets out the next steps following engagement.



2. Project overview

PCC is aiming to create a strategic walking, wheeling and cycling route that enables traveling from Penally via Tenby and Saundersfoot to Pentlepoir without the use of a vehicle; thereby reducing congestion, parking and traffic pressures. Encouraging this behaviour change will not only lead to a healthier lifestyle but it will also be a greener and cheaper way to travel.

The aim of the proposal is to:

- Provide a shared and safe space for all users to be able to commute from Penally to Tenby without using a vehicle.
- Improve safety of the active travel network within the area.
- Encourage socially inclusive active travel for all types of journeys including tourism, leisure, school and work.

The proposed routes are shown on maps in Figure 2-1 and Figure 2-2. As a preferred option for Slippery Back has not yet been identified, the potential routes are shown with greater detail in section 2.4.

Figure 2-1 - Tenby proposed routes

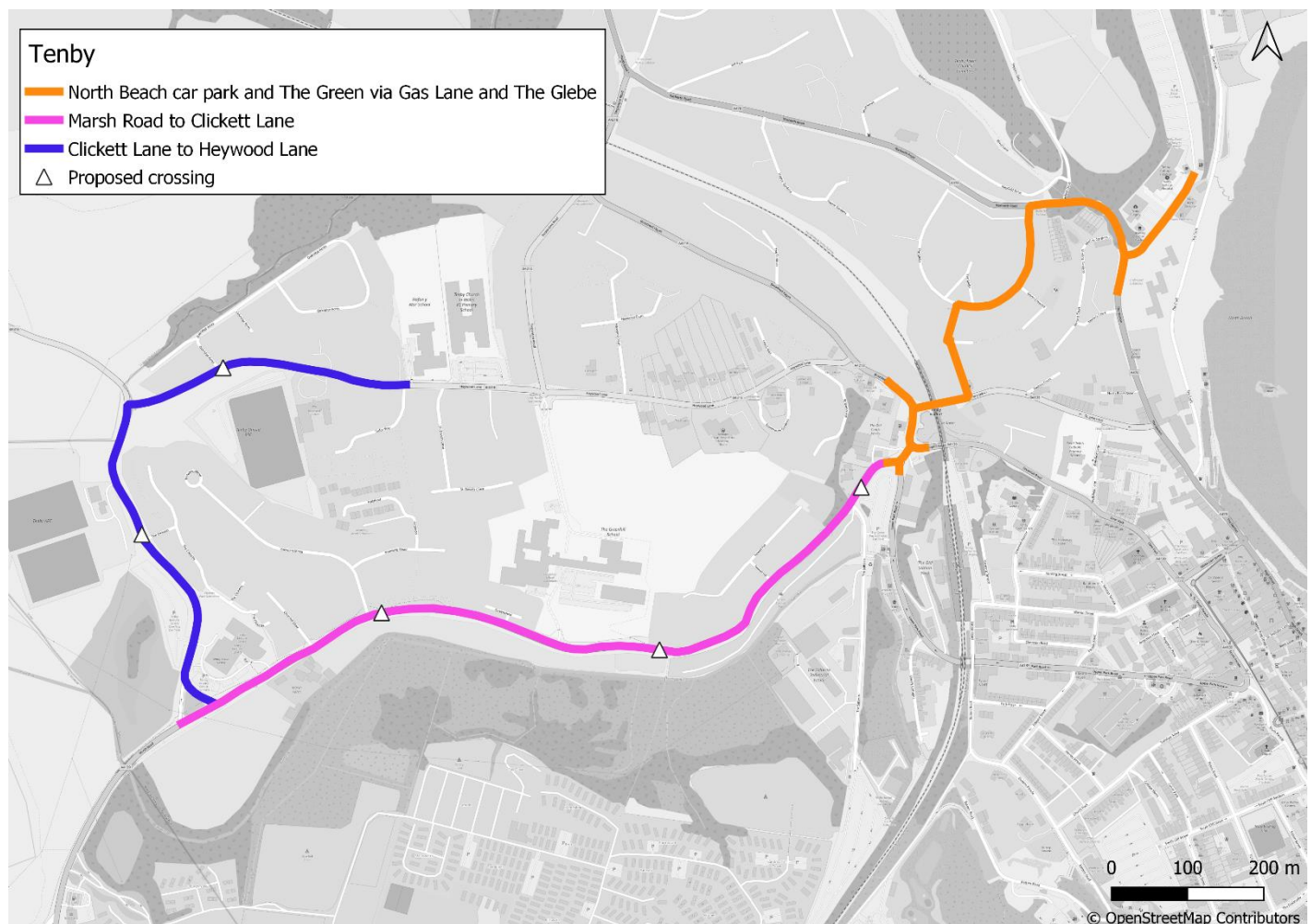
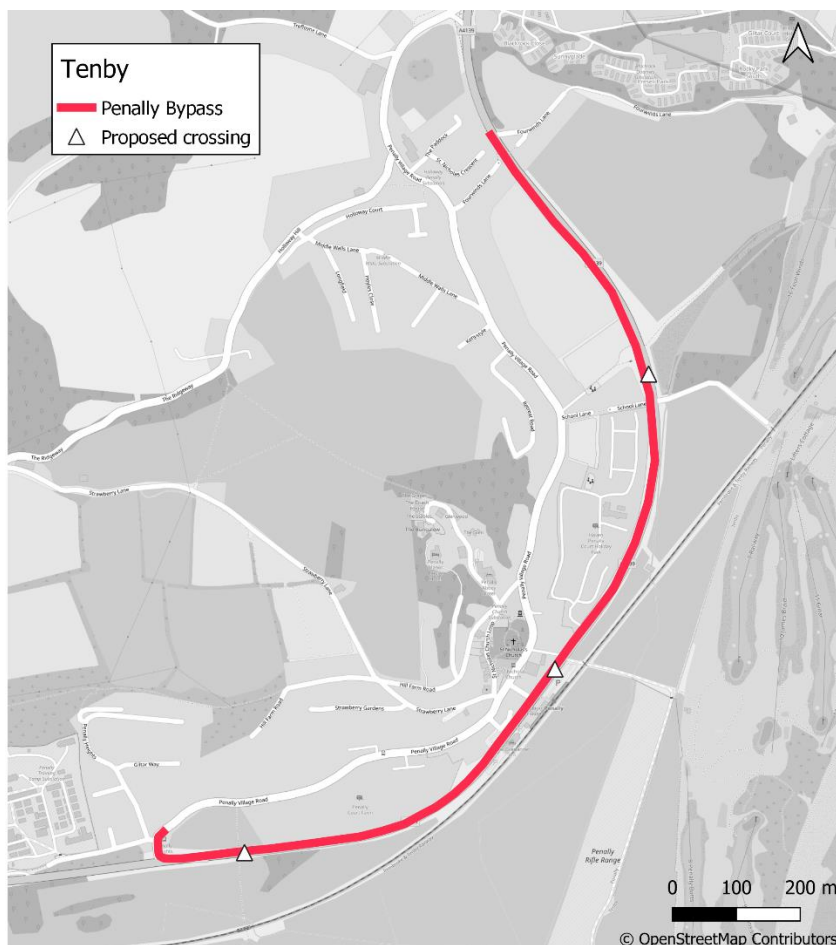


Figure 2-2 - Tenby proposed routes - Penally Bypass



2.1 Penally village to Tenby Golf Course (Penally Bypass)

Improvements are proposed to the shared use path from Penally village to Tenby Golf Course, also known as the Penally Bypass. Tenby is a key coastal settlement in Pembrokeshire, with a population of 4,100 people. Penally is a satellite settlement to Tenby with a residential population of 1,700 and the location of many caravan parks, catering for a large visiting population. The 349 First Cymru bus service currently links Tenby and Penally within a 10-minute journey, running Monday-Saturday with an hourly frequency.¹

Approximately 35% of the population are over 75 in Tenby and Penally and 22.4% qualify as disabled under the Equality Act. General health is below the Welsh average in Tenby and Penally, with 44.9% of the area being in “very good health”, and 31.8% in “good health”. This is compared with 46.2% and 32.4% respectively for Wales. Additionally, Tenby and Penally have lower economic activity than the Welsh average, with a 48.3% employment rate, and 48.9% of the residents there being economically inactive. In comparison, Wales has an employment rate of 53.5% and 43.5% of the population are economically inactive.

¹ [349 - Haverfordwest Bus Station \(3\) - Neyland, Pembroke Dock & Pembroke - Haverfordwest \(Iceland\) - Neyland, Pembroke Dock & Pembroke - Tenby \(South Parade\) – First Cymru – Bus Times](#)

Car ownership is low in Tenby and Penally, with approximately a quarter of residents not owning a car or van (compared to 19.4% for Wales). Tenby is one of PCC's designated active travel settlements and these statistics highlight the need for improved walking, wheeling and cycling infrastructure.² Linking Tenby and Penally will help to:

- Improve public health.
- Make the walking, wheeling and cycling network more accessible for an ageing population and for those with lack of access to a car/van.
- Boost accessibility to employment for the Tenby and Penally population.

Improvements are proposed along the Penally Bypass to facilitate safe walking, wheeling and cycling movements. The designs show a single option, following examination of the initial feasibility layouts. The proposals include:

- Shared use path along Penally Bypass connecting to Marsh Road.
- Multiple uncontrolled crossing points from East to West on route to allow users to cross.
- Potential new bus route along main Penally Bypass (A4139) to alleviate congestion within the village core.

2.2 Clickett Lane to Heywood Lane

The creation of a new SUP has been proposed to improve connectivity between Marsh Road and local amenities, including local schools, rugby and football clubs and Tenby Leisure Centre. Initial engagement has been undertaken with the Local Member, Town Councillor and members of the general public at a summer fete, receiving positive feedback.

A single option for the design of the SUP has been developed, with the initial feasibility layouts being examined. The design includes new footways, uncontrolled crossing points, raised tables to calm traffic and speed tables. Where needed, a 216m retaining wall will be created following further ground investigations.

2.3 Marsh Road to Clickett Lane

The Marsh Road SUP is proposed to improve connectivity along Marsh Road between Heywood Lane and Clickett Lane, providing walking, wheeling and cycling infrastructure to the nearby Tenby Rail Station. The improvements along the route take in Greenhill High School (Ysgol Greenhill), the Tenby Leisure Centre, Kiln Park and the Salterns Car Park. Discussions with the Local Member and community council have already been undertaken to obtain initial feedback, with the proposal being well received.

PCC is now seeking feedback on the initial feasibility layouts, before finalising a preferred option.

The initial designs for the Marsh Road SUP include the following proposed elements:

- Formation of a new footway to Active Travel Standards, as set out in Active Travel Act guidance³.
- Uncontrolled crossing points.
- Carriageway realignment.
- Zebra crossing.

² [Build a custom area profile - Census 2021, ONS](#)

³ [Active Travel Act guidance](#)

2.4 Slippery Back

The Slippery Back link is a key part of the Penally to Tenby strategic corridor. Already a well-used walking route, as existing, Slippery Back provides an informal connection between New Hedges and Tenby centre. The hilly nature of Slippery Back makes it one of the most challenging parts of the whole corridor and it is not easily accessible for those with mobility issues. The aim is to formalise the route, provide a better surface for walking, wheeling and cycling, and provide options for other users.

After several site visits by PCC and the consultant, four different route options have been identified and are shown in Figure 2-3. The opportunities and constraints have been identified for each route and are shown in Table 2-1.



