

AtkinsRéalis



## Narberth Active Travel Consultation

April 2025

# NARBERTH ACTIVE TRAVEL CONSULTATION REPORT

# Notice

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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 Narberth and on the implemented Jesse Road scheme. The proposals aim to improve the current active travel network within the town and are listed below:

1. Creation of a 412-metre-long shared use path (SUP) along Kiln Park Road.
2. Implementation of a diversion for heavy goods vehicles (HGVs) to bypass the town centre, so that local deliveries can be maintained, and congestion will ease.
3. Creation of a 6.5 mile (10km) long multi-user route from Narberth to Haverfordwest.

In addition to this, the Jesse Road scheme aimed to provide improved pedestrian and cyclist accessibility to and from Narberth C.P. School. As the first phase of works have been completed, PCC is undertaking engagement to understand the impact of the scheme so far and gather feedback on the route.

In this report, shared use paths (SUP) are defined as routes designed to accommodate the movement of pedestrians and cyclists. Multi-user routes are paths or trails designed for multiple types of users including pedestrians, cyclists and horse-riders, and active travel is defined as a way of getting around that involves physical activity, such as walking, cycling or wheeling.

This engagement has been undertaken as part of the wider engagement for the active travel improvements across Pembrokeshire. The engagement for Narberth comprised of a community survey, a public consultation workshop and drop-in session. The survey period ran for six weeks from Thursday 26<sup>th</sup> September to Thursday 7<sup>th</sup> November 2024. The public consultation commenced with a workshop on Thursday 26<sup>th</sup> September, with drop-in slots At Bloomfield House Community Centre at the following times:

- 10:00 – 12:00.
- 13:00 – 16:00.
- 18:30 – 20:00.

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

PCC is aiming to create a strategic walking, wheeling and cycling network that enables traveling from Narberth to Haverfordwest, and throughout Narberth centre, 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:

- Provide a high-quality direct access for active travel users between Narberth and Haverfordwest.
- Improve safety of 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 cyclists and pedestrians.
- Reduce congestion of the town centre.

### 2.1 Kiln Park Road

The proposed creation of a SUP along Kiln Park Road, behind the existing hedgerow, aims to improve and encourage walking, wheeling and cycling whilst providing a separation from vehicles and improved connectivity between the school and the station, and is shown in Figure 2-1.

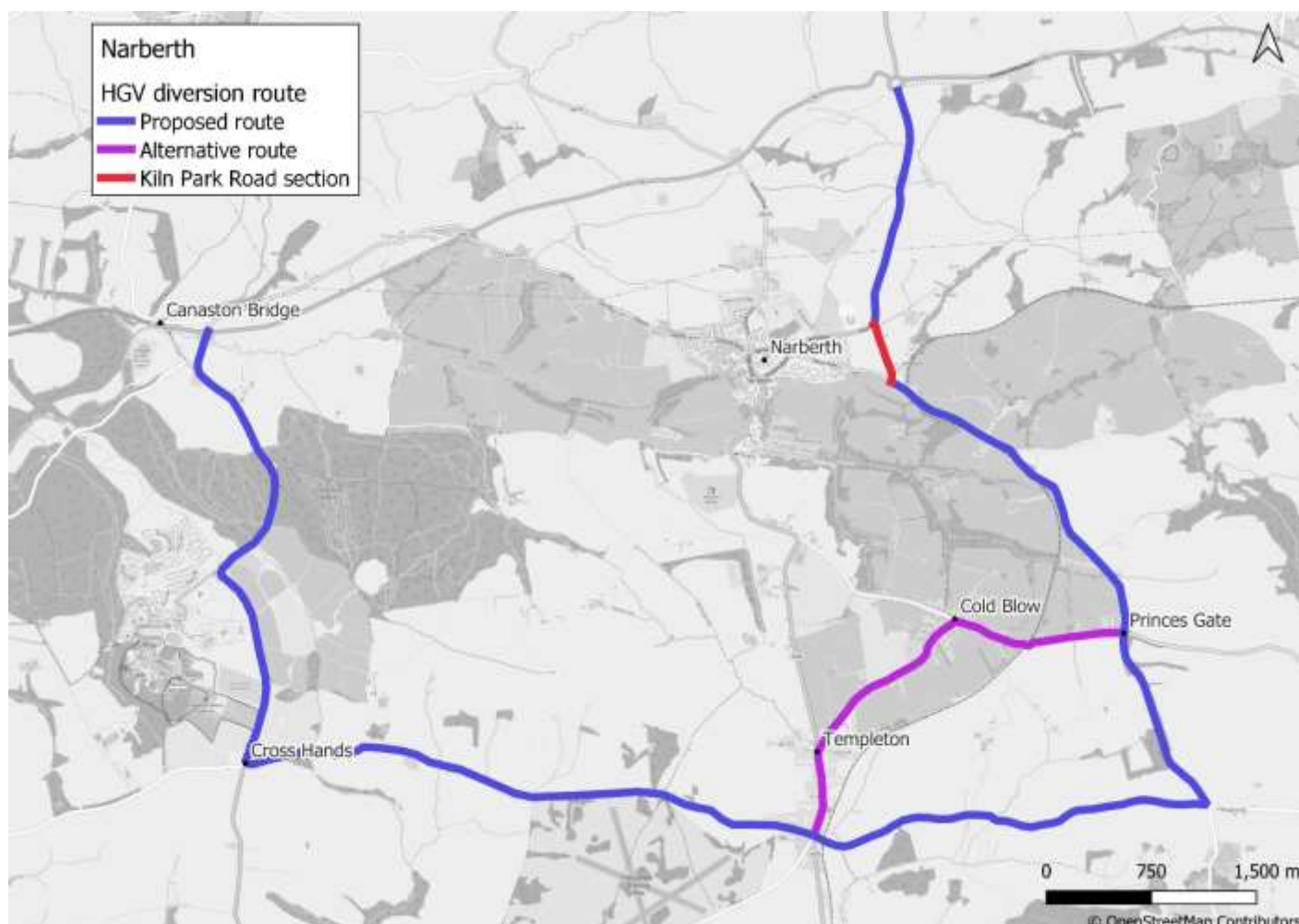
**Figure 2-1 - Kiln Park Road proposed route**



The existing active travel infrastructure along this route is poor, with a narrow footway on the western side and an intermittent footway on the eastern side. This creates a 'missing link' in terms of active travel routing and accessibility needs, and poor connectivity between Narberth Railway Station and Jesse Road. The improvements also aim to encourage travel by other sustainable modes; Kiln Park Road is served by bus route 381 with an hourly service between 08:07—18:30, between Haverfordwest and Tenby.

The proposed HGV diversion around Narberth will seek to re-route traffic onto Kiln Park Road, rather than through the centre of Narberth. These plans aim to remove through traffic and ease congestion, via B4314 (Templeton) and A4075 (Cross Hands), whilst also retaining accessibility for local traffic and delivery HGVs to load and unload in the centre of Narberth. The proposed and alternative routes, as well as the Kiln Park Road section, are shown in Figure 2-2. Further feasibility studies need to be undertaken to drive this scheme forward, and work with Hauliers and SatNav providers will be required in order to implement the final diversion route.

**Figure 2-2 - HGV diversion**



## 2.2 Narberth to Haverfordwest

The Commonplace Pembrokeshire wide consultation undertaken in 2018 indicated that local residents were in favour of a SUP, connecting Narberth to Haverfordwest, through to Blackpool Mill and Slebech. The proposed section of route as part of this engagement exercise would help to complete this link, which currently terminates at Blackpool Mill.

The current path links into the centre of Narberth via an existing bridleway and recent work by South West Trunk Road Agency (SWTRA) along the A40 has created the provision of a SUP linking Llanddewi Velfry with Redstone Cross. The

new sections will connect into the centre of Haverfordwest with direct links to National Cycle Network Route 4 (Celtic Trail). Once completed, the route will provide high quality direct access between both towns. It will encourage socially inclusive active travel for all types of journeys including tourism, leisure and journeys to work and centres of learning.

Options for the continuation of the section from Blackpool Mill are being explored, expecting to utilise lanes, public rights of way and trunk roads to create connectivity. The onward section into Haverfordwest is proposed to utilise existing lanes and quiet streets. The final option for the length of the route is in development.

## 2.3 Jesse Road

Work on Jesse Road has aimed to provide improved pedestrian and cyclist accessibility to and from the primary school. The phases of work are shown in Figure 2-3, and the first stage of works, Phase 3, was completed in summer 2024. This phase focused on the school frontage and therefore construction was completed over the summer for minimal disruption. The second stage of works, Phase 1, commenced on 2<sup>nd</sup> September 2024, focusing on installing new kerbing and wearing surface on Springfield Park. Once complete, the final stage of works on Jesse Road (Phase 3) will begin.

The initial designs that have been developed for Phase 2 of the Jesse Road have undergone consultation with the Town Council and local councillors. Engagement with the Town Council was held on 3<sup>rd</sup> July 2024, and local councillor engagement on 10<sup>th</sup> September 2024. Following this, the designs have been developed for procurement and construction.

PCC is seeking feedback on the improvements to date and the impact that they have had on walking, wheeling and cycling, and accessibility in the area.

**Figure 2-3 - Jesse Road proposed route**





## 3. Engagement approach

The purpose of this round of engagement was to formally engage with the local community on the four proposals for new active travel improvements, and to collate feedback on the progress of Jesse Road, 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 accessibility and connectivity in Narberth.

### 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, along with a comments box, available at Bloomfield House Community Centre. 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 six weeks from Thursday 26th September to Thursday 7th November 2024.

### 3.2 Face to face engagement

The public consultation period commenced with drop-in sessions on Thursday 26th September, between 10:00 – 12:00, 13:00 – 16:00 and 18:30 – 20:00 at the Bloomfield House Community Centre. The sessions each had representatives from Pembrokeshire County Council, to answer any questions that may arise. Visitors to each drop in sessions were able to look at paper copies of the designs, shown on storey 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.

The printed versions of the designs and paper surveys remained at the Bloomfield House Community Centre until Thursday 7th November, whereafter any remaining copies were collected and removed.

## 4. Analysis of responses

### 4.1 Survey

64 responses were received to this survey through online responses and paper copies received. The survey was advertised online from Thursday 26<sup>th</sup> September to Thursday 7<sup>th</sup> November 2024.

It is important to note that, although 64 individual respondents answered the survey questions, in the following section, graphs with responses over 64 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.

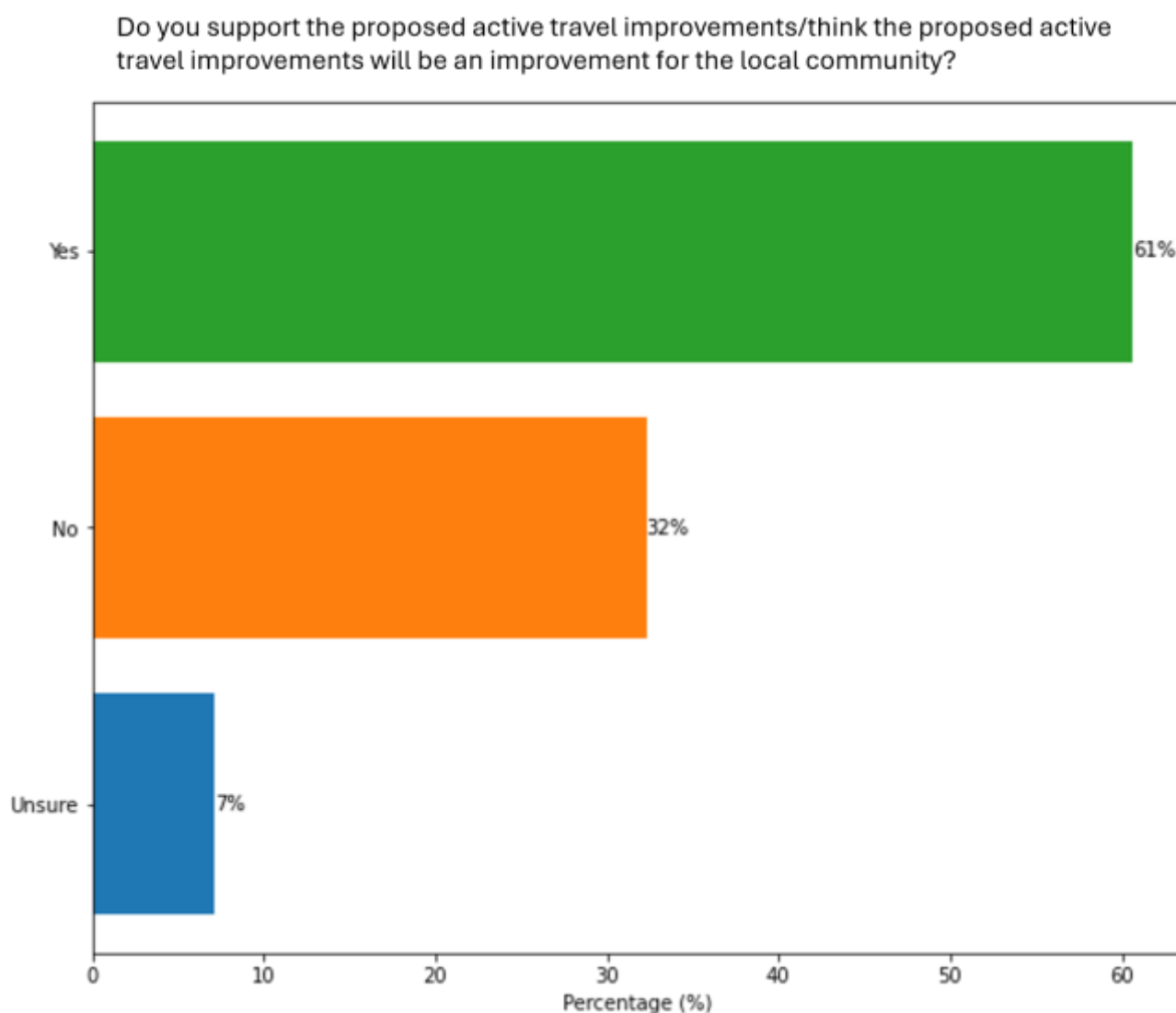
#### 4.1.1 Active travel improvements in Narberth

