

# ACTIVE TRAVEL IMPROVEMENTS

## LOCATION: TRINITY ROAD AND COMMUNITY CENTRE PARK, PEMBROKE DOCK



Ariennir gan  
**Lywodraeth Cymru**  
Funded by  
**Welsh Government**

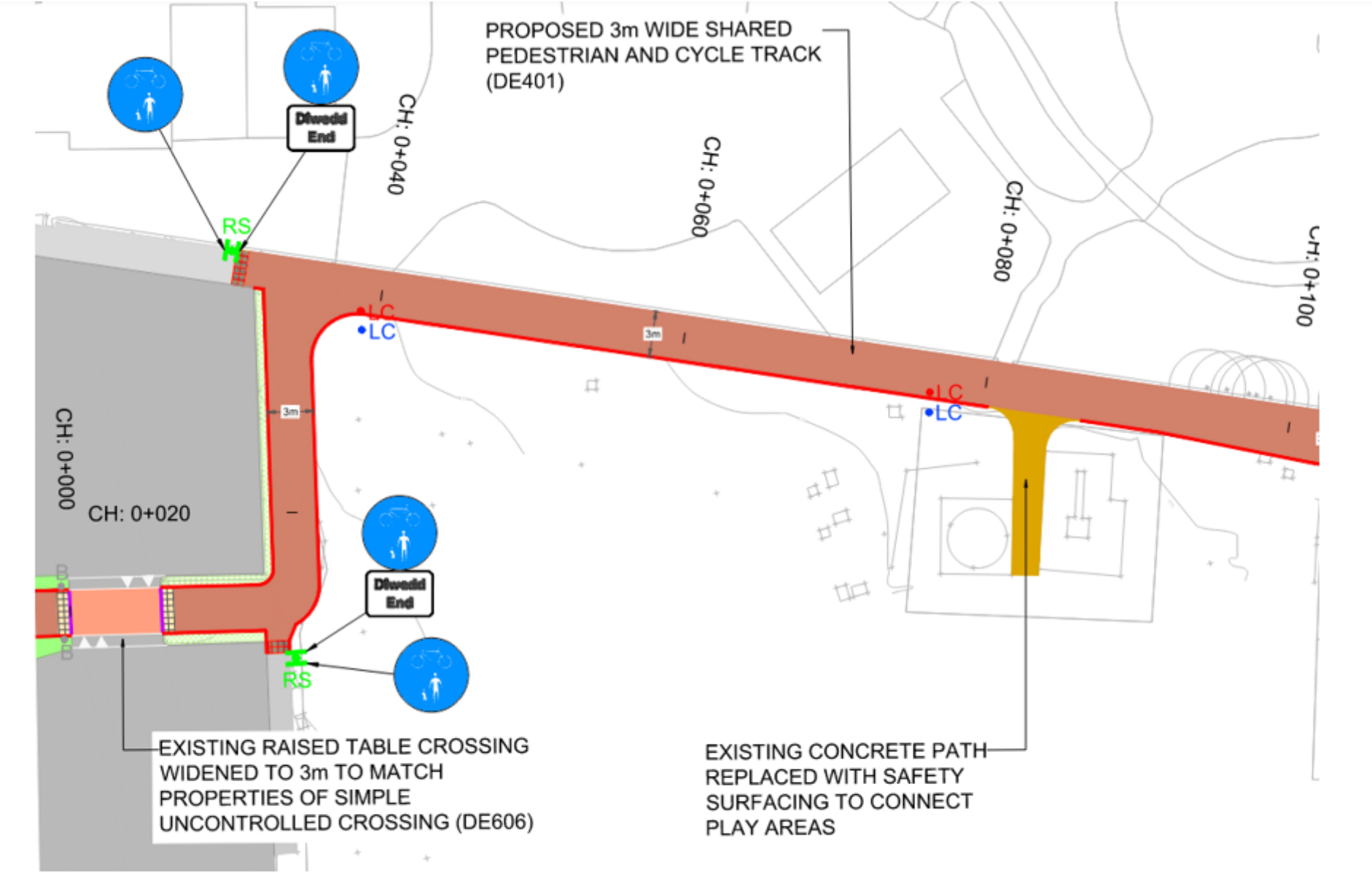


### Overview of Design ideas for Trinity Road:

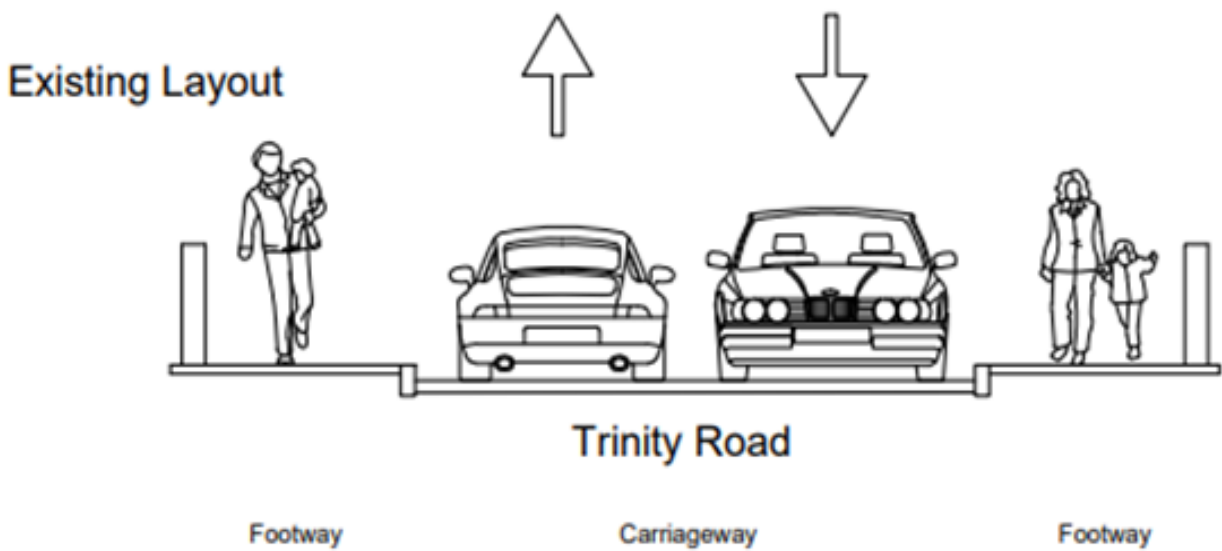
- Consideration to amend / reduce the existing eastern footway width to a 1.2m footway, realignment of the carriageway and creation of a 2.4m Shared Use Path.
- Increase the Highway area subject to third party land gain to retain the carriageway and eastern footways to the current width and increase the western facility to Active Travel guidance.
- Options under consideration currently include:
  - ♦Retaining the existing carriageway width required to 4.8m (see layout 1)
  - ♦Reduce the carriageway to 4.1m (see layout 2)
- On carriageway quite street arrangement\*

*\*As part of the ongoing route development, mixed traffic solutions (quiet streets) are being presented as alternatives for further consideration. On-carriageway cycling may be acceptable (traffic data dependent) if additional measures, such as speed calming measure and improved safety features, are introduced.*

