



PEMBROKE DOCK ACTIVE TRAVEL CONSULTATION REPORT

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1. Introduction

1.1 Purpose of report

Engagement has been undertaken by Pembrokeshire County Council (PCC) to gain feedback from the public on new active travel route proposals in Pembroke Dock. The proposals aim to improve the current active travel network within the town and several shared use paths (SUPs) are proposed at the following locations:

- Bush Street.
- Prospect Place / Memorial Park.
- High Street.
- Trinity Road.

In this report, SUPs are designed to accommodate pedestrians, wheelchair users, and cyclists. These paths are off-road, providing safety away from motor traffic. They offer secure routes for travelling to work or education and encourage healthier, more sustainable ways for people to travel within their community. The SUPs presented are not intended to be used by horse riders.

This engagement has been undertaken as part of the wider engagement for the active travel improvements across Pembrokeshire. The engagement for Pembroke Dock comprised of a community survey, a public consultation workshop and drop-in session. The survey period ran for five weeks from Tuesday 24th June to Monday 28th July 2025. The public consultation commenced with a workshop on Tuesday 24th June, with drop-in slots at Pater Hall between 09:00 – 17:00. A second drop-in session was held at Pennar Hall on the 14th of July between 16:00 to 18:00.

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 Online survey –** analysis of responses: common themes arising from the engagement.
- **Chapter 5**



- **Conclusions** from survey 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 proposing to improve the existing active travel routes in Pembroke Dock, as one of the designated settlements within Pembrokeshire. This will include introducing new routes in line with the active travel guidance to encourage more walking, wheeling and cycling within the town, with the vision of converting some footways to shared use paths. PCC is aiming to create a safe environment for all and to encourage people to travel without the use of their vehicles. One of the primary objectives of this project is to improve connectivity between the lower part of town and the rest of the community, ensuring convenient access to local amenities and schools.

The aims of the proposals are to:

- Create a safe active travel link within the town.
- Improve the connectivity of the existing network.
- Improve road safety for walkers, wheelers and cyclists.
- Encourage socially inclusive active travel for all types of journeys including tourism and leisure.
- Reduce the levels of car dependency, reducing carbon footprint, pollution and congestion.
- Improve the environment, health and social wellbeing of the community.

2.1 Bush Street

The proposed creation of a SUP along the northern side of Bush Street, with the introduction of new uncontrolled pedestrian crossing points, aims to support safer connectivity while also delivering broader benefits for all highway users. An overview of the design is listed below and shown in Figure 2-1:

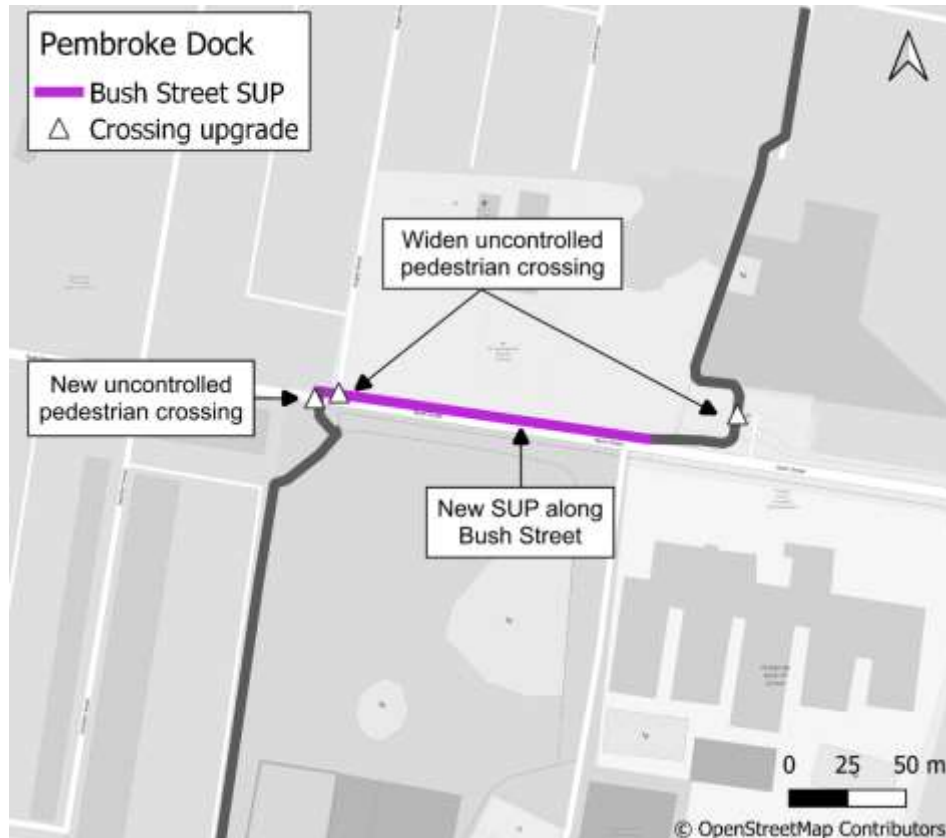
- Construction of a 3.5m wide SUP along the northern side of Bush Street.
 - This path will facilitate active travel by providing continuous connectivity from south to north within the designated active travel corridor. Additionally, provisions may be made to extend connectivity westward to accommodate potential future developments.
- Reduce the existing carriageway in width from 7.3m to 6.1m to accommodate the Active Travel improvements.
 - This option would reduce the existing carriageway in width to accommodate the SUP and would fall within the Manual for Streets guidance¹ that is considered acceptable at this location. This will still enable a two-way traffic flow, including for buses and HGVs.
- Introduction of additional traffic calming measures will be considered.
 - To enhance road safety for active travel users. These improvements aim to support safer connectivity while also delivering broader benefits for all highway users.
- New and widened uncontrolled crossing positions.
 - This provides continuity along the route for all users. Two existing uncontrolled pedestrian crossings are proposed to be widened, with one new uncontrolled pedestrian crossing proposed.

