

AtkinsRéalis



Saundersfoot Active Travel Consultation

February 2025

SAUNDERSFOOT ACTIVE TRAVEL CONSULTATION

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1. Introduction

1.1 Purpose of report

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

1. Stammers Road: Provide a shared use path between Saundersfoot Harbour and Stammers Road.
2. Sandy Hill Road: Provide a shared use path providing a direct connection between Saundersfoot and the A478.
3. Frances Road: Creating a shared use path linking Coppet Hall Beach with Saundersfoot Village

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

This engagement has been undertaken as part of the wider engagement for the active travel improvements across Pembrokeshire. The engagement for Saundersfoot comprised of a community survey and a public consultation workshop and drop-in session. The survey engagement period ran for four weeks from Tuesday 19th November to Tuesday 17th December 2024. The public consultation commenced with a workshop on Tuesday 19th November, with drop-in slots between 10:00 – 12:00, 13:00 – 16:00 and 18:30 – 20:00 at The Coal Building, Saundersfoot Harbour.

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 Conclusions from analysis:** key findings from the engagement and the actions arising from the feedback analysed.
- **Chapter 6 Next steps:** sets out the next steps following engagement.



2. Project overview

Saundersfoot is a large village, located north of Tenby, with both settlements serving as popular destinations for tourists. Saundersfoot lies in the Pembrokeshire Coast National Park and on the Pembrokeshire Coast Path. Its location on the coast means that around the harbour Saundersfoot sits at sea level, whilst all routes out of the centre are subject to increases in elevation.

Based on the 2021 census, Saundersfoot has a population of around 2,400 people. Approximately 30% of the population are over 70, significantly higher than the Welsh average at 15.6%, but with 75.8% of the population in “very good health” and “good health”, this is broadly in line with the rest of Wales at 78.6%.¹

Saundersfoot has a significantly higher economically inactive population than the Welsh average, with 41.8% of the population in employment and 56.0% of the population economically inactive, compared to 53.5% in employment and 43.5% economically inactive in Wales. From those economically active, the most common method to travel to work is driving a car or van (56.3%) following by working mainly at or from home (28.9%) and on foot (8.0%), showing the importance in the change in on working patterns since COVID-19. Car ownership is high in Saundersfoot, with only 13.7% of the population living in a household with no car or van (compared to 19.4% in Wales).

PCC believes that there is an opportunity to provide new and safer links within Saundersfoot’s existing active travel network and the demographic data for Saundersfoot shows that there is a potential to encourage modal shift. The proposed routes aim to provide connectivity for local residents and visitors which will tie in well with the provisions already available. Some of the current routes, particularly along Sandy Hill Road, are unsafe for walking, cycling and people with mobility issues. It is PCC’s aim to create a safer environment for all and to encourage people to travel without the use of their vehicles. PCC would like to create a strategic route that enables traveling in, and around, Saundersfoot 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 proposals is to:

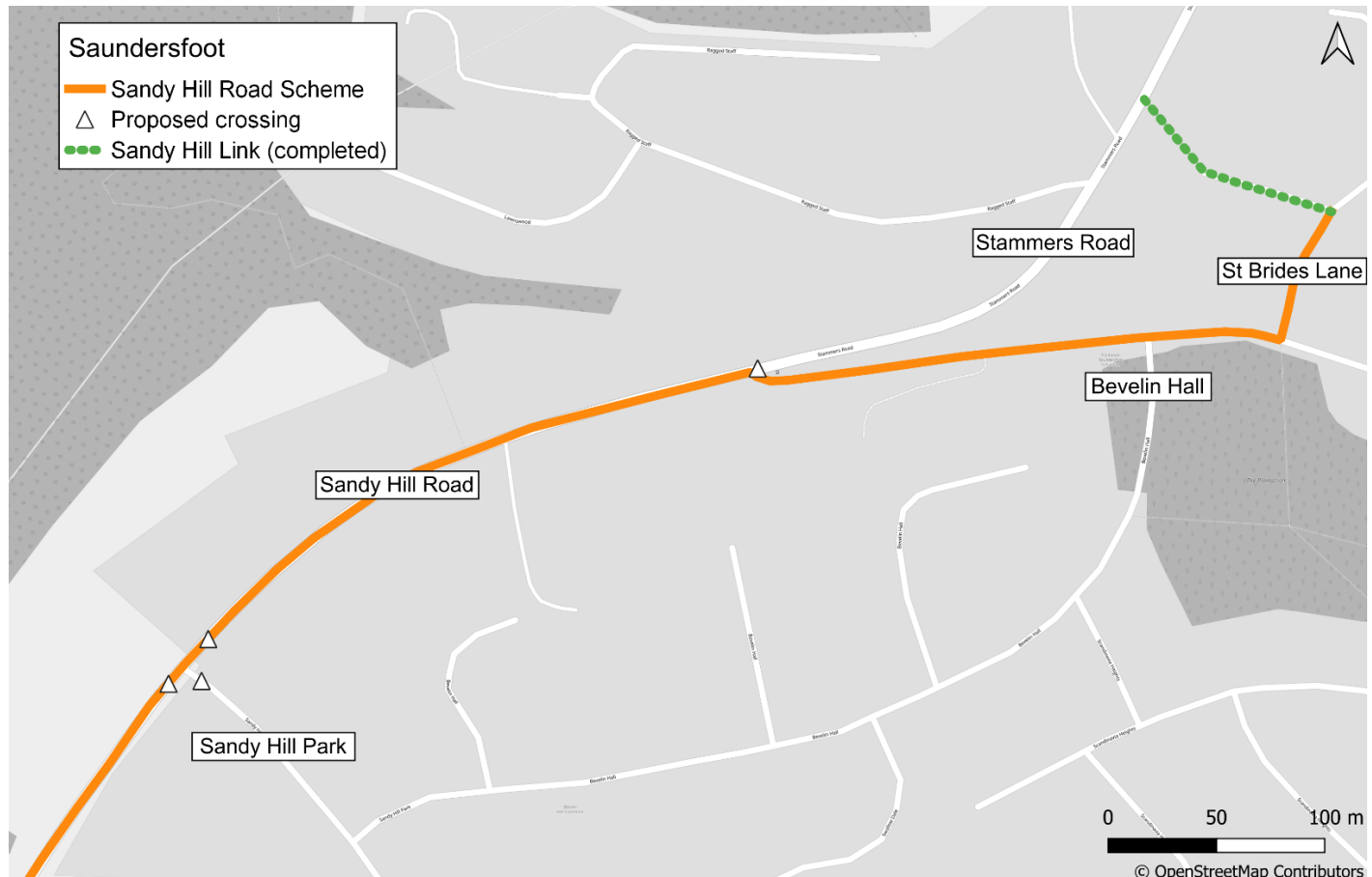
- Improve safety on the active travel network.
- Encourage socially inclusive active travel for all types of journeys including tourism, leisure, school and work.
- Create a safer environment for users walking, wheeling and cycling and people with mobility issues.
- Enhance accessibility for users walking, wheeling and cycling and people with mobility issues.

¹ [Build a custom area profile - Census 2021, ONS](#)

2.1 Sandy Hill Road

The Sandy Hill Road scheme extends along Sandy Hill Road to St Brides Lane, connecting to Stammers Road and the existing Sandy Hill Link. An overview of the scheme is shown in Figure 2-1.

Figure 2-1 - Sandy Hill Road scheme



The improvements include provision of a shared use zone along St Brides Lane and a one-way westbound shared use zone west of the Bevelin Hall junction on Sandy Hill Road, continuing to the Stammers Road junction. A shared use zone is where the road space is shared safely by vehicles, and users walking, wheeling and cycling. There may be no road lines, kerbing or gutter in a shared zone to show that pedestrians and vehicles are equal. Drivers must travel at a lower speed within a shared zone as users walking, wheeling and cycling will have free movement within this area and are able to cross at any point. These zones and the one-way system aim to calm traffic and improve vehicle flow through the area. Additionally, where required, it is proposed to widen the existing footway provision along the route. Build-out treatments are suggested at Bevelin Hall junction to slow traffic and provide a safer crossing point for users walking, wheeling and cycling, whilst at the Stammers Road / Sandy Hill Road junction, a raised crossing is proposed.

To the west of the Stammers Road / Sandy Hill Road junction and the raised table crossing, a continuous path (minimum 1.8m wide, but varying in width) with Orca barrier separation is proposed. This would then connect with a newly constructed SUP along Sandy Hill Road (c3.0m wide for approximately 300m). A section of this path would be within the new estate located off Sandy Hill Road and be fulfilled by the developer². The construction of this path would provide a direct link between Saundersfoot and A478, serving Broadfield Farm Holiday Park and Sea View Cottages (with 1.9m footway) and on-street cycling in this area. Traffic calming measures, such as kerb buildouts, would be

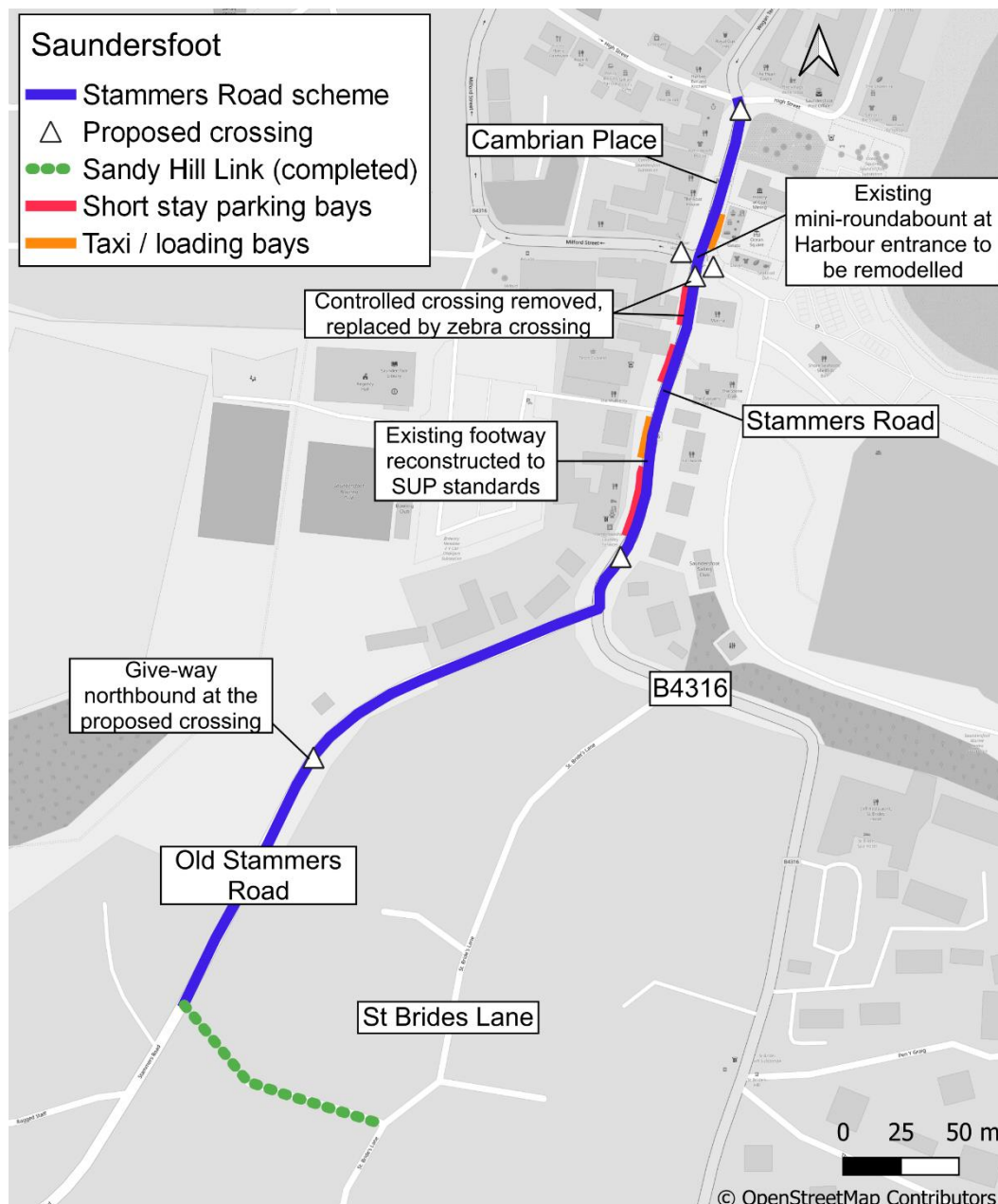
² [Deal to bring new homes to Saundersfoot complete |](#)

installed to calm vehicles exiting, as well as the provision of raised tables and junction narrowing at Sandy Hill Park to improve crossing points.

2.2 Stammers Road

The Stammers Road scheme aims to provide a SUP between Saundersfoot Harbour and Stammers Road for safe walking, wheeling and cycling. An overview of the scheme is provided in Figure 2-2.

Figure 2-2 - Stammers Road scheme



Multiple improvements are proposed along Cambrian Place. This has been included as part of the Stammers Road scheme as, during COVID-19, the quieter environment allowed for the use of the public highway to provide more outdoor seating for local businesses and the creation of a café culture space. This was well received by local residents at that time when traffic flows were considerably lower. The current proposals along Cambrian Place seek to reinstate

that traffic calmed environment, to enable safer walking, wheeling and cycling movements through this area, while still enabling traffic flow through the village.

Along Cambrian Place, the following improvements are proposed:

- A shared use zone area bollard provides vehicle path through possible planters / landscaping treatments at the junction points to indicate transition into a shared surface environment.
- One-way traffic flow system (between High Street and Milford Street), retaining a 3.6m carriageway.
- Widened footways and shared zone area between users walking, wheeling and cycling, while retaining a separate pedestrian route on the eastern side.
- Parallel crossing with buildout provision for cyclists.
- Potential reinstatement of café culture, providing designated space for outdoor seating.
- Formalisation of two taxi ranks, which may also be utilised for loading.
- Scheme to lead on to a reconstructed junction at the Saundersfoot Harbour.

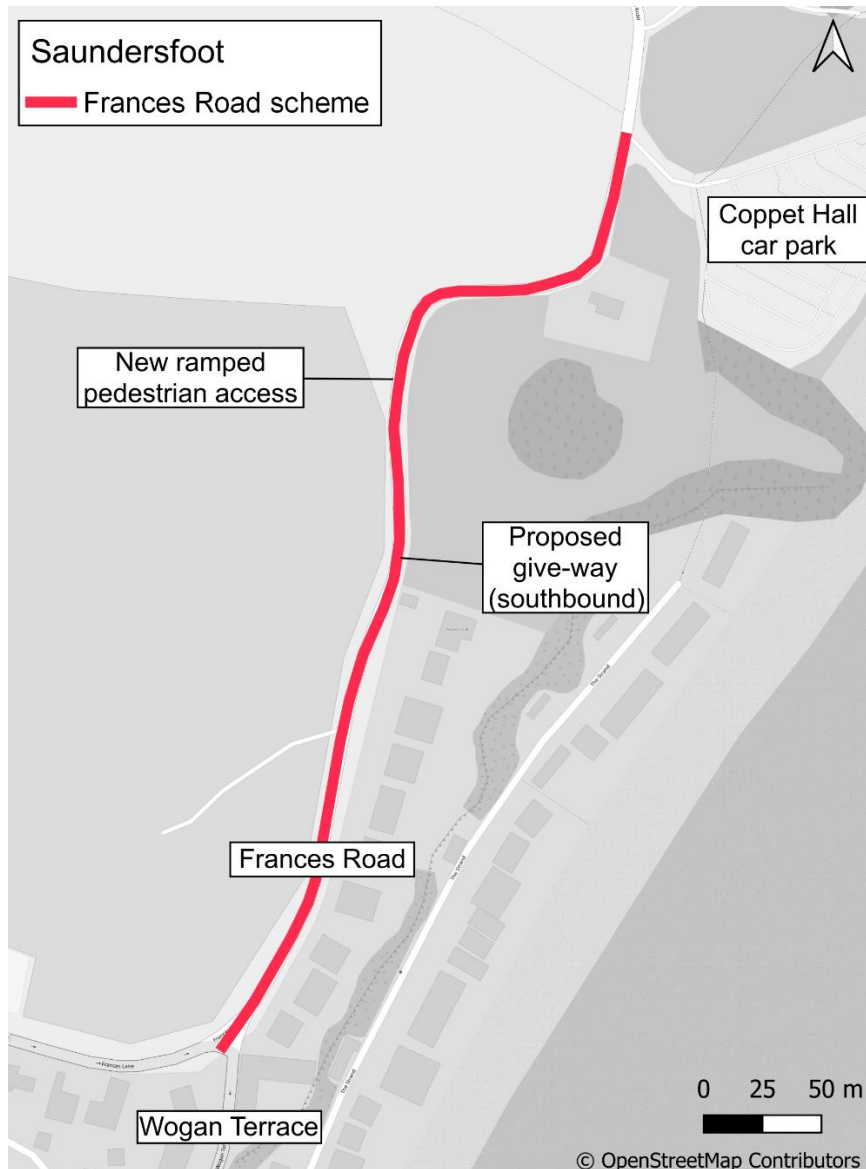
These improvements are then proposed to lead into Stammers Road. It has been proposed that the existing mini-roundabout junction at Harbour entrance leading to Cambrian Place is remodelled, with the provision of a zebra crossing on each arm, with the exception of Cambrian Place. Along Stammers Road, the proposals include a reconstruction of the existing footway to SUP standards (between 2.5m – 3.5m along the route) and the carriageway narrowed to 5m. The existing controlled crossing would be removed, replaced by the zebra crossings at the remodelled junction. New toucan crossings would be installed, also including the formation of a raised controlled crossing at the Anchorage. In terms of parking, the taxi rank and loading bay are to be relocated, with the provision of short-term parking bays.

The proposals continue on Old Stammers Road, after the B4316 junction. Localised carriageway widening at the junction is proposed, with a SUP provided on the northern side of Old Stammers Road. A proposed crossing with build-out treatment is proposed, with vehicles to give-way northbound, before the path continues on the southern side. These improvements aim to improve the SUP onto St Brides Lane footpath and carriageway, linking to the public right of way constructed in 2022/2023 between Stammers Road and St Brides Lane, and increase connectivity between the village core and Sandy Hill Road as part of the wider strategic route. Other benefits include improved footway and carriageway surfacing along the route.