Figure 2-3 - Shared Use Path from Slippery Back to The Croft, Tenby

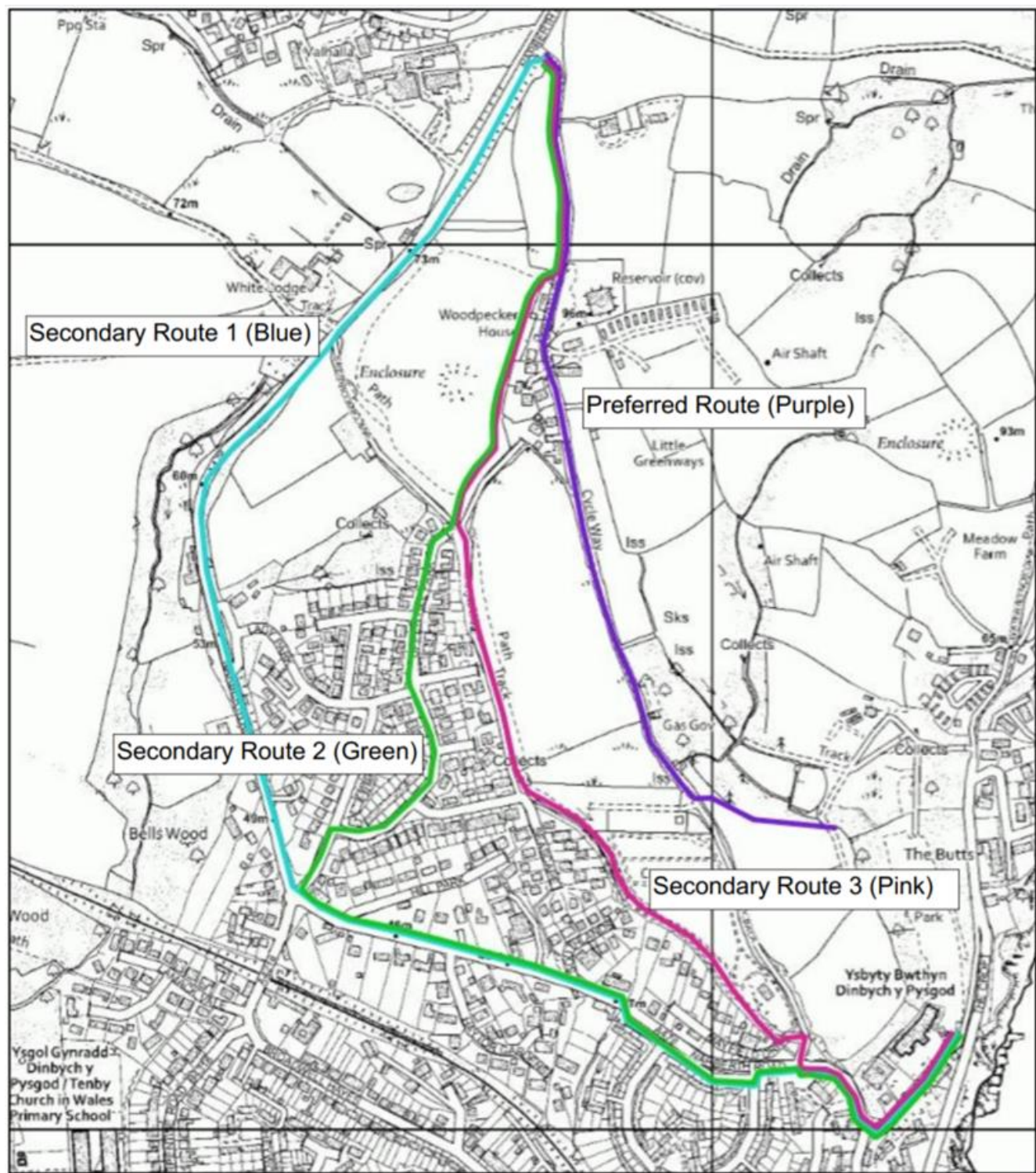


Table 2-1 - Slippery Back - opportunities and constraints

Route	Opportunities	Constraints
Preferred route (purple), via Slippery Back	<ul style="list-style-type: none"> Route follows existing sections along Old Narberth Road Route is the most direct connection Majority of traffic away from people who are walking, wheeling and cycling. 	<ul style="list-style-type: none"> Third party land acquisitions Sections of the route will require vegetation clearance Lack of natural surveillance
Secondary route 1 (blue) via Narberth Road	<ul style="list-style-type: none"> Good natural surveillance Existing sections of the route have wide verges Connectivity and consistency of provision along A478 to existing active travel link at junction with slippery back 	<ul style="list-style-type: none"> Route is in close proximity of traffic Route is the least direct and longest Third party land acquisition Retaining walls will be requires on parts of the route Sections of the route will require tree vegetation clearance
Secondary route 2 (green) via Upper Park Hill	<ul style="list-style-type: none"> Majority of route on existing highways Low traffic Natural surveillance 	<ul style="list-style-type: none"> Third party land acquisitions One way system Retaining walls likely required
Secondary route 3 (pink) via Blind Lane	<ul style="list-style-type: none"> Majority of traffic is away from traffic Route away from traffic noise 	<ul style="list-style-type: none"> Majority of route is running along the back of residential estate lack of natural surveillance Difficult terrain Sections of the route will require vegetation clearance

2.5 North Beach car park and The Green via Gas Lane and The Glebe

The Tenby Croft, Glebe to Green route is a proposal to provide active travel links from the North Beach car park and The Croft, into the vicinity of Tenby Rail Station. Existing infrastructure along this route would enable improved sustainable transport links within the town and avoid users walking, wheeling and cycling from following along the busy A478.

For cyclists to travel west within Tenby, the highway is narrow (especially along the A478), and the alternative to this is skirting around the walled town along busy, one-way streets. The proposal looks to signing and improving residential roads for cyclists to have a safer, more direct route to The Green area of Tenby, which connects into the Rail Station. The scheme is likely to have a high impact on mode shift, as there is currently nothing in place to facilitate journeys by cycle.

Proposals include formation of new, widened footways, dedicated cycle paths and improved routing through Tenby. The proposal is split into two sections: Glebe to Green and Croft to Green to reflect the different delivery phases.



3. Engagement approach

The purpose of this round of engagement was to formally engage with the local community on the five proposed routes for active travel improvements, as part of the wider engagement for active travel improvements across Pembrokeshire. The public consultation aimed to gather feedback on proposed changes, gathering opinions on preferred route options where appropriate, and on the initial feasibility designs.

Following on from this round of consultation, PCC will identify the final preferred option for Slippery Back. The feedback received from the local community will help to shape this option and the preferred option will not be finalised until all feedback has been analysed.

3.1 Survey

To better understand people's views on how to refine the scheme design, PCC developed a survey which was published online and promoted within the community. The survey was hosted on Microsoft Forms and was accessed via a link from PCC's website. Paper copies of the designs and survey, along with a comments box, were available at De Valence Pavilion in Tenby. The survey was available in Welsh in both formats, and posted copies of the designs and survey were available upon request.

The survey questions aimed to gather feedback on the five separate proposals. The questions included several open and closed questions, with each question set (one for each of the five proposals) focusing on how often individuals travelled along each route, if individuals felt that the proposed routes would improve accessibility, and if they supported the proposed changes.

The survey ran for a period of four weeks from Wednesday 16th October to Wednesday 13th November 2024.

3.2 Face to face engagement

The public consultation period commenced with drop-in sessions on Wednesday 16th October 2024, between 10:00 – 12:00, 13:00 – 16:00 and 18:30 – 20:00 at the De Valence Pavilion in Tenby. The sessions each had representatives from PCC in attendance to answer any questions that arose. Visitors to each drop in sessions were able to look at paper copies of the designs, which were also shown on story boards at the event. Individuals attending the drop-in sessions had the opportunity to fill in paper copies of the survey, as well as to leave any additional comments via the comments box.

The printed versions of the designs and paper surveys remained at the De Valence Pavilion until Wednesday 13th November 2024, whereafter any remaining copies were collected and removed.



4. Analysis of responses

4.1 Survey

29 responses were received to this survey through online responses and paper copies received. In comparison to other active travel consultations across Pembrokeshire, this is a fairly low number of responses and, therefore, there is a risk that the data collected may not be representative of the residents and visitors in Tenby and Penally. The survey was advertised online from Wednesday 16th October to Wednesday 13th November 2024.

It is important to note that, although 29 individual respondents answered the survey questions, in the following section, graphs with responses over 29 are where responses to multiple questions have been combined. Additionally, percentages in graphs may not add up to 100% due to minor rounding discrepancies.

Questions in the survey were all optional for respondents to answer, including the About You question set.

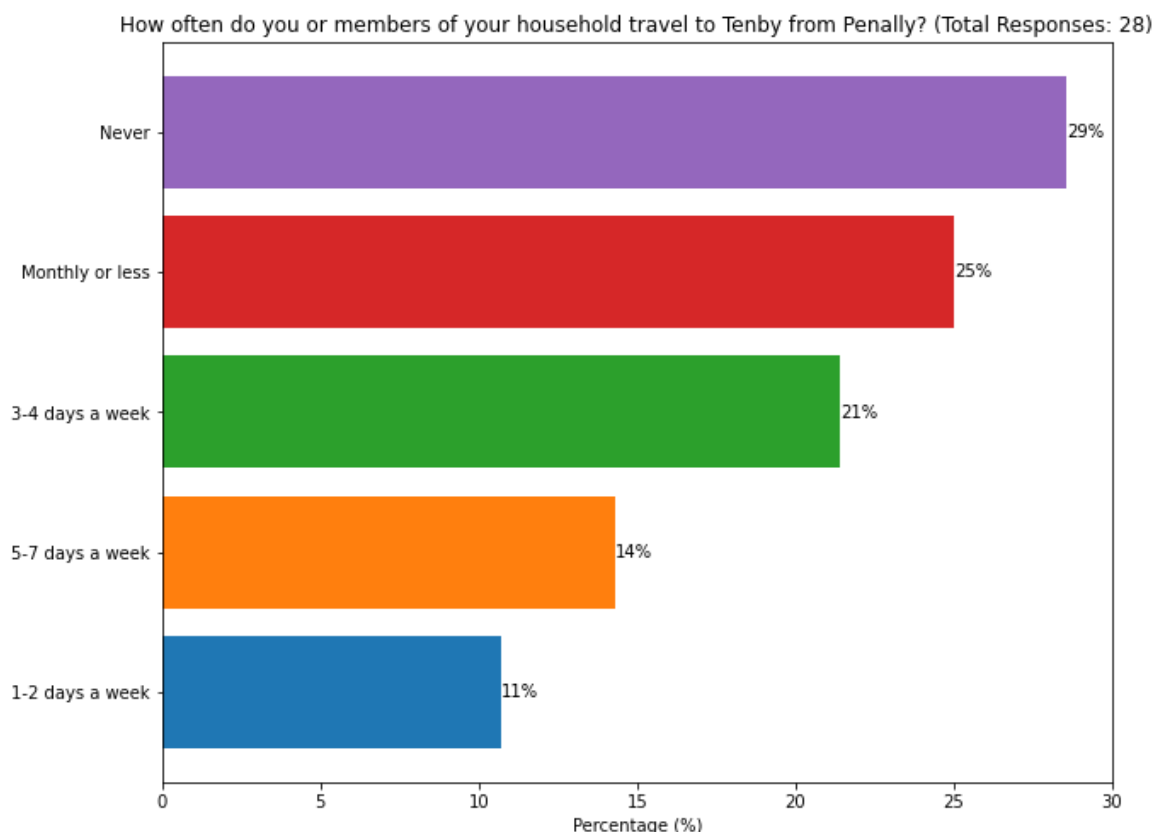
All responses have been considered in the survey feedback.

4.1.1 Penally to Tenby Shared Use Path

4.1.1.1 Travel patterns and purposes

Figure 4-1 shows the survey responses to the question, “How often do you or members of your household travel to Tenby from Penally?”.

Figure 4-1 - How often do you or members of your household travel to Tenby from Penally?



Whilst 29% responded that they never make this journey, 46% of respondents make the journey at least once a week (11% use the route 1-2 days a week, 21% use the route 3-4 days a week and 14% of respondents travel between Penally and Tenby 5-7 days a week). These responses show this is generally a popular route.

Figure 4-2 - What is your main purpose for visiting Tenby?

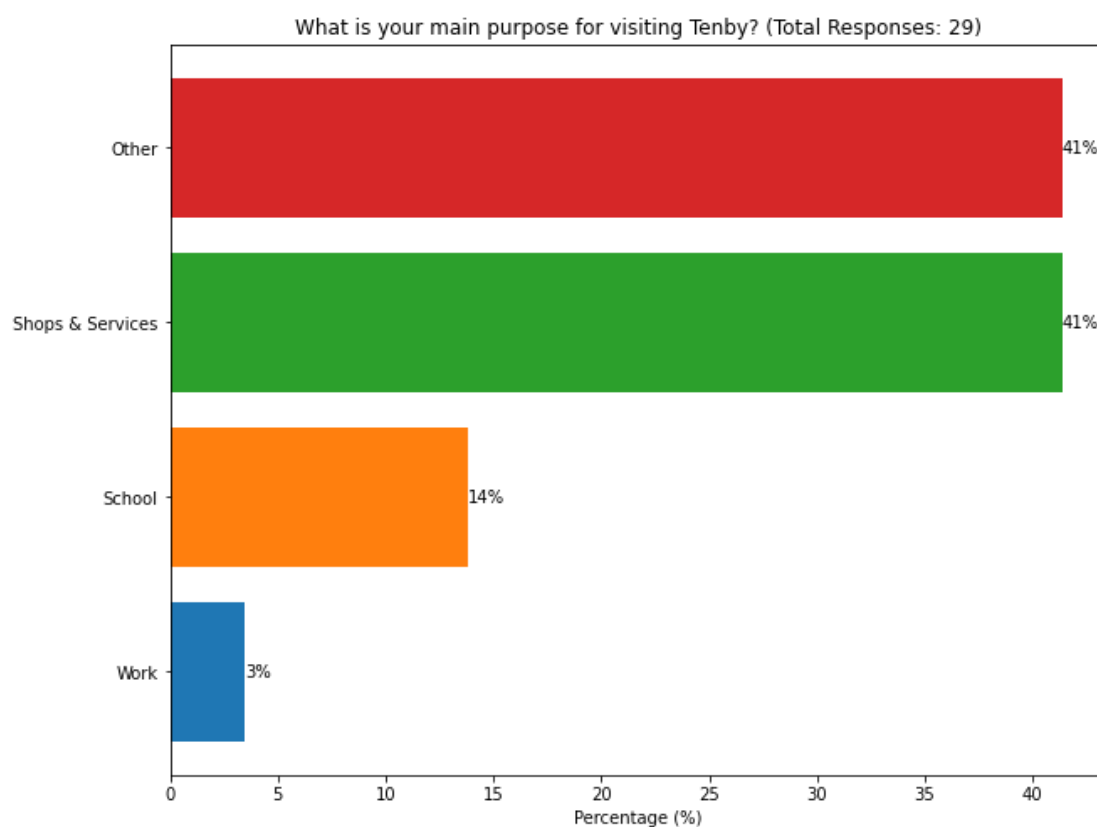
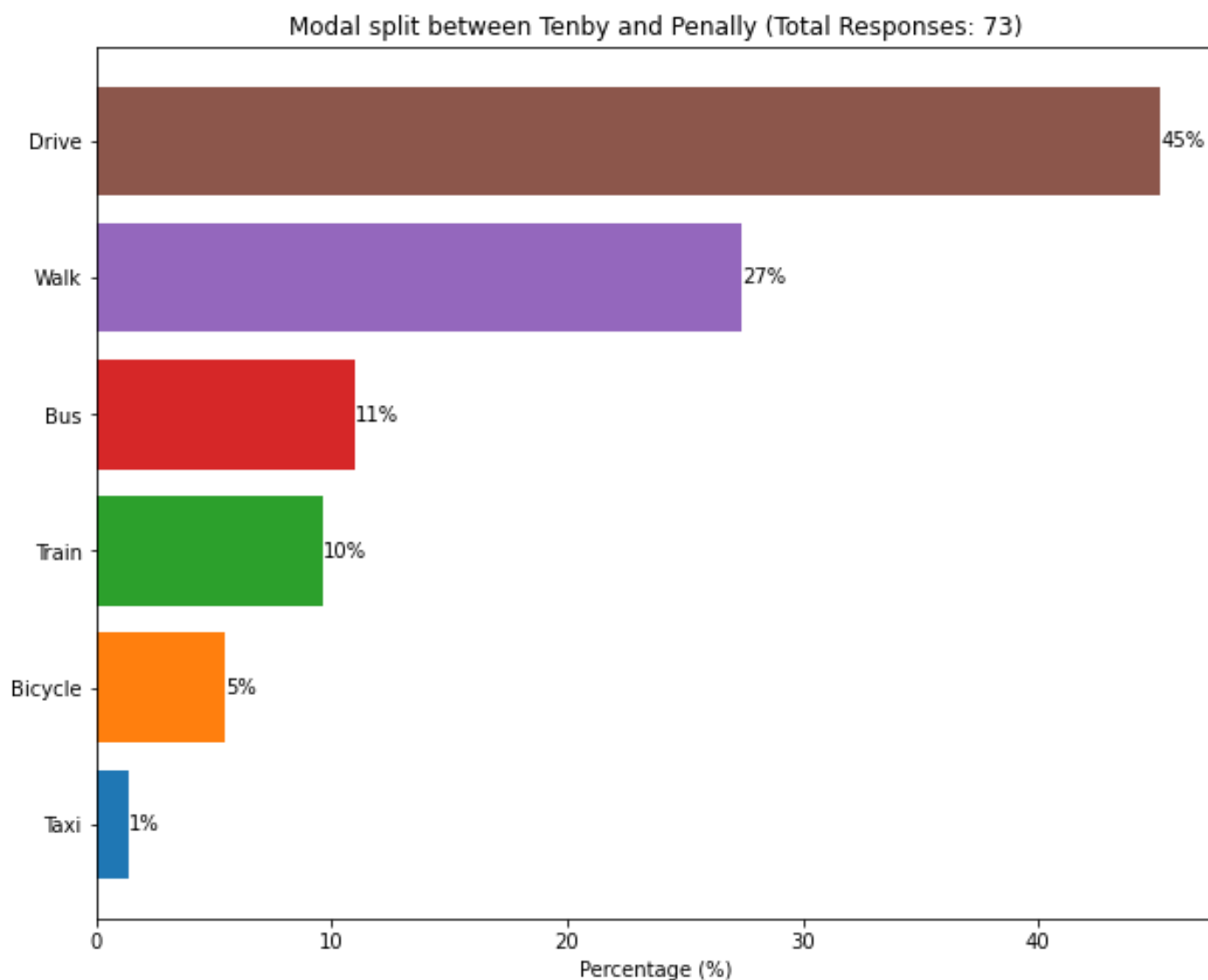