The proposals for Bush Street link to the proposals for Trinity Road via an existing SUP through the play area.

¹ [Manual for the Streets](#)



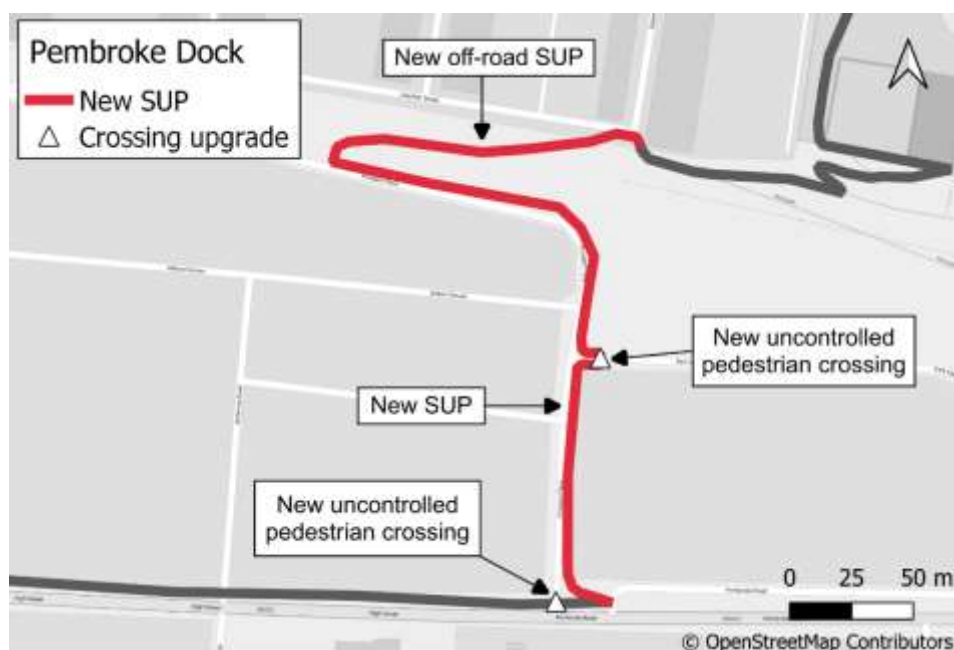
Figure 2-1 - Bush Street proposals



2.2 Prospect Place

On Prospect Place, it is proposed to introduce a 3m wide SUP to the west side of Memorial Park, with an overview of the proposals shown in Figure 2-2.

Figure 2-2 - Prospect Place proposals



There are two potential options for the alignment of the path from Prospect Place through to the existing SUP off Gwyther Street, shown in Figure 2-3 and Figure 2-4:

- Option 1: widening the existing gap in the wall in centre of Prospect Place to 3.5m.
 - Option 2: widening the existing gap near the corner of Prospect Place to 3.5m, providing a SUP that runs along the back-side of the existing wall on an elevated platform, with the wall acting as a barrier between the carriageway.
- Both options tie into the existing footpath, and the existing steps on the route will be repositioned to suit either design.

Figure 2-3 - Prospect Place - option 1



Figure 2-4 - Prospect Place - option 2



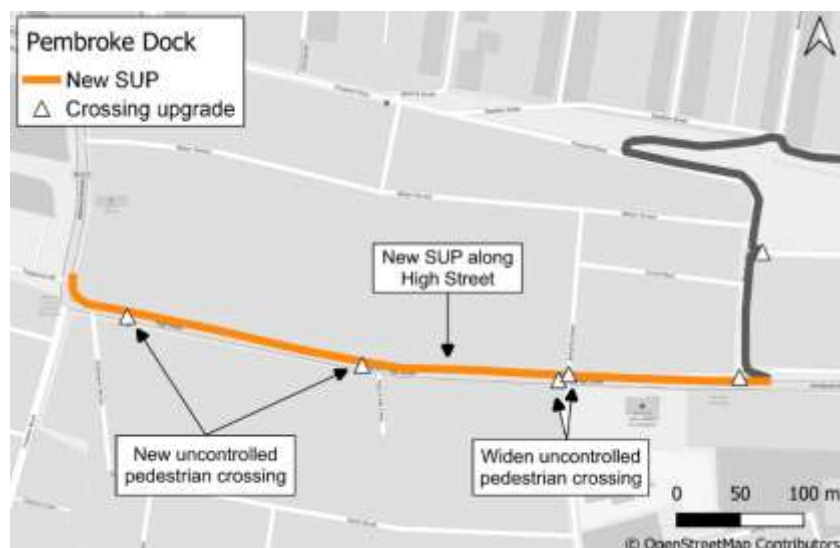
2.3 High Street

The proposals for the High Street link into the options presented for Prospect Place, and an overview is shown in Figure 2-5. Two options have been proposed for High Street for consideration:

- Option 1 includes the creation of a 3.5m SUP to the northside of the High Street, with connectivity at each end to the existing or future active travel corridors.
 - This option would reduce the existing carriageway in width from 6.1m to 5.5m to accommodate the SUP and would fall within the Manual for Streets guidance that is considered acceptable at this location.
 - 5.5m would enable two HGVs and/or buses to pass simultaneously. This can be seen in Figure 2.6, below, taken from Manual for Streets².
- Option 2 is a quiet 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 measures and improved safety features, are introduced.