2.3 Frances Road

The Frances Road scheme aims to provide a continuous SUP for walking, wheeling and cycling between Coppet Hall and Saundersfoot. An overview of the scheme is shown in Figure 2-3.

Figure 2-3 - Frances Road scheme



The proposed improvements include the formation of a 2.5 – 3.0m SUP along Frances Road, from the junction with Wogan Terrace to Coppet Hall car park junction, with a retention of a 5.0m carriageway. A new stone embankment with hedge will be constructed along Frances Road. Improvements include the installation of traffic calming features, including a give way southbound, constructed c100m north of the Scar Farm Holiday Park entrance. At the Wogan Terrace / Frances Road junction, it is proposed to reconfigure the junction and provide a widened footway to the school.

The proposals also include a new ramped pedestrian access to the holiday park, field access with raised entry treatment, and improved drainage along the route. It is important to note that there will be no narrowing of Frances Road associated with this scheme; the proposed SUP is to be situated behind the hedge on the western side of Frances Road and discussions have been undertaken with local landowners in order to facilitate these works.

3. Engagement approach

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 public consultation aimed to gather feedback on proposed changes, seeking opinions on accessibility and connectivity in Saundersfoot.

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 via a link from PCC's website to a Microsoft Forms survey, with paper copies of the designs and survey available on request. 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 separate schemes. The questions included several open and closed questions, with each question set for 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 Tuesday 19th November to Tuesday 17th December 2024.

3.2 Face to face engagement

The public consultation period commenced with drop-in sessions on Tuesday 19th November, between 10:00 – 12:00, 13:00 – 16:00 and 18:30 – 20:00 at The Coal Building, Saundersfoot Harbour. 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, 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 leave any additional comments via the comments box. Approximately 95 people attended the drop-in session throughout the course of the day.

4. Analysis of responses

4.1 Survey

128 responses were received to this survey through online responses and paper copies received. The survey was advertised online from Tuesday 19th November to Tuesday 17th December 2024 and public notices were erected around Saundersfoot.

It is important to note that, although 128 individual respondents answered the survey questions, in the following section, graphs with responses over 128 are where responses to multiple questions have been combined. Additionally, percentages in graphs may not add up to 100% due to minor rounding discrepancies.

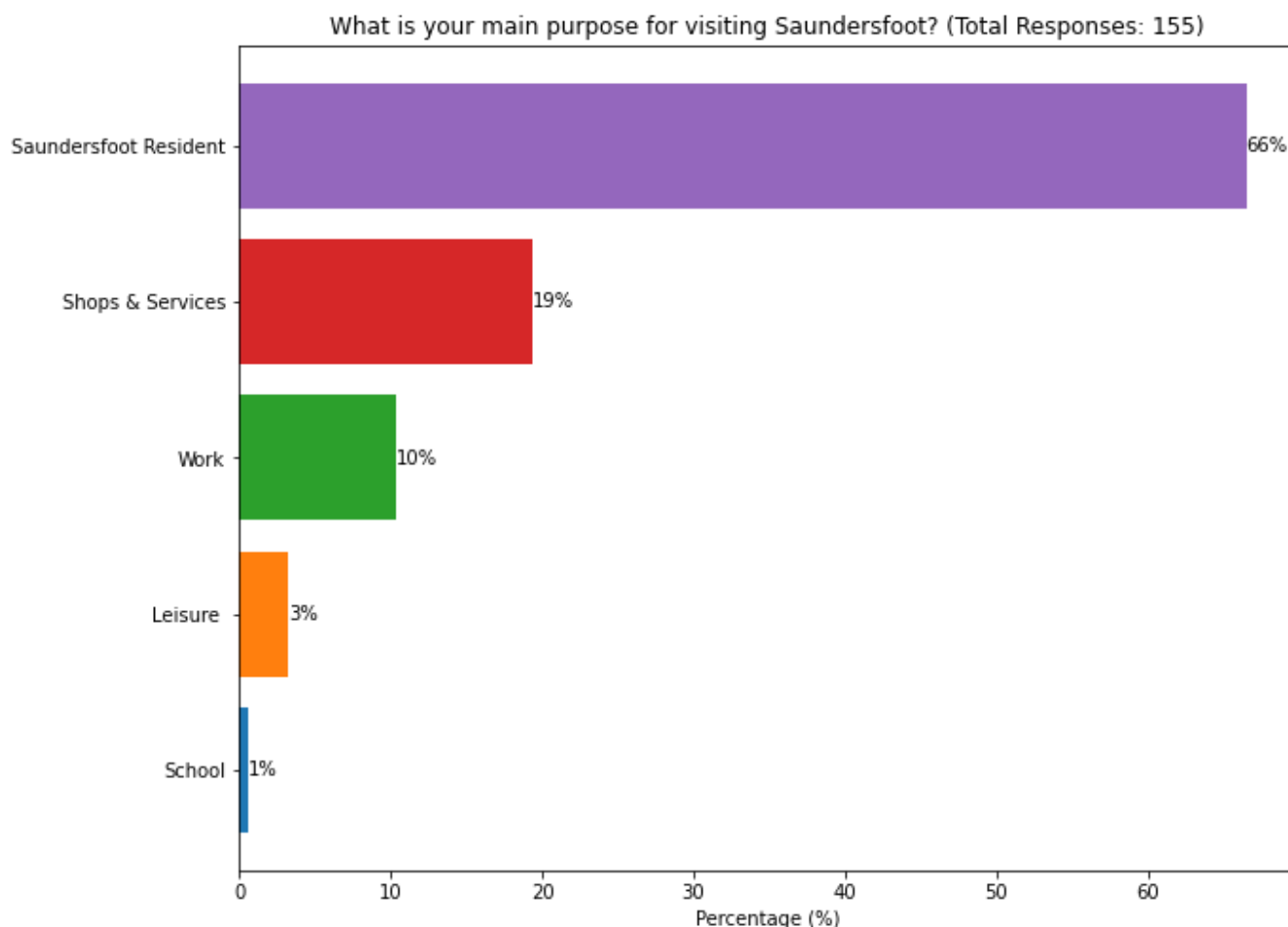
Questions in the survey were all optional for respondents to answer, including the About You question set. All responses have been considered in the survey feedback.

4.1.1 Modal choice and trip purpose

The first questions of the survey aimed to gather information on how respondents travel around Saundersfoot and the purpose of their trips. For both the mode choice and trip purpose questions, respondents were allowed to select multiple responses, and therefore the total number of responses is greater than the number of respondents. Figure 4-1 shows the responses to the main purpose for visiting Saundersfoot.



Figure 4-1 - What is your main purpose for visiting Saundersfoot?



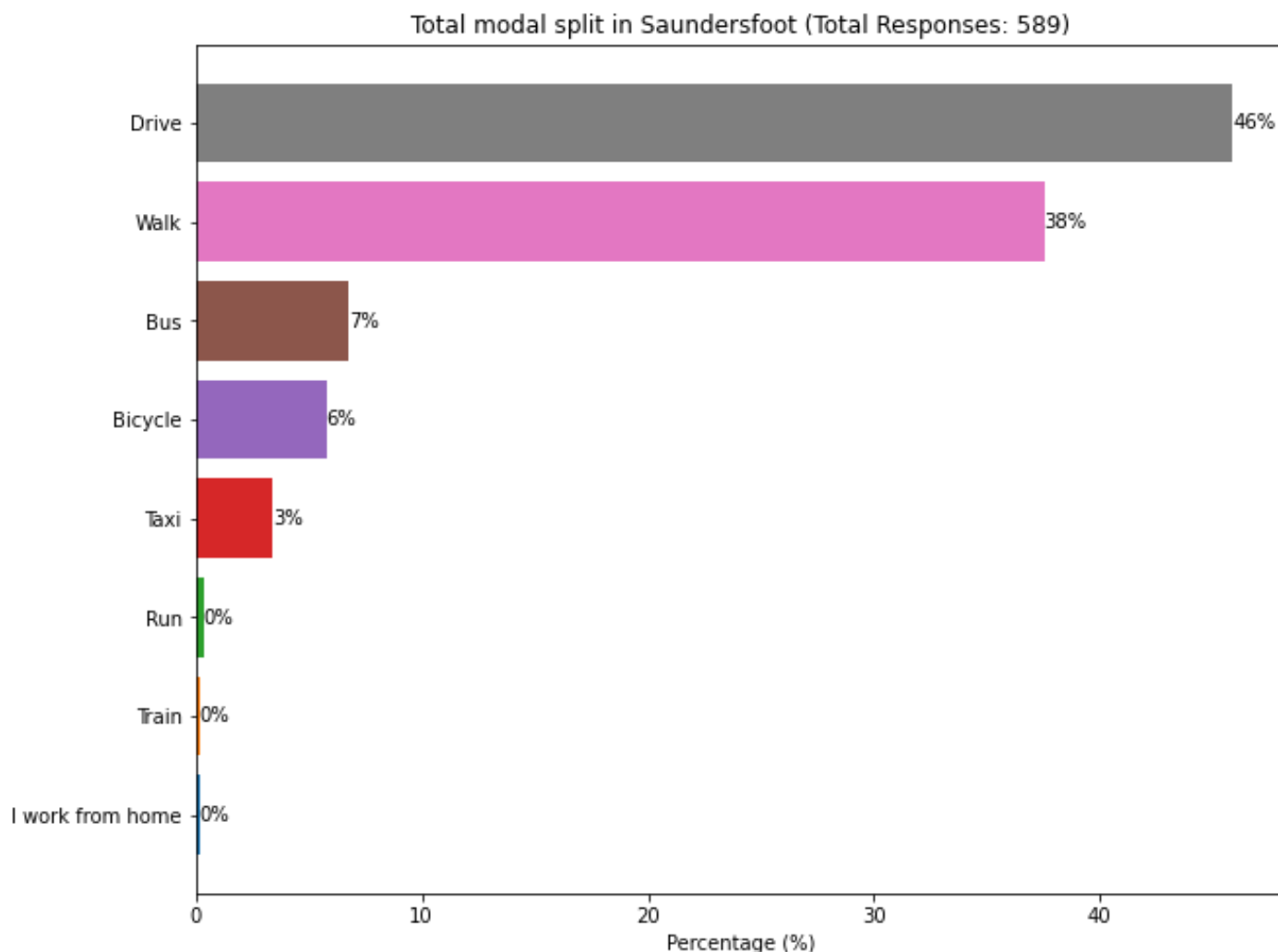
The majority of respondents are Saundersfoot residents (66%), with a further 29% being made up of those travelling to access shops and services (19%) or work (10%).

Respondents were then asked how they currently commute in and around Saundersfoot for the following purposes:

- Work
- School
- Visiting shops and services
- Other purposes

Figure 4-2 shows a summary of the modal split for different types of journeys in Saundersfoot.

Figure 4-2 - Total modal split in Saundersfoot



When combining the responses to these questions, driving is the most common mode for journeys within Saundersfoot (46%). Active travel is also a popular mode for journeys, making up 44% of responses to these questions in total (38% walking and 6% cycling). Bus use makes up 7% of journeys within Saundersfoot. This shows that active travel is popular in Saundersfoot and that there may be an opportunity to overtake driving as the most popular mode if higher quality active travel routes are provided.

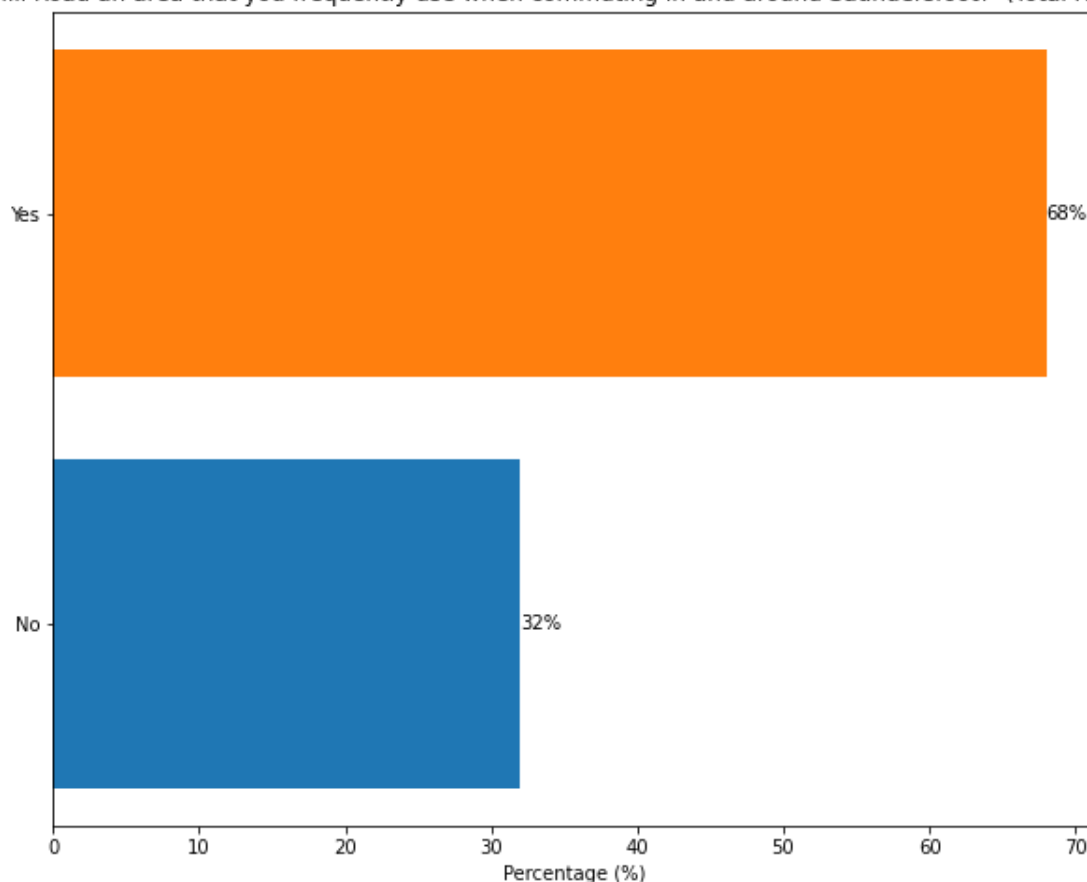
4.1.2 Sandy Hill Road to Saundersfoot Village – SUP

The following set of questions asked for feedback on the Sandy Hill Road proposals.

Figure 4-3 shows responses to whether Sandy Hill Road is an area that respondents frequently use when commuting in and around Saundersfoot.

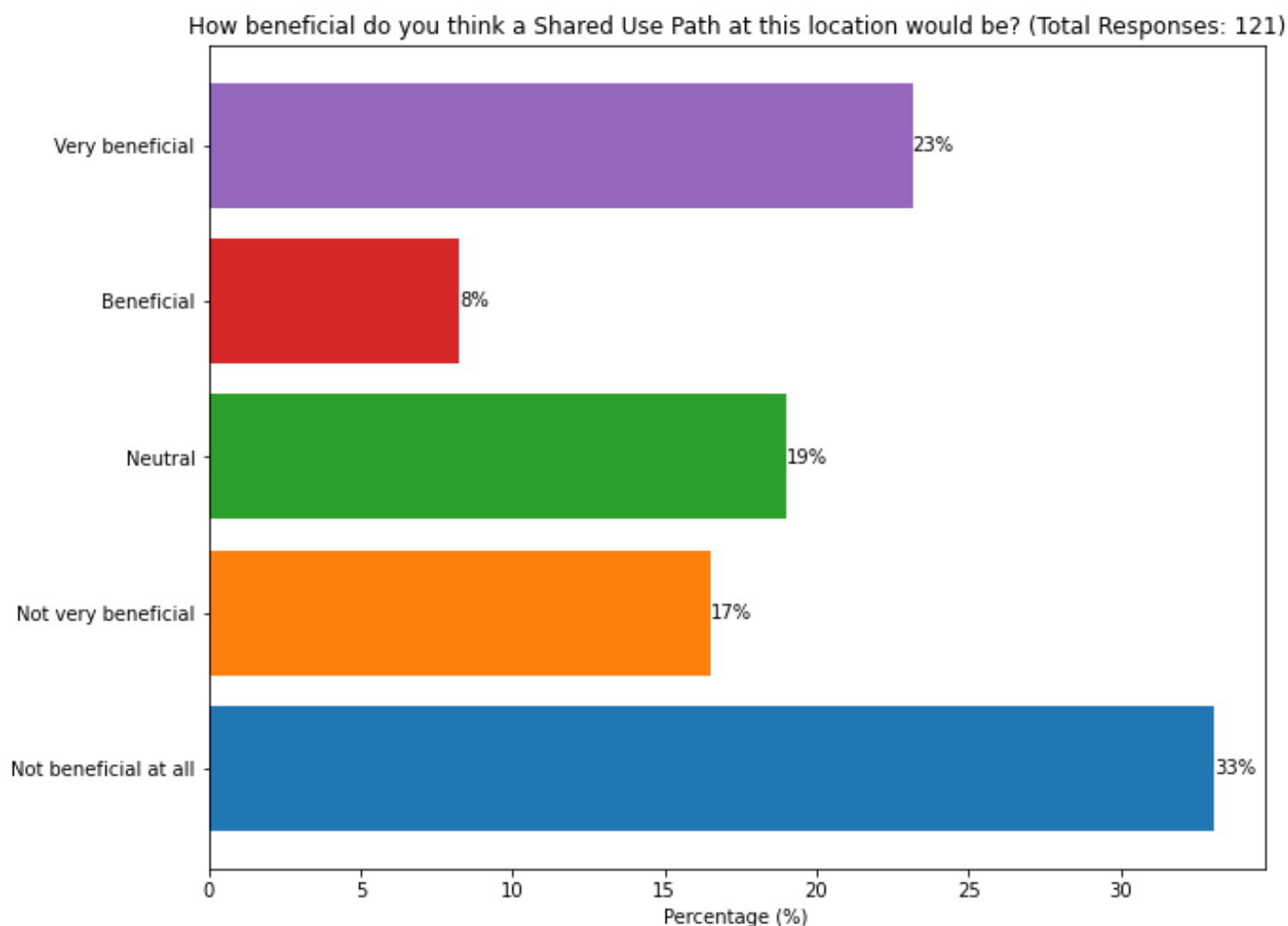
Figure 4-3 - Is Sandy Hill Road an area that you frequently use when commuting in and around Saundersfoot?