Figure 4-2 highlights the main purposes for visiting Tenby. “Other” and visiting shops and services had the joint most responses, with each making up 41% of responses. Unfortunately, the information behind “other” was not clarified with later questions. However, as work and school make up only 18% of responses to this question, it is considered reasonable to assume that “other” covers other forms of leisure trip (along with visiting shops and services).

Figure 4-3 - Modal split between Tenby and Penally



The survey asked respondents what mode of travel they use for journeys between Tenby and Penally, for a variety of purposes. Respondents were asked four questions as part of this data set and were asked to select modes for how they travel between Tenby and Penally for their commute to work, to access shops and services, for school purposes (including pick-up and drop-off), and “other activities”. Figure 4-3 shows the total modal split based on responses to the survey. Respondents were able to select multiple answers to reflect any variation in the modes that they use for the different journey types outlined above. Any non-applicable answers have been removed to focus on the trips that are being made. 25 respondents answered the set of questions, with a total of 73 responses, excluding the non-applicable answers.

Overall, for all trips, driving was by far the most popular mode to make journeys between Tenby and Penally, making up 45% of responses. Active mode share makes up a significant proportion of trips, with walking and cycling making up 32% of responses (27% walking, 5% cycling). This highlights the potential for active mode share to improve further as there is clearly demand for these trips.

4.1.1.2 Opinions on the shared use path (SUP)

Figure 4-4 shows the responses to questions asking if respondents thought the implemented SUP would:

- Improve accessibility for those with mobility needs.
- Encourage the respondent to walk/cycle more.

There is an almost even response between those who agree (44% of responses) and those who disagree (40% of responses). 15% of respondents were unsure on the two statements.

Figure 4-4 - Once implemented do you think the SUP would improve accessibility and encourage walking/cycling?

Once implemented do you think the SUP would improve accessibility and encourage walking/cycling? (Total Responses: 52)

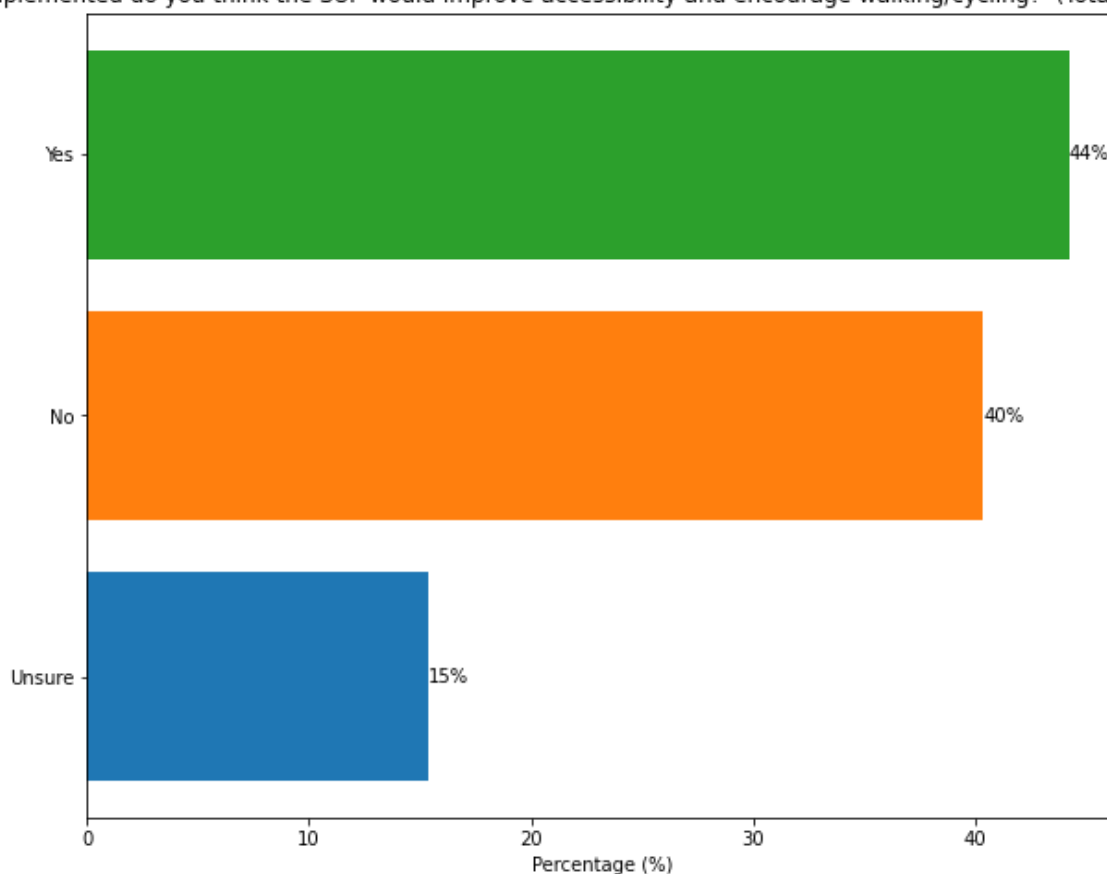


Figure 4-5 - If you answered no or unsure to the SUP questions, please tell us why?

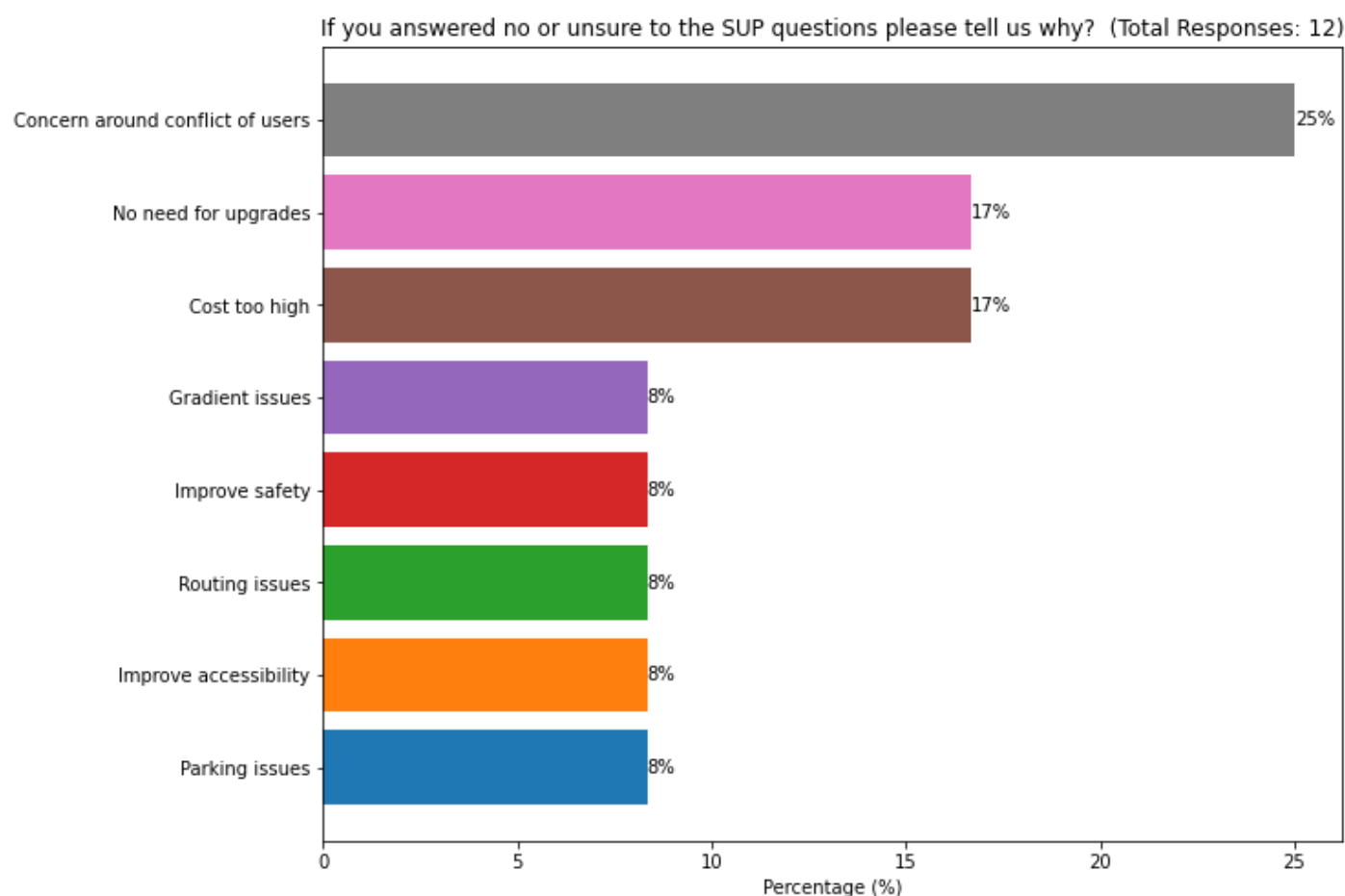


Figure 4-5 shows the free text responses for those that responded 'unsure' or 'no' to the two statements. The most common theme was a concern over the route causing conflicts between users. Comments made mentioned the concern over cyclists sharing the path with people who are walking and wheeling, young people and older people. This highlights the importance of clear segregation between different modes if the scheme continues to the design stage.