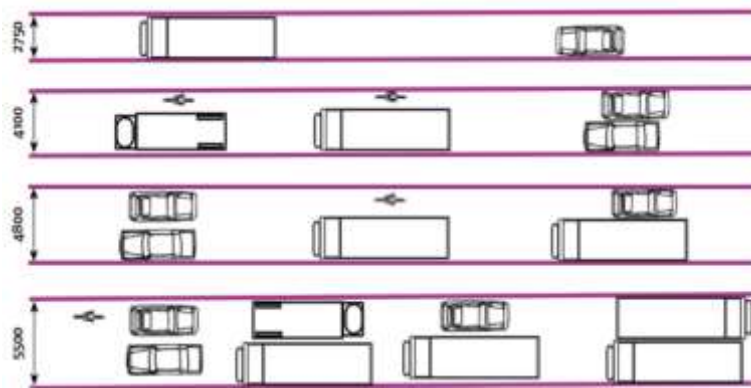
For the High Street two new uncontrolled pedestrian crossings are also proposed, with widening to two existing uncontrolled pedestrian crossings. In the further design, consideration may be given to the need to change current on-street parking provision, with the aim to retain or increase current arrangements.

Figure 2-5 - High Street Proposals



² [Manual for the Streets](#)

Figure 2-6 - Manual for Streets Carriageway Widths



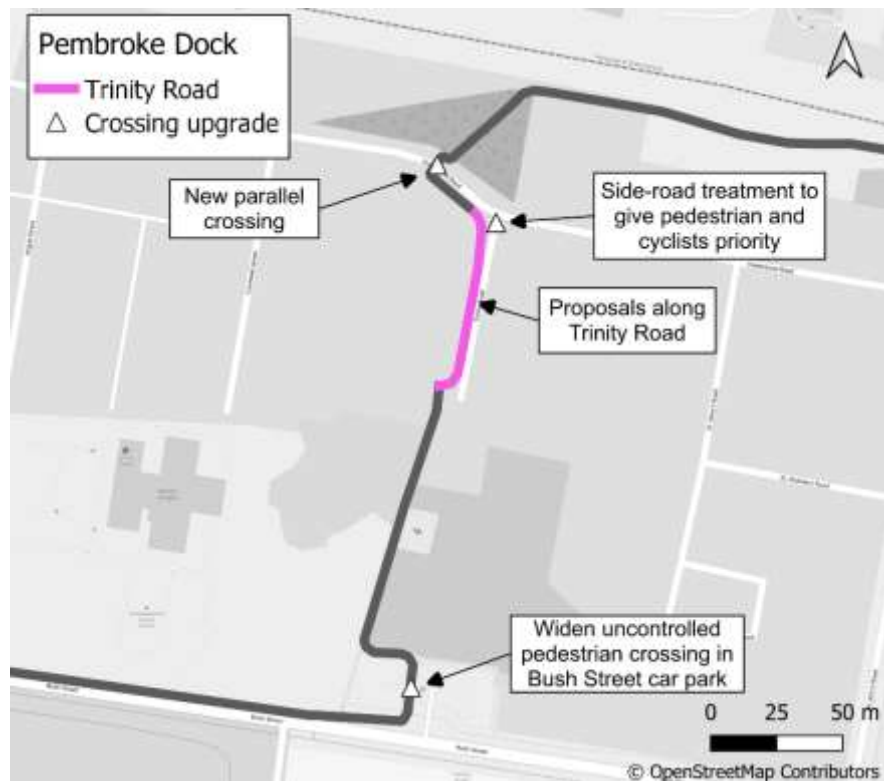
2.4 Trinity Road

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 measures and improved safety features, are introduced. As such, three potential options have been presented for consideration for the layout on Trinity Road:

- Option 1: Reconfigure of highway space.
 - Consideration to amend / reduce the existing eastern footway width to a 1.2m footway, realign the carriageway and create of a 2.4m SUP replacing the existing western footway.
 - There will be conflict with existing frontages and driveways that would be retained.
 - Route continuity is not compromised by this option. Non-motorised users not having to leave an off-carriageway facility, and the cycling provision being off-road, provides greater comfort and safety.
 - Carriageway width of 4.8m is retained as a standard from Manual for Streets guidance.
- Option 2: Widening for highway area.
 - Increased SUP facility would be an improvement; however third-party land requirement would need to be discussed and negotiated.
 - There will be conflict with existing frontages and driveways that would be retained.
 - Route continuity is not compromised by this option. Non-motorised users not having to leave an off-carriageway facility, and the cycling provision being off-road, provides greater comfort and safety.
 - Carriageway width is reduced to 4.1m, still within standards from Manual for Streets guidance.
- Option 3: Quiet street connectivity
 - Removal of the current SUP facility due to it not achieving current standards within Active Travel Guidance, returning the footway to pedestrian use only and removing cyclists from the current narrow SUP.
 - 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 must leave an off-carriageway facility, with the cycling provision being within the road, reducing comfort and safety.
 - Carriageway width of 4.8m is retained as a standard from Manual for Streets guidance.
 - Value for money would be a positive to the improved connection along this section.