Is Sandy Hill Road an area that you frequently use when commuting in and around Saundersfoot? (Total Responses: 125)



The majority of respondents (68%) use Sandy Hill Road frequently. Therefore, the responses in this question are predominantly from those with experience using Sandy Hill Road. Figure 4-4 shows how beneficial respondents think an SUP on Sandy Hill Road would be.

Figure 4-4 - How beneficial do you think a SUP at this location would be?



These responses are more negative, with 50% responding either “Not beneficial at all” or “Not very beneficial” compared with 31% choosing “Very beneficial” or “Beneficial”. However, an additional 19% were “Neutral” on the impact of the proposals. This shows that, whilst those with experience of using Sandy Hill Road generally do not think a SUP would be beneficial, there are the same number of respondents who believe it would be beneficial or are unable to currently comment.

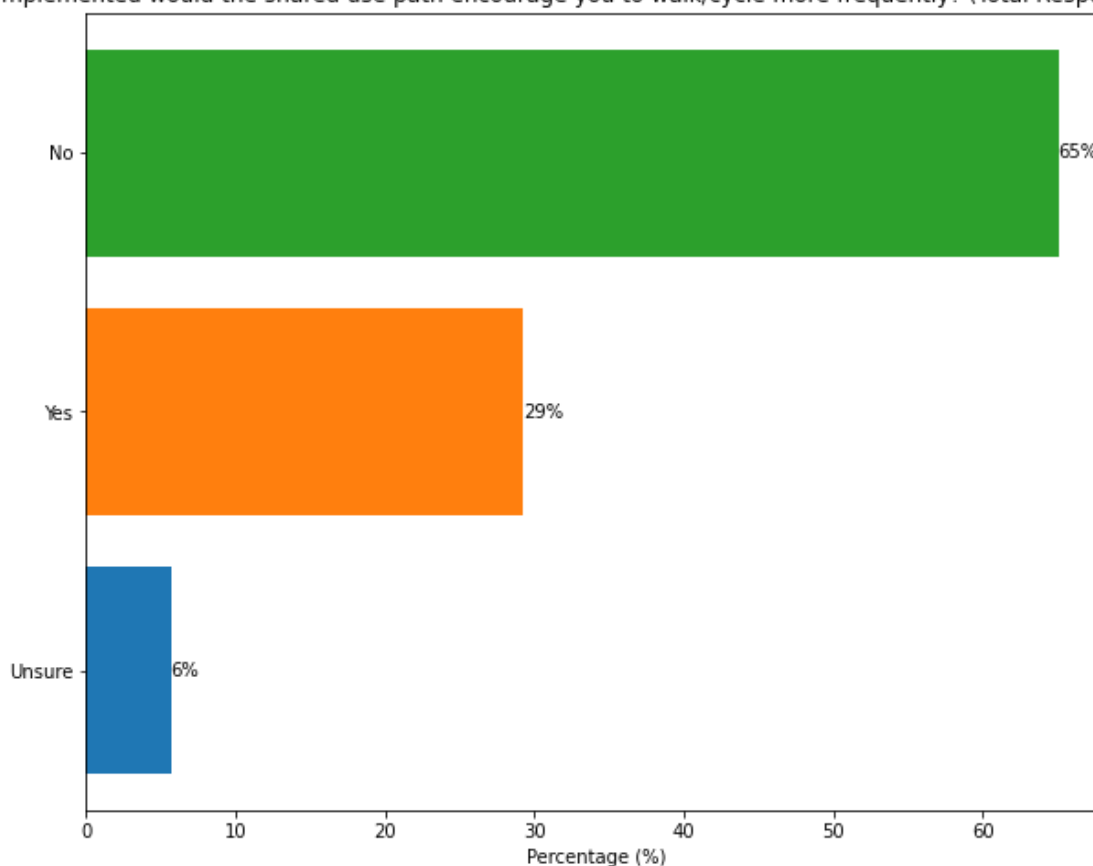
The survey asked a final three closed questions on the proposed Sandy Hill Road SUP:

- If implemented would the SUP encourage you to walk/cycle more frequently?
- In your opinion, would the proposal be an improvement to pedestrian safety?
- In your opinion would the proposal improve accessibility for people with mobility needs?

Figure 4-5 shows the respondents answers to if the path would encourage them to walk or cycle more frequently.

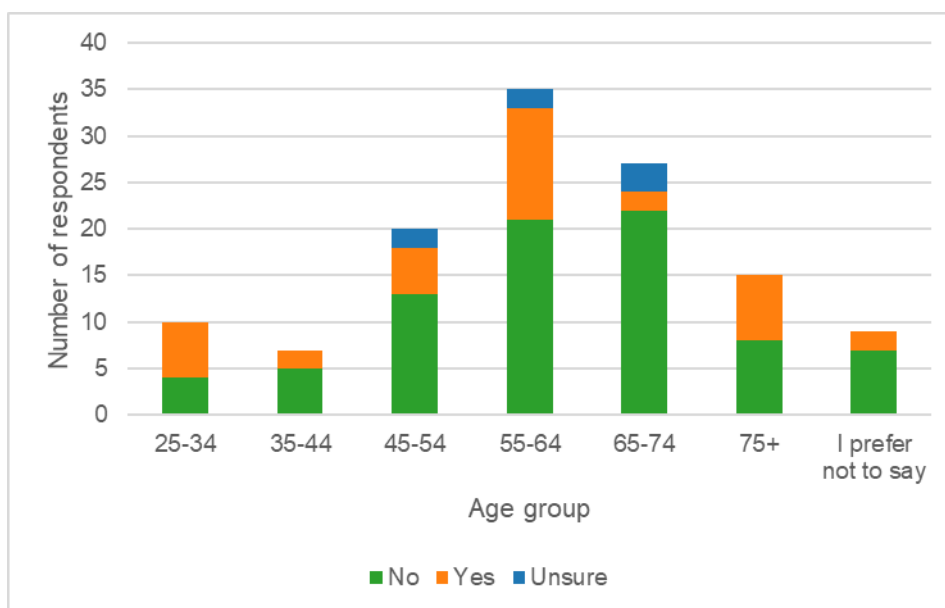
Figure 4-5 - If implemented would the SUP encourage you to walk/cycle more frequently?

If implemented would the shared use path encourage you to walk/cycle more frequently? (Total Responses: 123)



Generally, respondents do not believe that the SUP would encourage them to walk/cycle more frequently (65% answered “no” compared with 29% that answered “yes”). Whilst only a small percentage of respondents did select “yes”, it does show that the proposals could encourage some modal shift. Figure 4-6 shows the age ranges for respondents to the previous question.

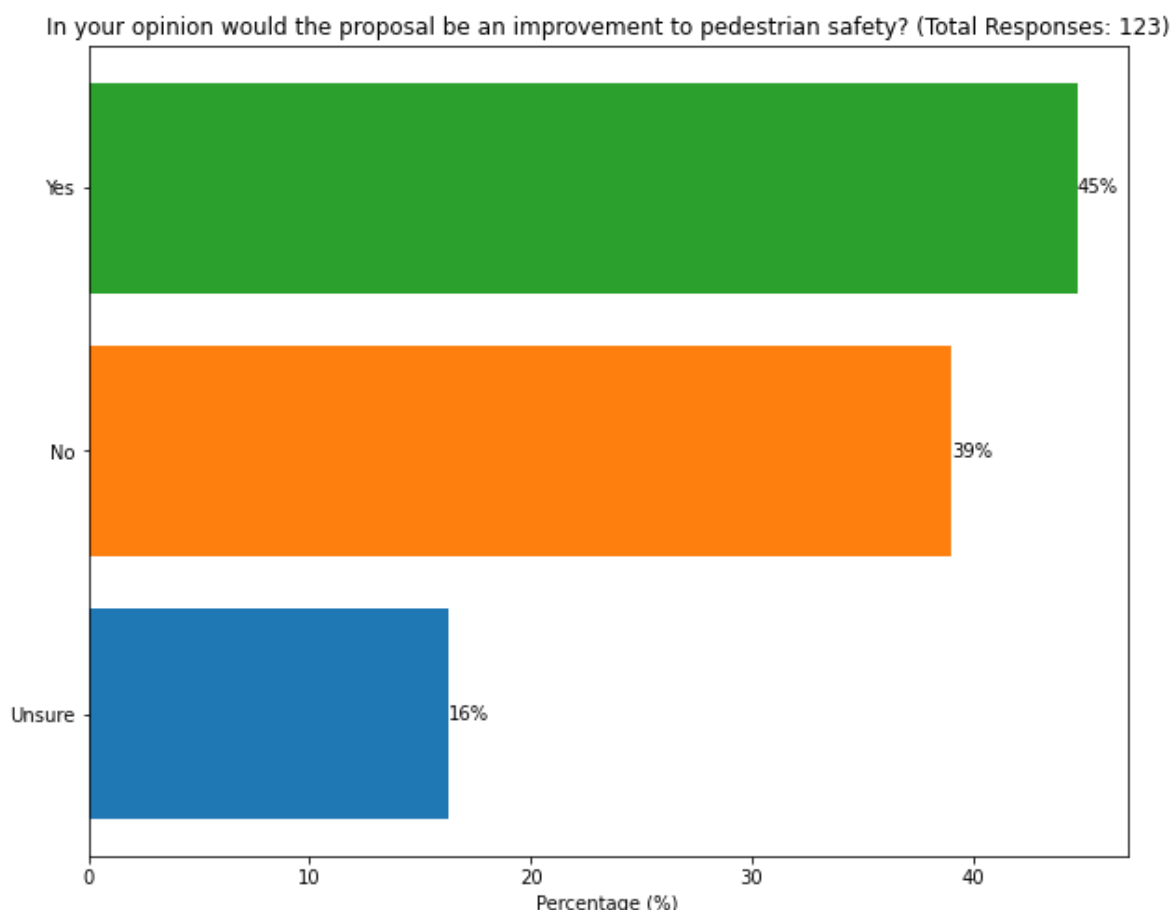
Figure 4-6 – Age ranges for respondents’ answers to if a SUP at Sandy Hill would encourage you to walk/cycle more frequently



The age of the respondents shows that those between 25-34, and 75+ were more likely to shift modes based on the implementation of the SUP, with 60% and 47% answering “yes” respectively. Those between 65-74, 45-54 and 35-44 were least likely to shift, with 7%, 25% and 29% respectively answering “yes”. The demographic data suggests that modal shift to walking, wheeling and cycling is not limited younger respondents, with those over 75+ responding positively to the implementation of the SUP. Comments in the free text question for Sandy Hill SUP are shown in Figure 4-9, and suggest further reasons as to why respondents may have answered “no”, including the risk of conflict of users and gradient concerns.

Figure 4-7 shows if respondents felt that the proposal would improve pedestrian safety along the route.

Figure 4-7 - In your opinion would the proposal be an improvement to pedestrian safety?

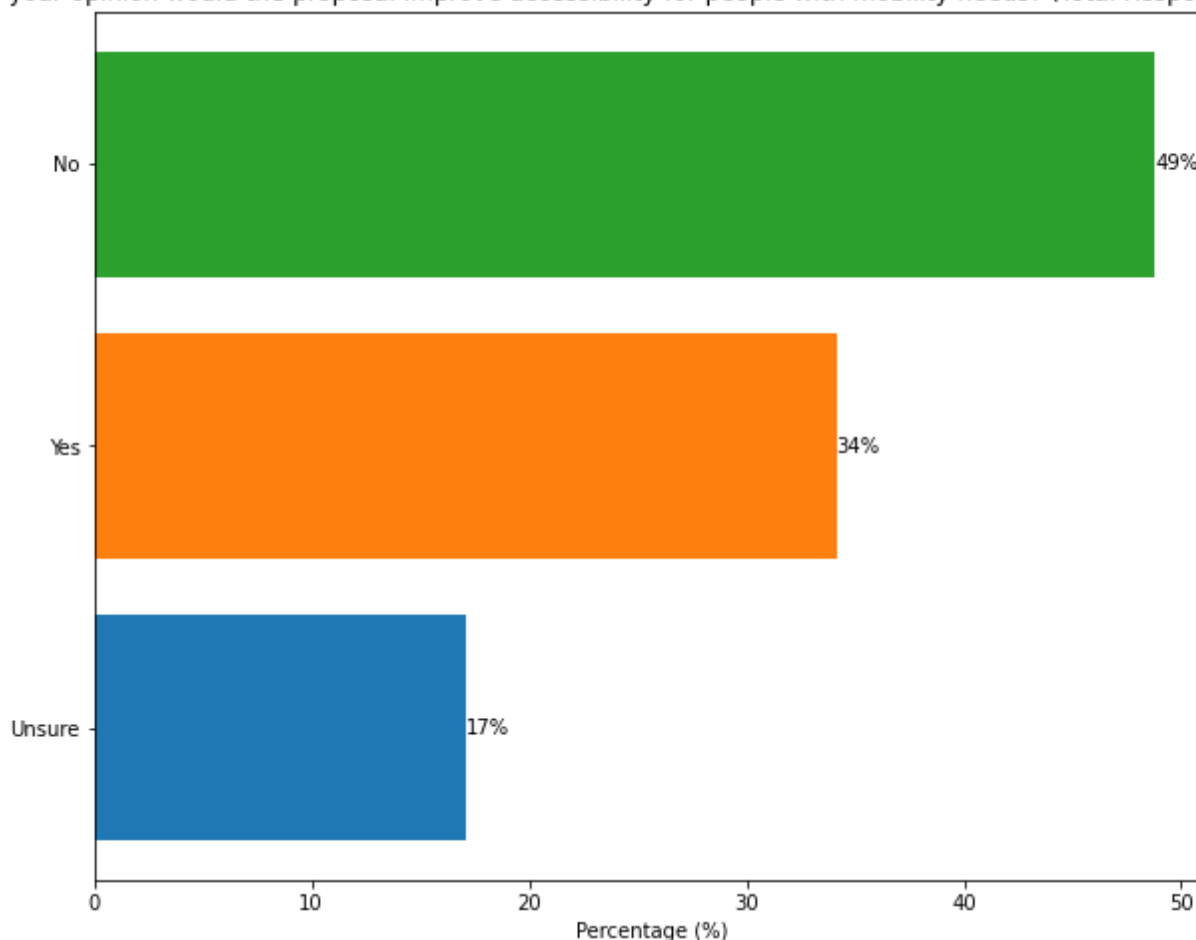


Responses were more positive to this question than the previous, with 45% agreeing that the proposals would improve pedestrian safety compared to 39% saying the proposals would not. Whilst the responses suggest that the proposals may not encourage a large modal shift, the responses to this question seem to suggest that for those currently using the path, the proposals would lead to a safety benefit.

Figure 4-8 shows the responses to if they felt that it would improve accessibility for people with mobility needs.

Figure 4-8 - In your opinion would the proposal improve accessibility for people with mobility needs?

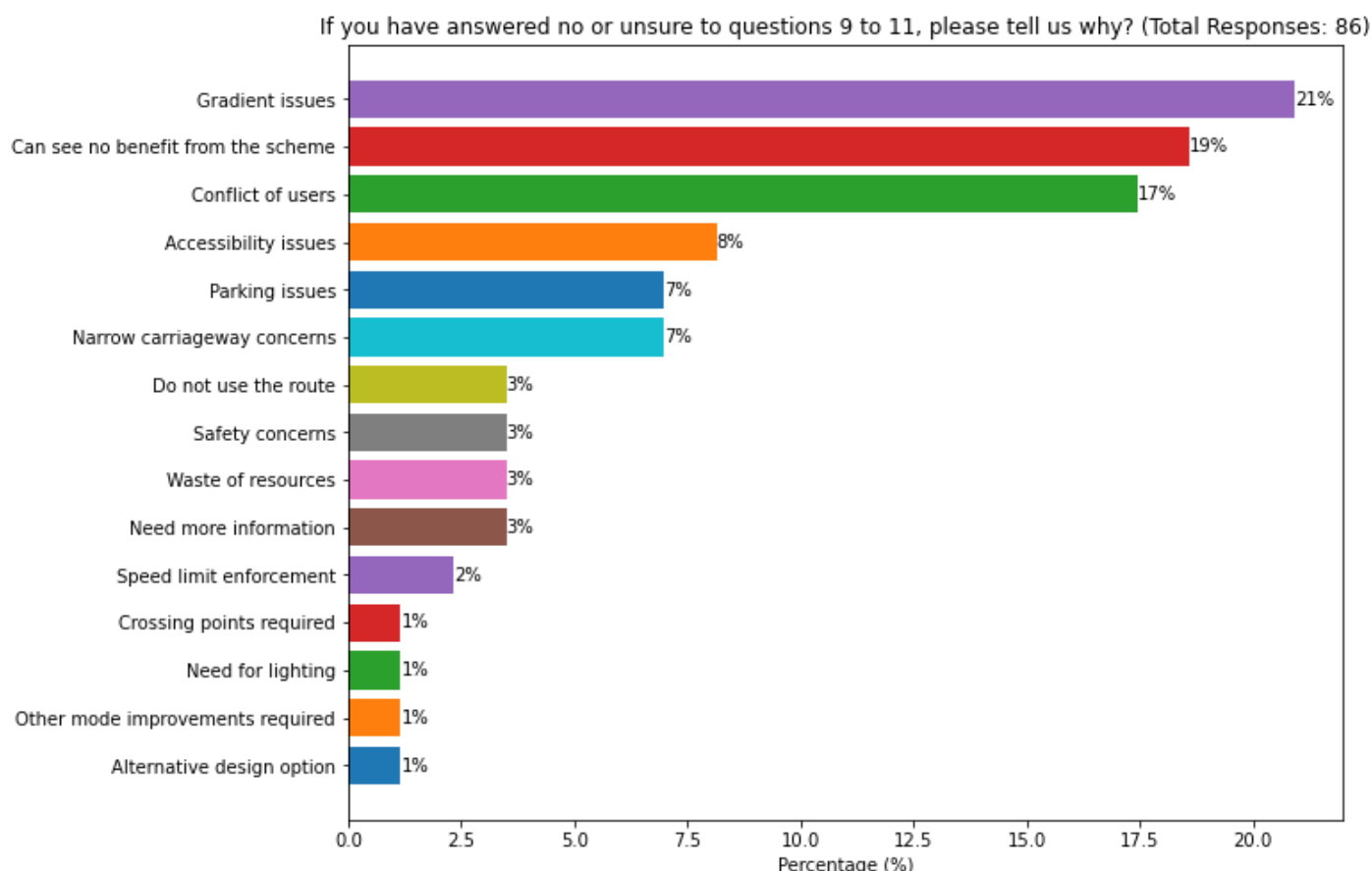
In your opinion would the proposal improve accessibility for people with mobility needs? (Total Responses: 123)



49% of people responded that the proposals would not improve accessibility for those with mobility needs, whereas 34% said the proposals would improve accessibility.