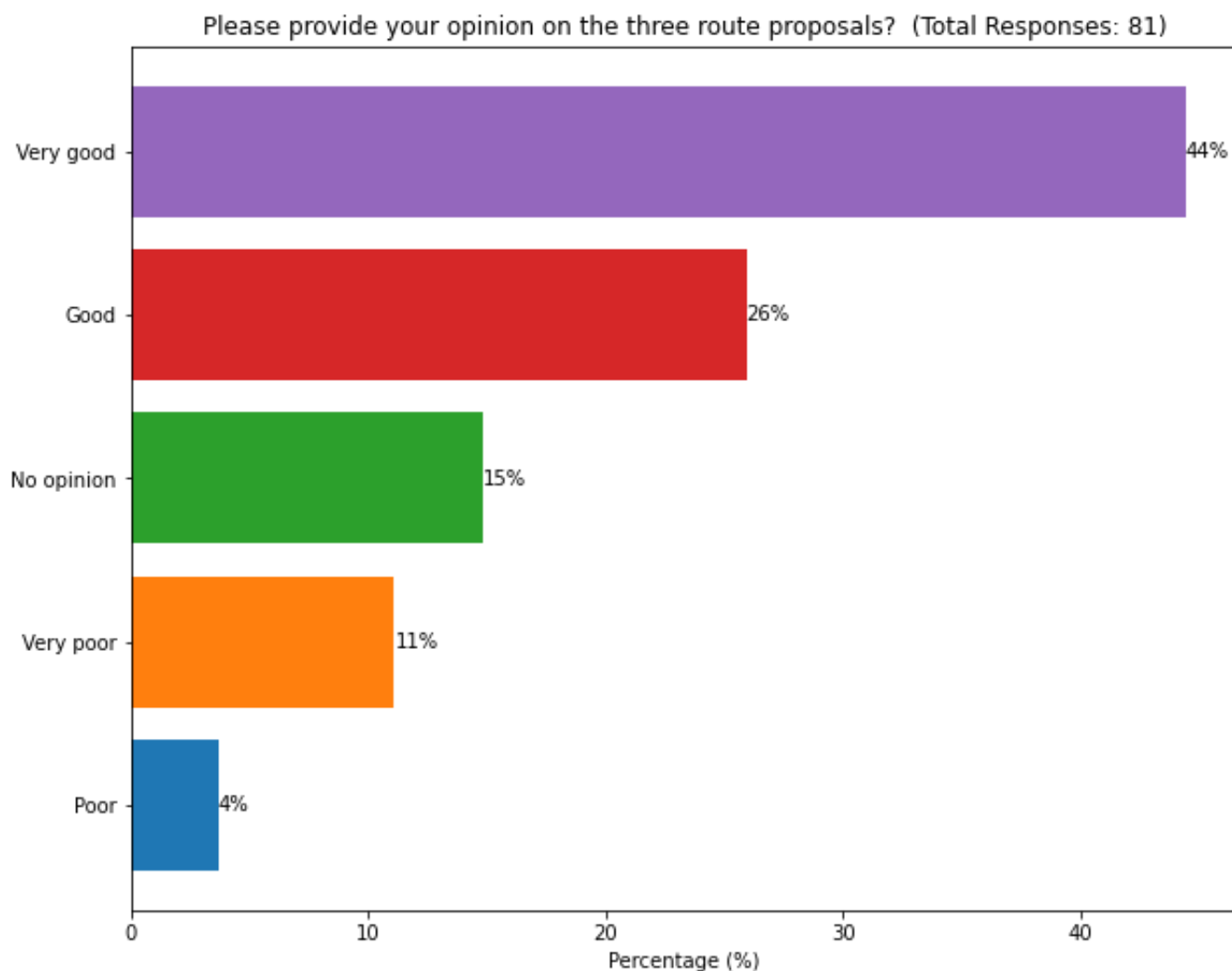
Believing that the scheme was not needed and concerns over the cost of the scheme made up 17% of responses in each case. Specific comments mentioned that they would not utilise the facilities and felt that there were already sufficient points for those with limited mobility to gain access without additional cost being incurred.

4.1.1.3 Opinions on the three route proposals

Figure 4-6 shows the combined opinions from respondents on the three route proposals:

- Clickett Lane to Heywood Lane.
- Penally village to Tenby Golf Club.
- Marsh Road and Clickett Lane.

Figure 4-6 - Please provide your opinion on the three route proposals



The survey asked for each respondent to provide their opinion on the three proposals based on a five-point scale, with potential answers of very good, good, no opinion, poor and very poor. To gather a general sentiment towards the proposed three routes and active travel in Tenby and Penally, the answers to this set of three questions have been grouped together (a total of 81 responses) and are presented in Figure 4-6. Overall, the responses are overwhelmingly positive. 70% of responses said the proposals were “very good” or “good”, with only 15% responding “very poor” or “poor”. This shows there is clear support for these routes and growth in the active travel network in Tenby and Penally.

Figure 4-7 - Do you have any further comments to make on the three route proposals?

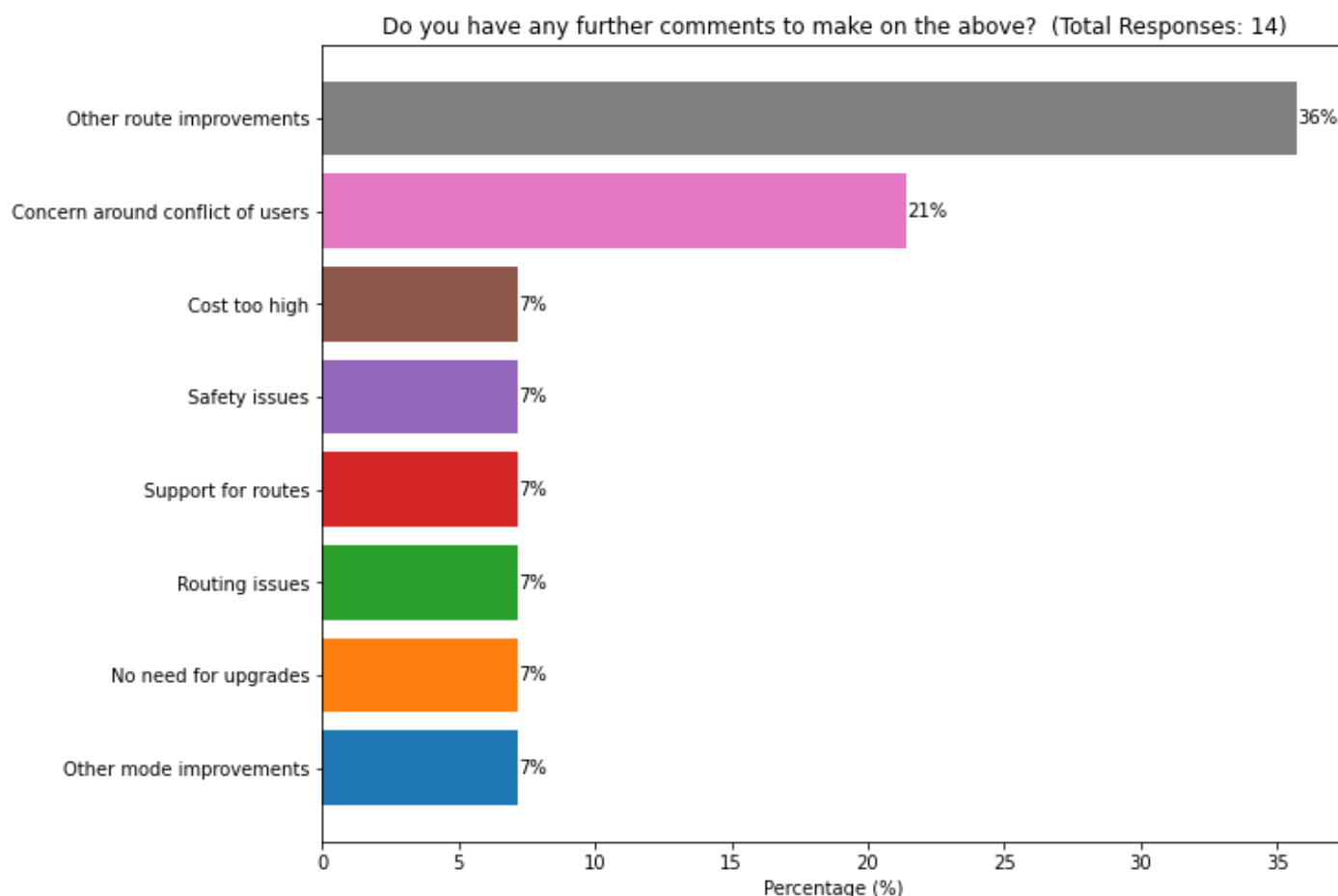


Figure 4-7 shows the main themes of the other comments made by respondents in the follow up open question. Although the top themes are negative (believing other route improvements should be prioritised and being concerned over conflict between users), the number of responses (14) is far less than the 57 responses which rated the proposals as “very good” or “good”.

The proposals of other route improvements by respondents suggests that there is a desire to improve active travel routes across Tenby and Penally. Other routes included an improved pedestrian link between Tenby schools and New Hedges, and footways around the leisure centre.

Comments around the conflict of users felt that the routing through housing estates would cause a conflict between residents and path users. Others felt that the routes were useful for people who are walking and wheeling but felt that people who cycle could pose a safety issue to these groups of users, with the exception of children.

4.1.2 Slippery Back, Tenby

4.1.2.1 Travel patterns

Figure 4-8 shows the survey responses received when respondents were asked whether they use Slippery Back to travel in or out of Tenby. There was a relatively even split between responses, with 54% saying “yes” and 46% saying “no”. Of the journeys that do use Slippery Back and responded to the follow up question, walking was the most popular mode of travel, with 88% of survey respondents using this method (see Figure 4-9).

Figure 4-8 - Do you currently use Slippy Back to travel in or out of Tenby?

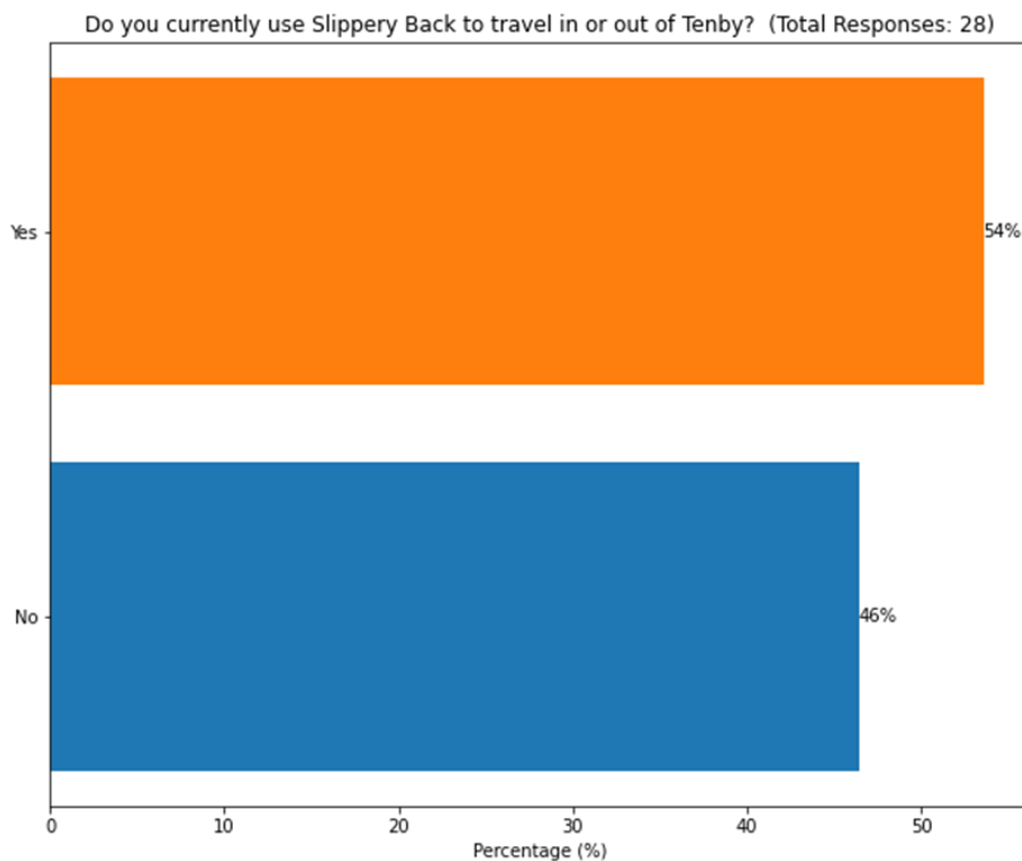
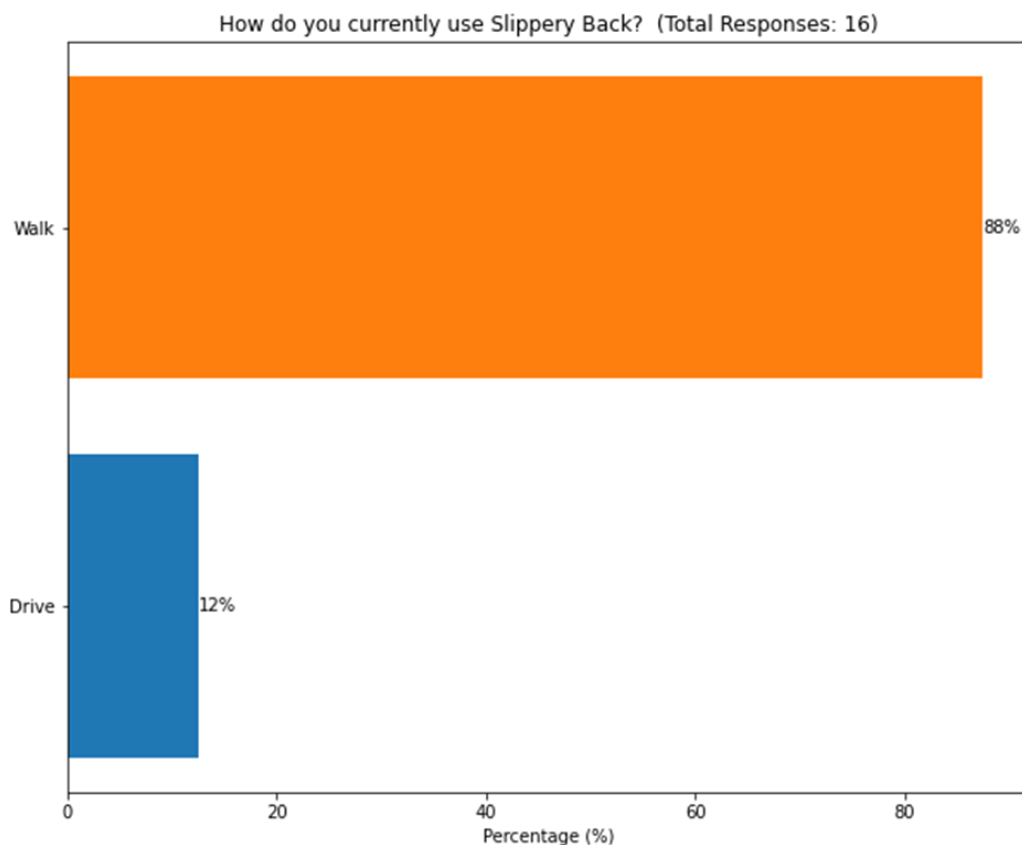


Figure 4-9 - How do you currently use Slippy Back?