The proposals for Trinity Road are combined with other upgrades in the area, including replacing the existing concrete path connecting to play areas with safety surfacing, increasing the width of the existing raised table crossing in Bush Street car park to 3m, treatment at Trinity Road / Hawkstone Road junction to give pedestrian and cyclists priority, as well as a parallel crossing on Hawkstone Road. The location of the proposal is shown in Figure 2-7.

Figure 2-7 - Trinity Road proposals



3. Engagement approach

The purpose of this round of engagement was to formally engage with the local community on the proposals for new active travel improvements as part of the wider engagement for active travel improvements across Pembrokeshire. The public consultation aimed to gather feedback on proposed changes, gathering opinions on accessibility and connectivity in Pembroke Dock.

3.1 Online 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 County Hall. The survey and design plans were available in Welsh in both formats, and posted copies of the design plans and survey were available upon request.

The survey questions aimed to gather feedback on the proposals. The questions included several open and closed questions, with each question set for proposals focusing on how individuals currently travel around Pembroke Dock, if individuals felt that the proposed routes would improve accessibility, and if they supported the proposed changes.

The survey ran for a period of five weeks from Tuesday 24th June to Monday 28th July 2025.

3.2 Face to face engagement

The public consultation period commenced with drop-in sessions on Tuesday 24th June, between 09:00 – 17:00 at the Pater Hall. The session had representatives from Pembrokeshire County Council, to answer any questions that may arise. Visitors to the drop-in session 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.

A further town hall meeting was held on 14th July between 16:00 – 18:00 at the request of the Local Councillor. Approximately 40 residents attended the meeting, at which the Council has shared that concerns were expressed primarily around parking on the High Street and the impact on the local residents with regards to the increased number of cyclists on the footway.

The printed versions of the designs and paper surveys remained at County Hall until Monday 28th July, whereafter any remaining copies were collected and removed.

3.3 Social media

Social media has become more commonly used in relation to public consultations and one that can be utilised to gather 'on the ground' feedback. It can be used to motivate and mobilise large numbers of consultees to try and influence decisions taken by consultants, and the results should carry weight within any post-consultation decision making.

During the online survey period, PCC noted that the scheme had been picked up by several community and business accounts, providing comments around the proposals and launching an online petition. It was noted that the overall sentiment towards the proposals was negative, and this will be taken into account in the following stages of work, alongside the feedback received via the online survey.



Following the closure of the survey, a petition was submitted to Pembrokeshire County Council (dated 31st July 2025) with approximately 700 signatures to oppose the changes to the footways and carriageway at Pembroke Dock and to halt and reconsider the changes in Pembroke Dock. A further digital petition (by the same organisers) was submitted with 275 signatures; however, the geographical location of some of the signees is outside of Pembrokeshire. The Council has confirmed that the petition was not considered by Pembrokeshire Council, as the scheme is on hold pending the outcome of the consultation and the comments provided by residents. The Council has confirmed that once the data has been assessed, the proposed re-design of the scheme would commence taking into account concerns raised by residents both online, and in the petition. As such, the Council has confirmed it is already undertaking the main objective of the petition; chiefly to halt and/or reconsider the proposed changes.



4. Online survey – analysis of responses

4.1 Survey

266 responses were received to the online survey through online responses and paper copies received. The survey was advertised online from Tuesday 24th June to Monday 28th July 2025.

It is important to note that, although 266 individual respondents answered the survey questions, the graphs in the following section show over 266 responses, as this is where responses to multiple questions have been combined. Additionally, percentages in graphs may not add up to 100% due to minor rounding discrepancies.