Figure 4-1 shows the responses to questions asking if respondents:

- Supported the proposed active travel improvements.
- Thought the proposed active travel improvements will be an improvement for the local community.

Due to the similarity of sentiments from these first two questions of the survey, the responses have been combined and received a total of 127 responses across the two questions.

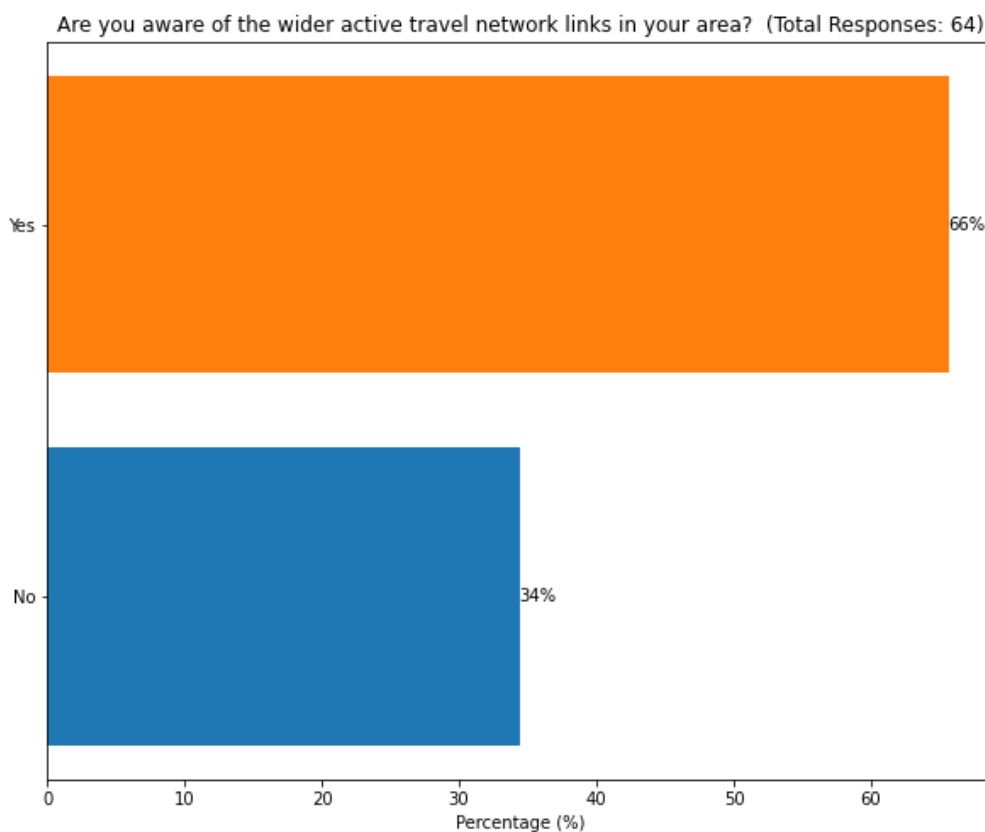
**Figure 4-1 - Do you support the proposed active travel improvements/think the proposed active travel improvements will be an improvement for the local community?**



The responses were mostly positive, with 61% of responses to the two questions answering 'yes', compared to 32% answering 'no'. 7% of respondents were 'unsure' on the two statements.

Respondents were asked if they were aware of the wider active travel network links in their area, and Figure 4-2 shows respondents answers to the question.

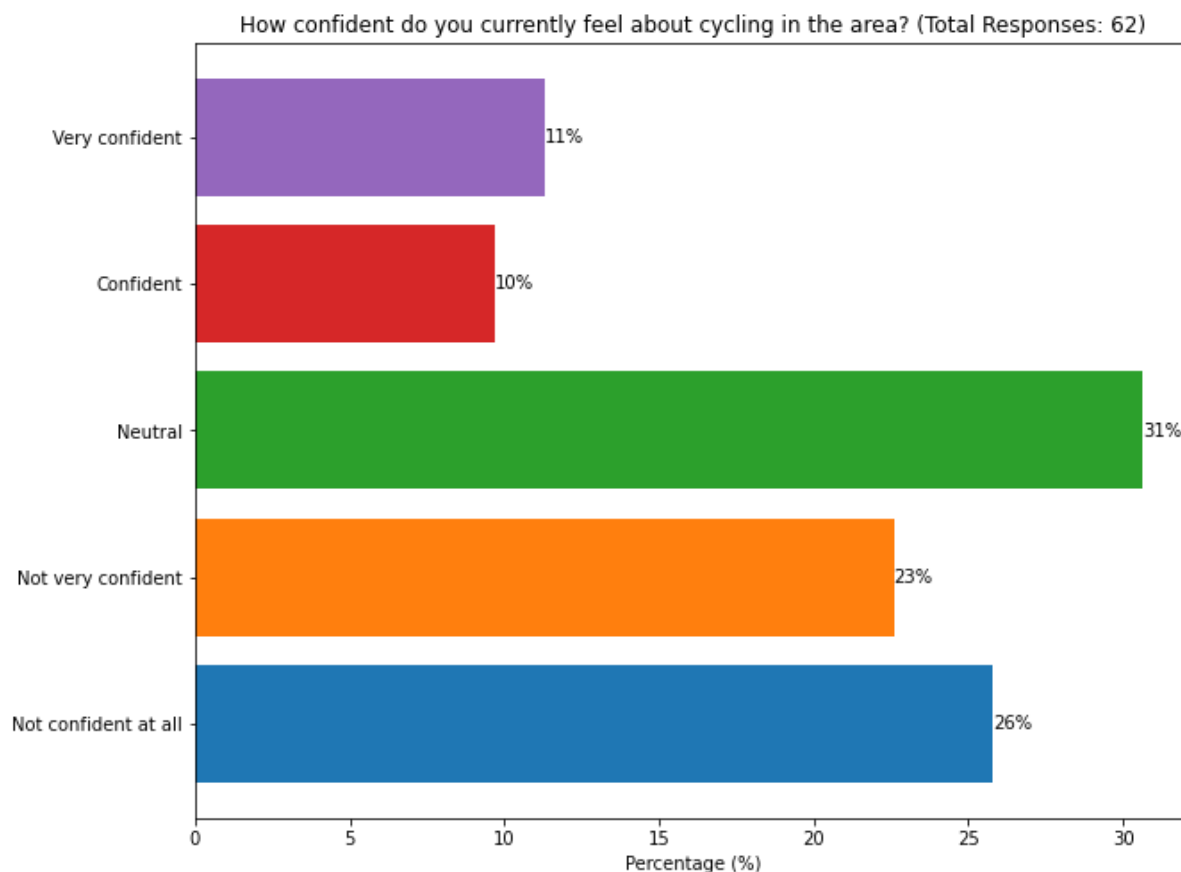
**Figure 4-2 - Are you aware of the wider active travel network links in your area?**



Approximately two thirds (66%) were aware of their wider network links, whilst 34% were not. Although the majority of respondents responded 'yes', there is clearly an opportunity to promote greater awareness of the wider active travel network in the area.

Figure 4-3 shows how confident survey respondents currently feel about cycling in the area.

**Figure 4-3 - How confident do you currently feel about cycling in the area?**

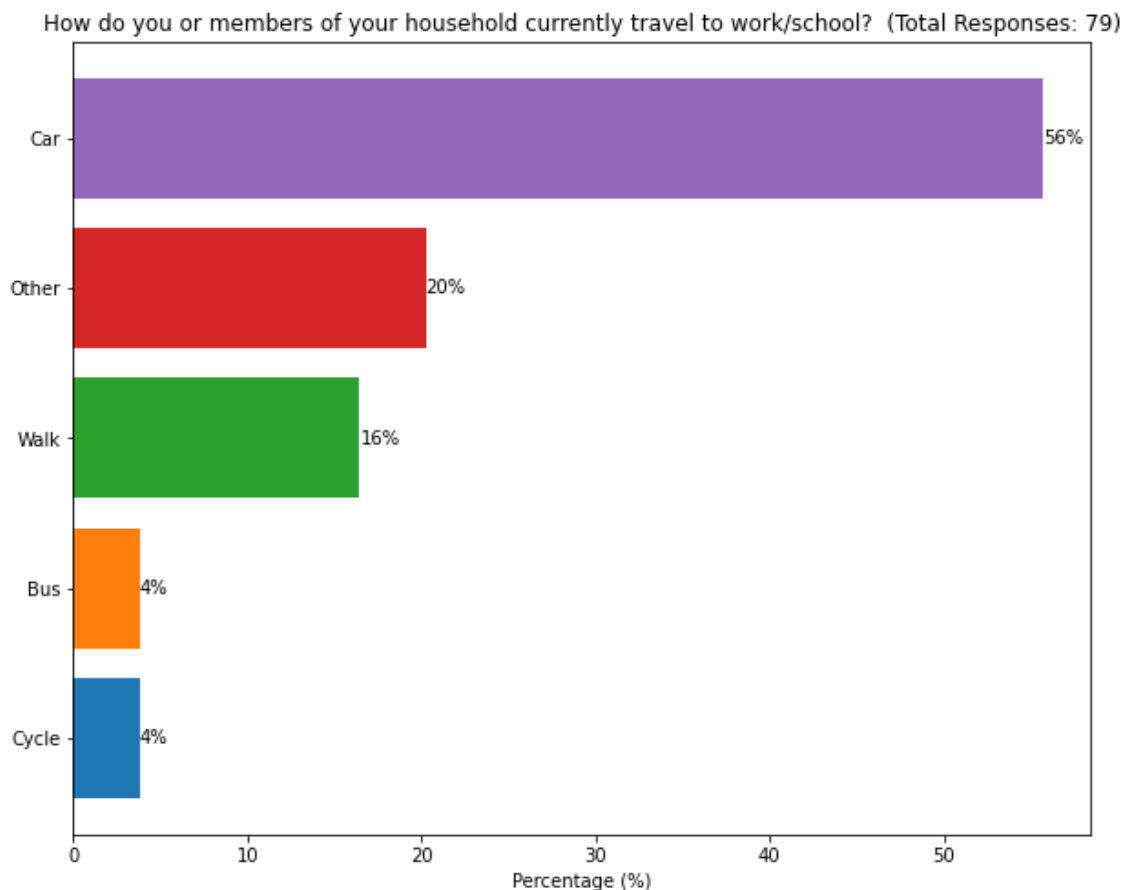


Only 21% said 'very confident' or 'confident' compared with 49% saying 'not very confident' or 'not confident at all'. 31% responded with 'neutral'. This demonstrates that, currently, there are a lack of opportunities for safe cycling in the local area, and, therefore, that there is a need for a safe, accessible cycling network in and around Narberth.