4.1.2.2 Option preference

Figure 4-10 and Figure 4-11 highlight the ‘preferred’ and ‘worst’ option choice respectively across survey respondents. This is in relation to the four options presented for the Slippery Back route:

- Option 1 – via Narberth Road.
- Option 2 – via Upper Park Hill.
- Option 3 – via Blind Lane.
- Option 4 – via Slippery Back (existing route).

Figure 4-10 - Please rank the 4 options in order (most preferred choice)?

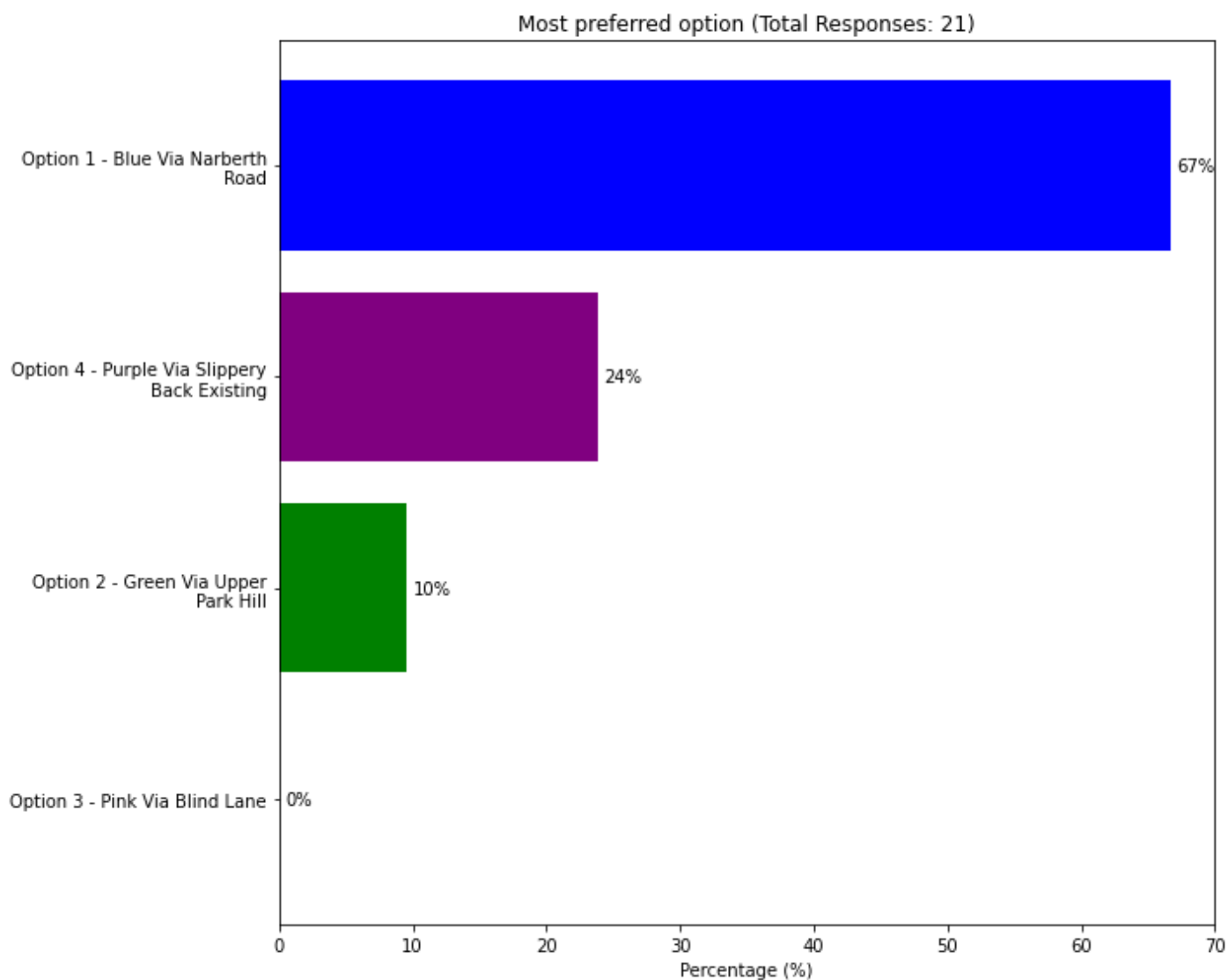
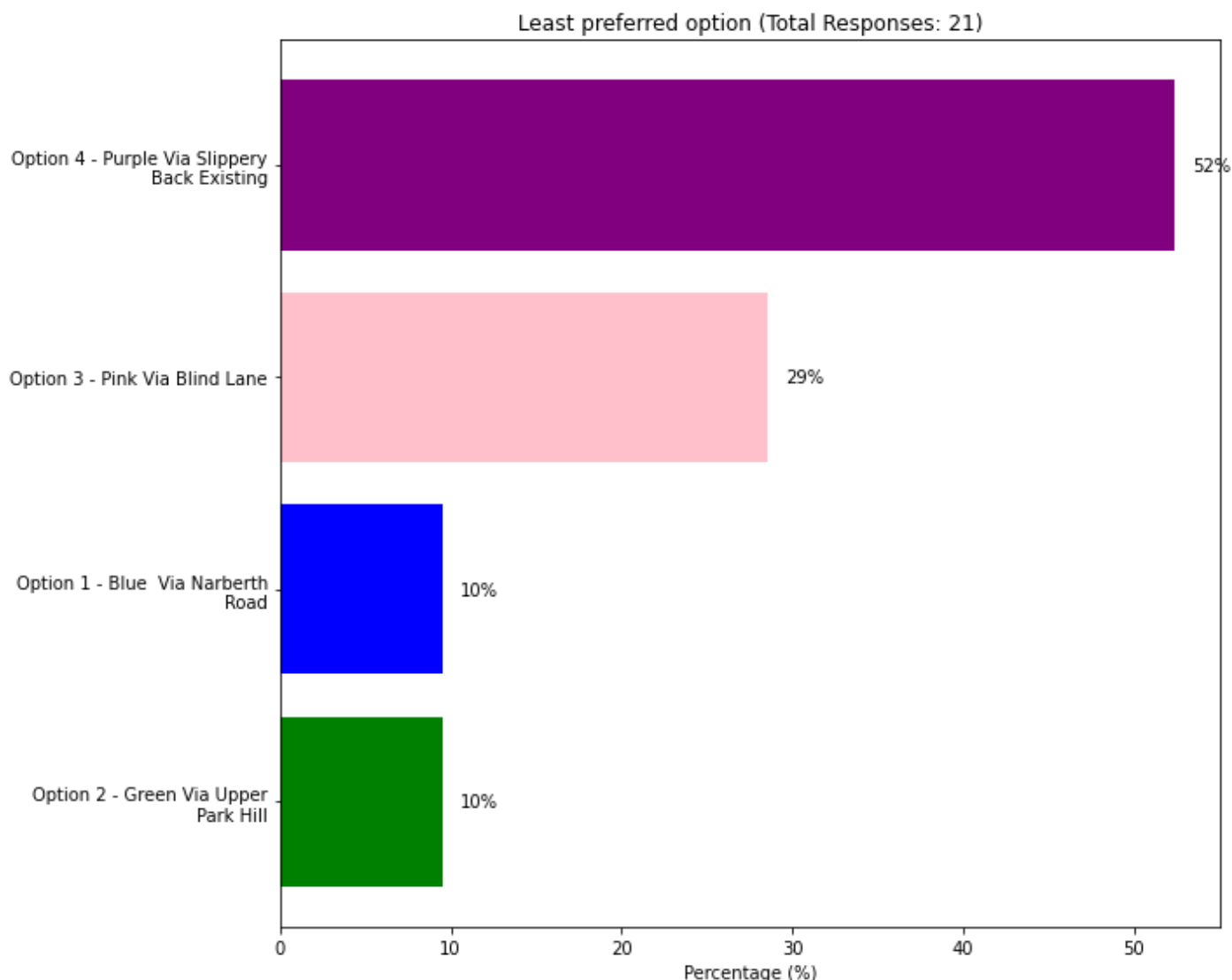


Figure 4-11 - Please rank the 4 options in order (least preferred choice)?



Respondents were asked to rank these four routes in order of preference. Option 1 came out as the preferred choice, with 67% of respondents choosing this route as their favourite option and ranking it first. Option 4 was chosen as the 'worst' option, with 52% of responses showing this sentiment by ranking it fourth. Only 10% of respondents ranked Option 1 in fourth, reiterating it as the preferred choice.

Whilst only 10% of respondents placed Option 2 as their preferred route, only 10% ranked it last, suggesting that it is an uncontroversial alternative route. No respondents placed Option 3 as a preferred route, whilst 29% ranked it in fourth place, suggesting it is not a popular route option.

Comments following on from the preferred choice ranking question noted that there was a desire to improve access to New Hedges along Slippy Back, but also via the road to make access to the school safer. Comments noted that the lack of footpath on Narberth Road by the bus stop was dangerous for children using the school bus services and felt that a route between New Hedges and schools should be considered a priority over the the Slippy Back route. These comments support the preference for Option 1 along Narberth Road.

Other respondents felt that the existing Slippy Back path was currently underused, however one comment noted that the growth in housing development in the local area would likely change this, whilst another mentioned that currently the route is unappealing to walk along. The comment mentioned that the lack of lighting and often muddy and slippy

surface of the route makes it unsafe, particularly in poor weather. Another comment supported this stating that generally the maintenance of roads and paths to keep them clear of leaves was an issue, they also noted that the gradient on all proposals would pose a problem for those with mobility issues but supported the concept of introducing active travel routes.

One comment questioned the ability to purchase land along some of the options, noting that they currently use Slippery Back to access the Cemetery but questioned if it would be possible to purchase private land to alter the route.

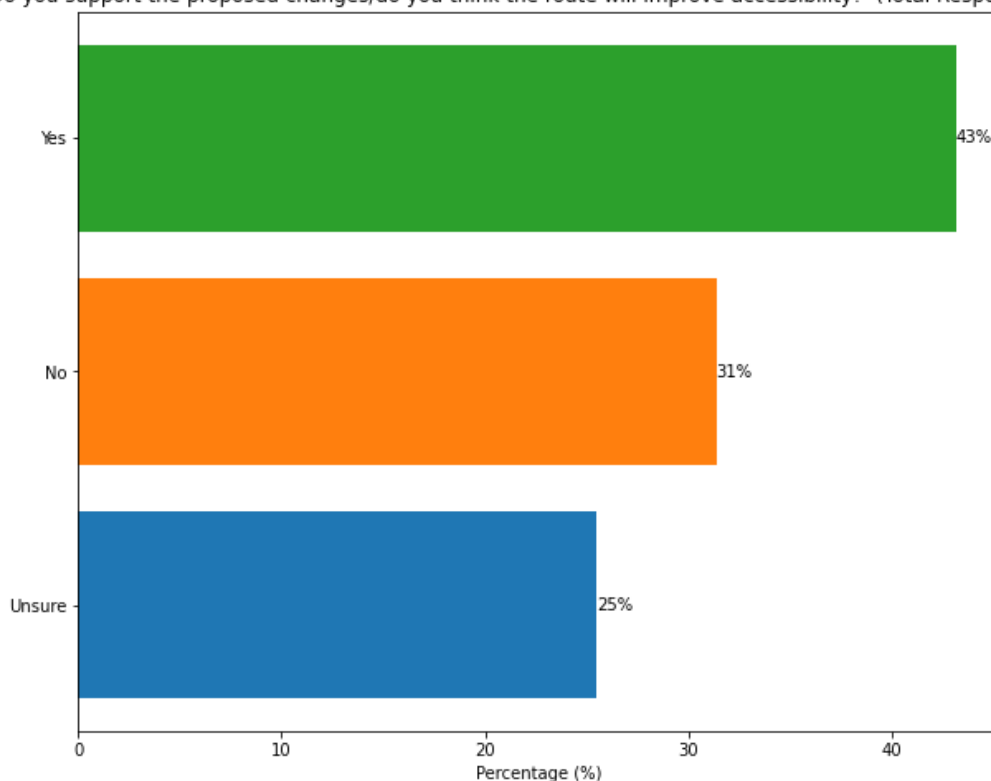
4.1.2.3 Opinions on the overall proposal

Figure 4-12 shows responses to whether participants:

- Support the proposed changes.
- Think the route will improve accessibility.