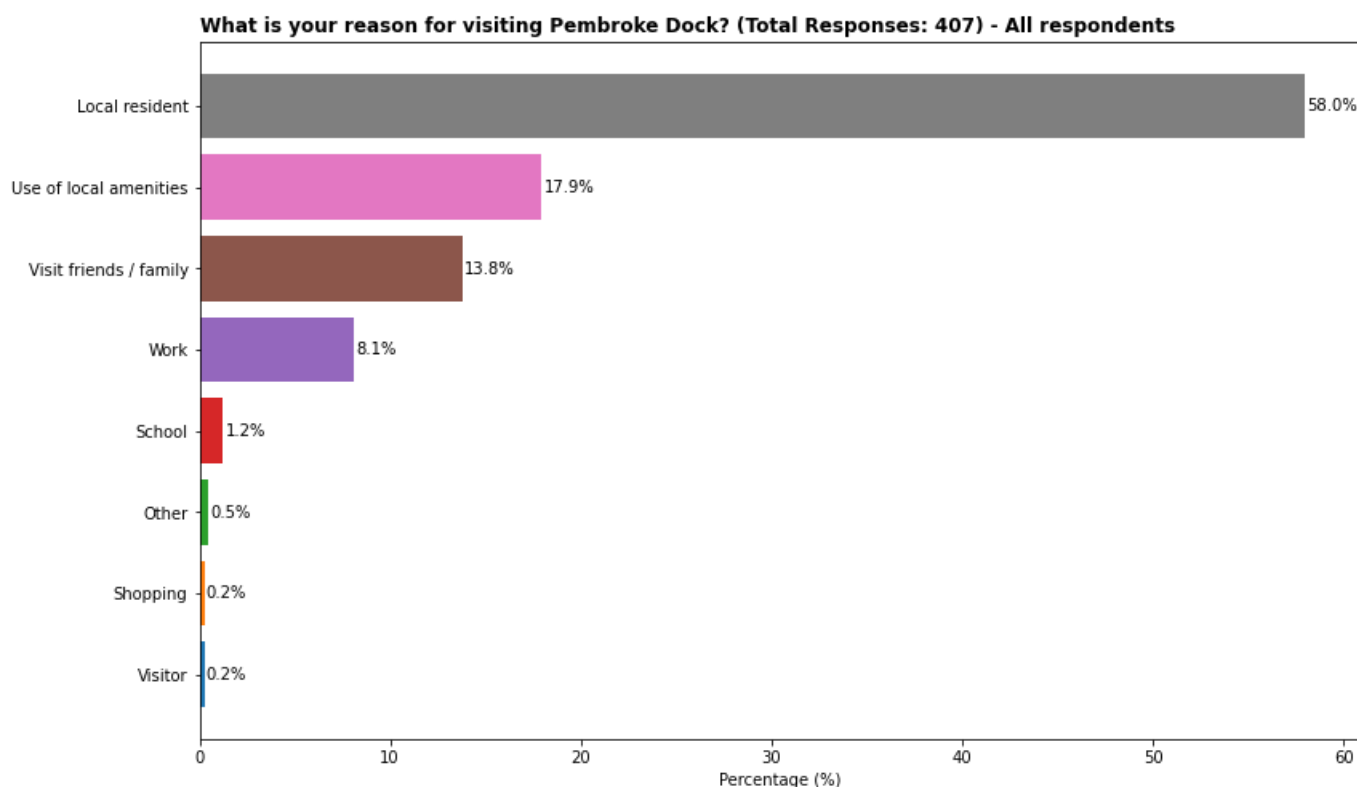
Questions in the survey were all optional for respondents to answer, including the 'About You' question set. All responses have been considered in the survey feedback.

The average age of respondents was between 55-64 years, with approximately 68% of respondents over the age of 45. This demographic context may help to explain some of the views expressed in relation to different travel modes, particularly those requiring higher levels of physical activity.

4.1.1 Travel purpose

Figure 4-1 shows the split of the reasons that survey respondents gave for visiting Pembroke Dock. Respondents were allowed to select more than one reason for their visits, totalling 407 responses. As respondents could select multiple answers to this question, it is likely that there are overlaps between the reasons selected e.g. local residents could also select work or using local amenities.

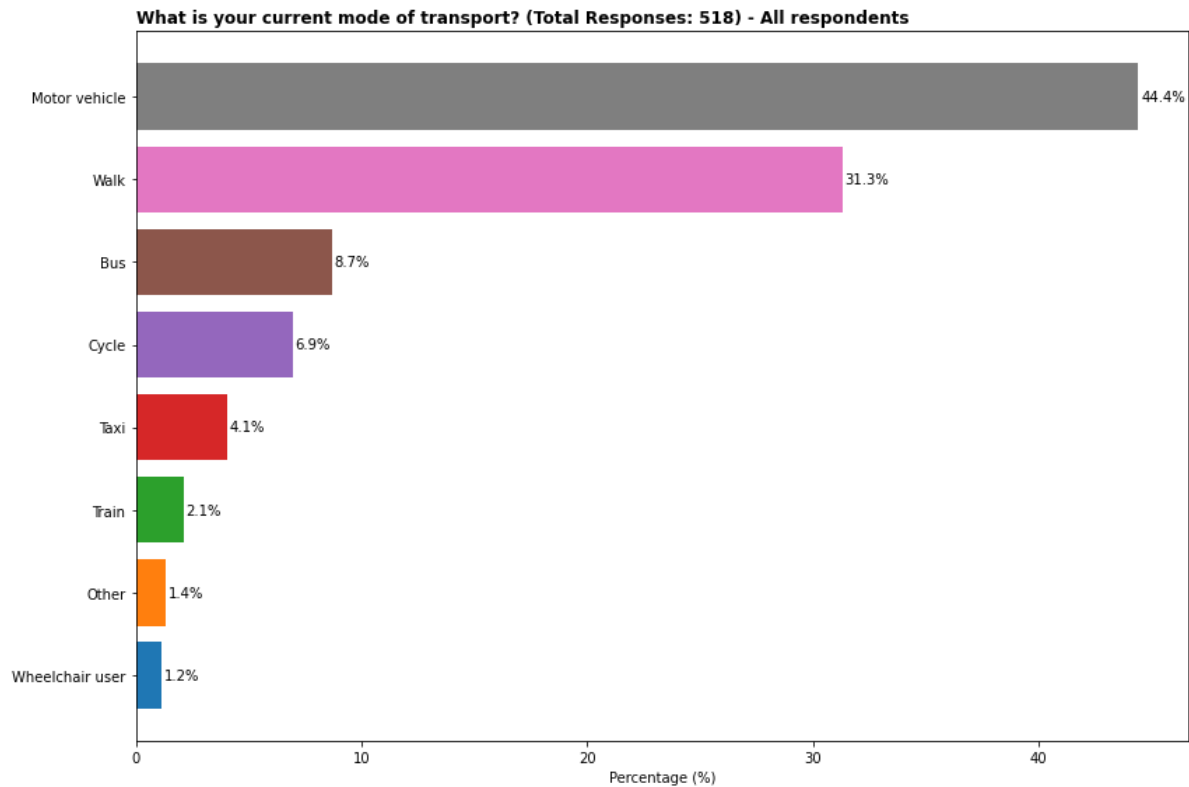
Figure 4-1 - What is your reason for visiting Pembroke Dock?