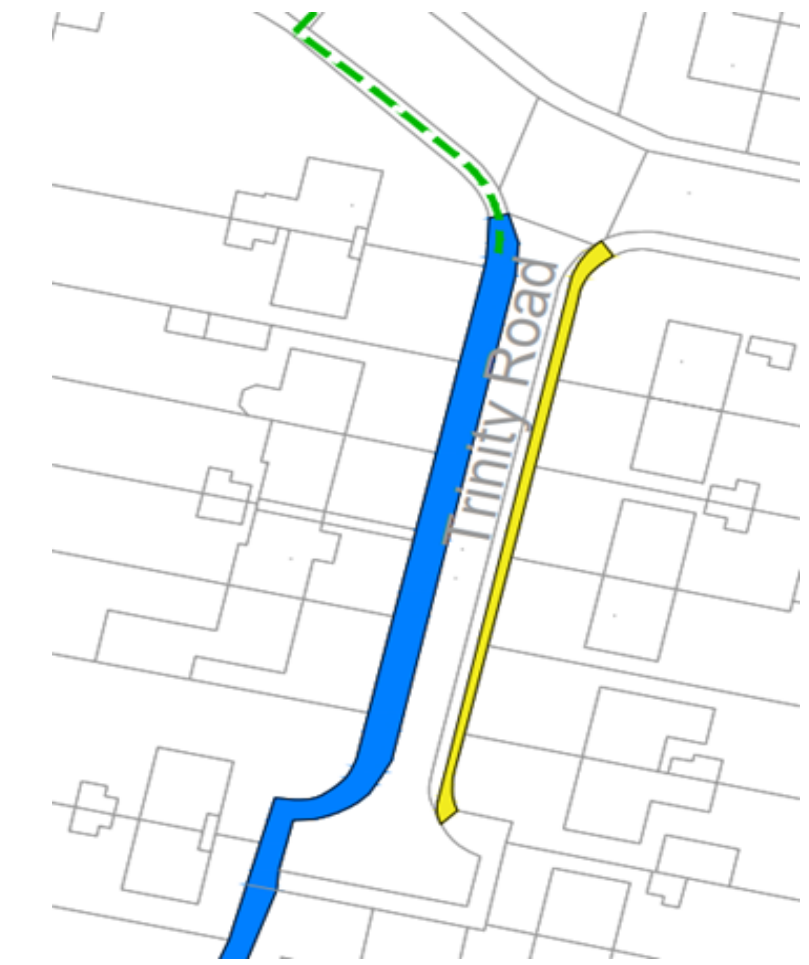
Please note that these designs are still in the preliminary stages and are subject to refinement through ongoing discussions, engagement, and feedback.