As discussed further in the demographic section in 4.1.5, respondents are weighted towards people over the age of 55 (59%) compared with those under 55 (36%). Respondents between the ages of 65-74 make up 23% of all respondents, whilst over 75-year-olds make up 11% of responses. This may contribute to the overall sentiment in relation to Figure 4-3, noting that confidence levels may be inhibited by age or health issues as opposed to a lack of interest in the scheme.

Figure 4-4 shows the total modal split based on how respondents and their households typically travel to work or school.

**Figure 4-4 - How do you or members of your household currently travel to work/school?**



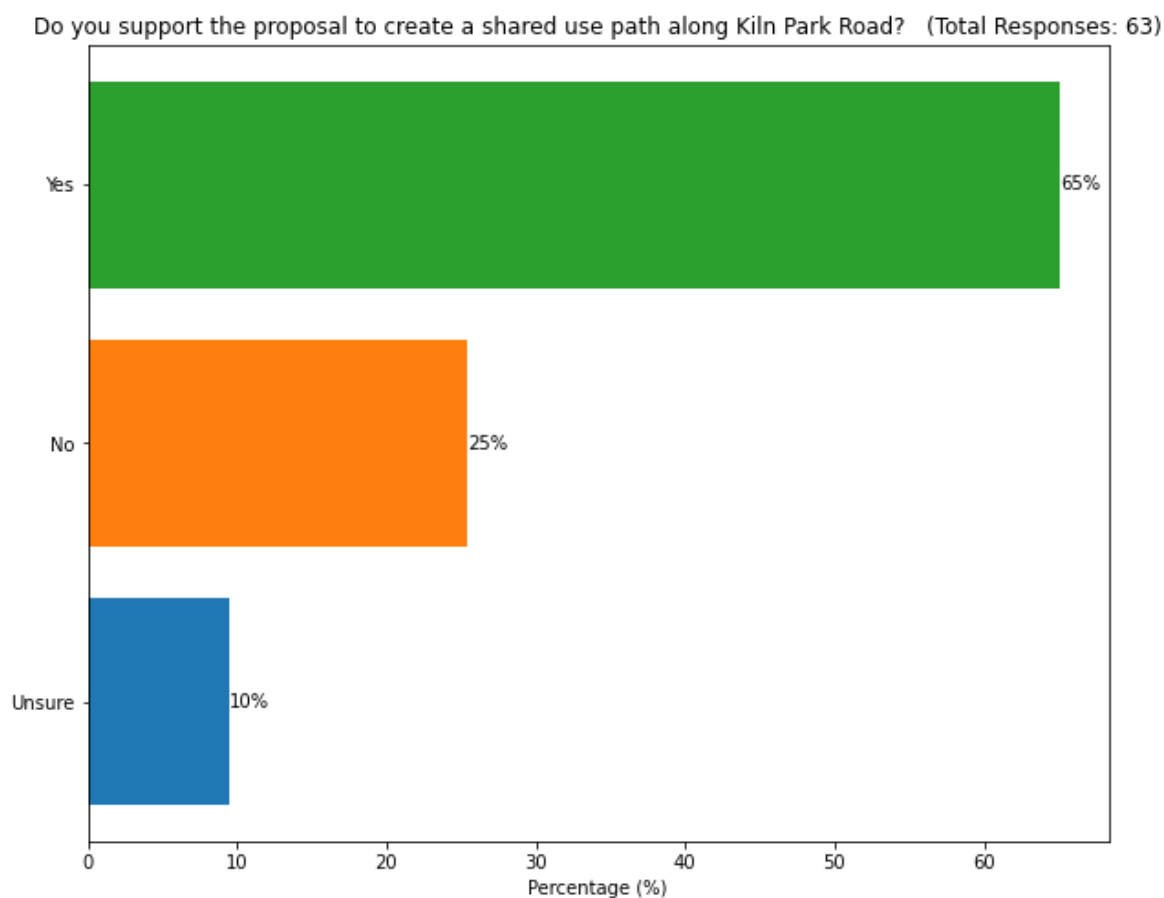
Overall, driving was by far the most popular mode to make journeys to school/work in Narberth, making up 56% of responses. Active modes and ‘other’ modes make up a significant proportion of trips, with walking and cycling making up 20% of responses (16% walking, 4% cycling), the same as ‘other modes’ at 20%. This highlights the potential for active mode share to improve as there is demand for these mode trips, but currently trips are dominated by car use.

As identified above, the reliance on car could reflect the demographic information discussed further in section 4.1.5, with age, health or mobility issues a contributing factor. Whilst Figure 4-4 directly aims to gather information on work or school travel, 28 unique respondents answered this survey question, of these 26% were over 65 and a further 19% were aged between 55-64.

## 4.1.2 Kiln Park Road

Figure 4-5 highlights whether respondents support the proposal to create a SUP along Kiln Park Road.

**Figure 4-5 - Do you support the proposal to create a shared use path along Kiln Park Road?**

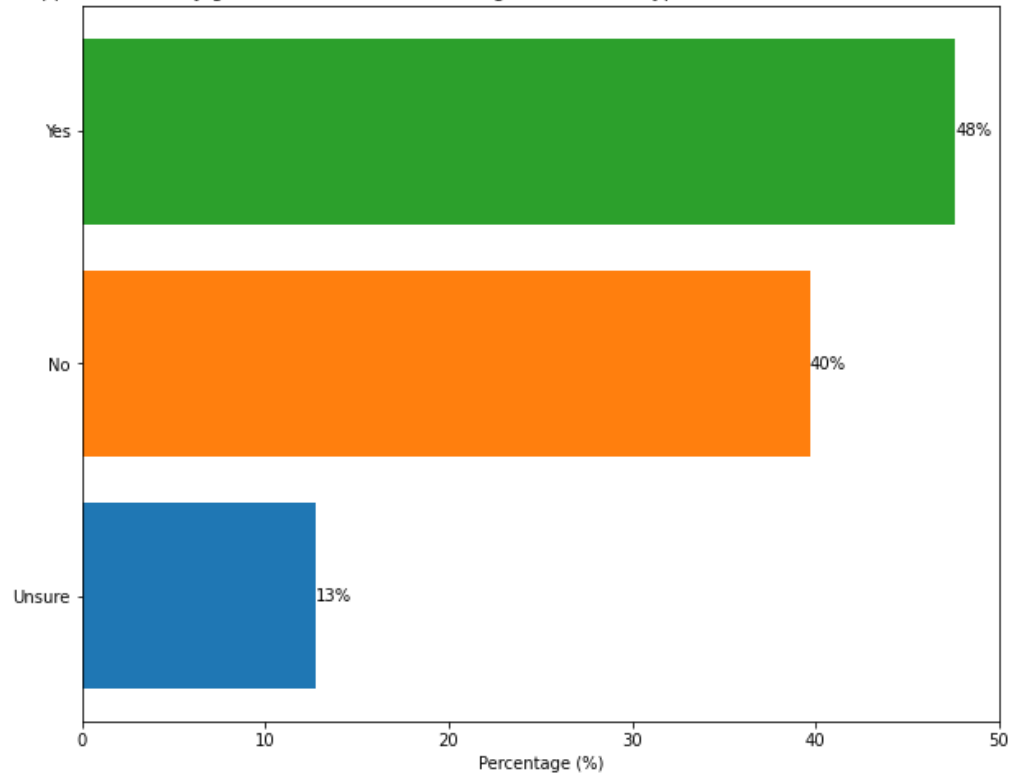


Responses were predominantly positive, with 65% saying they do support the proposal, compared to only 25% saying they do not, whilst the remaining 10% of respondents were unsure. This shows the desire for a new, improved SUP along Kiln Park Road.

Figure 4-6 highlights whether respondents support a heavy goods vehicle (HGV) diversion along Kiln Park Road to bypass Narberth town centre.

**Figure 4-6 - Are you in support of a heavy goods vehicle diversion along this route to bypass Narberth town centre?**

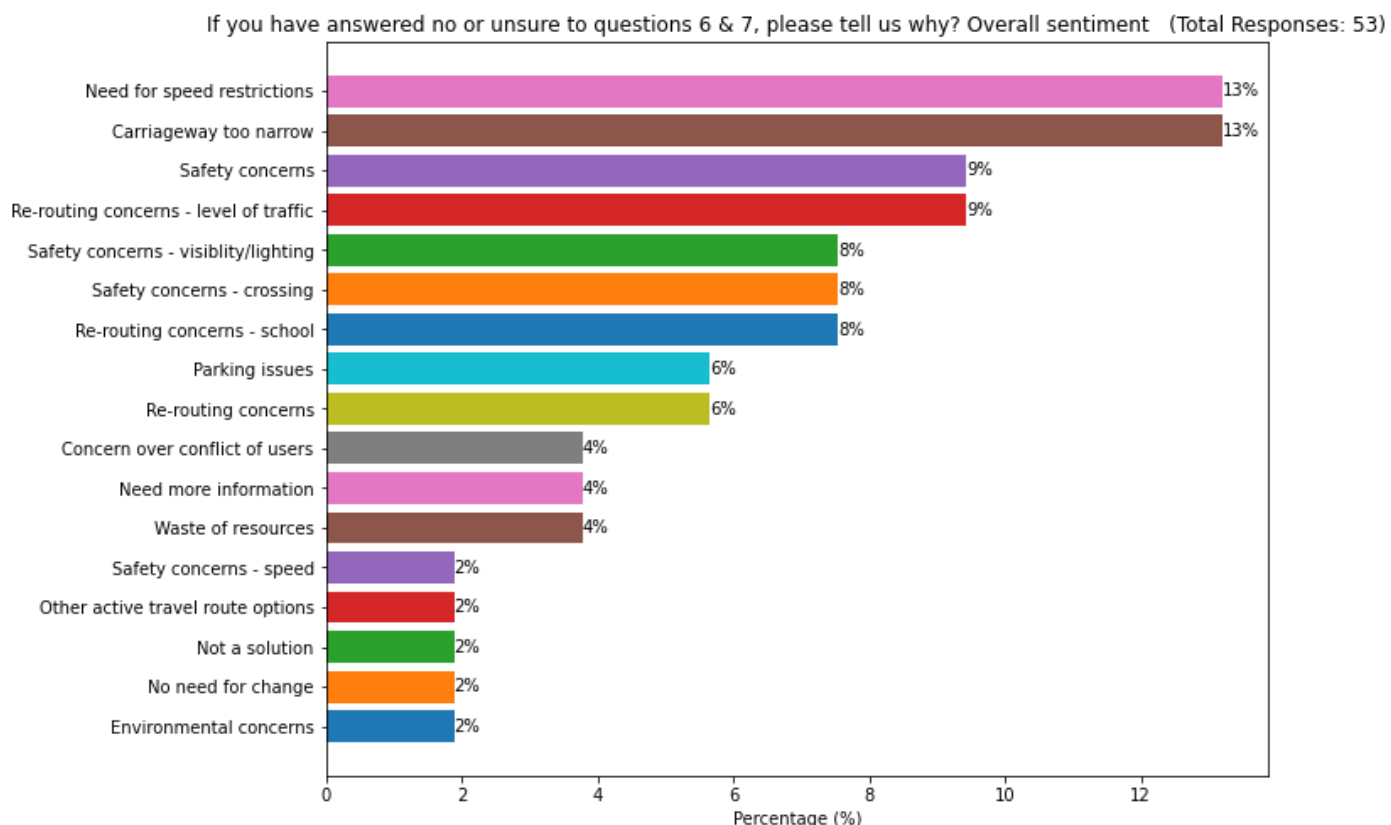
Are you in support of a heavy goods vehicle diversion along this route to bypass Narberth town centre? (Total Responses: 63)



Responses were mixed, with 48% saying they do support the proposal, compared to 40% saying they do not. 13% of respondents were unsure. Figure 4-7 shows the themes of free text responses that were highlighted by respondents when asked why they had responded 'no' or 'unsure' to the proposed SUP and HGV diversion questions.