The majority of respondents selected that their reason for visiting Pembroke Dock was due to being local residents (58.0%), with trips to local amenities or to visit friends and families making up a combined 31.7% of responses. Commuting to work or school makes up 8.1% of the responses, with travelling to school, ‘other’ journeys, shopping and visitors making up the remainder of responses.

Respondents were asked to select their current mode of transport, with the response shown in Figure 4-2. Respondents were able to select multiple options, totalling 518 responses.

Figure 4-2 - What is your current mode of Transport?

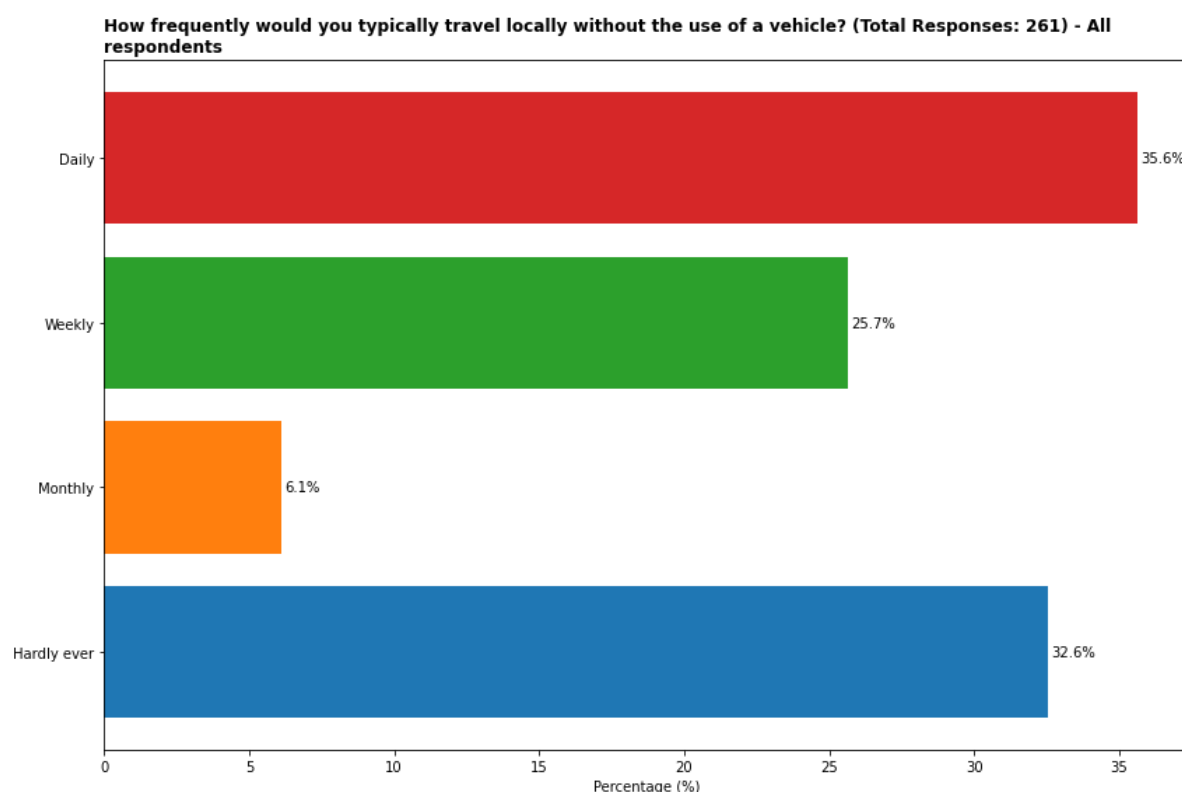


The majority of respondents travel by car (44.4%), closely followed by walking (31.3%). Other modes make up a smaller proportion of travel around Pembroke Dock although the responses show that there is demand for journeys made by bus (8.7%), by cycling (6.9%) and by taxi (4.1%). 1.2% of all respondents are wheelchair users. Census 2021 data shows that 77.9% of households in Pembroke Dock have access to at least one car or van, which is slightly less than the Welsh national average of 80.5%. Alongside this, the average age of respondents was between 55-64 years, with approximately 68% of respondents over the age of 45. These factors may help to explain the relatively low number of cycling journeys reported in the survey.

Respondents were asked how frequently they travel locally without the use of a car; the responses are shown in Figure 4-3.