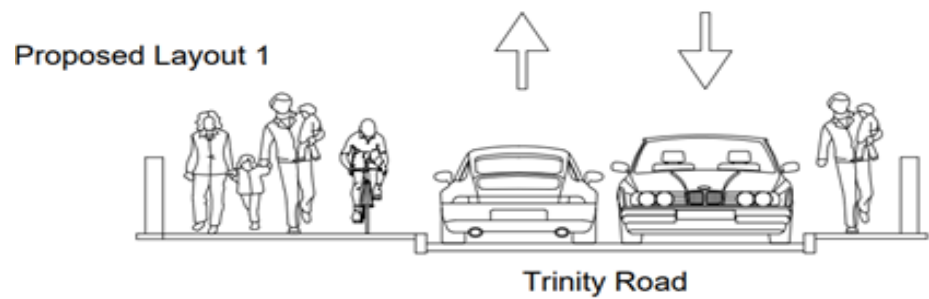
Plan for illustration purposes only



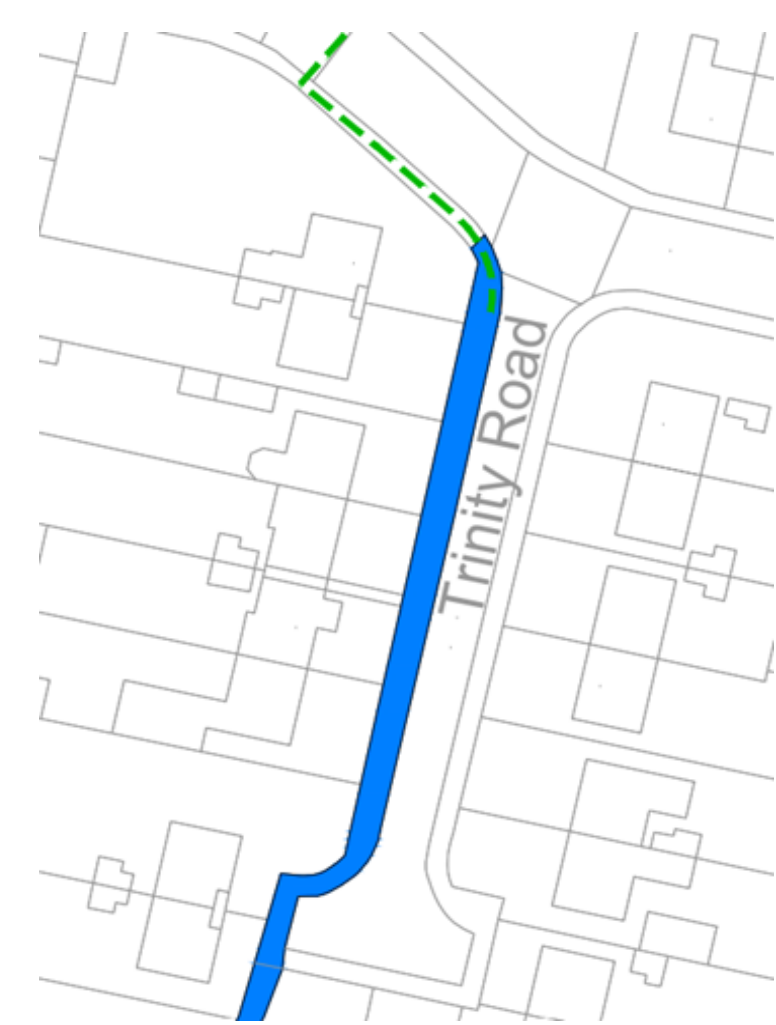
### Layout 1. Reconfigure of highway space.



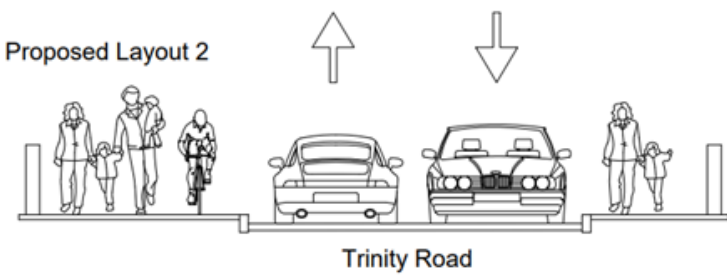
- Increased Shared Use Path facility would be an improvement, however the opposite footway would be further reduced in width and be a greater relaxation within standards.