In order to gather further information on the reasons as to why respondents answered “no” or “unsure” to any of the three previous questions, they were provided with a free-text question. Figure 4-9 summarises the key themes that arose from the free text responses.

Figure 4-9 - If you have answered no or unsure to questions 9 to 11, please tell us why?



The most common theme to this response was gradient issues (21%), followed by respondents being unable to see a benefit from the scheme (19%) and concerns over conflict of users (17%). It is worthwhile to note that the responses to this free-text question are from respondents who voted “no” or “unsure” in previous questions and, therefore, are more likely to have negative connotations with the proposals.

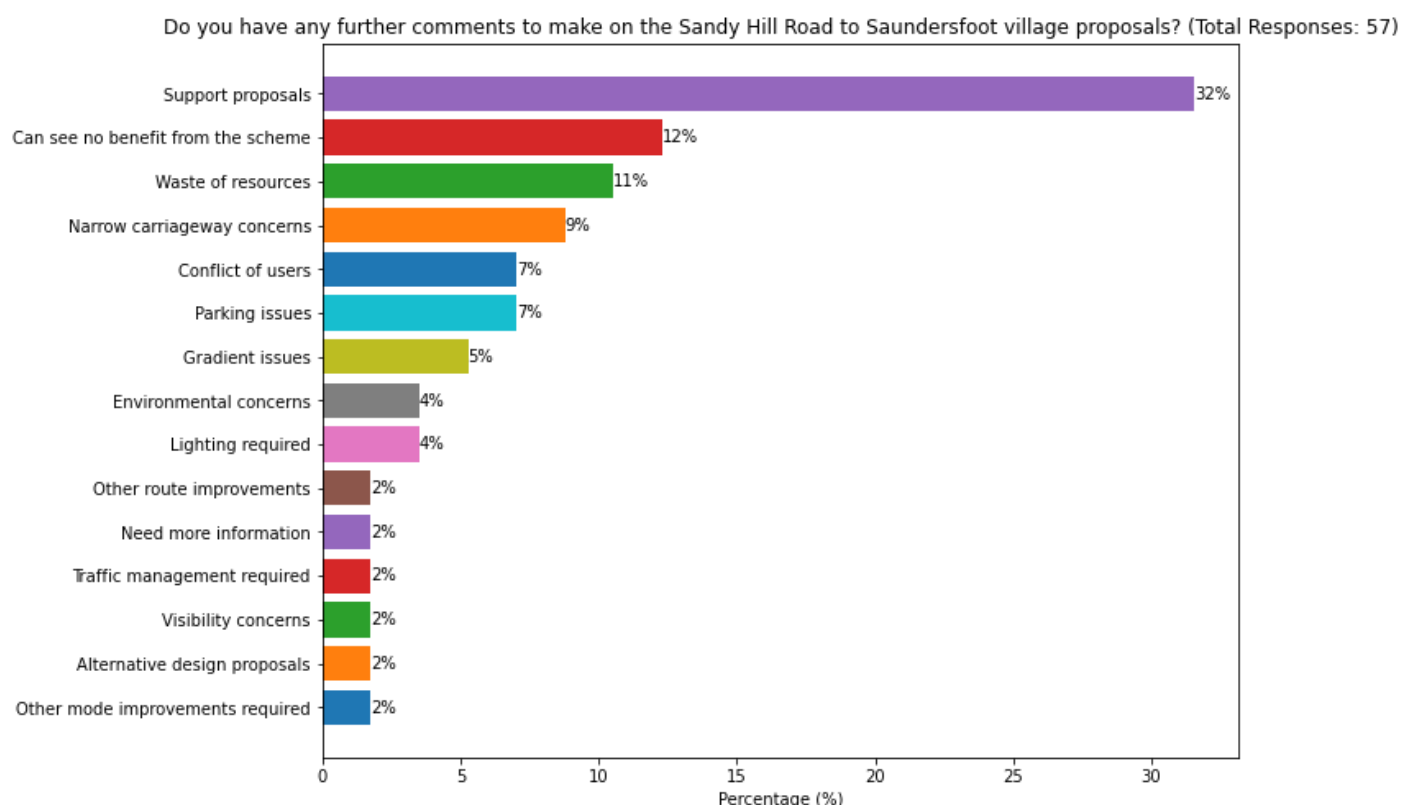
A large proportion of respondents who left responses to this question felt that the gradient posed a serious issue to increasing usage of the path. Responses noted that they felt it was a difficult route for those with mobility needs and, as the proposals are unable to combat the gradient, that it would not address any issues for those in wheelchairs or those that are unable to walk far being able to access the village. However, the proposed SUP may encourage other, more able users, to switch to walking, wheeling or cycling through the village. This would therefore help to ease the amount of congestion and release parking for those with mobility issues to more easily access the village core.

The gradient of the route also led to further comments around the conflict of users on a SUP. Responses felt the downhill gradient would lead to freewheeling cyclists, travelling at speeds comparable to cars on the road, and that they should, therefore, remain on the carriageway. Responses also noted safety concerns relating to the difference in speeds between users walking, wheeling and cycling, noting that the width of the path would need to be able to accommodate all users. Others noted that the gradient could be off-putting for cyclists altogether, expecting the route to have limited demand. While the topography of Saundersfoot poses a challenge, it is expected that cyclists can effectively manage their speed while on the public highway and be in full control of their bicycles.

In relation to seeing no benefit from the scheme, comments related to the current paths being sufficient for the demand were also received.

Respondents were also given the opportunity to provide any further comments in a second free-text question. The most common themes are shown in Figure 4-10.

Figure 4-10 - Do you have any further comments to make on the Sandy Hill Road to Saundersfoot village proposals?



Whilst only 57 responses were received to this question, 32% of these were comments supporting the proposals. This is a significantly higher proportion than the next most common themes of seeing no benefit from the scheme (12%) and the proposals being a waste of resources (11%).

Of those that supported the proposals, an increase in safety from the proposals was noted by a few comments for users walking, wheeling and cycling. These comments suggested that they would use the route much more than at present. The proposals for additional crossings were welcomed and many of the comments felt that the proposals would lead to increased footfall in the village, helping to boost the local economy. One comment noted that there would be a need to ensure that cars do not park on the kerb to keep the full width of the path, whilst two others noted the need for the path to be lit.

Seven respondents responded that they could see no benefit from the scheme, echoing similar sentiments to the previous question. One comment noted that the carriageway reduction to 5m in some places was too narrow for two-way traffic, whilst one other comment felt that the proposals would only benefit the busy summer period.

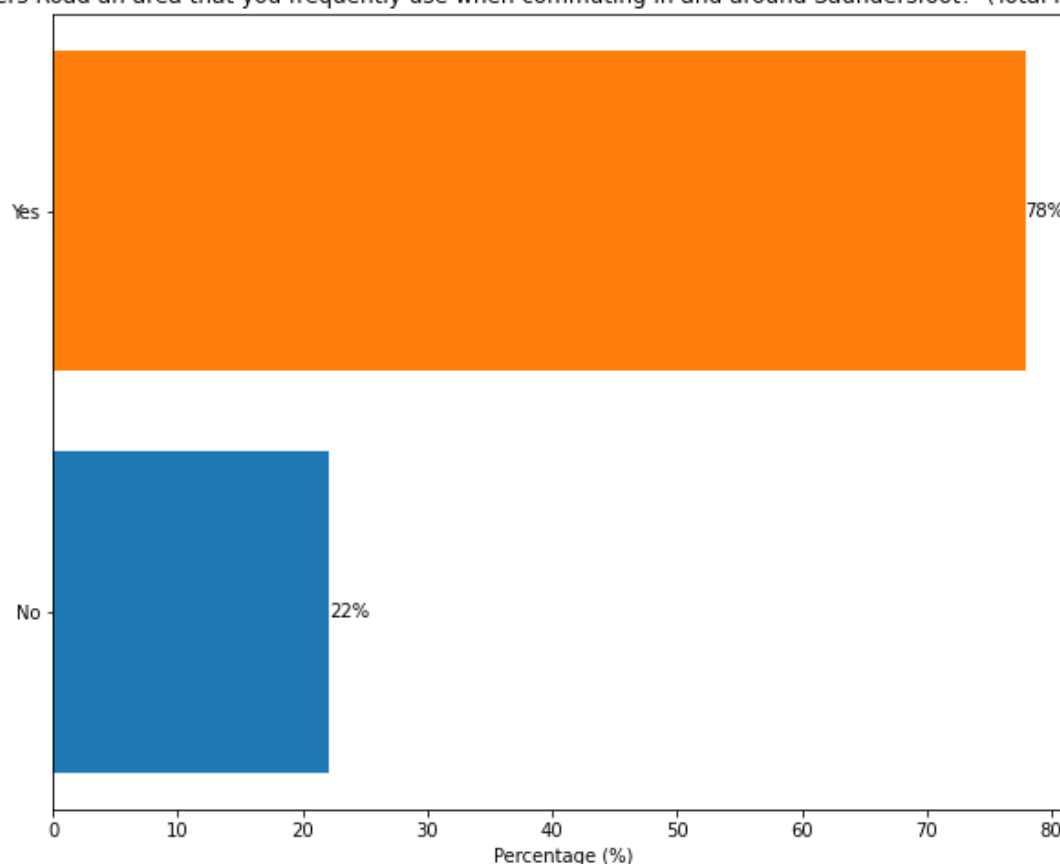
4.1.3 Stammers Road to Saundersfoot Harbour – SUP

The following set of questions related to the proposals for the Stammers Road scheme.

Figure 4-11 shows responses to whether Stammers Road is an area that respondents frequently use when commuting in and around Saundersfoot.

Figure 4-11 - Is Stammers Road an area that you frequently use when commuting in and around Saundersfoot?

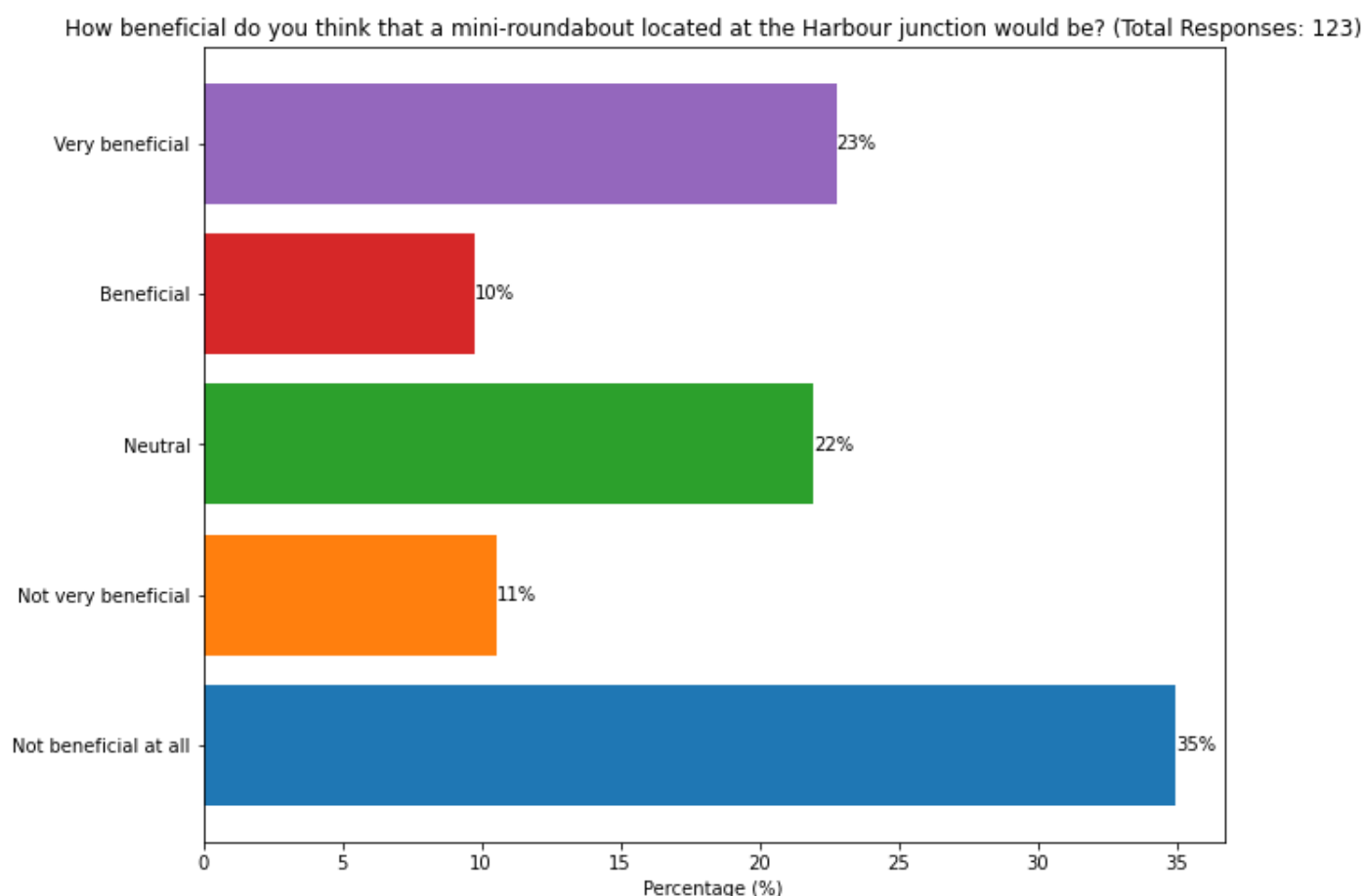
Is Stammers Road an area that you frequently use when commuting in and around Saundersfoot? (Total Responses: 122)



Most respondents (78%) use Stammers Road frequently. Therefore, the responses in this question are predominantly from those with experience using Stammers Road.

Figure 4-12 shows how beneficial respondents think a remodelled mini-roundabout located at the harbour junction would be. The plans for the existing harbour junction mini-roundabout include the provision of zebra crossings on each arm to allow for walking, wheeling and cycling movements, with the exception of the Cambrian Place arm.

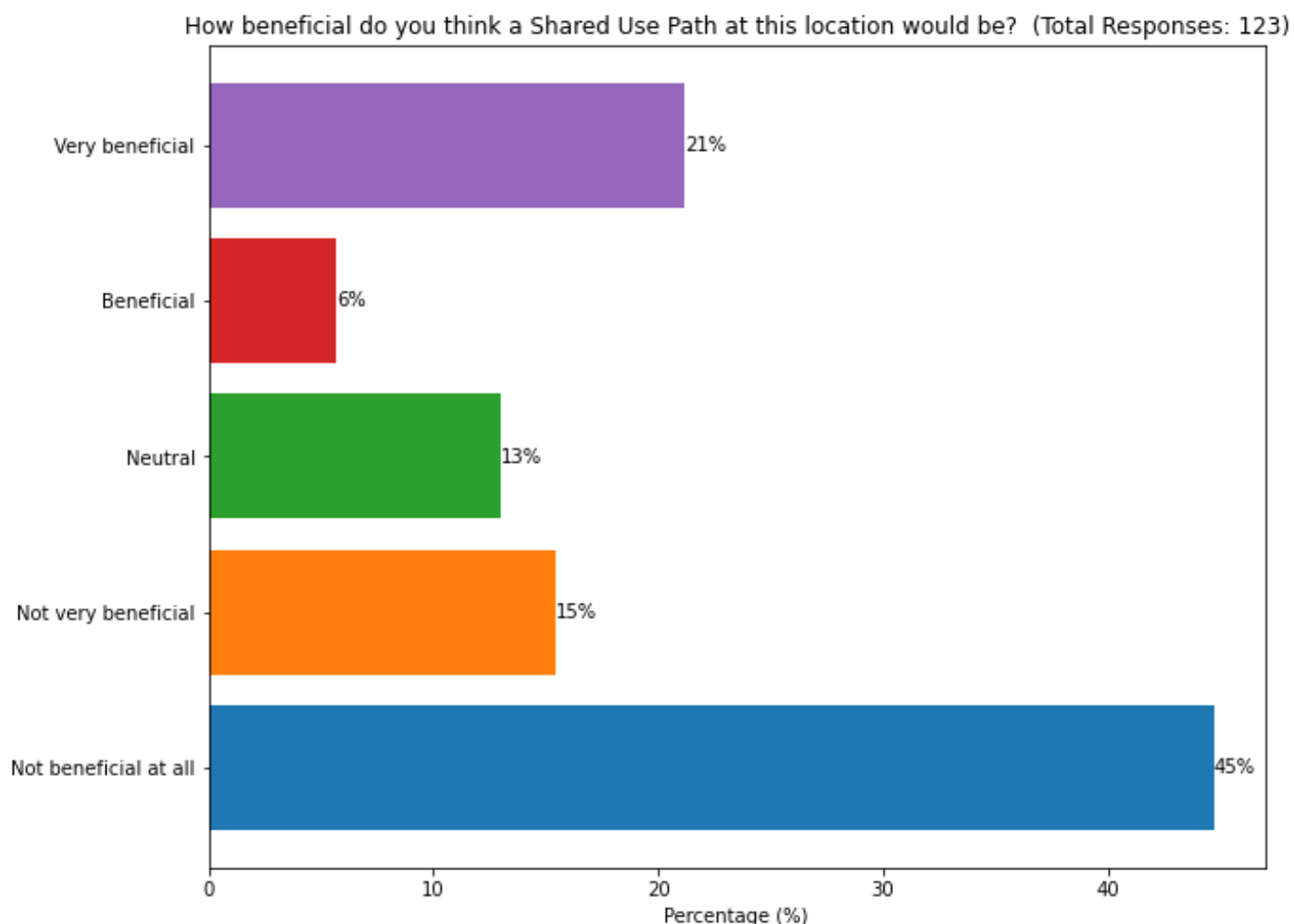
Figure 4-12 - How beneficial do you think that a mini-roundabout located at the Harbour junction would be?