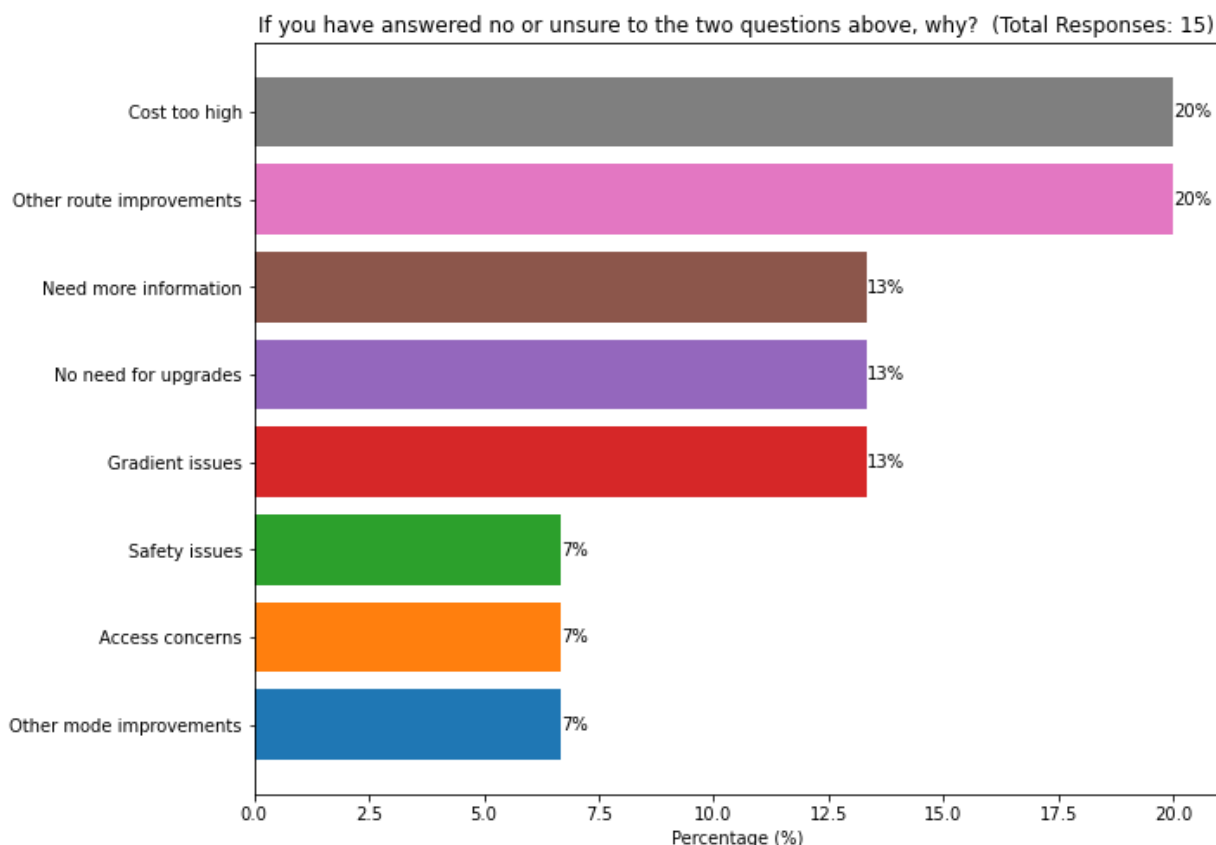
Figure 4-12 - Do you support the proposed changes/do you think the route will improve accessibility?

Do you support the proposed changes/do you think the route will improve accessibility? (Total Responses: 51)



These two questions were grouped to provide an overall sentiment for the Slippery Back proposals, making a combined total of 51 responses. These questions received mixed responses, with the most popular choice being supporting the proposed changes/thinking the route will improve accessibility (43% of respondents). However, 31% of respondents indicated that they do not support the proposed changes, or didn't think that the route will improve accessibility, whilst 25% indicated that they were 'unsure'.

Figure 4-13 - If you have answered no or unsure to the two questions above, why?



Respondents were provided with an open question following on from asking if they supported proposed changes and/or felt that the route would improve accessibility. The open question asked respondents to provide reasoning if they had answered 'no' to either of these questions. Figure 4-13 shows the most common reasons for responding 'unsure' or 'no' were the cost being too high and believing other route improvements should be prioritised first, with these other improvement comments noted in section 4.1.1.3.

4.1.3 The Glebe to The Green, Tenby

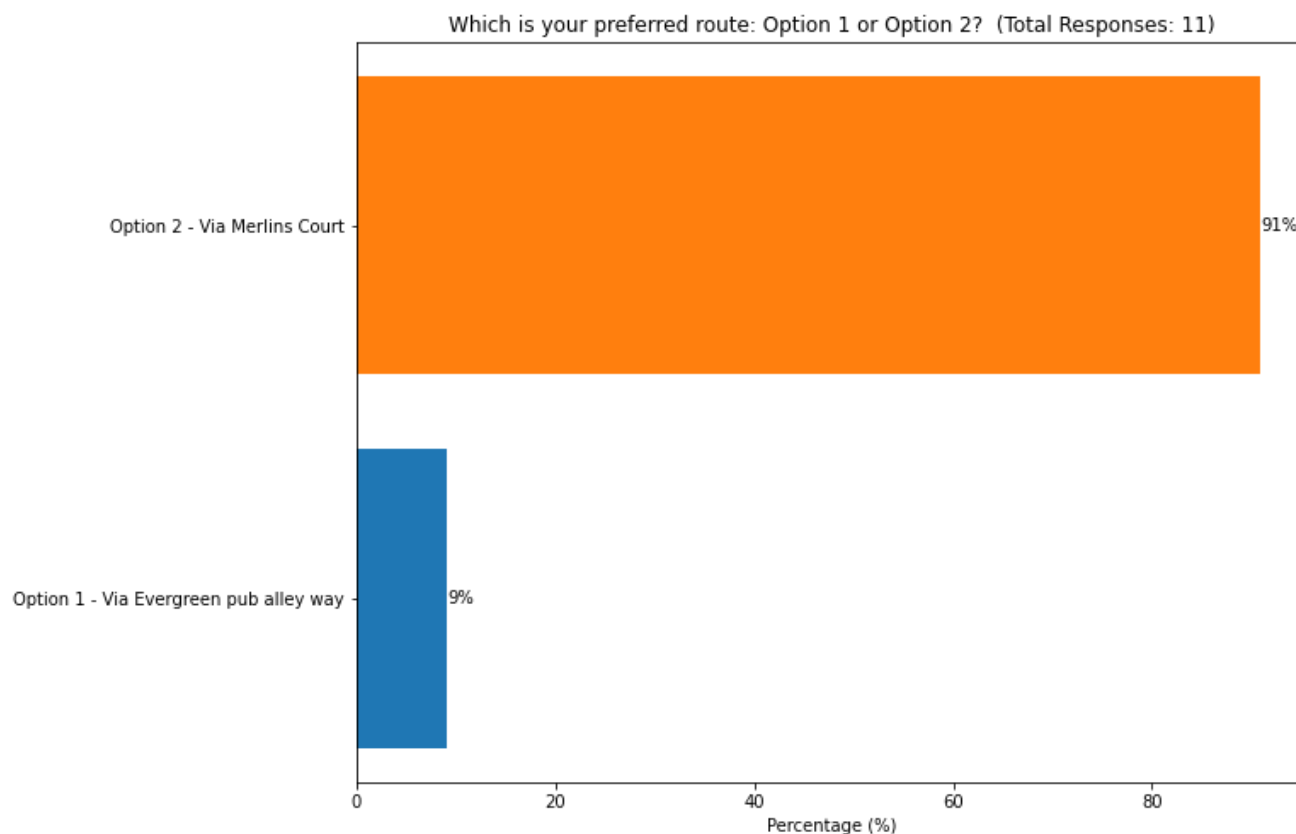
4.1.3.1 Option preference

Figure 4-14 shows the responses received when respondents were asked which option they prefer from:

- Option 1 – via Evergreen pub alleyway.
- Option 2 – via Merlin's Court.

There is clear preference for option 2, with 91% of responses picking this as their preferred option.

Figure 4-14 - Please rank the options in your preferred order (first choice)?

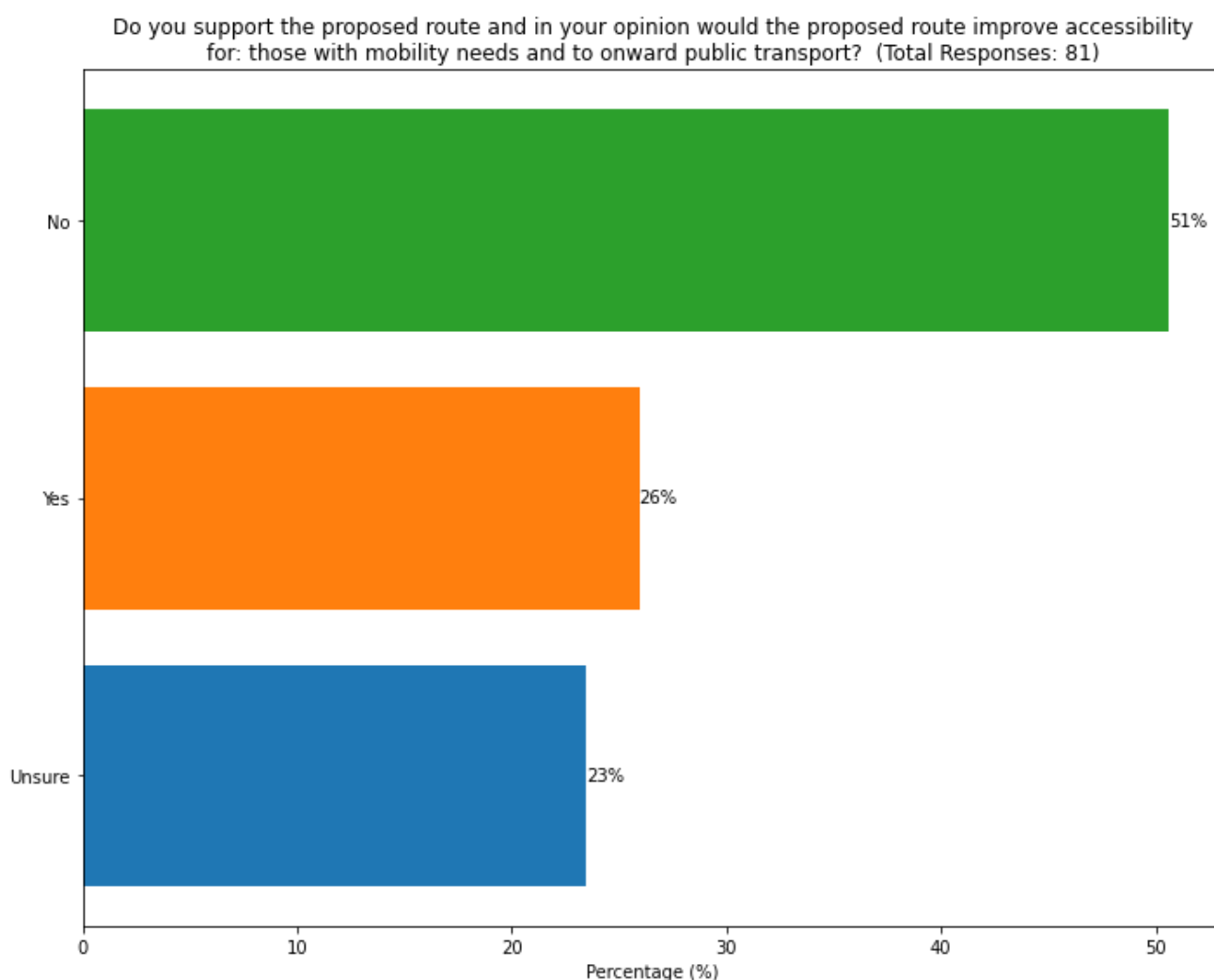


4.1.3.2 Opinions on the overall proposal

Figure 4-15 shows responses to whether participants:

- Support the proposed changes.
- Think the route will improve accessibility for those mobility needs.
- Think the route will improve accessibility to public transport.

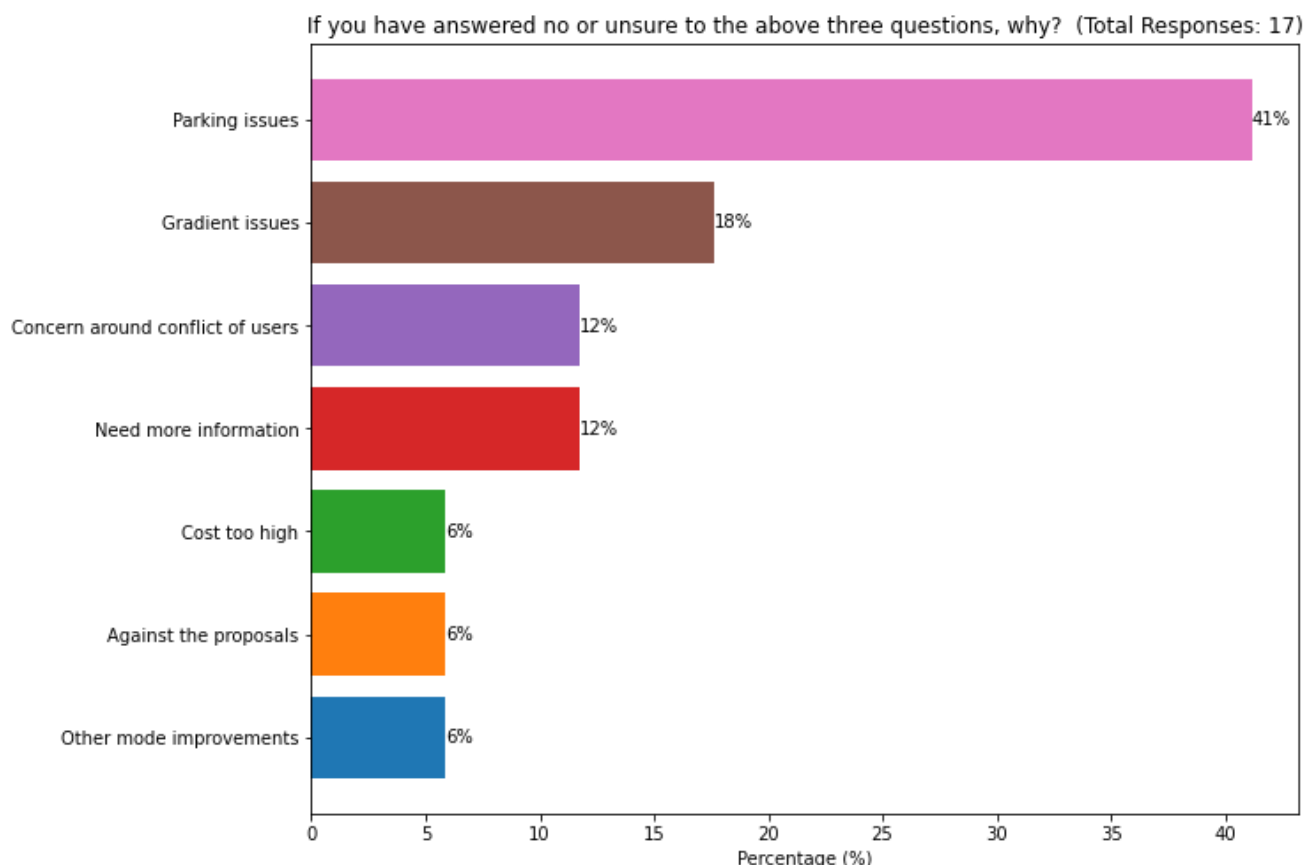
Figure 4-15 - Do you support the proposed route and in your opinion would the proposed route improve accessibility for: those with mobility needs and to onward public transport?