Figure 4-3 - How frequently would you typically travel locally without the use of a vehicle?



A significant proportion travel daily without the use of a vehicle (35.6%) suggesting that there is an existing desire to travel locally via walking, wheeling and cycling. This is closely followed by respondents who hardly ever travel without a vehicle (32.6%).

4.1.2 Active travel improvements in Pembroke Dock

Due to the high number of responses to the survey, the responses for each question relating to the proposals have been separated and presented by residents' feedback and non-residents feedback to identify key themes from within the local area, as well as in the wider area from visitors to Pembroke Dock.

Figure 4-4 and Figure 4-5 shows if residents and non-residents feel that the proposed SUPs would encourage them to walk, wheel or cycle more frequently.

Figure 4-4 - Would the implementation of Shared Use Paths in and around the town encourage you to walk, wheel or cycle more frequently? - Residents

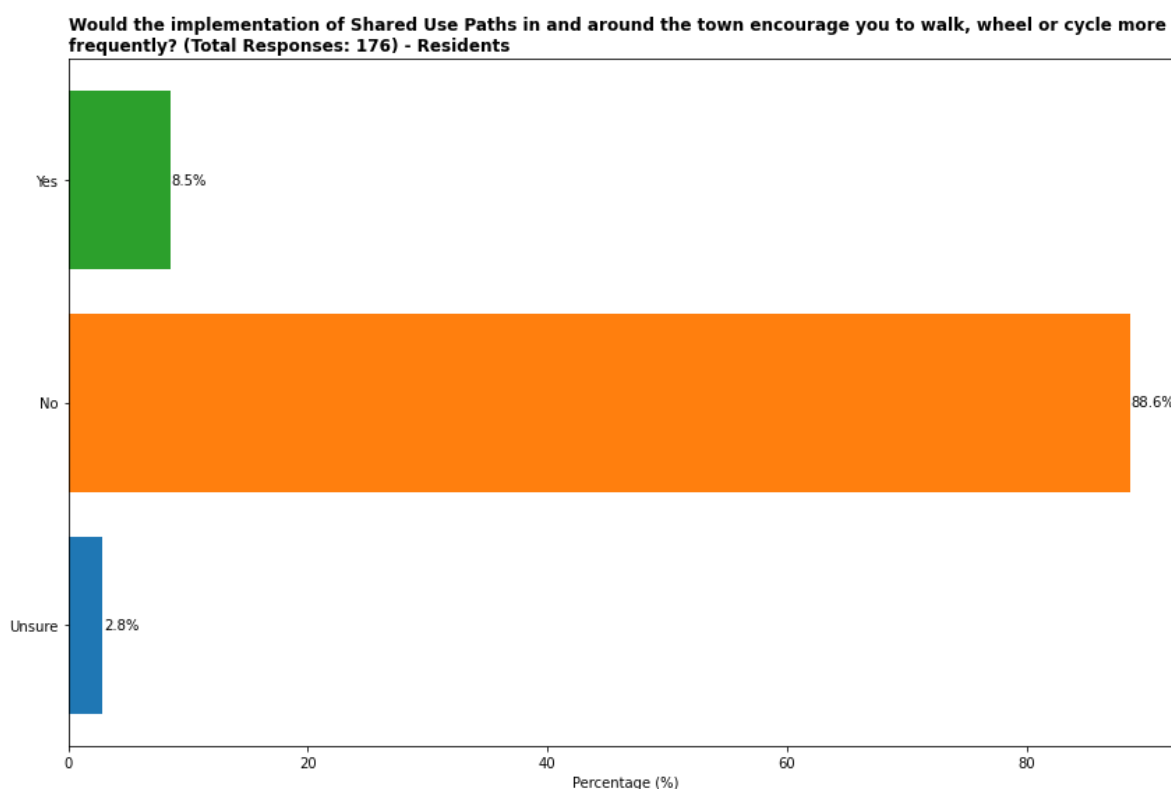
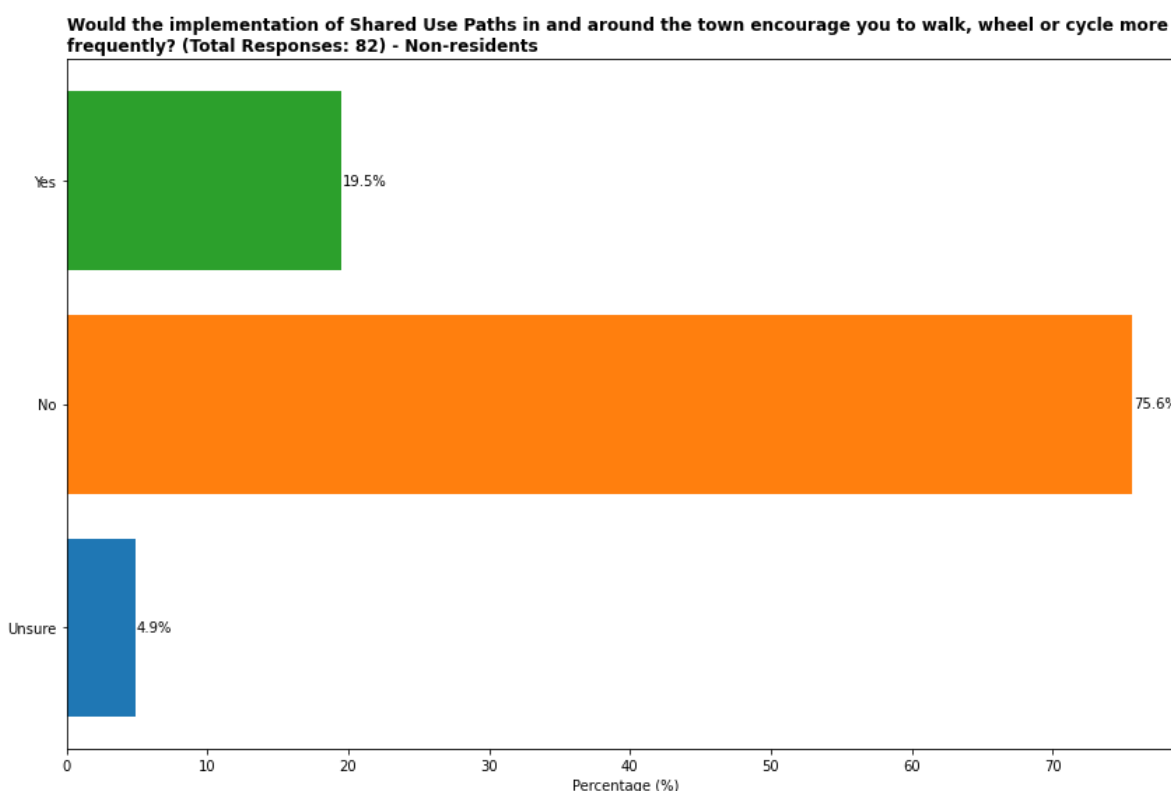