**Figure 4-7 - If you have answered no or unsure to questions 6 & 7, please tell us why? Overall sentiment**



The most common themes were that the proposals need speed restrictions (13% of responses) and that the carriageway would be made too narrow by the proposed SUP (13% of responses). Safety concerns (9%) and re-routing causing traffic elsewhere due to the HGV diversion (9%) were also common themes.

Respondents noted that traffic speeds along Kiln Park Road are currently too high, with no official enforcement which poses a danger to local residents and visitors attempting to travel along and cross the road. Comments noted that fixed speed cameras, controlled crossing points or speed bumps could be installed to counteract the traffic speeds and allow for safe pedestrian and cyclist crossing.

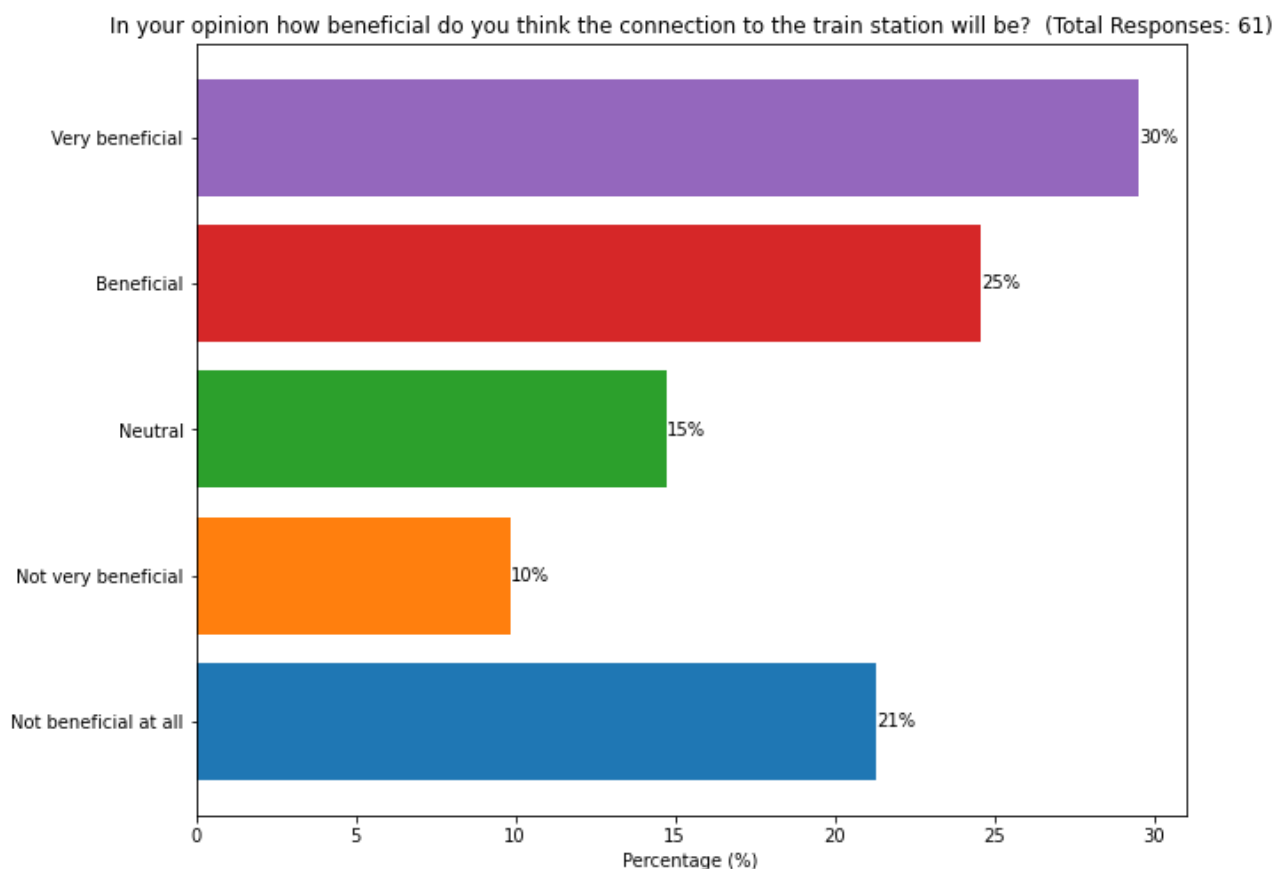
Safety concerns centred around the removal of the footpath and its links to school bus stops on Kiln Park Road, the lack of visibility from the suggested path and the increase of large HGV vehicles along Kiln Park Road. The increase in larger vehicles was noted to pose a threat to safety for pedestrians having to cross the road to reach the proposed path, and the routing behind hedgerows was a concern for some respondents, particularly for children using the path on their own or in the dark. The lack of visibility and lighting on the proposed path and safe crossing to access it must be considered in its design.

The re-routing suggestion for HGVs received several comments around carriageways on the route being too narrow to sufficiently hold larger vehicles. Suggestions noted other routes for HGVs to follow, particularly relating to the need to avoid going past Templeton Primary School. Respondents also commented that the installation of active travel schemes would further narrow the carriageway, causing further congestion around Narberth. The installation of double yellow lines, notably on St James Street and Jesse Road, to restrict parking that currently causes obstruction to vehicles, particularly larger vehicles, was suggested by a number of respondents.

Figure 4-8 shows how beneficial respondents think the Kiln Park Road connection to the train station will be. Respondents were asked to rate on a scale of 1-5 how beneficial this connection will be, with each score assigned as follows:

- 1 – Not beneficial at all.
- 2 – Not very beneficial.
- 3 – Neutral.
- 4 – Beneficial.
- 5 – Very beneficial.

**Figure 4-8 - In your opinion how beneficial do you think the connection to the train station will be?**



Responses were mostly positive, with 55% choosing 'Very beneficial' or 'Beneficial', compared to 31% choosing 'Not very beneficial' or 'Not beneficial at all'. 15% chose a neutral response. This shows there is a desire for a connection to the train station.

### 4.1.3 Narberth to Haverfordwest multi-user route

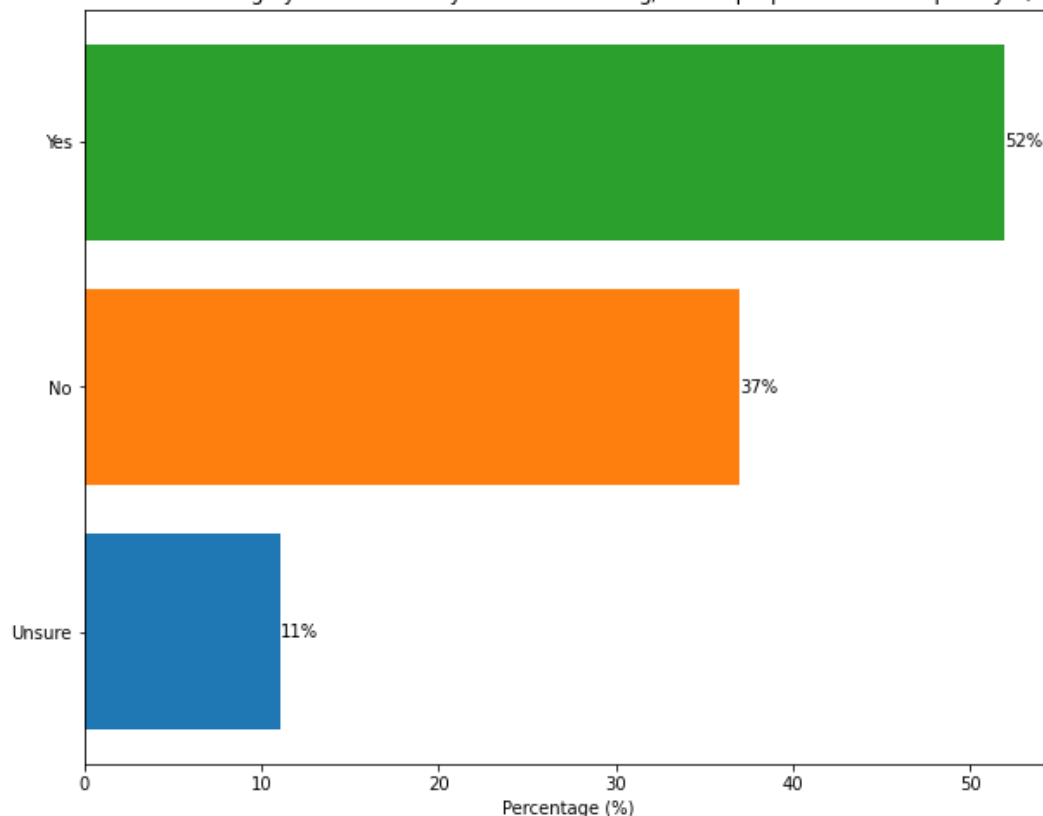
Figure 4-9 shows the responses to questions asking if:

- This multi-user route would encourage you to commute by active travel modes?
- This multi-user route would encourage you to walk or cycle for leisure purposes more frequently?

Due to the similarity of sentiments from two questions in regard to encouraging modal shift, the responses have been combined. A total of 127 responses were received across the two questions.

**Figure 4-9 - Would this multi-user route encourage you to walk or cycle for commuting/leisure purposes more frequently?**

Would this multi-user route encourage you to walk or cycle for commuting/leisure purposes more frequently? (Total Responses: 127)

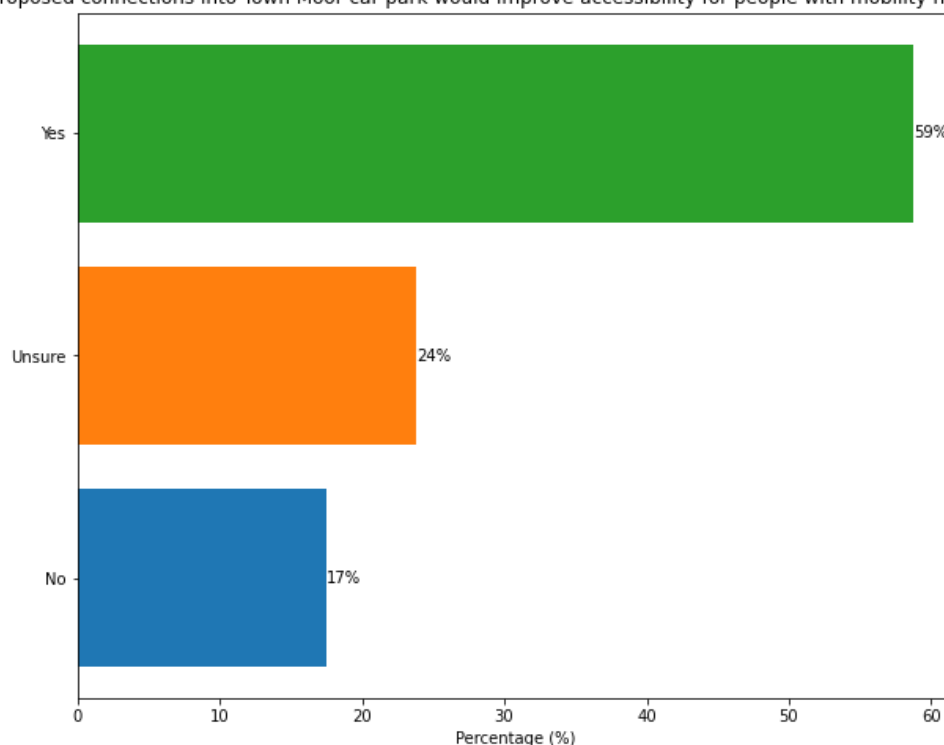


The responses were mostly positive, with 52% of responses to the two questions answering 'yes', compared to 37% answering 'no'. 11% of respondents were unsure on the two statements. This shows there is the potential for this multi-user route to create modal shift.

Figure 4-10 shows responses to the question "Do you think the proposed connections into Town Moor car park would improve accessibility for people with mobility needs?".