In terms of the mini-roundabout, these responses were mixed, with 46% responding either “Not beneficial at all” or “Not very beneficial”, compared with 33% choosing “Very beneficial” or “Beneficial”. This shows that those with experience of using Stammers Road generally do not agree on whether a mini-roundabout would be beneficial, with 22% of all responses selecting “Neutral” for the proposal. A mini-roundabout currently exists at the junction where the proposed re-configured roundabout would go, therefore the 35% of those respondents who indicated that the proposed mini-roundabout would be “not beneficial at all” may be concerned that the improvement is not perceived to provide any additional net benefits.

Figure 4-13 shows how beneficial respondents think a SUP on Stammers Road would be.

Figure 4-13 - How beneficial do you think a SUP at this location would be?



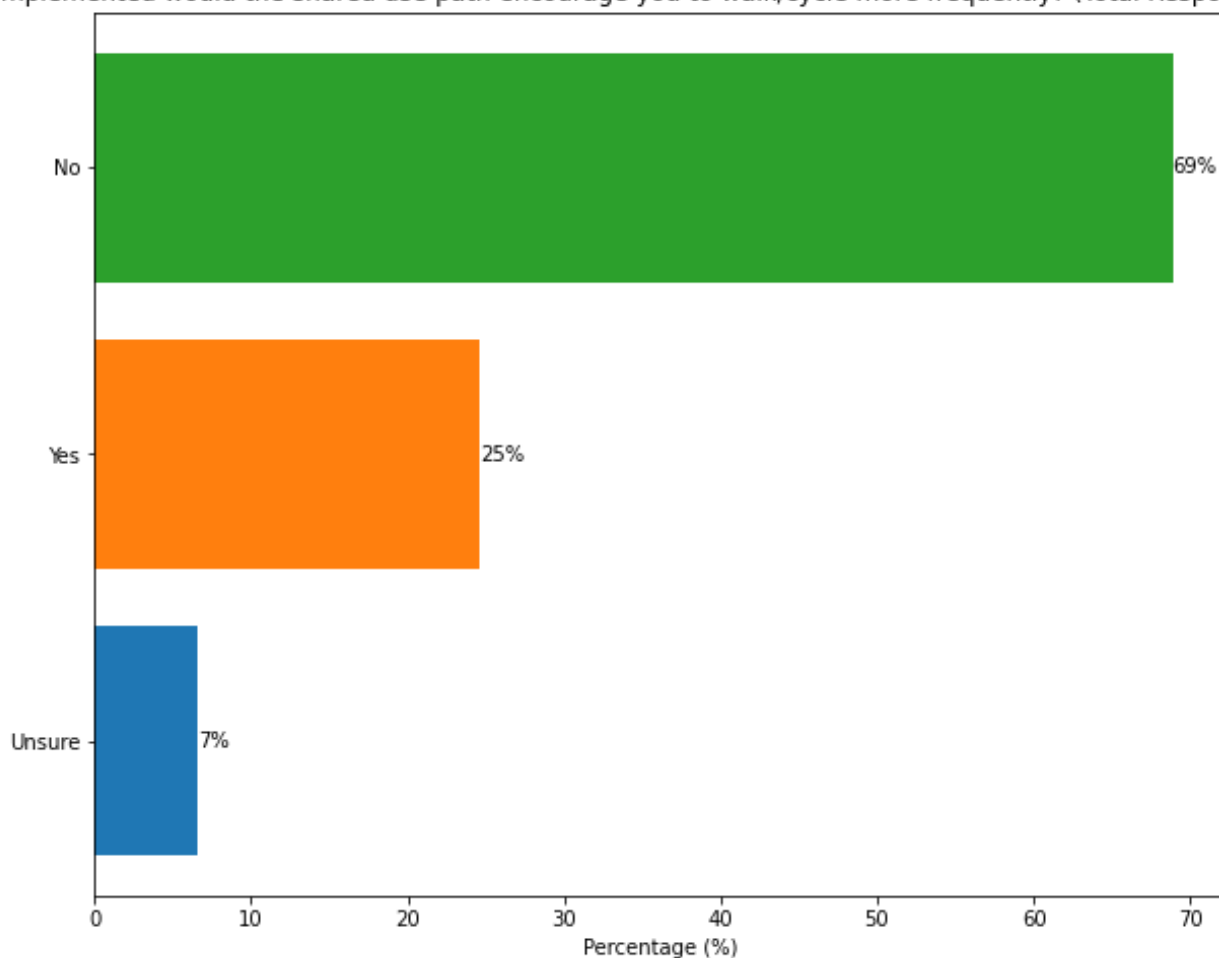
Responses regarding the SUP on Stammers Road were more negative. 60% responded either “Not beneficial at all” or “Not very beneficial”, compared with 27% choosing “Very beneficial” or “Beneficial”. This shows that there is generally a negative view of the proposed Stammers Road SUP by respondents.

The survey asked a final three closed questions on the proposed Stammers Road SUP:

- If implemented would the SUP encourage you to walk/cycle more frequently?
- In your opinion, would the proposal be an improvement to pedestrian safety?
- In your opinion would the proposal improve accessibility for people with mobility needs?

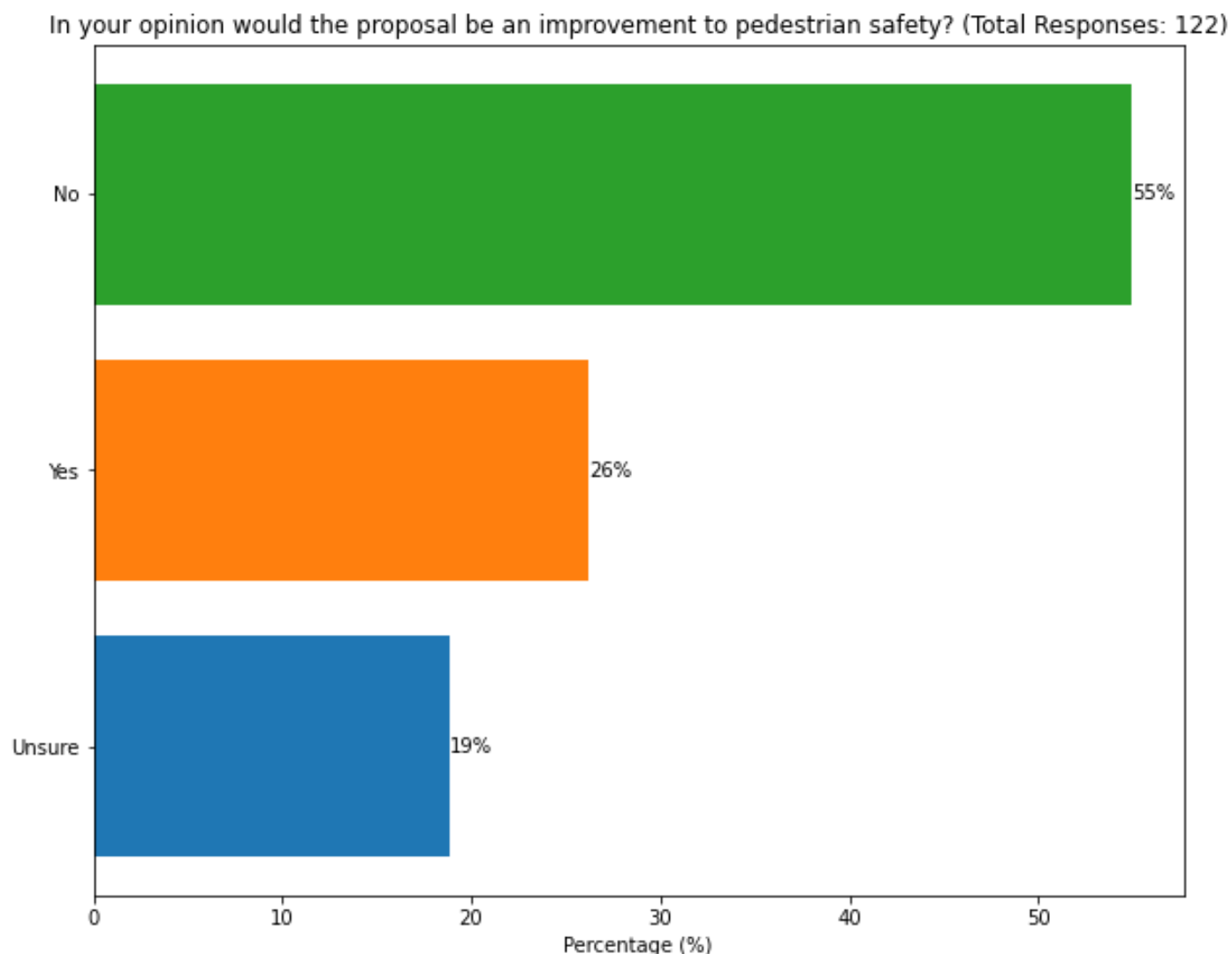
Figure 4-14 - If implemented would the SUP encourage you to walk/cycle more frequently?

If implemented would the shared use path encourage you to walk/cycle more frequently? (Total Responses: 122)



Generally, respondents do not believe that the SUP would encourage them to walk/cycle more frequently (69% answered “no” compared with 25% that answered “yes”). Whilst only a small percentage of total answers, the 25% that selected “yes” may show that there could be a slight model shift from the scheme’s implementation.

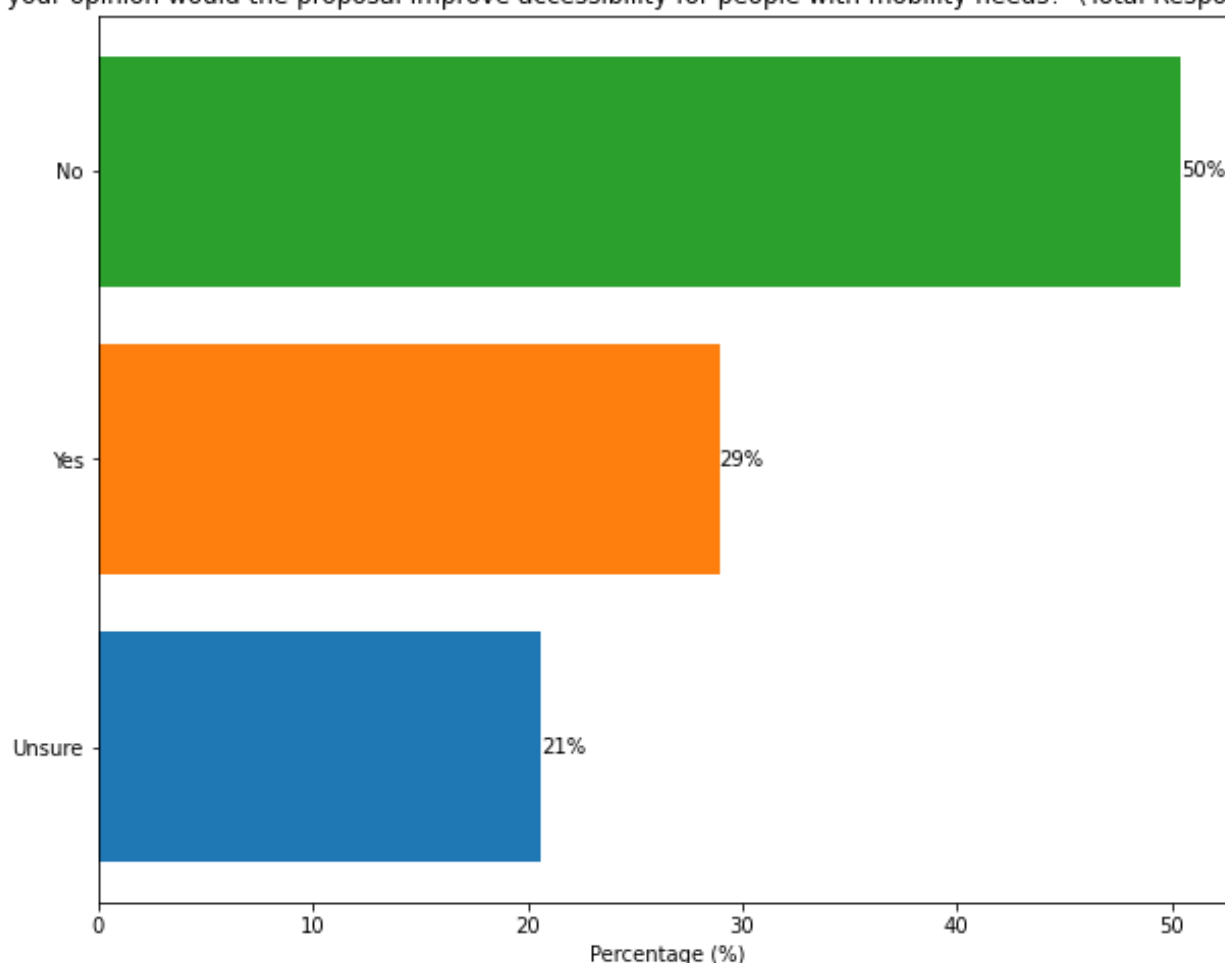
Figure 4-15 - In your opinion would the proposal be an improvement to pedestrian safety?



The second closed question also received more negative responses, with 55% saying the proposals would not improve pedestrian safety, compared to 26% saying the proposals would. 19% were unsure of the impact it would have on pedestrian safety.

Figure 4-16 - In your opinion would the proposal improve accessibility for people with mobility needs?

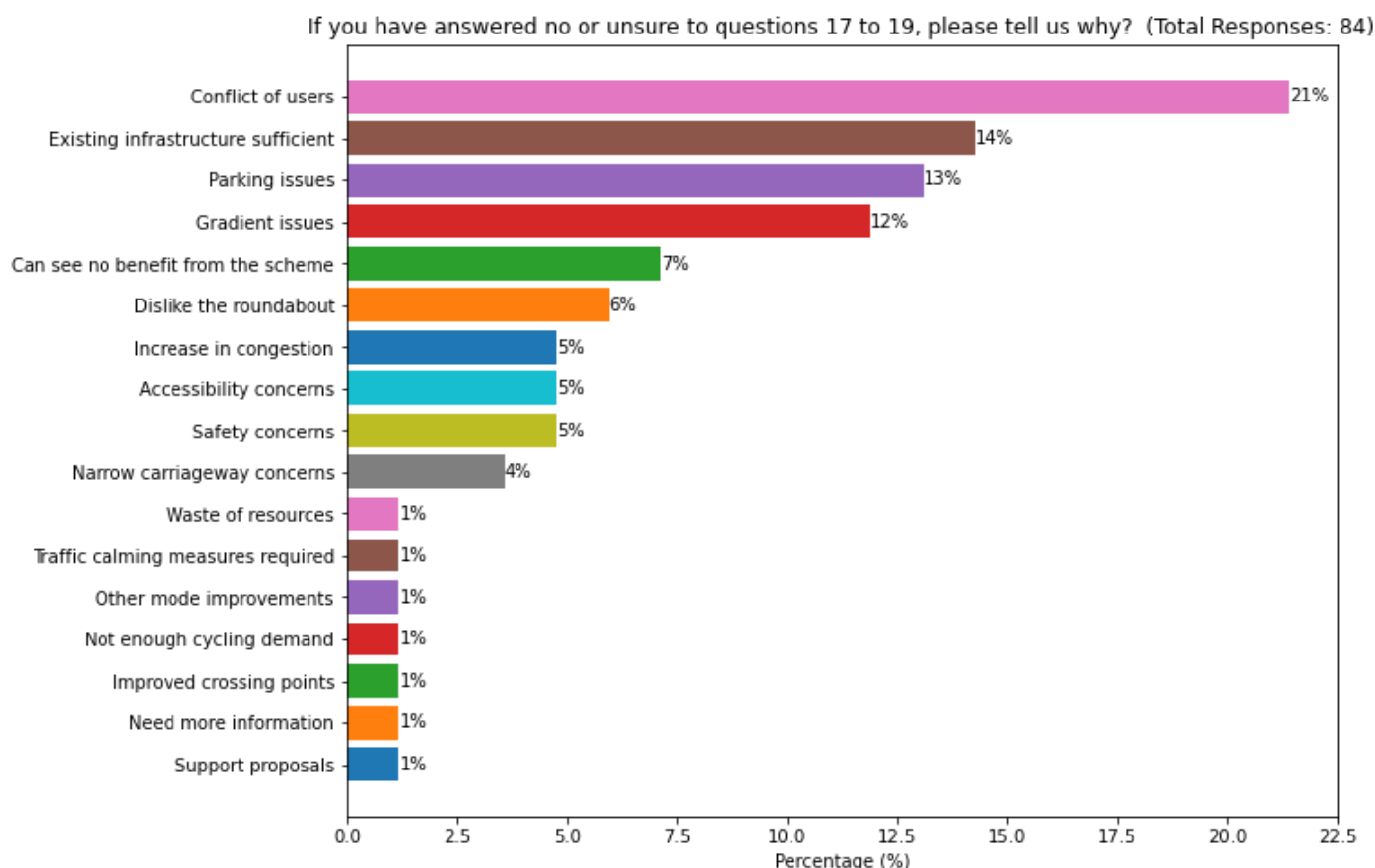
In your opinion would the proposal improve accessibility for people with mobility needs? (Total Responses: 121)



Additionally, 50% responded that the proposals would not improve accessibility for those with mobility needs, whereas 29% said the proposals would improve accessibility. A high proportion of respondents answered “unsure” to this question (21%), potentially highlighting that respondents were unable to comment as they were unsure of the impact on those with mobility needs.

In order to gather further information on the reasons as to why respondents answered “no” or “unsure” to any of the three previous questions, they were provided with a free-text question. Figure 4-17 summarises the key themes that arose from the free text responses.

Figure 4-17 - If you have answered no or unsure to questions 17 to 19, please tell us why?



The key themes from this free text response are a conflict of users (21% of responses), the belief that the existing infrastructure is sufficient (14%) and parking issues (13%).

As with the Sandy Hill Road proposals, respondents noted that the conflict between users walking, wheeling and cycling would cause an issue along the route. Comments noted that dogs on leashes and prams were often on the path, and mixing these with cyclists could pose an issue. Some comments did note that wider paths for pedestrians only would be supported, especially in the peak summer season when footways are much busier.