- Conflict with existing frontages / driveway would be retained, however mitigated due to the greater Shared Use Path width.
- Route continuity is not compromised; Non motorised users not having to leave an off-carriageway facility and the cycling provision being off road which provides a greater comfort and safety consideration.
- Carriageway width of 4.8m is retained as a standard from Manual for Streets.



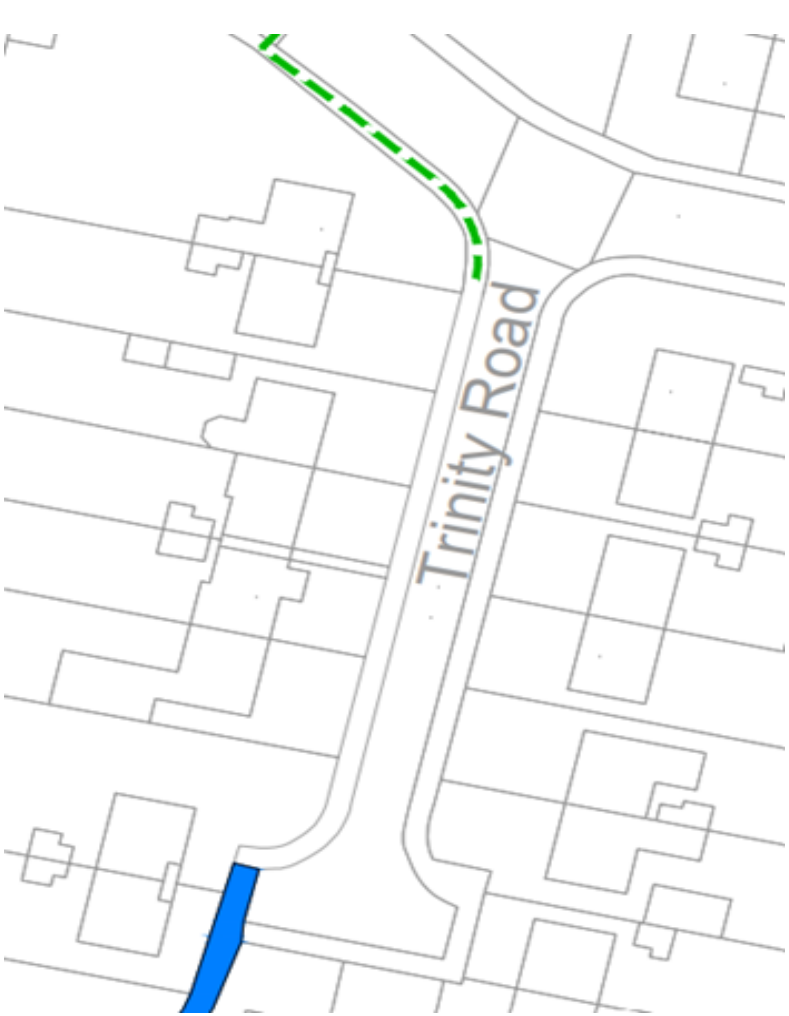
### Layout 2. Widening of highway area.