**Figure 4-10 - Do you think the proposed connections into Town Moor car park would improve accessibility for people with mobility needs?**

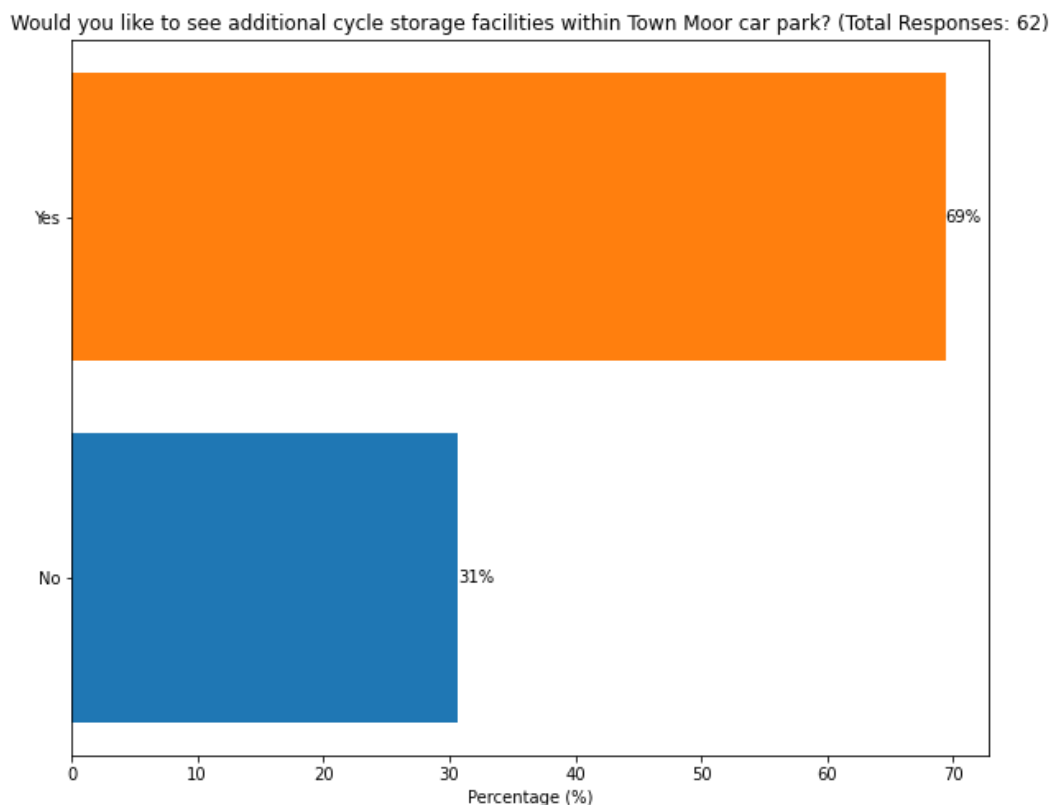
Do you think the proposed connections into Town Moor car park would improve accessibility for people with mobility needs? (Total Responses: 63)



The responses were mostly positive, with 59% of responses answering 'yes', compared to 24% answering 'no'. 17% of respondents were 'unsure' on the question. This shows there is general agreement that the Town Moor car park connections will improve accessibility

Figure 4-11 shows responses to the question "Would you like to see additional cycle storage facilities within Town Moor car park?".

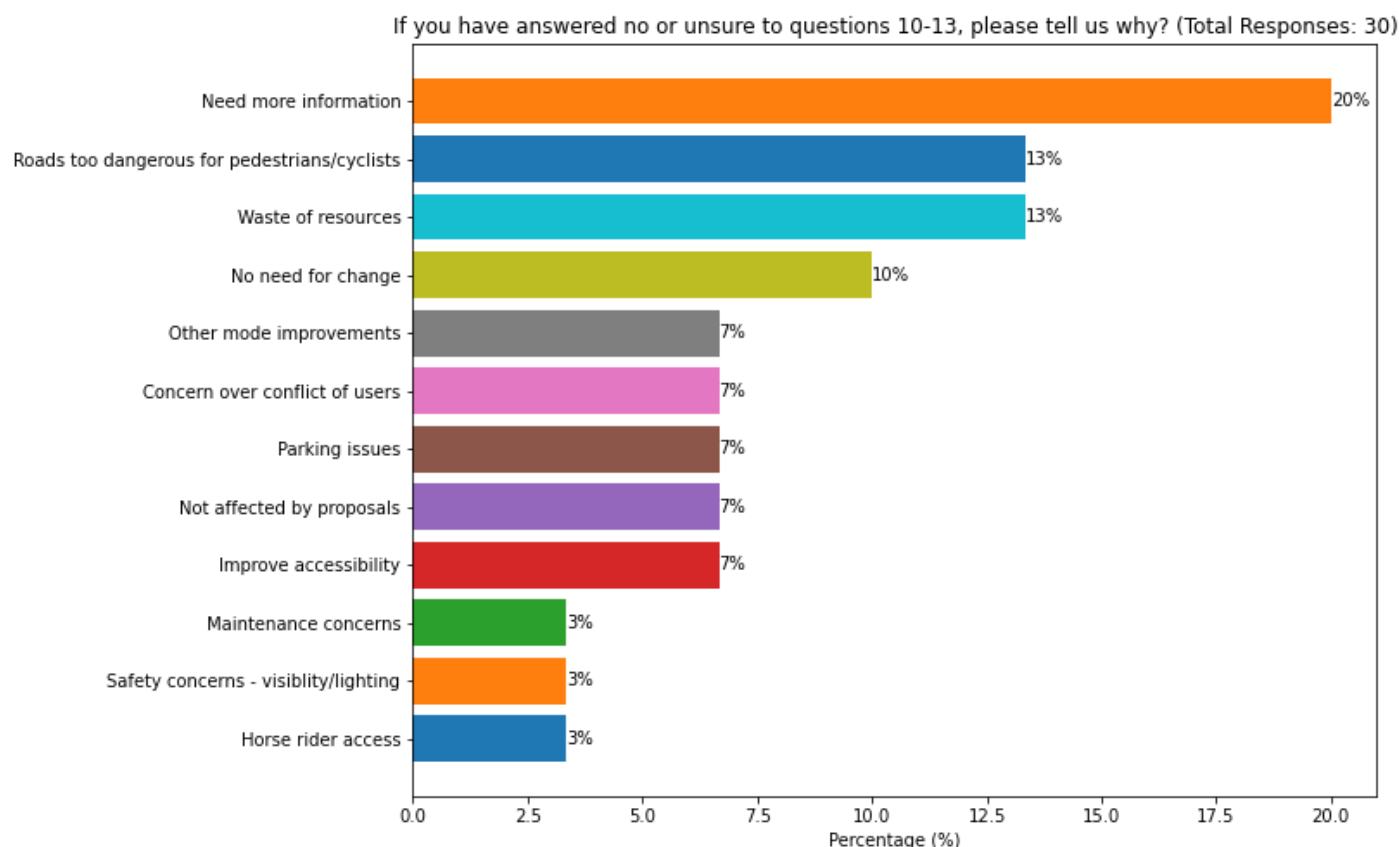
**Figure 4-11 - Would you like to see additional cycle storage facilities within Town Moor car park?**



The responses were mostly positive, with 69% of responses answering 'yes', compared to 31% answering 'no'. This shows there is general agreement that there should be additional cycle storage at the Town Moor car park.

Following on from the previous questions on the Narberth to Haverfordwest multi-user path, respondents that answered 'no' or 'unsure' to any question were provided with an opportunity to leave free text responses. Figure 4-12 shows the themes of free text responses that were highlighted by respondents.

**Figure 4-12 - If you have answered no or unsure to questions 10-13, please tell us why?**



The most common themes were that respondents wanted more information before they could make a judgement (20% of responses) and that the carriageway would be made too narrow by the proposed SUP (13% of responses). The roads being too dangerous for cyclists (13%) and a concern that there is no need for changes/this is a waste of resources (23% combined) were also popular themes.

Respondents noted that they would like further information on the routing between Narberth and Haverfordwest and its expected suitability for all users, particularly children and equestrian users. Some respondents noted that, at present, cycling routes, particularly longer distance routes, are dangerous due to heavy traffic and larger vehicles. A safe cycle route would, therefore, encourage modal shift. However, other respondents felt that the path between Narberth and Haverfordwest would be costly, and that the number of cyclists who would use the route would not justify the costs. Some respondents suggested that the money should be spent elsewhere; on improving public transport connections between the two locations.

The conflict of users, particularly between pedestrians, cyclists and mobility scooters, was flagged as a potential issue along the path, with respondents feeling that this would create a safety risk to all users.

Regarding cycle parking in Town Moor car park, several comments noted that any new cycle storage should not lead to the removal of existing car parking spaces.

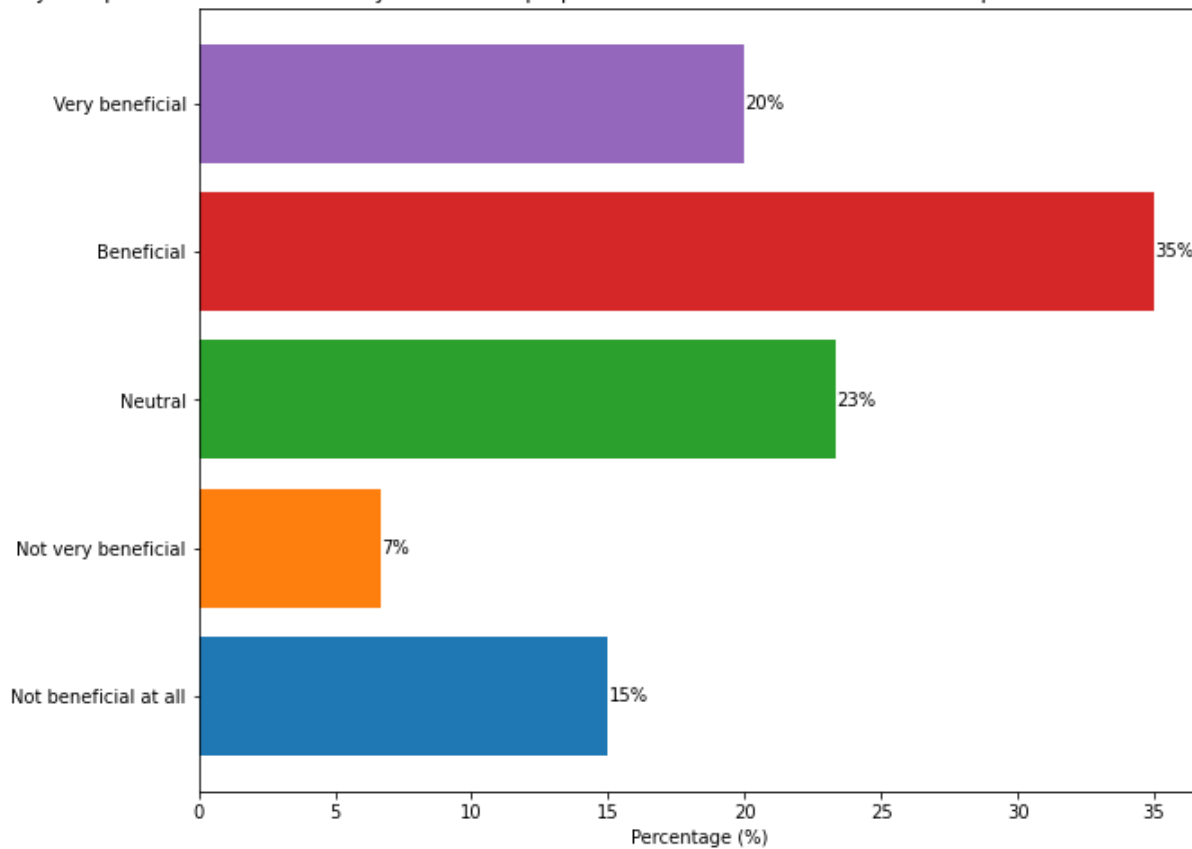
Figure 4-13 shows how beneficial respondents think the proposed connections into Town Moor car park would be. Respondents were asked to rate on a scale of 1-5 how beneficial this connection would be, with each score assigned as follows:

- 1 – Not beneficial at all.
- 2 – Not very beneficial.
- 3 – Neutral.

- 4 – Beneficial.
- 5 – Very beneficial.