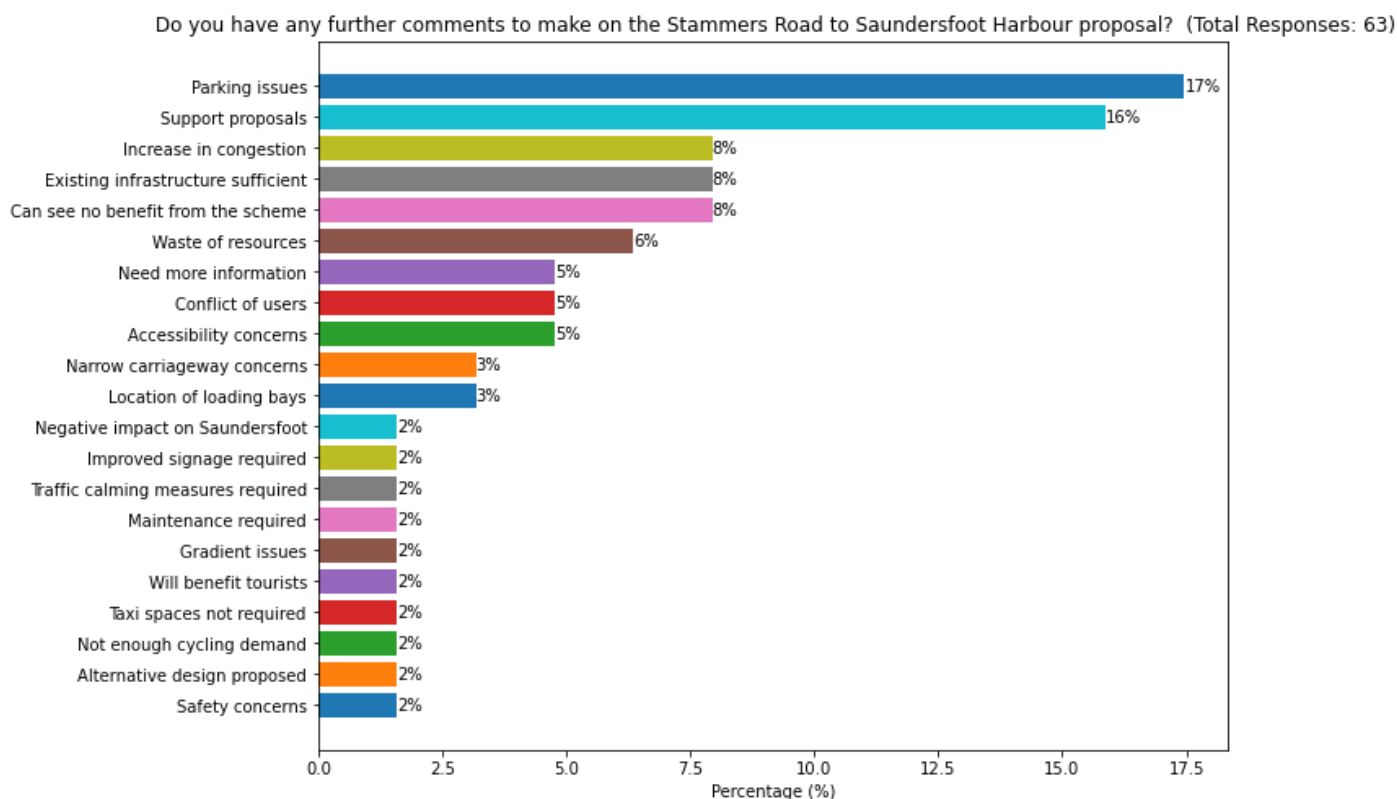
For those who responded that the existing infrastructure was sufficient, comments centred around the existing pathways on both sides of the road being enough for pedestrian volume. These comments also noted that the existing junction was fine currently, noting that it was already a mini-roundabout with a crossing nearby and people should be encouraged to use this existing infrastructure.

Concerns around parking mentioned the need for short-term parking, particularly for disabled users. One comment noted that current arrangements near the harbour are hostile, with cars already not welcomed into the village, despite some residents and visitors reliant on their car to access the village. A lack of enforcement of the existing arrangement was also noted as an issue, with parking frequently occurring on the Tesco loading bay and on zig-zag lines located at the crossing point. One comment suggested that removed spaces could be replaced with extra spaces located towards Tesco.

Additionally, five comments noted that they dislike the design of the proposed mini-roundabout. From these comments, one respondent felt that there is currently insufficient road width to cater for the mini-roundabout safely, particularly with larger vehicles accessing the area. Three others noted that the current mini-roundabout at the harbour entrance does not work for vehicles, and would cause further traffic issues.

Respondents were also given the opportunity to provide any further comments in a second free-text question. The most common themes are shown in Figure 4-18.

Figure 4-18 - Do you have any further comments to make on the Stammers Road to Saundersfoot Harbour proposal?



The most common theme from these responses was parking issues (17%), followed by support for the proposals (16%).

In relation to Cambrian Place, there was a mix of responses. One comment from the previous open question noted that all heavy traffic coming into Saundersfoot comes down Wogan Terrace and the High Street and meets at the junction of Cambrian Terrace, meaning that any customers of outside restaurants located here would have to tolerate the emissions from larger vehicles.

The removal of parking along Cambrian Place caused concern among respondents to this question. One comment noted that they would take their business elsewhere to nearby villages rather than use local businesses in Saundersfoot due to the difficulty to park. Comments noted that, currently, there is a shortage of spaces, with additional vehicles parking on double yellow lines to access the village, particularly those with disabled badges. One comment noted that it could displace vehicles to other residential roads, potentially causing issues for residents accessing their homes and for emergency vehicles travelling in / through the area. Comments also felt that the proposals accommodated visitors in the peak season over residents' year-long needs.

From those who supported the proposals, the improvements to Cambrian Place were well received. Comments felt that it would support local businesses, helping to create an open, green and friendly space to welcome residents and visitors. Comments felt that the café culture that emerged in COVID-19 was beneficial, and this scheme would help to reintroduce this culture. The overall look of the area would also help to reduce the speed of traffic that still require access to Cambrian Place. One comment felt that the proposals to remove parking on Cambrian Place would also prevent the abuse of the spaces as they currently are used and would make it safer to cross the road without the reduced visibility from parked vehicles.

In addition to this, one comment noted the frustrations from parking elsewhere in the village. This comment felt that existing parking was creating congestion through the village. Vehicles parking between the launderette and Tesco meant the carriageway naturally narrows to one-way. The respondent suggested 'no parking at any time' restrictions should be in place to improve the flow of traffic, and that the 30 minutes free parking in Regency was sufficient.

Of those categorised as supporting the proposals, a few comments noted support for a mini-roundabout, as long as rights of way are made clear to drivers. One comment noted that a roundabout would help to reduce the speed of traffic entering the village. Additionally, the proposed crossings received a number of supportive comments. Those who mentioned crossings felt that they would make navigating the village easier and safer.

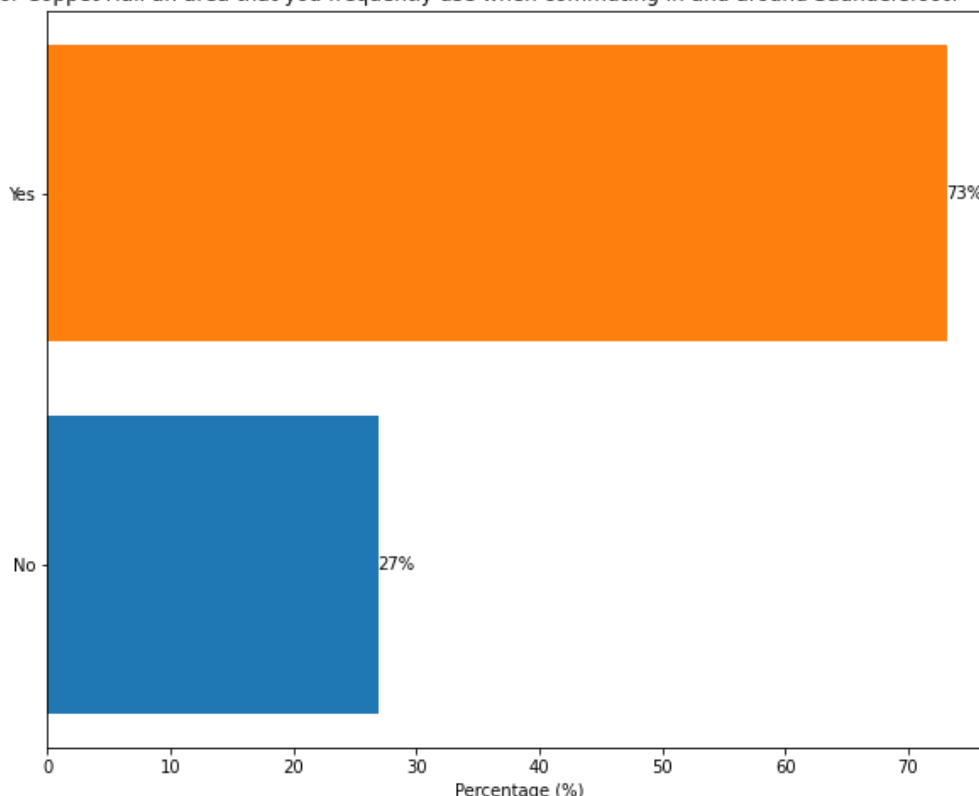
4.1.4 Frances Road to Coppet Hall – SUP

The following set of questions related to the Frances Road to Coppet Hall proposals.

Figure 4-19 shows responses to whether Frances Road or Coppet Hall are areas that respondents frequently use when commuting in and around Saundersfoot.

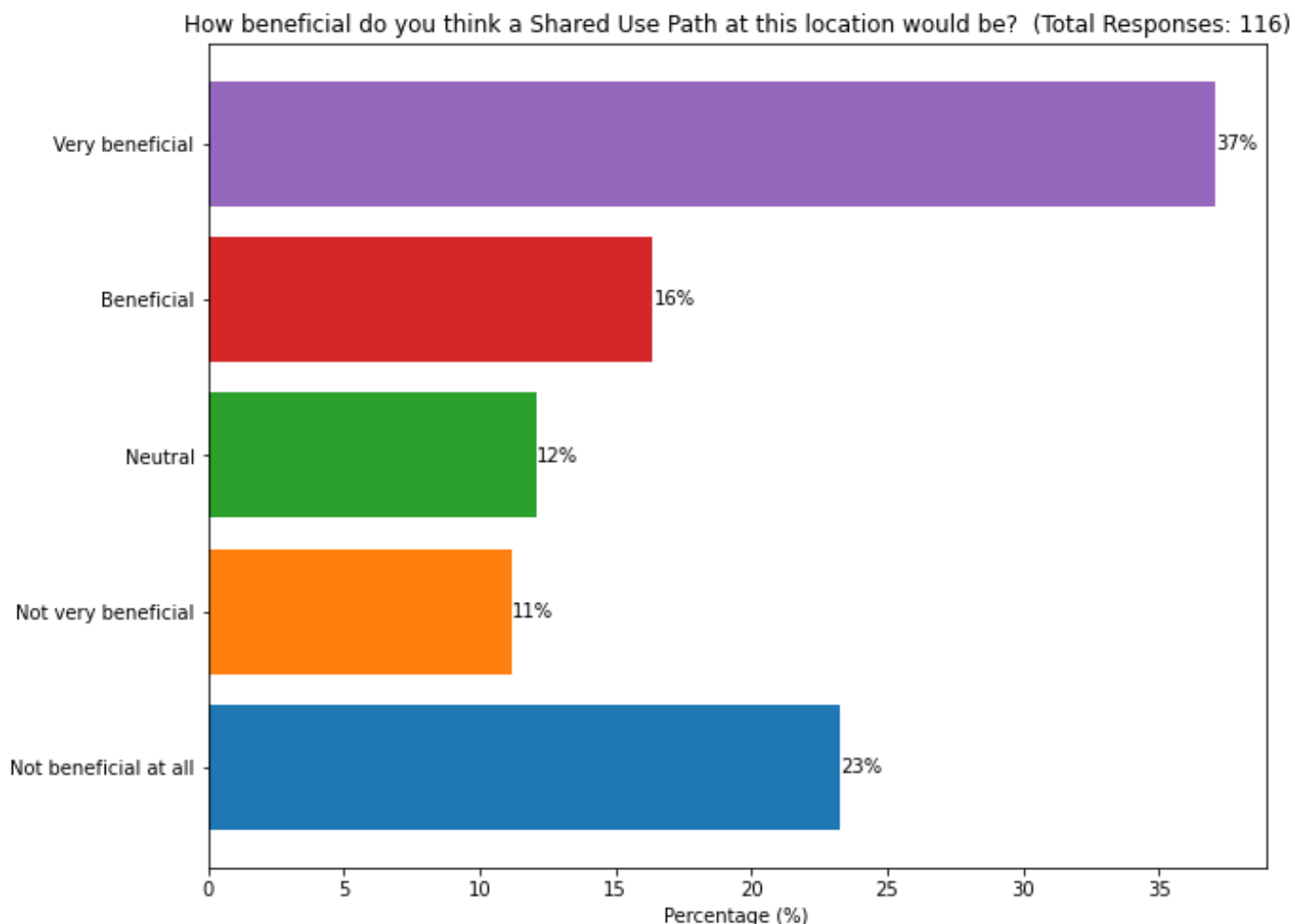
Figure 4-19 - Is Frances Road or Coppet Hall an area that you frequently use when commuting in and around Saundersfoot?

Is Frances Road or Coppet Hall an area that you frequently use when commuting in and around Saundersfoot? (Total Responses: 119)



Most respondents (73%) use Frances Road or Coppet Hall frequently. Therefore, the responses in this question are predominantly from those with experience using Frances Road or Coppet Hall. Figure 4-20 shows how beneficial respondents think an SUP on Frances Road/Coppet Hall would be.

Figure 4-20 - How beneficial do you think a SUP at this location would be?



These responses are positive, with 53% responding either “Very beneficial” or “Beneficial”, compared with 34% choosing “Not beneficial at all” or “Not very beneficial”. This shows that those with experience of using Frances Road or Coppet Hall generally do think a SUP would be beneficial.

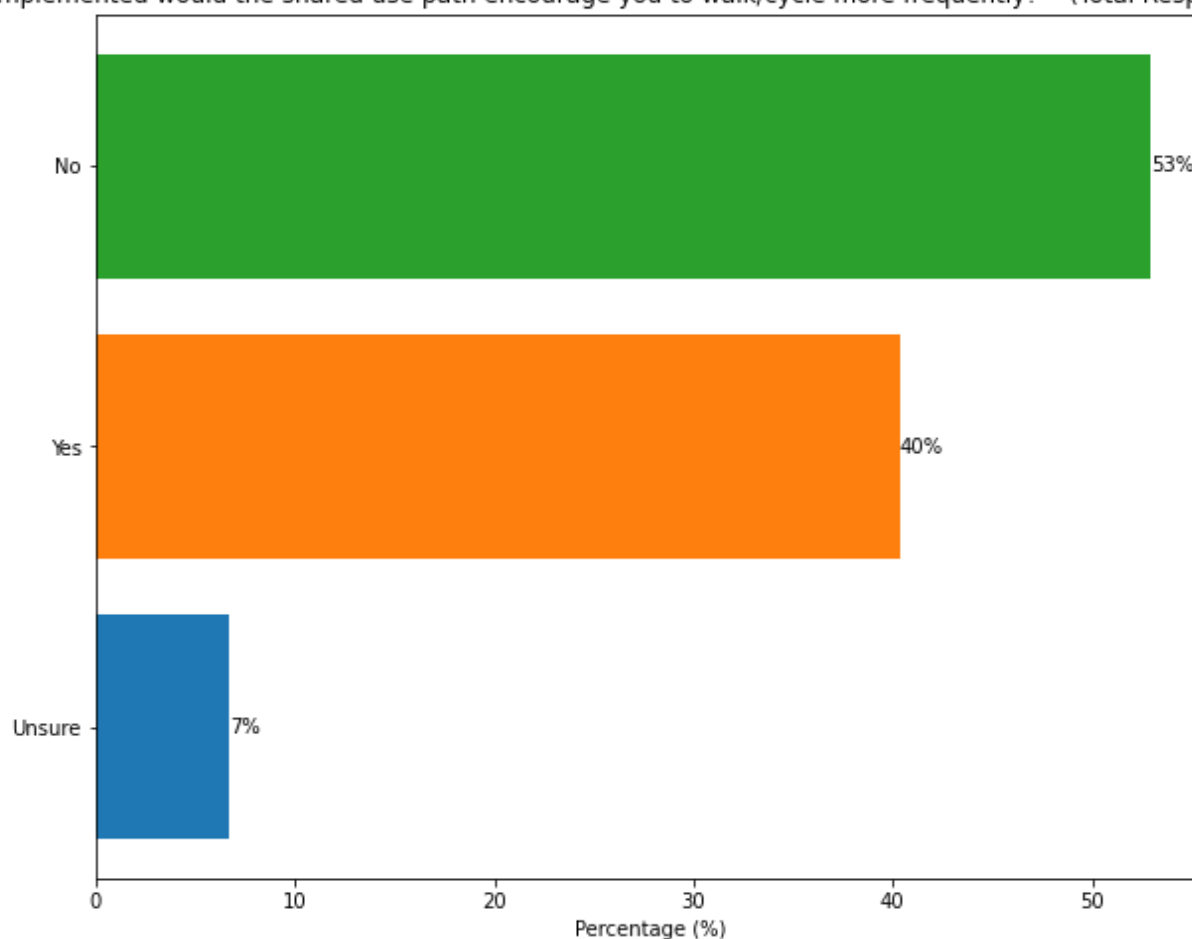
The survey asked a final three closed questions on the proposed Frances Road to Coppet Hall SUP:

- If implemented would the SUP encourage you to walk/cycle more frequently?
- In your opinion, would the proposal be an improvement to pedestrian safety?
- In your opinion would the proposal improve accessibility for people with mobility needs?

Figure 4-21 shows the responses to if the path would encourage respondents to walk or cycle more frequently.

Figure 4-21 - If implemented would the SUP encourage you to walk/cycle more frequently?