The survey asked for each respondent to provide their opinion on the three proposals based on a three-point scale, with potential answers 'yes', 'no' or 'unsure'. To gather a general sentiment towards the proposed route between The Glebe and The Green, the answers to this set of three questions have been grouped together (a total of 81 responses).

These questions received mixed responses, with the majority of respondents (51%) indicating that they do not currently support the proposed changes/think the route will improve accessibility. However, 26% of survey respondents were supported the proposed route, whilst 23% indicated that they were 'unsure'.

Figure 4-16 - If you answered no or unsure to the above three questions, why?



Respondents who indicated that they do not currently support the proposed changes/think the route will improve accessibility were subsequently asked an open-ended follow-up question to understand the reasons for this position. Figure 4-16 shows concern over parking issues as the most common reason for responding unsure or no, with 41% of responses mentioning this theme.

Comments surrounding parking issues focused on parking on The Glebe. Respondents mentioned that on-road parking is already difficult, residents would have to cross the proposed route to access their driveways, and it would limit parking for those with mobility issues. Respondents noted that suggested parking round the back of the garages was via a steep gradient that would be unsuitable for some users.

Respondents also noted the gradient of the proposed route and its potential unsuitability for wheelchair users or those with reduced mobility.

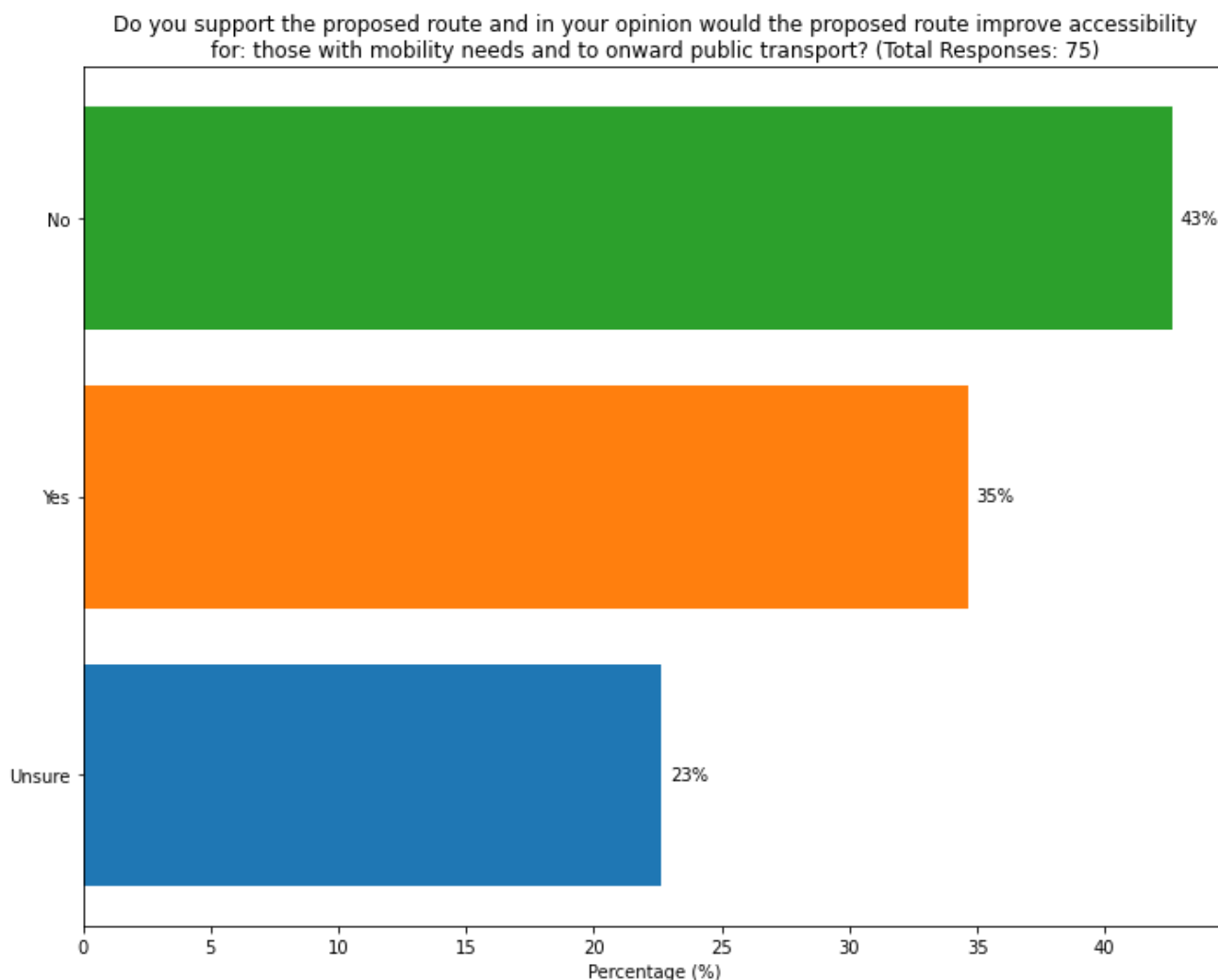
4.1.4 The Green via Gas Lane and The Glebe

4.1.4.1 Opinions on the overall proposal

Figure 4-17 shows responses to whether participants:

- Support the proposed changes.
- Think the route will improve accessibility for those mobility needs.
- Think the route will improve accessibility to public transport.

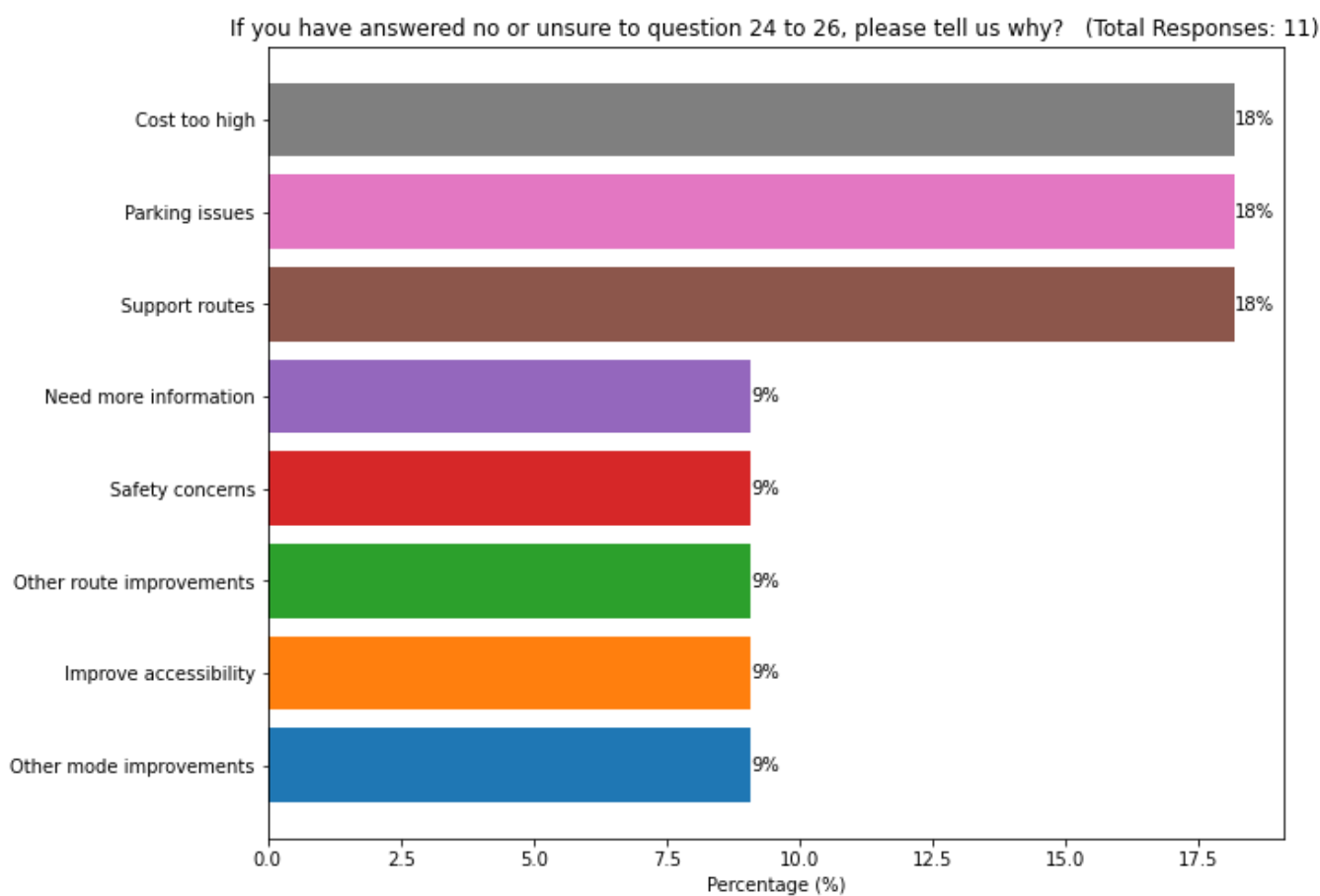
Figure 4-17 - Do you support the proposed route and in your opinion would the proposed route improve accessibility for: those with mobility needs and to onward public transport?



Respondents were asked for each individual to provide their opinion on the proposals based on a three-point scale, with potential answers 'yes', 'no' or 'unsure'. To gather a general sentiment towards the proposed route between The Green and The Glebe, the answers to this set of three questions have been grouped together and are presented in Figure 4-17. A total of 27 respondents answered these any or all of the questions, totalling 75 answers.

These questions received mixed responses, with the majority of respondents (43%) not supporting the proposed changes/thinking the route will improve accessibility. 35% of respondents indicated that they support the proposed changes, whilst 23% were 'unsure'.

Figure 4-18 - If you have answered no or unsure to questions 24 to 26, please tell us why?



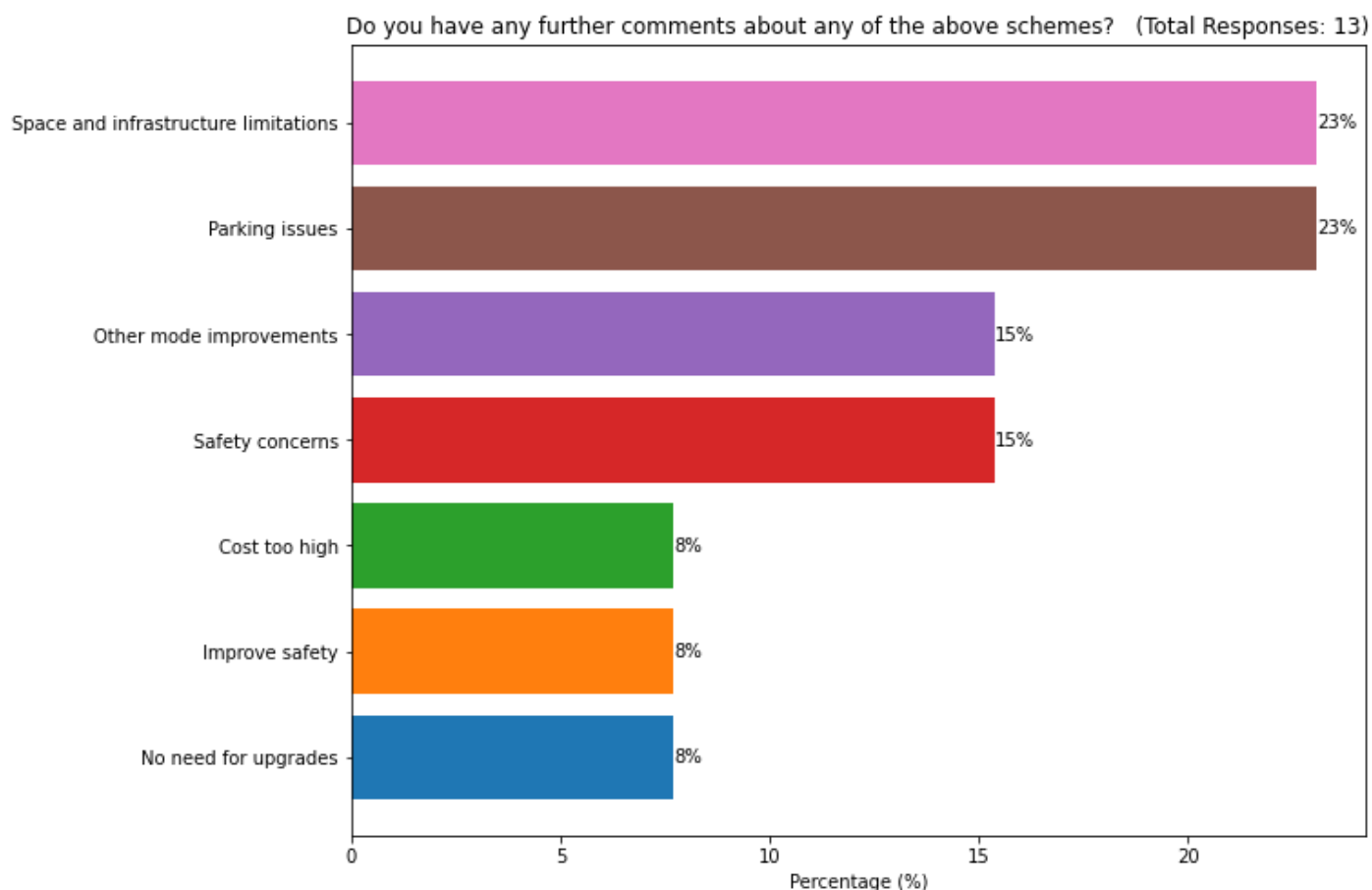
Respondents were provided with an open question following on from asking their overall opinions on The Green via Gas Lane and The Glebe. The open question asked respondents to provide reasoning if they had answered no or unsure to the set of questions for the route. Figure 4-18 shows concern over parking issues and the cost of the route being too high as the most common reason for responding unsure or no. Whilst the question only asked for open text responses for those that didn't support the route, or felt that it wouldn't improve accessibility, there were some comments received that supported the proposals, making up 18% of the total free text responses to this question.