**Figure 4-13 - In your opinion how beneficial do you think the proposed connections into Town Moor car park would be?**

In your opinion how beneficial do you think the proposed connections into Town Moor car park would be? (Total Responses: 60)

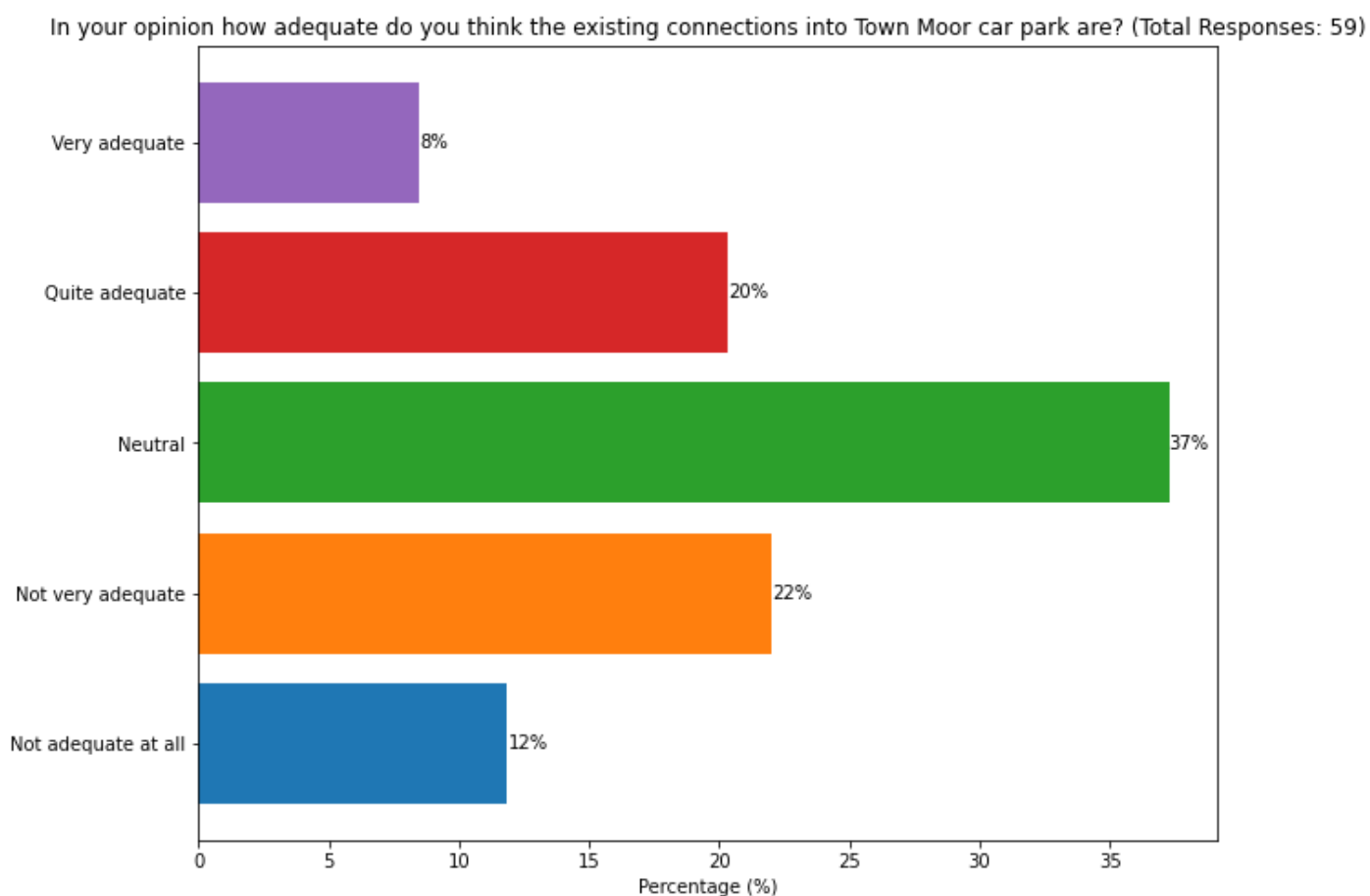


Responses were mostly positive, with 55% choosing 'Very beneficial' or 'Beneficial', compared to 22% choosing 'Not very beneficial' or 'Not beneficial at all'. 23% chose a neutral response. This shows there is a desire for the connection to Town Moor car park.

Additionally, Figure 4-14 shows how adequate respondents think the existing connections into Town Moor car park are. Respondents were asked to rate on a scale of 1-5 how adequate the current connections are, with each score assigned as follows:

- 1 – Not adequate at all.
- 2 – Not very adequate.
- 3 – Neutral.
- 4 – Quite adequate.
- 5 – Very adequate.

**Figure 4-14 - In your opinion how adequate do you think the existing connections into Town Moor car park are?**

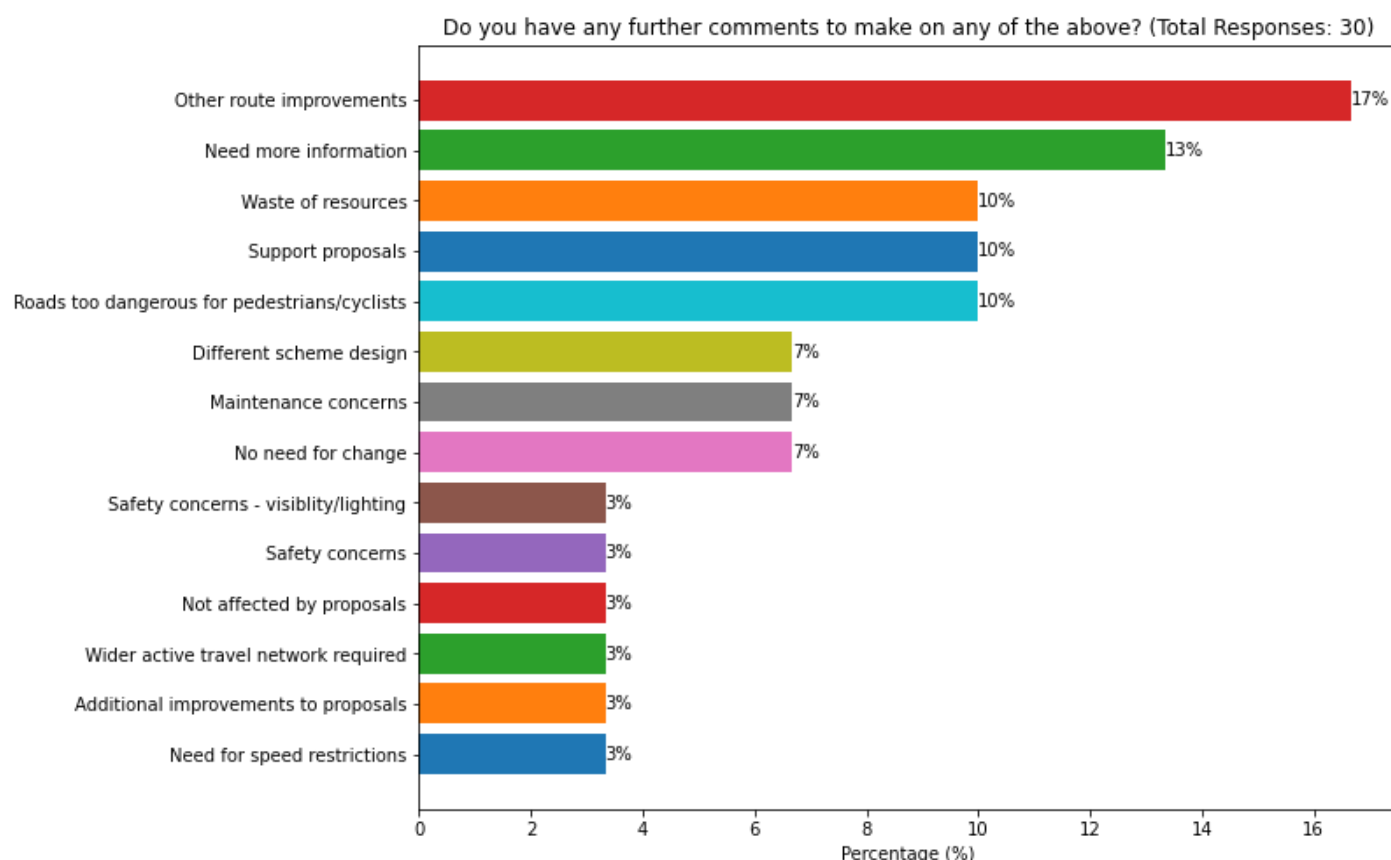


Responses were mixed, with 28% choosing 'Very adequate' or 'Quite adequate', compared to 34% choosing 'Not very adequate' or 'Not adequate at all'. 37% chose a neutral response. This shows there is a need for improvements of the connections to the Town Moor car park.

Figure 4-15 shows the themes of free text responses that were highlighted by respondents when asked if they had any further comments to make on the above.



**Figure 4-15 - Do you have any further comments to make on any of the above?**



The most common themes were respondents suggesting other route improvements (17% of responses) and needing more information to make a judgement (13% of responses). The roads being too dangerous for cyclists (10%) and a concern that there is no need for changes/this is a waste of resources (17% combined) were also popular themes. 10% of additional comments highlighted their support for the proposals. This shows that communication regarding how the route will improve cyclist safety and why the route has been chosen is important for the next steps of the project.

Comments around other route improvements focused on the need to improve the local area in Narberth, as opposed to focusing on longer distance projects. Suggestions for other route improvements included new footpaths to allow for pedestrians from Princes Gate and Tavernspite to walk to Narberth. A one-way system throughout Narberth was also suggested to ease the impact of traffic throughout the town.

There were some respondents who felt that the roads are currently too dangerous for pedestrians and cyclists, supporting the potential for improvements at Town Moor car park. A number of comments suggested that a dedicated safe path for pedestrians would be welcomed.

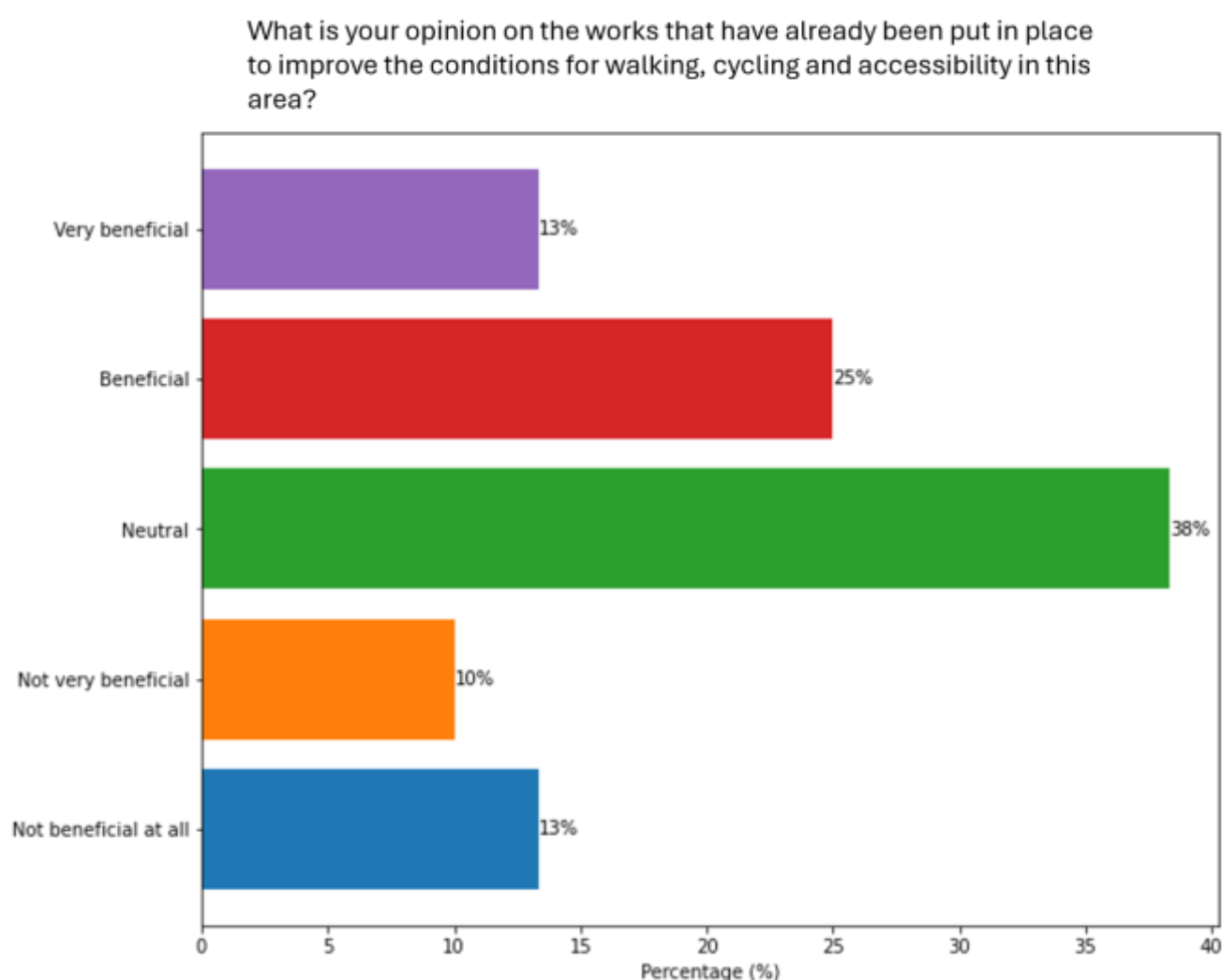
10% of comments related to support for the proposals. Comments noted the need from an environmental perspective to reduce the impact of vehicle traffic, and the need for a growth in the number of safe traffic-free routes for pedestrians and cyclists. Comments also noted the need for ongoing maintenance of the proposed routes, along with sufficient lighting and signage. Regarding equestrian facilities, one respondent noted that 'hitching' facilities along the route between Narberth and Haverfordwest would be beneficial to equestrian users.