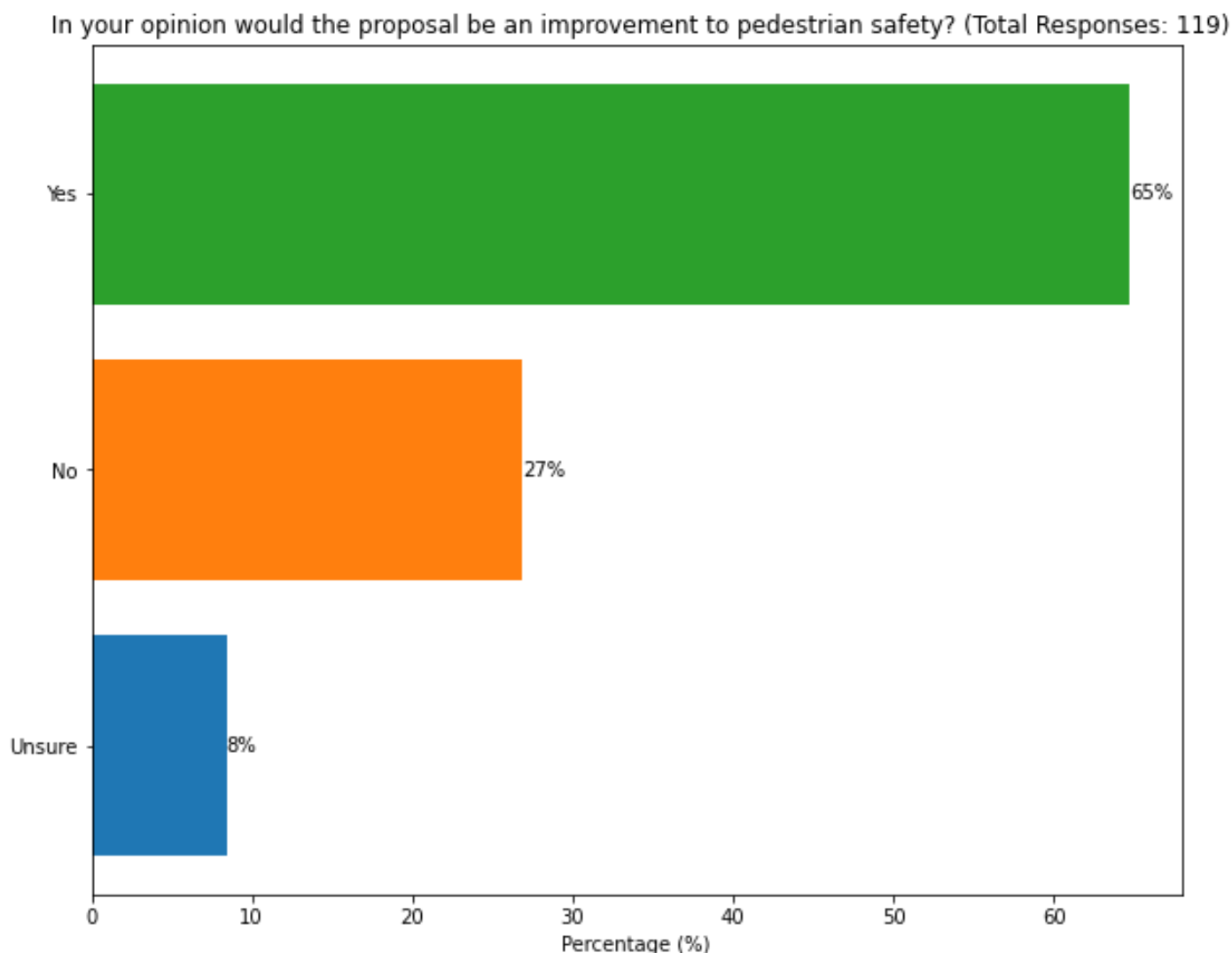
If implemented would the shared use path encourage you to walk/cycle more frequently? (Total Responses: 119)



Generally, responses are mixed as to whether the SUP would encourage respondents to walk/cycle more frequently (53% answered “no” compared with 40% that answered “yes”). However, in comparison with the other proposed schemes, these proposals have the most positive response to encouraging modal shift; suggesting; suggesting that this scheme may have the greatest potential impact on active travel.

Figure 4-22 shows the responses to if respondents felt that the proposals would improve pedestrian safety.

Figure 4-22 - In your opinion would the proposal be an improvement to pedestrian safety?

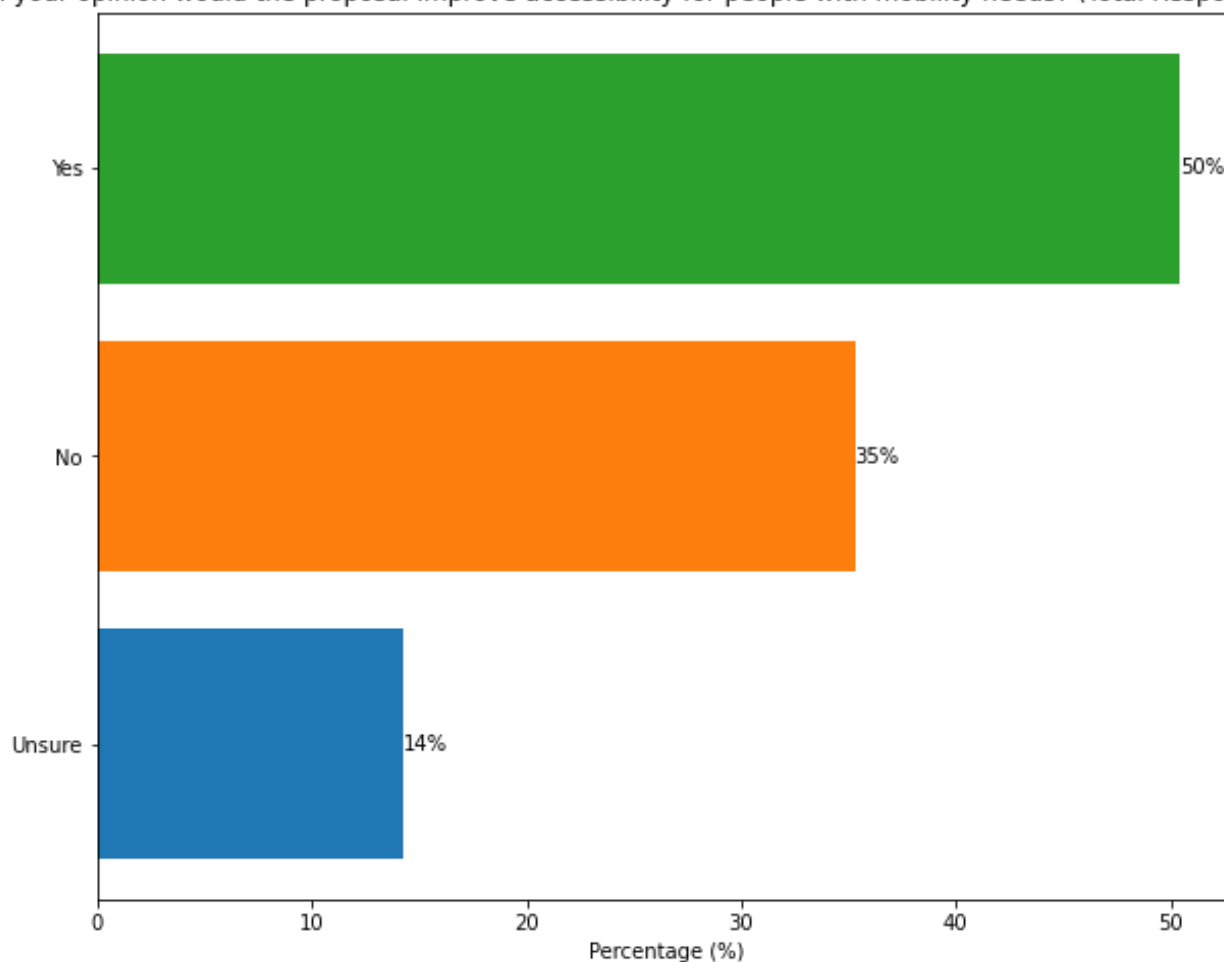


This question received mostly positive responses, with 65% saying that the proposals would improve pedestrian safety compared to 27% saying the proposals would not, and only 8% unsure of the impact of safety. Whilst only 40% felt the path would encourage them to walk or cycle more, the responses to this question show that respondents can appreciate the safety benefits from implementing this route.

Figure 4-23 shows the how respondents felt the proposals would impact on accessibility for people with mobility needs.

Figure 4-23 - In your opinion would the proposal improve accessibility for people with mobility needs

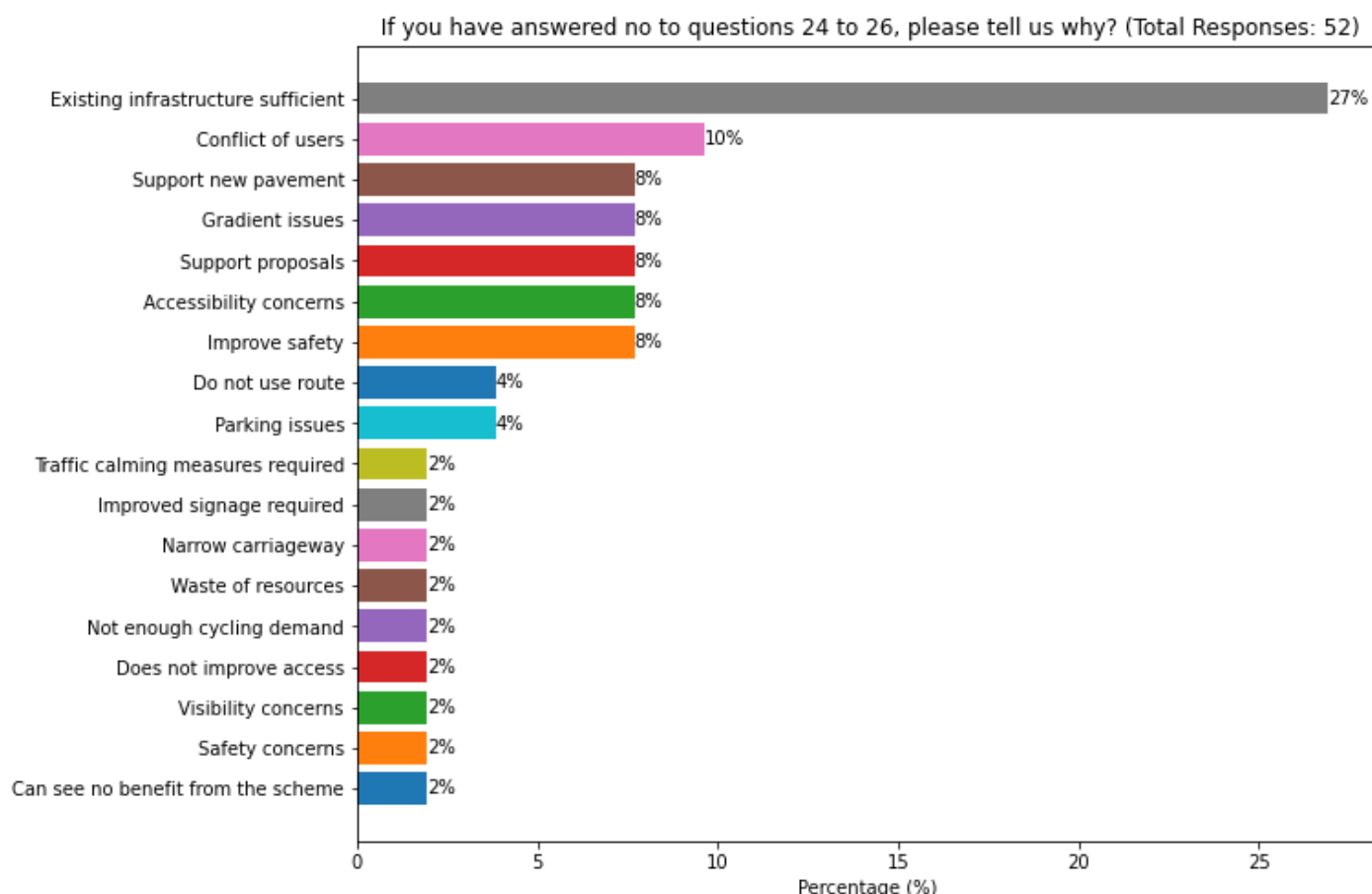
In your opinion would the proposal improve accessibility for people with mobility needs? (Total Responses: 119)



Whilst 35% of people responded that the proposals would not improve accessibility for those with mobility needs, 50% said the proposals would improve accessibility, with 14% unsure.

To gather further information on the reasons as to why respondents answered “no” or “unsure” to any of the three previous questions, they were provided with a free-text question. Figure 4-24 summarises the key themes that arose from the free text responses.

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



It is worthwhile noting that the responses to this free-text question are from respondents who voted “no” or “unsure” in previous questions and, therefore, are more likely to have negative connotations with the proposals. The most common theme to this question was that the existing infrastructure is sufficient (27%), followed by conflict of user concerns (10%).

Regarding existing infrastructure, comments noted that the existing path through the tunnels, connecting the car park to The Strand, was sufficient for connecting Coppet Hall to the village centre, therefore, another route does not need to be created at the detriment of car travel. This tunnel is currently only open to users walking, wheeling and cycling, and therefore safely separates active travel movements from vehicle movements attempting to access Coppet Hall. One comment felt this proposal would only benefit those at the Scar Farm Holiday Home Park.

As with previous open text questions, the conflict between users walking, wheeling and cycling was raised as a concern. Comments felt that there is not enough room to sufficiently widen the path to cater for parents with children and prams, or people with mobility problems, as well as cyclists. Comments also noted that those with disabilities may rely on their car to access locations, and therefore schemes should not have detrimental effects on their access.

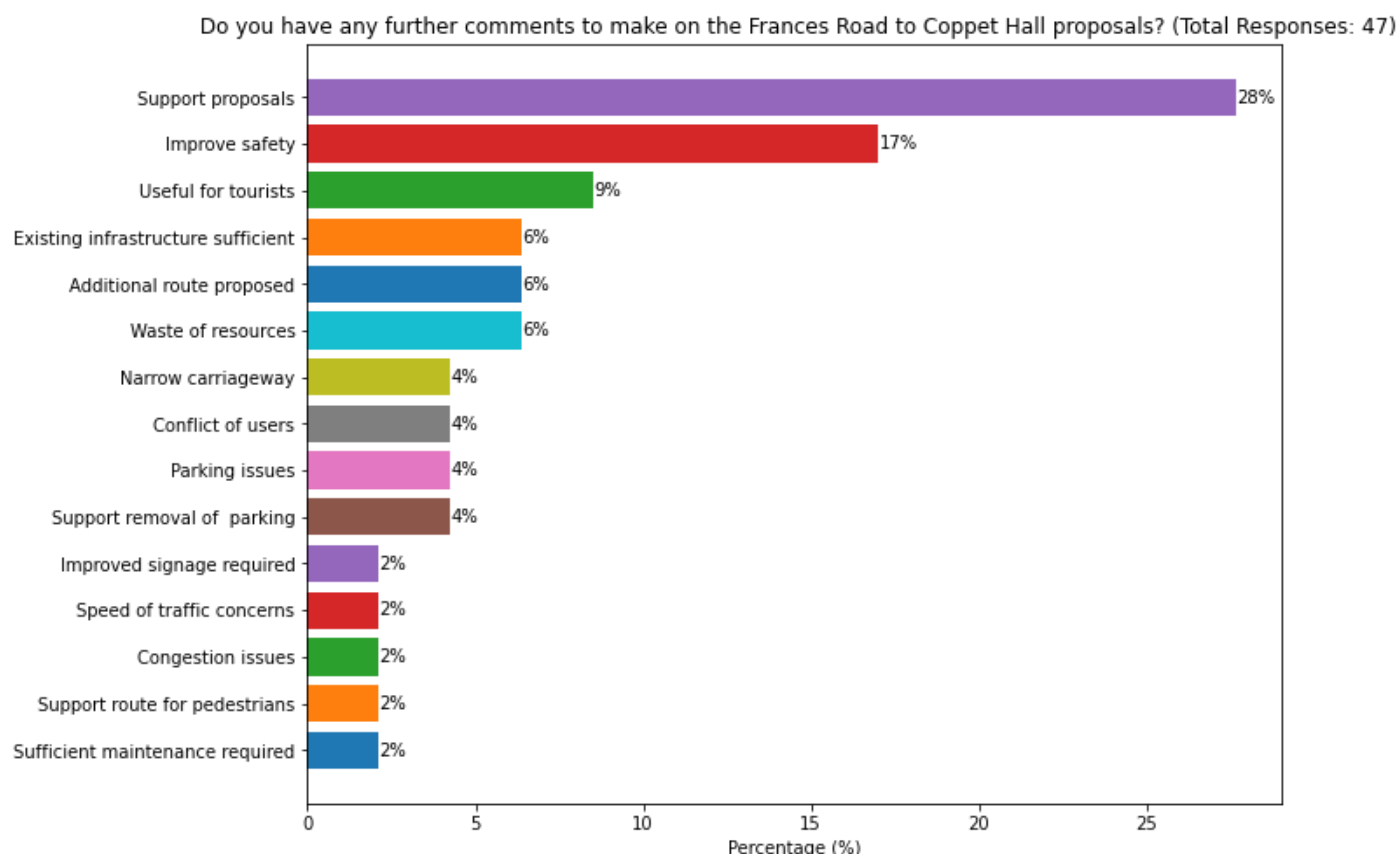
Three comments referred to gradient issues along Frances Road, noting that it is a steeper path than the existing alternative along The Strand, and therefore improvements along Frances Road would be a waste of resources as the preference would be for the flatter route.

Despite trying to capture why respondents voted “no” or “unsure” in previous questions, some respondents left positive comments regarding this proposal. Some comments mentioned that there is currently no safe path along Frances Road, making it a hazardous option compared to the tunnels route from The Strand. The speed of vehicles around the

blind bends was noted as an issue, and therefore the proposed give way and reduce carriageway could be seen as appropriate traffic calming measures for the route.

Respondents were also given the opportunity to provide any further comments in a second free-text question. The most common themes are shown in Figure 4-25.

Figure 4-25 - Do you have any further comments to make on the Frances Road to Coppet Hall proposals?