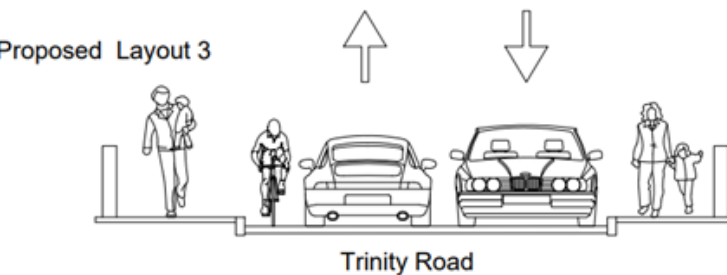
- Increased Shared Use Path facility would be an improvement, however third-party land requirement would need to be discussed and negotiated.
- Existing standards would not be compromised to achieve improvement.
- Conflict with existing frontages / driveway would be retained, however mitigated due to the greater Shared Use Path width.
- Route continuity is not compromised; Non motorised users not having to leave an off-carriageway facility and the cycling provision being off road which provides a greater comfort and safety consideration.
- Carriageway width is reduced to 4.1 metres still within the Manual for Street Guidance



### Layout 3. Quite street connectivity.



- Removal of the current Shared Use Path facility being considered due to not achieving current level of Active Travel guidance, returning the footway to pedestrian use only and benefit of removal of cycling along the narrow Shared Use Path.
- Conflict with highway traffic for cyclists, albeit in a Quiet Street environment; wayfinding and access back to the off- carriageway facilities to be fully considered.
- Route continuity compromised; Non motorised users having to leave an off-carriageway facility and the cycling provision being within the road (reduced comfortable and safety).
- Carriageway width of 4.8m is retained as a standard from Manual for Streets.
- Value for money would be a positive to the improved connection along this section.



### Key Benefits and Design Outcomes:

- **Enhanced Pedestrian Environment:** The scheme improves pedestrian space and accessibility by increasing the overall usable area, featuring continuous, flush, and widened surfaces to create a more inclusive walking environment.
- **Contextually Safe Cycling Provision:** It introduces dedicated cycling infrastructure designed to be legible and safe within the local context, aligning with current Active Travel design guidance.
- **New Formal Cycling Facilities:** The project delivers formal cycling provision where none previously existed, addressing gaps in the current network and supporting modal shift goals.
- **Improved User Safety at Crossings:** Traffic-calmed, uncontrolled crossing points are strategically integrated to aid pedestrian movement and increase safety, particularly at key desire lines.
- **Reduced Conflict Between Users:** By promoting appropriate shared-use behaviour and clear spatial definition, the design helps minimise conflict between pedestrians and cyclists.
- **Support for Vulnerable and Less Confident Cyclists:** The infrastructure accommodates users less comfortable sharing the carriageway, such as children, older adults, and everyday utility cyclists aligning with the inclusivity principles set out in the Active Travel Act.