## 4.1.4 Jesse Road

Figure 4-16 shows how beneficial respondents think the works that have already been put in place to improve the conditions for walking, cycling and accessibility on Jesse Road are. There was a phased approach to the works at the time of the consultation, and some of them in the area had been completed. Respondents were asked to rate on a scale of 1-5 how beneficial these works have been, with each score assigned as follows:

- 1 – Not beneficial at all.
- 2 – Not very beneficial.
- 3 – Neutral.
- 4 – Beneficial.
- 5 – Very beneficial.

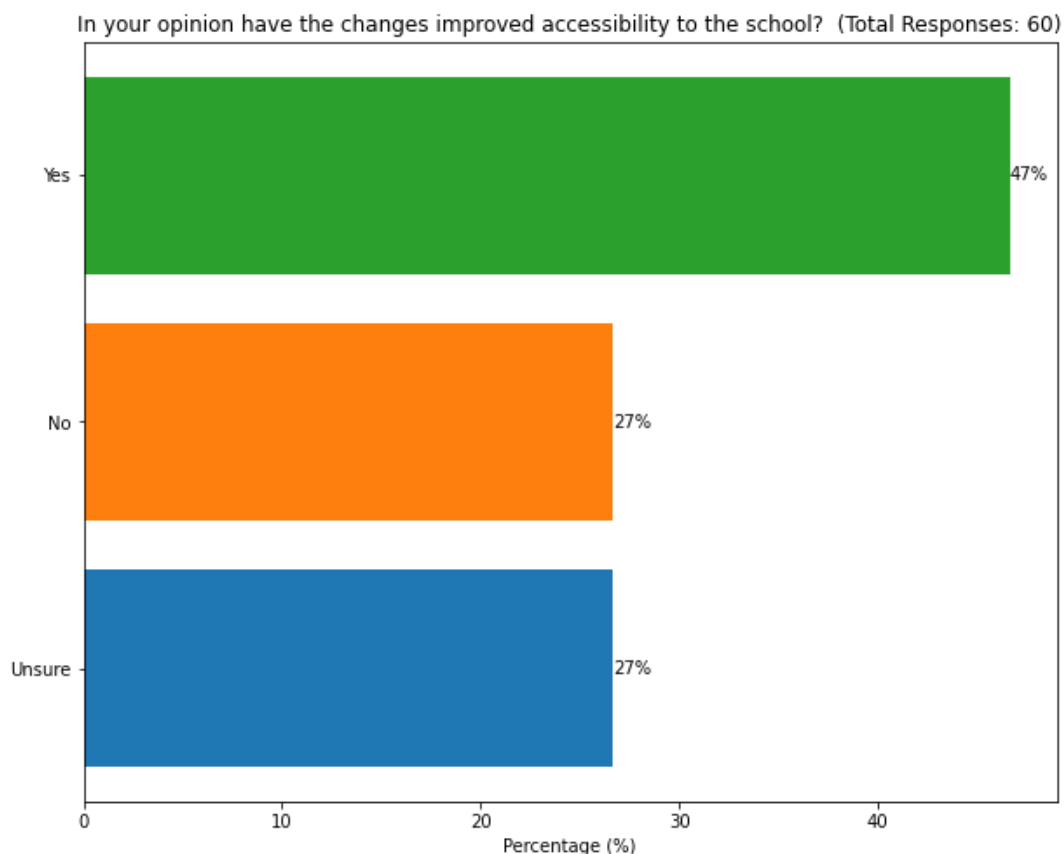
**Figure 4-16 - What is your opinion on the works that have already been put in place to improve the conditions for walking, cycling and accessibility in this area?**



Responses were mixed, with 38% choosing 'Very beneficial' or 'Beneficial', compared to 23% choosing 'Not very beneficial' or 'Not beneficial at all'. 38% chose a neutral response. This shows there are lessons to be learnt, as well as practices to apply to future works based on the Jesse Road works.

Figure 4-17 shows responses to the question "In your opinion have the (Jesse Road) changes improved accessibility to the school?".

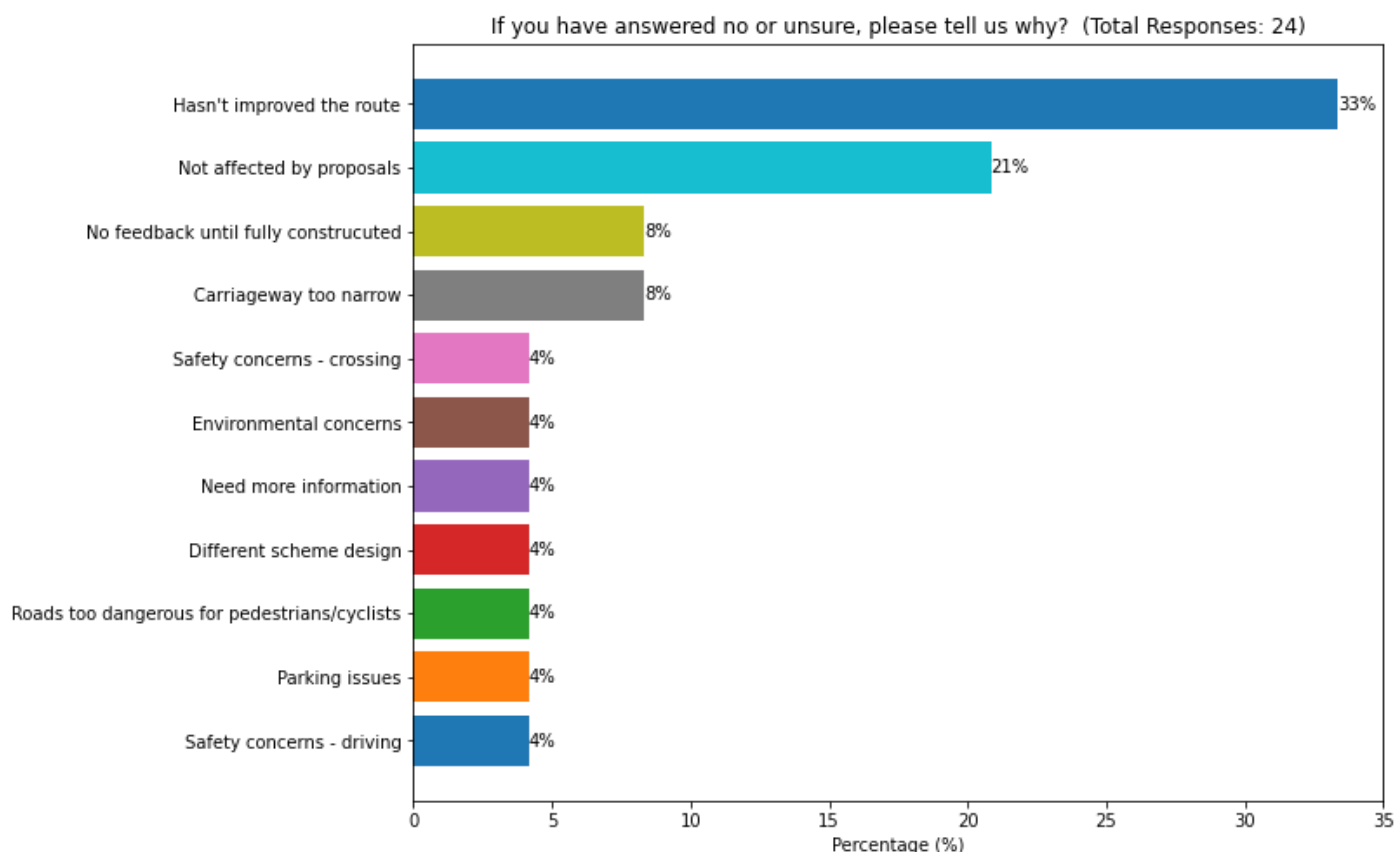
**Figure 4-17 - In your opinion have the changes improved accessibility to the school?**



The responses were mixed, with 47% of responses answering 'yes', compared to 27% answering 'no'. 27% of respondents were 'unsure' on the question. This shows there is no public consensus on whether the Jesse Road changes have improved accessibility to the school.

Figure 4-18 shows the themes of free text responses that were highlighted by respondents when asked why they responded 'no' or 'unsure' to the above question regarding accessibility.

**Figure 4-18 - If you have answered no or unsure, please tell us why?**



The most common themes were respondents suggesting that the Jesse Road works had not improved the route (33% of responses) and that they weren't affected by the works (21% of responses). Although 33% is a large proportion of the comments, suggesting that the Jesse Road works have not improved the route, it is worth noting that only 24 responses were received to this question. This means these themes are unlikely to be representative of the views of all the respondents or Jesse Road residents, and the comments do not reflect the completed Jesse Road scheme as works are still undergoing. It is also 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.

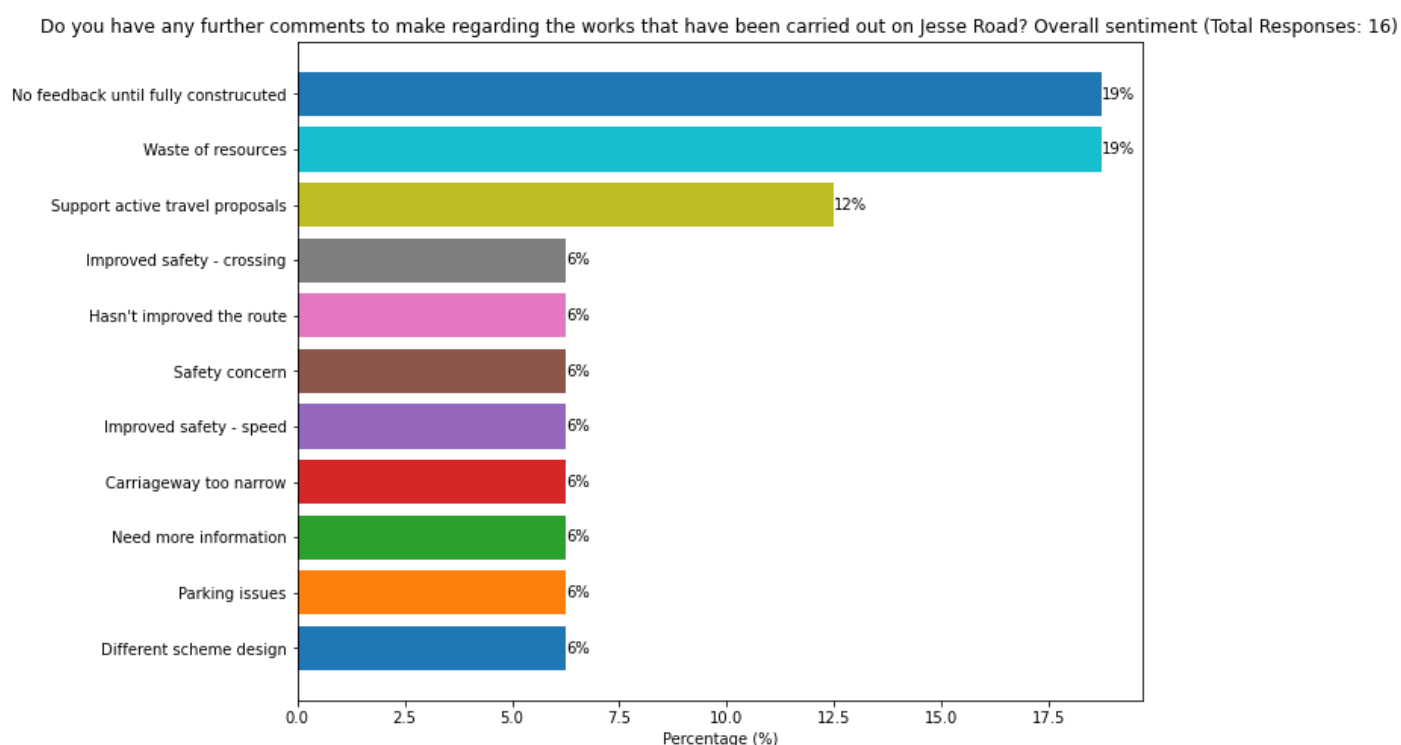
The comments that felt that the works had not improved accessibility felt that the widened footpaths had impacted on the width of the carriageways, making it dangerous to travel along Jesse Road in a vehicle. One comment noted that the installation of the roundabout was dangerous for wider or longer vehicles (e.g. tractors, trailers or lorries) due to vehicles having to perform a sharp turn.