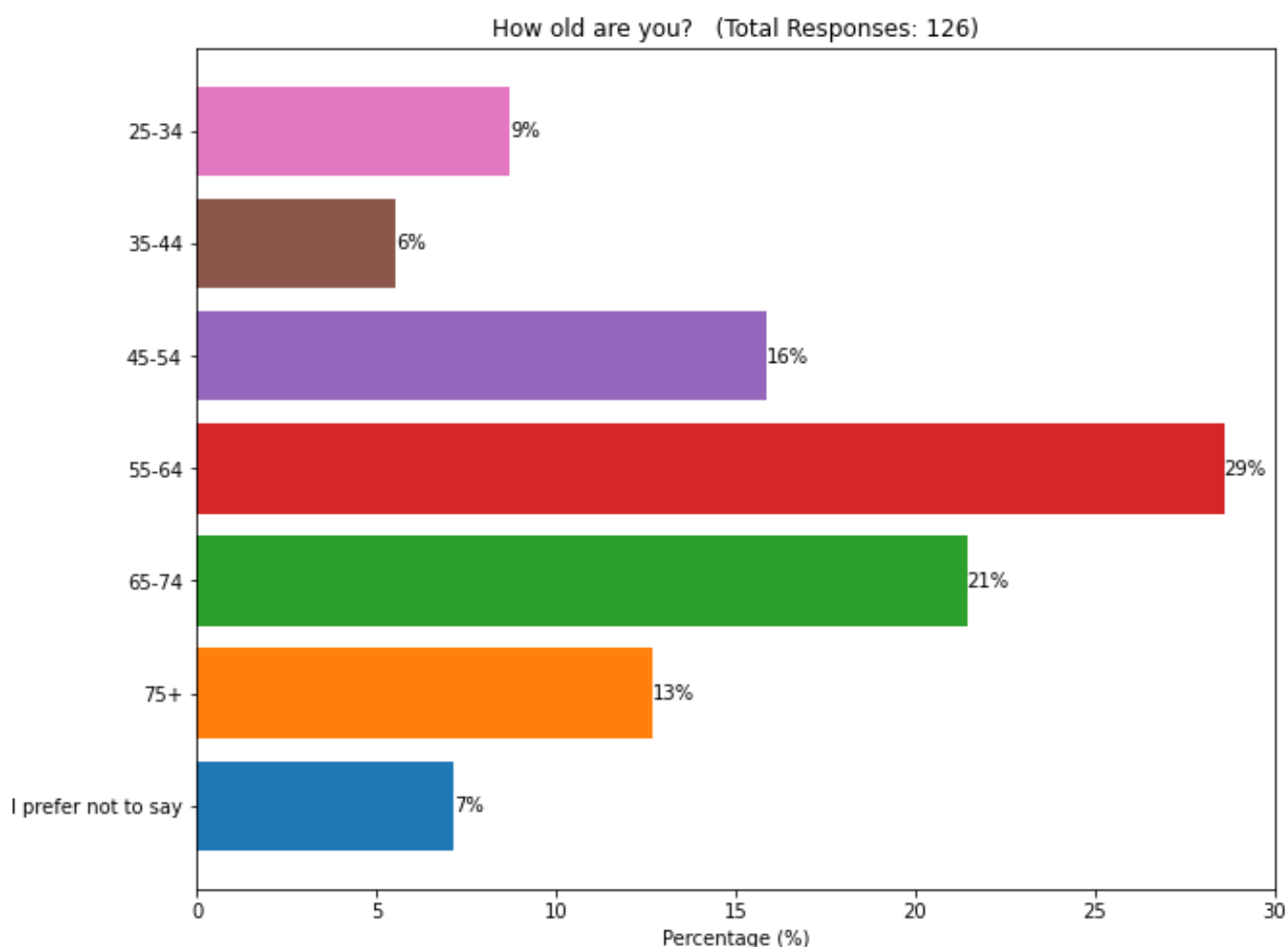
The most common themes from comments were those supporting proposals (28%) and those that felt the proposals would improve safety along the route (17%). Of these comments many noted that they felt the route is greatly needed as an alternative to The Strand route, especially in case of a landslide or other incident forcing the tunnel route to be closed. These respondents felt that at present the Frances Road is unsafe, and the proposals would greatly improve the route. Whilst some comments felt that the path would be useful for tourists (9% of comments) particularly those at Scar Farm Holiday Home Park, others noted that it would also be appreciated by the school and local residents wanting to access Coppet Hall. One comment noted the need for the path to be well lit, whilst another requested that the existing kissing gate at the entrance to the Meadow is kept or incorporated into the scheme.

4.1.5 Social and demographic questions

This section sets out the responses to the 'About You' question set in the survey.

Figure 4-26 shows the age demographic of respondents to the survey, of the 128 surveys completed, 126 respondents answered this question.

Figure 4-26 - How old are you?



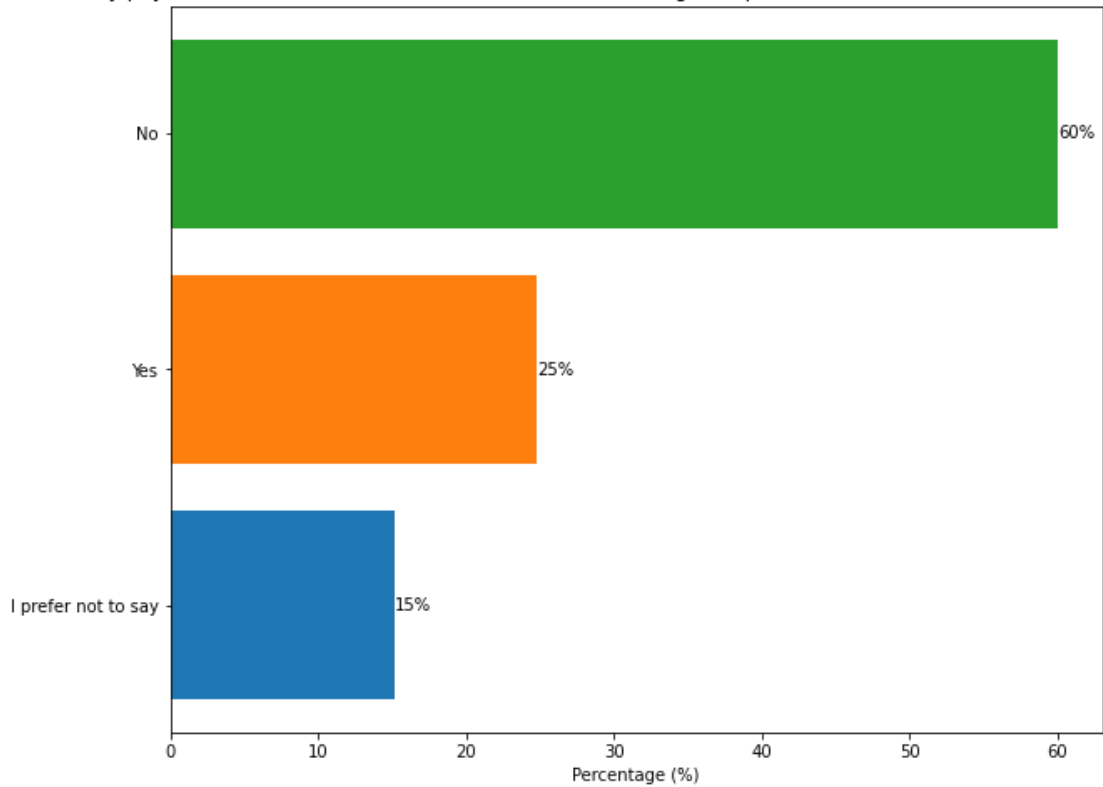
There is a smaller range of ages when compared to the other Pembrokeshire Active Travel consultations, with no responses from anyone under the age of 25. Responses to the survey did still include all age groups up to and over the age of 75. The responses are weighted towards people over the age of 55 (63%) compared with those under 55 (31%), with 7% preferring not to say. This is relatively representative of the population of Saundersfoot, where people over the age of 55 make up 56% of the population³. However, although age groups from 24 and under make up a much smaller proportion of Saundersfoot when compared to the national average, it is important to note that these age ranges are not represented in the survey results.

Figure 4-27 shows the proportion of respondents who identify as having any physical or mental health conditions/illnesses lasting or expected to last 12 months or more.

³ [Build a custom area profile - Census 2021, ONS](#)

Figure 4-27 - Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

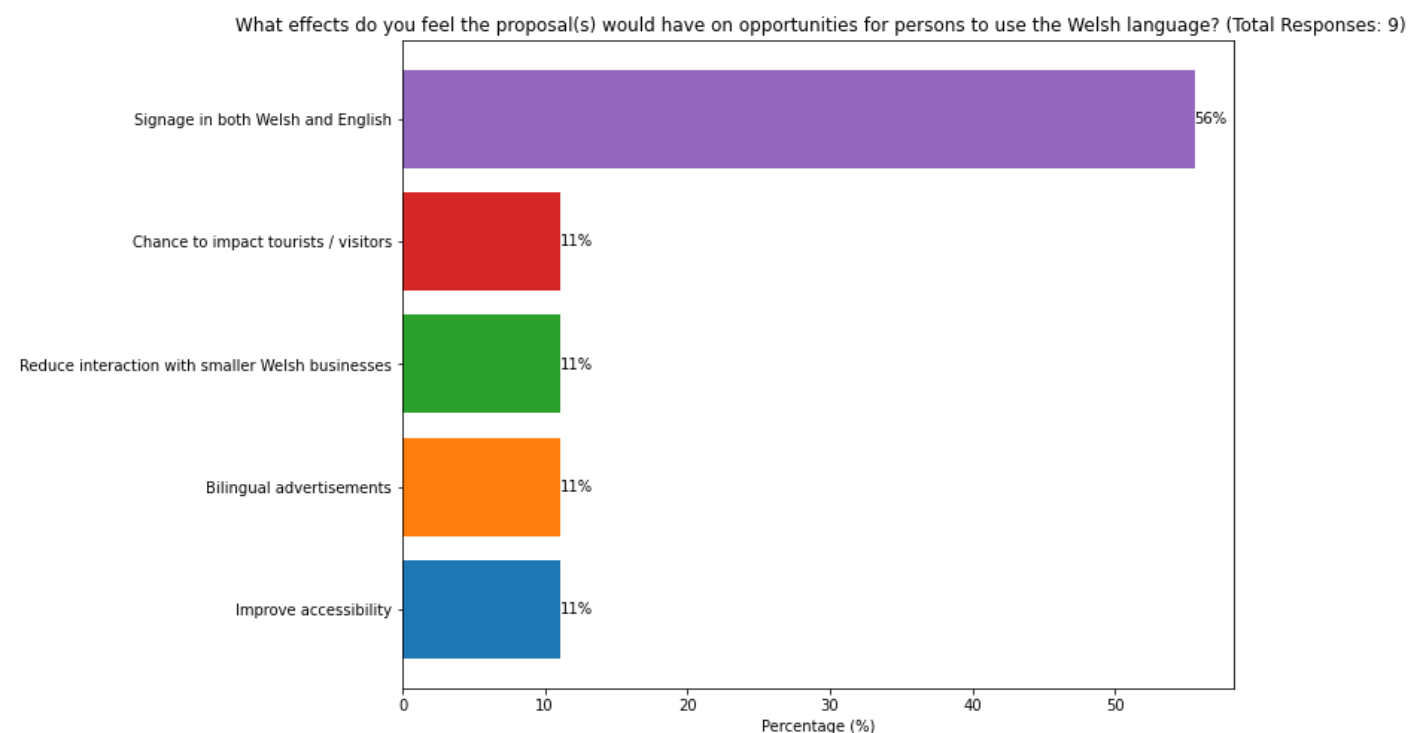
Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more? (Total Responses: 125)



25% of respondents answered “yes” to this, which is representative of the Saundersfoot population, where 23% are classified as disabled³.

Figure 4-28 highlights opportunities and impacts that the proposals may have on use of the Welsh language.

Figure 4-28 - What effects do you feel the proposal(s) would have on opportunities for persons to use the Welsh language?



Only 9 respondents answered this question, and the noted themes were:

- The chance for the proposals to impact tourists/visitors (1 response).
- The proposals would mean a reduced interaction with smaller Welsh businesses (1 response).
- The proposals will improve access to the Welsh language (1 response)

Additionally, there is a clearly identified opportunity to include Welsh language on the signage of the final proposal (5 responses). Respondents felt that as well as directional signage, additional advertisements could also be written in the Welsh language (1 response).

The comment that noted the reduced interaction with smaller Welsh businesses felt that the reduction of parking spaces may result in residents taking their business else to other local villages, reducing the use of Welsh in Saundersfoot.

From the positive comments, they noted that any increase in tourism is positive for awareness of the Welsh language, and that the proposals would lead to improved accessibility and therefore a growth in the Welsh language.

5. Conclusions from analysis

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 route.

Table 5-1 - Conclusions from survey responses

Survey section	Key themes
Modal choice and trip purpose	<ul style="list-style-type: none"> Most respondents are Saundersfoot residents (66%), with a further 29% being made up of those travelling to access shops and services (19%) or work (10%) (Figure 4-1). Driving is the most common mode for journeys within Saundersfoot (46%). Active travel is also a popular mode for journeys, making up 44% of responses to these questions in total (38% walking and 6% cycling). Bus use makes up 7% of journeys within Saundersfoot (Figure 4-2). This shows that active travel is popular in Saundersfoot and there is an opportunity to overtake driving as the most popular mode if higher quality active travel routes are provided.
Sandy Hill Road to Saundersfoot Village – SUP	<ul style="list-style-type: none"> Most respondents (68%) use Sandy Hill Road frequently (Figure 4-3). Respondents with experience of using Sandy Hill Road generally do not think an SUP would be beneficial. 50% responded either “Not beneficial at all” or “Not very beneficial” compared with 31% choosing “Very beneficial” or “Beneficial” when asked if an SUP on Sandy Hill Road would be beneficial (Figure 4-4). Generally, respondents do not believe the SUP would encourage them to walk/cycle more frequently (65% answered “no” compared with 29% that answered “yes”) (Figure 4-5). The other two questions received mixed responses, with 45% saying the proposals would improve pedestrian safety compared to 39% saying the proposals would not. (Figure 4-7) Furthermore, 49% responded that the proposals would not improve accessibility for those with mobility needs, whereas 34% said the proposals would improve accessibility (Figure 4-8). Key themes in responses to open questions include: <ul style="list-style-type: none"> Supporting the proposals (32% of responses to Figure 4-9). Gradient issues (21% of responses to Figure 4-8). Seeing no benefit from the scheme (19% of responses to Figure 4-8 and 12% of responses to Figure 4-9). Concern over conflicts between users (17% of responses to Figure 4-8).
Stammers Road to Saundersfoot Harbour – SUP	<ul style="list-style-type: none"> Most respondents (78%) use Stammers Road frequently (Figure 4-11). Respondents with experience of using Stammers Road generally do not agree on whether a mini-roundabout located at the harbour junction would be beneficial. 46% responded either “Not beneficial at all” or “Not very beneficial” compared with 33% choosing “Very beneficial” or “Beneficial” when asked if an SUP on Stammers Road would be beneficial (Figure 4-12). Respondents with experience of using Stammers Road generally do not think an SUP would be beneficial. 60% responded either “Not beneficial at all” or “Not very beneficial” compared with 27% choosing “Very beneficial” or “Beneficial” when asked if an SUP on Stammers Road would be beneficial (Figure 4-13). Generally, respondents do not believe the SUP would encourage them to walk/cycle more frequently (69% answered “no” compared with 25% that answered “yes”) (Figure 4-14). The other two questions also received more negative responses, with 55% saying the proposals would improve pedestrian safety compared to 26% saying the proposals would not (Figure 4-15). Furthermore, 50% responded that the proposals would not improve accessibility for those with mobility needs, whereas 29% said the proposals would improve accessibility (Figure 4-16). Key themes in responses to open questions include:

	<ul style="list-style-type: none"> ▫ Supporting the proposals (16% of responses to Figure 4-18). ▫ Believing the existing infrastructure is sufficient (14% of responses to Figure 4-17). ▫ Believing the scheme would cause parking issues (17% of responses to Figure 4-18). ▫ Concern over conflicts between users (21% of responses to Figure 4-17 and 5% of responses to Figure 4-18).
Frances Road to Coppet Hall – SUP	<ul style="list-style-type: none"> ▪ Most respondents (73%) use Frances Road or Coppet Hall frequently (Figure 4-19). ▪ Respondents with experience of using Frances Road or Coppet Hall generally do think an SUP would be beneficial. 34% responded either “Not beneficial at all” or “Not very beneficial” compared with 53% choosing “Very beneficial” or “Beneficial” when asked if an SUP on from Frances Road to Coppet Hall would be beneficial (Figure 4-20). ▪ Generally, responses are mixed as to whether a SUP would encourage respondents to walk/cycle more frequently (53% answered “no” compared with 40% that answered “yes”) (Figure 4-21). The other two questions received mostly positive responses, with 65% saying the proposals would improve pedestrian safety compared to 27% saying the proposals would not (Figure 4-22). Furthermore, 35% responded that the proposals would not improve accessibility for those with mobility needs, whereas 50% said the proposals would improve accessibility (Figure 4-23). ▪ Key themes in responses to open questions include: <ul style="list-style-type: none"> ▫ Supporting the proposals (28% of responses to Figure 4-25). ▫ Believing the proposals would improve safety (17% of responses to Figure 4-25). ▫ Believing the existing infrastructure is sufficient and the proposal is not needed (27% of responses to Figure 4-24 and 6% of responses to Figure 4-25). ▫ Concern over conflicts between users (10% of responses to Figure 4-24 and 4% of responses to Figure 4-25).
Social and demographic questions	<ul style="list-style-type: none"> ▪ There is a smaller range of ages when compared to the other Pembrokeshire Active Travel consultations, with no responses from anyone under the age of 25 (Figure 4-26). The responses are weighted towards people over the age of 55 (63%) compared with those under 55 (31%), with 7% preferring not to say. This is relatively representative of the population of Saundersfoot, where people over the age of 55 make up 56% of the population³. ▪ 25% of respondents answered “yes” to having any physical or mental health conditions/illnesses lasting or expected to last 12 months or more (Figure 4-27). This is representative of the Saundersfoot population, where 23% are classed as disabled³. ▪ There is a clearly identified opportunity to include Welsh language on the signage of the final proposal (5 responses). Respondents felt that as well as directional signage, additional advertisements could also be written in the Welsh language (1 response) (Figure 4-28).

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 and take this project forward to design detail stage.



AtkinsRéalis



AtkinsRéalis UK Limited

The Hub
500 Park Avenue
Aztec West
Bristol
BS32 4RZ

Tel: +44 (0)1454 662000
Fax: +44 (0)1454 663333

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