Respondents that cited parking issues as a concern, felt that narrowing roads for proposed paths and reducing on-street parking places would harm local residents. However, a similar number of respondents felt that the route would be an improvement on existing infrastructure.

4.1.5 General comments

Respondents were also asked if they had any further comments about any of the schemes that were included in the survey via an open question.

Figure 4-19 - Do you have any further comments about any of the above schemes?



The most common themes that came out of this question were:

- Space and infrastructure limitations (23% of the responses).
- Parking issue concerns (23% of the responses).
- Other mode improvements should be prioritised (15% of the responses).
- Safety concerns (15% of the responses).

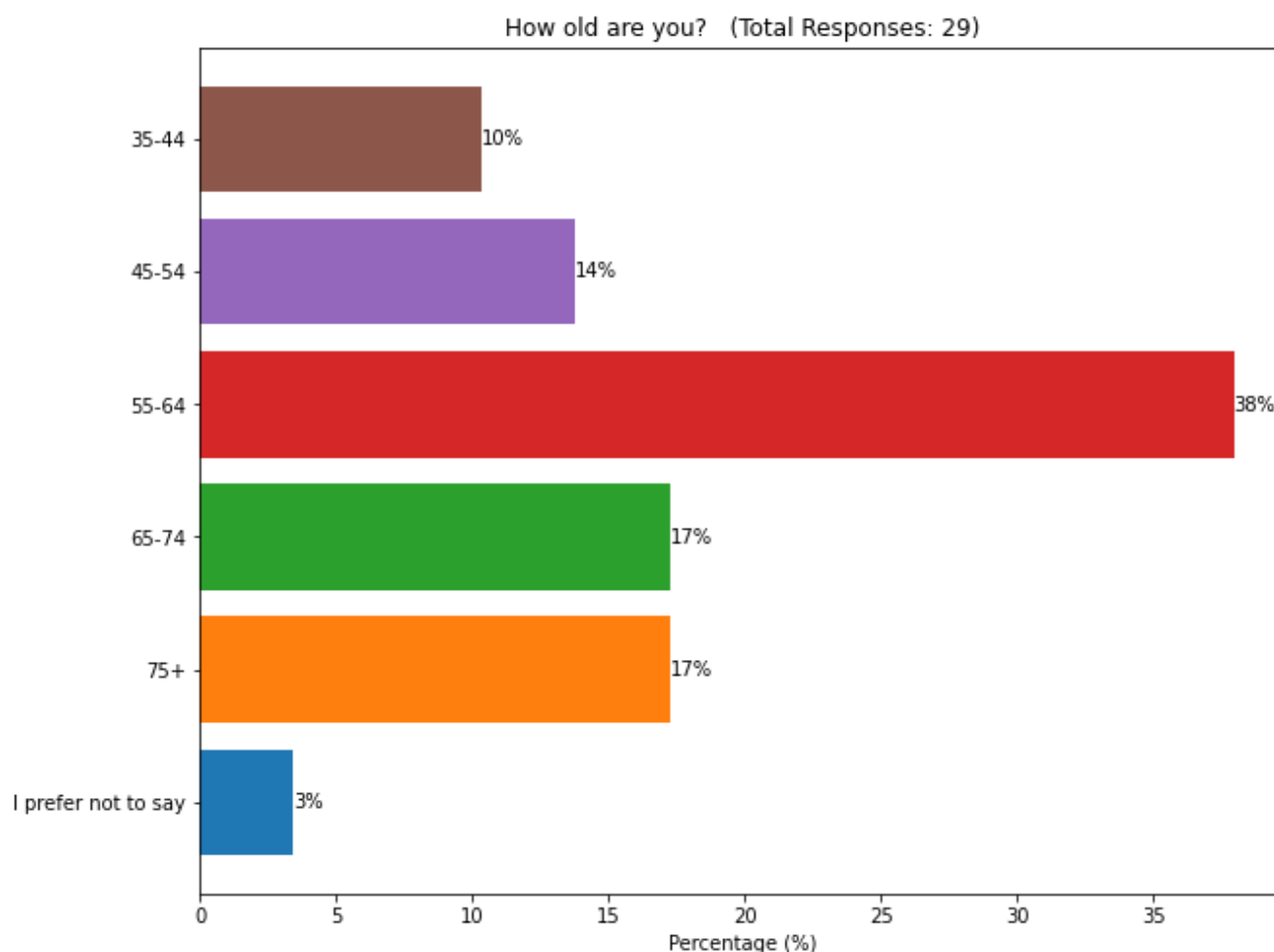
In regard to space and infrastructure limitations, some comments noted that various paths and roads across Tenby are already narrow, and that the addition of cycleways would put a greater strain on this situation. One respondent suggested that traffic management schemes (for example, 20mph speed limits) would help the current infrastructure to cope with high volume car use.

Other comments mentioned upgrades for other modes or other routes in Tenby. Suggestions included a local minibuss scheme to cover Tenby town centre and outlying areas, as well as new paths between Tenby and New Hedges, and paths between the Rugby ground and The Clicketts.

4.2 Social and demographic questions

Figure 4-11 shows the age demographic of respondents to the survey, all 29 respondents answered this question.

Figure 4-20 - How old are you?



The range of ages is narrow, with no respondents selecting their age as below 35, however there is a good spread of age ranges from respondents between 35 and 75 and above. The responses are weighted towards the 55-64 age group, making up 38% of all respondents.

Respondents are not representative of the population of Tenby and Penally. Survey respondents over the age of 55 make up 72% of all survey responses, whilst they only make up 34.9% of the population of Tenby and Penally according to data from the 2021 Census.⁴ The low rate of responses and demographics of the respondents should be considered as part of the next steps.

⁴ [Build a custom area profile - Census 2021, ONS](#)

Figure 4-21 - What effects/opportunities would the proposals have on persons to use the Welsh language?

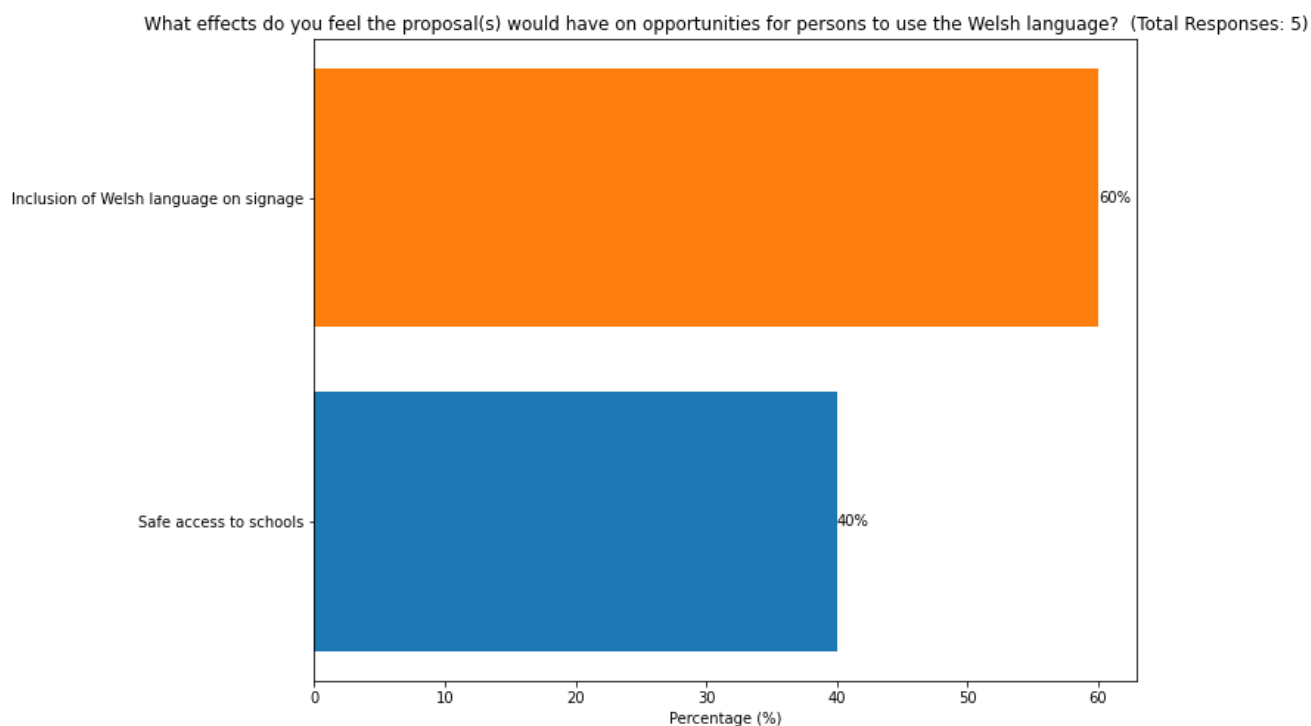


Figure 4-21 highlights opportunities and impacts that the proposals may have on use of the Welsh language. Whilst only 5 respondents left comments directly in response to the question, they did identify opportunity to include Welsh language on the signage of routes and noted that the routes would provide safe access for children to schools, helping to nurture the growth of the language.

5. Summary of feedback

Table 5-1 shows a summary of the conclusions from the survey analysis which will be used to inform the next steps of these proposed active travel routes.

Table 5-1 - Conclusions from survey responses

Theme /Route	Travel patterns and purposes	Option preference	Opinions on the route proposals
Penally to Tenby SUP	<ul style="list-style-type: none"> Penally to Tenby is a popular route, with the majority of respondents using it at least once a month (Figure 4-1). Leisure trips are the most common trip purpose for this route (Figure 4-2), with driving being the most common mode for these trips (Figure 4-3). However, active travel makes up the second most popular mode which shows the potential for modal shift if higher quality infrastructure is provided. 	N/A	<ul style="list-style-type: none"> There is an even response to whether respondents agree that, once implemented, the SUP would improve accessibility and encourage walking/cycling (Figure 4-4). The most common theme to open questions was a concern over the route causing conflicts between users, highlighting the importance of clear segregation between different modes if the scheme continues to the design stage. Believing that the scheme was not needed and concerns over the cost of the scheme were also common themes (Figure 4-7). Overall, the responses are overwhelmingly positive. This shows there is clear support for these three routes. There are still potential concerns over conflict between users and prioritising other route improvements.
Slippery Back, Tenby	<ul style="list-style-type: none"> Most respondents use Slippery Back to travel in or out of Tenby (Figure 4-8). Walking is by far the most common mode used for these trips (Figure 4-9) – showing there is already significant active travel demand along this route. 	<ul style="list-style-type: none"> Option 1 is the preferred choice (Figure 4-10), receiving the most responses as the preferred route and least responses as the worst route. 	<ul style="list-style-type: none"> There is an even response to whether respondents agree or disagree with the proposals and, whether they think the proposals will improve accessibility for those with mobility needs (Figure 4-12). The most common themes to open questions were concerns over the cost of the route being too high and whether other route improvements should be prioritised (Figure 4-13).
The Glebe to the Green, Tenby	N/A	<ul style="list-style-type: none"> Option 2 is by far the most popular route with respondents (Figure 4-14). 	<ul style="list-style-type: none"> There is an even response to whether respondents agree or disagree with the proposals and, whether they think the proposals will improve accessibility for those with mobility needs, and to public transport services (Figure 4-15) Concerns over the route causing parking issues were the most common theme in the open question (Figure 4-16).

The Croft to the Green, Tenby	N/A	N/A	<ul style="list-style-type: none"> ▪ There is an even response to whether respondents agree or disagree with the proposals and, whether they think the proposals will improve accessibility for those with mobility needs, and to public transport services (Figure 4-17). ▪ Concerns over the route: causing parking issues, being too high in cost and comments which supported the route were the most common themes in the open question (Figure 4-18).
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6. Next steps

The purpose of this round of engagement was to formally engage with the local community on the proposed routes for active travel improvements, as part of the wider engagement for active travel improvements across Pembrokeshire. The summary from this engagement report can be used to feed into further iterations of the designs and can be taken forward to help with decisions on preferred alignments.



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