Some respondents felt that further work was required to ensure that vehicles did not park on the road or pavement near the school, and that the design could have been improved with green borders on the footpath.

The 21% of comments received around not being affected by the proposals mainly noted that they did not have a child or relative that attended the school.

Respondents were also provided with a free text question to provide any further comments regarding the Jesse Road works. Figure 4-19 shows the top themes for the further comments received.

**Figure 4-19 - Do you have any further comments to make regarding the works that have been carried out on Jesse Road? Overall sentiment**



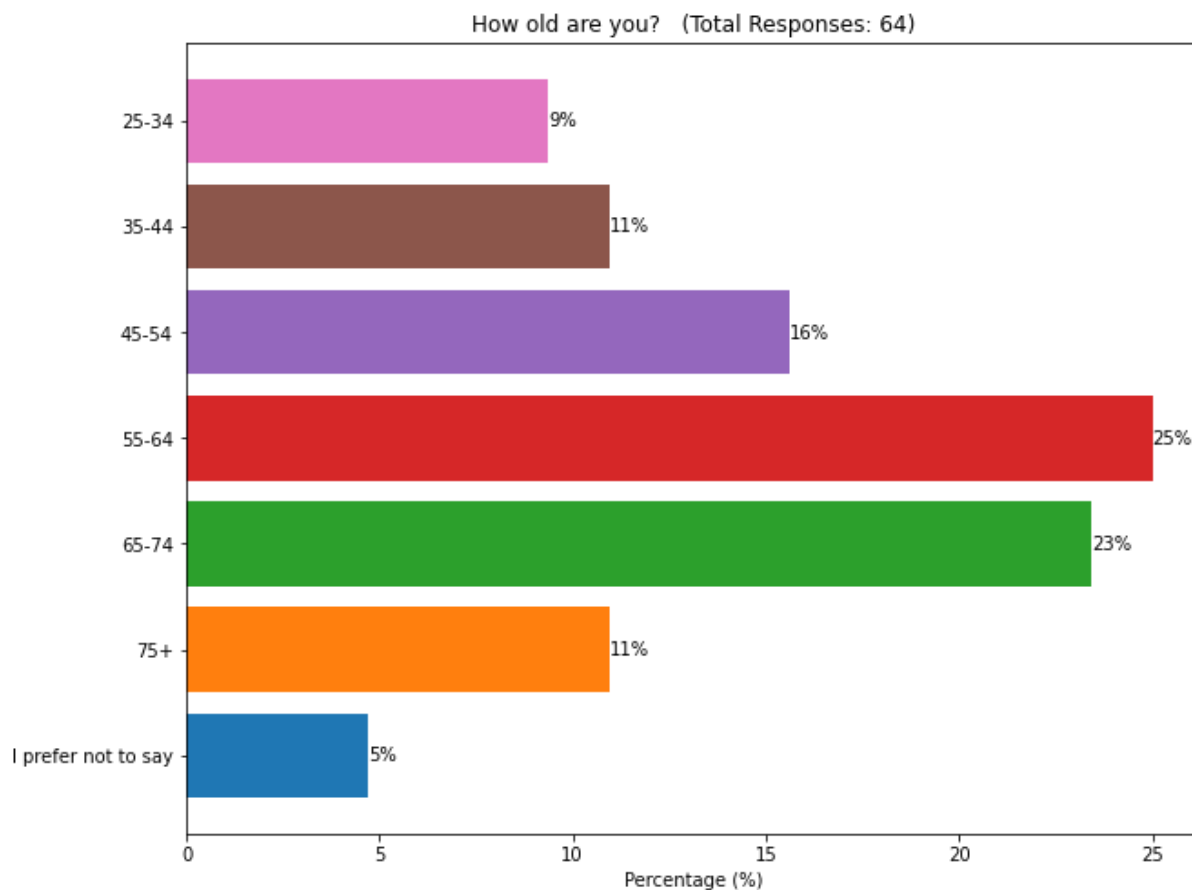
19% said that the works are a waste of resources, whereas 12% said they support the works. 19% commented that they would wait until the works are completed to pass judgement. It is worth noting that only 16 responses were received to this question. This means these themes are unlikely to be representative of the views of the respondents or Jesse Road residents.

Comments suggested that improvements to safety could be made by making Jesse Road one-way and using double yellow lines to restrict parking along it, whilst others felt that the existing footpath was sufficient, and the amount spent on the works undertaken to date could have been better spent elsewhere in Narberth.

## 4.1.5 Demographic information

Figure 4-20 shows the age demographic of respondents to the survey. All 64 survey respondents answered this question.

**Figure 4-20 - How old are you?**



There is a large range of ages, with responses from people under the age of 25 and over the age of 75. However, the responses are weighted towards people over the age of 55 (59%) compared with those under 55 (36%), with 5% preferring not to say. This is not fully representative of the population of St Narberth where people over the age of 55 make up only 40% of the population<sup>1</sup>.

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

## 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
Active travel improvements in Narberth	<ul style="list-style-type: none"> <li>Respondents mostly support the proposed active travel improvements and believe they will improve the local community with 61% of responses to the two questions answering 'yes', compared to 32% answering 'no'. 7% of respondents were unsure on the two statements (Figure 4-1).</li> <li>Approximately 2/3 (66%) of respondents were aware of their wider active travel network links (Figure 4-2). Although most respondents commented 'yes', there is clearly an opportunity to promote greater awareness of the wider active travel network in the area.</li> <li>Only 21% said 'very confident' or 'confident' compared with 49% saying 'not very confident' or 'not confident at all' when asked how confident they were cycling in Narberth (Figure 4-3). This shows that there is a need for a safe, accessible active travel route between in Narberth.</li> <li>Overall, driving was by far the most popular mode to make journeys to school/work in Narberth, making up 56% of responses. Active modes and 'other' modes make up a significant proportion of trips, with walking and cycling making up 20% of responses (16% walking, 4% cycling), the same as 'other modes' (Figure 4-4). This highlights the potential for active mode share to improve further as there is clearly demand for these trips.</li> </ul>
Kiln Park Road	<ul style="list-style-type: none"> <li>Responses were predominantly positive, with 65% saying they support the proposal, compared to 25% saying they do not. 10% of respondents were unsure (Figure 4-5). This shows the desire for a new, improved SUP along Kiln Park Road.</li> <li>On whether respondents support a heavy goods vehicle (HGV) diversion along Kiln Park Road to bypass Narberth town centre, responses were mixed. 48% said they support the proposal, compared to 40% saying they do not. 13% of respondents were unsure (Figure 4-6).</li> <li>The most common themes to reasons why respondents commented 'no' or 'unsure' to the two questions above were that the proposals need speed restrictions (13% of responses) and that the carriageway would be made too narrow by the proposed SUP (13% of responses). Safety concerns (9%) and re-routing causing traffic elsewhere due to the HGV diversion (9%) were also popular themes (Figure 4-7).</li> </ul> <p><b>To whether respondents thought a connection to the train station would be beneficial, responses were mostly positive, with 55% choosing 'Very beneficial' or 'Beneficial', compared to 31% choosing 'Not very beneficial' or 'Not beneficial at all'. 15% chose a neutral response (</b></p> <ul style="list-style-type: none"> <li><b>Figure 4-8). This shows there is a desire for the connection to the train station.</b></li> </ul>
Narberth to Haverfordwest multi-user route	<ul style="list-style-type: none"> <li>Responses were mostly positive to whether respondents thought the multi-user route would encourage commuting and leisure trips by active modes, with 52% of responses to the two questions answering 'yes', compared to 37% answering 'no'. 11% of respondents were unsure on the two statements (Figure 4-9). This shows there is the potential for this multi-user route to create modal shift.</li> <li>59% of responses answered 'yes', compared to 24% answering 'no' when asked if the Town Moor car park connections would improve accessibility. 17% of respondents were unsure on the question (Figure 4-10). This shows there is general agreement that the Town Moor car park connections will improve accessibility.</li> </ul>

	<ul style="list-style-type: none"> <li>There is general agreement that there should be additional cycle storage at the Town Moor car park, with 69% of respondents answering 'yes' to this question (Figure 4-11). The most common reasons for answering 'no' or 'unsure' to the above three questions were: wanting more information before they could make a judgement (20% of responses) and that the carriageway would be made too narrow by the proposed SUP (13% of responses). The roads being too dangerous for cyclists (13%) and a concern that there is no need for changes/this is a waste of resources (23% combined) were also popular themes (Figure 4-12).</li> <li>There is a desire and need for the improved connection to Town Moor car park. 55% chose 'Very beneficial' or 'Beneficial', compared to 22% that chose 'Not very beneficial' or 'Not beneficial at all' when asked how beneficial the Town Moor car park connection would be (Figure 4-13). Additionally, 28% chose 'Very adequate' or 'Quite adequate', compared to 34% that chose 'Not very adequate' or 'Not adequate at all' when asked how adequate the current connection to Town Moor car park is (Figure 4-14).</li> <li>The most common themes when asked for further comments were respondents suggesting other route improvements (17% of responses) and needing more information to make a judgement (13% of responses). The roads being too dangerous for cyclists (10%) and a concern that there is no need for changes/this is a waste of resources (17% combined) were also popular themes. 10% of additional comments highlighted their support for the proposals (Figure 4-15). This shows that communication of how the route will improve cyclist safety and why the route has been chosen is important for the next steps of the project.</li> </ul>
Jesse Road	<ul style="list-style-type: none"> <li>38% chose 'Very beneficial' or 'Beneficial', compared to 23% that chose 'Not very beneficial' or 'Not beneficial at all' when asked how beneficial the current Jesse Road works have been (Figure 4-16). This shows there are lessons to be learnt, as well as practices to apply to future works based on the Jesse Road works.</li> <li>When asked whether the Jesse Road changes have improved accessibility to the school, 47% of responses answered 'yes', compared to 27% that answered 'no'. 27% of respondents were unsure on the question (Figure 4-17).</li> <li>The most common themes from responses that said 'no' or 'unsure' to the above question were suggestions that the Jesse Road works had not improved the route (33% of responses) and that they weren't affected by the works (21% of responses) (Figure 4-18). Although 33% is a large proportion of the comments, suggesting that the Jesse Road works have not improved the route, it is worth noting that only 24 responses were received to this question. This means these themes are unlikely to be fully representative of the views of all the survey respondents, or of all Jesse Road residents.</li> <li>Figure 4-19 shows the top themes for any further comments on the Jesse Road works. 19% said that the works are a waste of resources, whereas 12% said they support the works. 19% commented that they would wait until the works are completed to pass judgement. It is worth noting that only 16 responses were received to this question. This means these themes are unlikely to be representative of the views of the respondents or Jesse Road residents.</li> </ul>
Demographic information	<ul style="list-style-type: none"> <li>There is a large range of ages, with responses from people under the age of 25 and over the age of 75. However, the responses are weighted towards people over the age of 55 (59%) compared with those under 55 (36%), with 5% preferring not to say (Figure 4-20). This is not fully representative of the population of St Narberth where people over the age of 55 make up only 40% of the population<sup>1</sup>.</li> </ul>



## 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 to take this project forward to design detail stage.



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