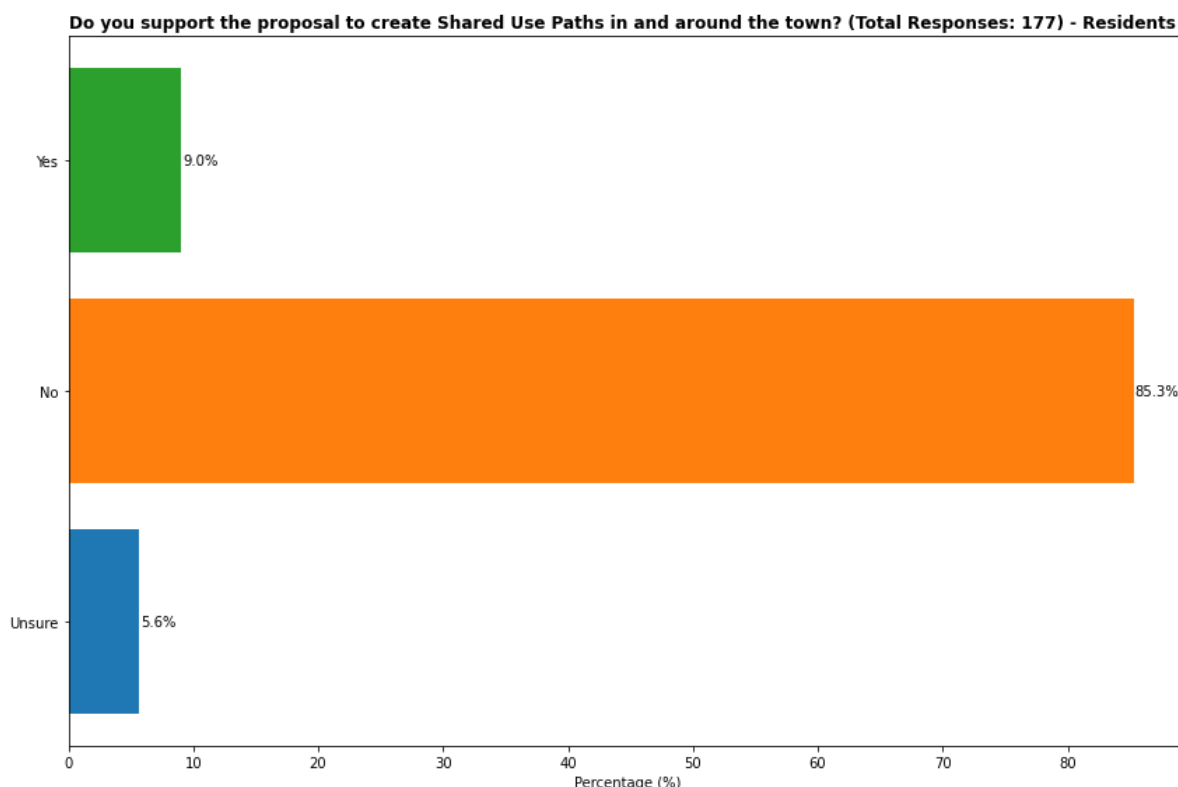
Figure 4-5 - Would the implementation of Shared Use Paths in and around the town encourage you to walk, wheel or cycle more frequently? - Non-residents



The majority of residents do not feel that the proposed SUPs would encourage them to walk, wheel or cycle more frequently (88.6%), with 8.5% feeling that it would help them to travel more by active modes, and a further 2.8% unsure of the impact of the SUPs on their travel habits. Non-residents have a slightly more favourable view towards the SUPs, with 19.5% suggesting that the proposals would encourage them to walk, wheel or cycle more frequently.

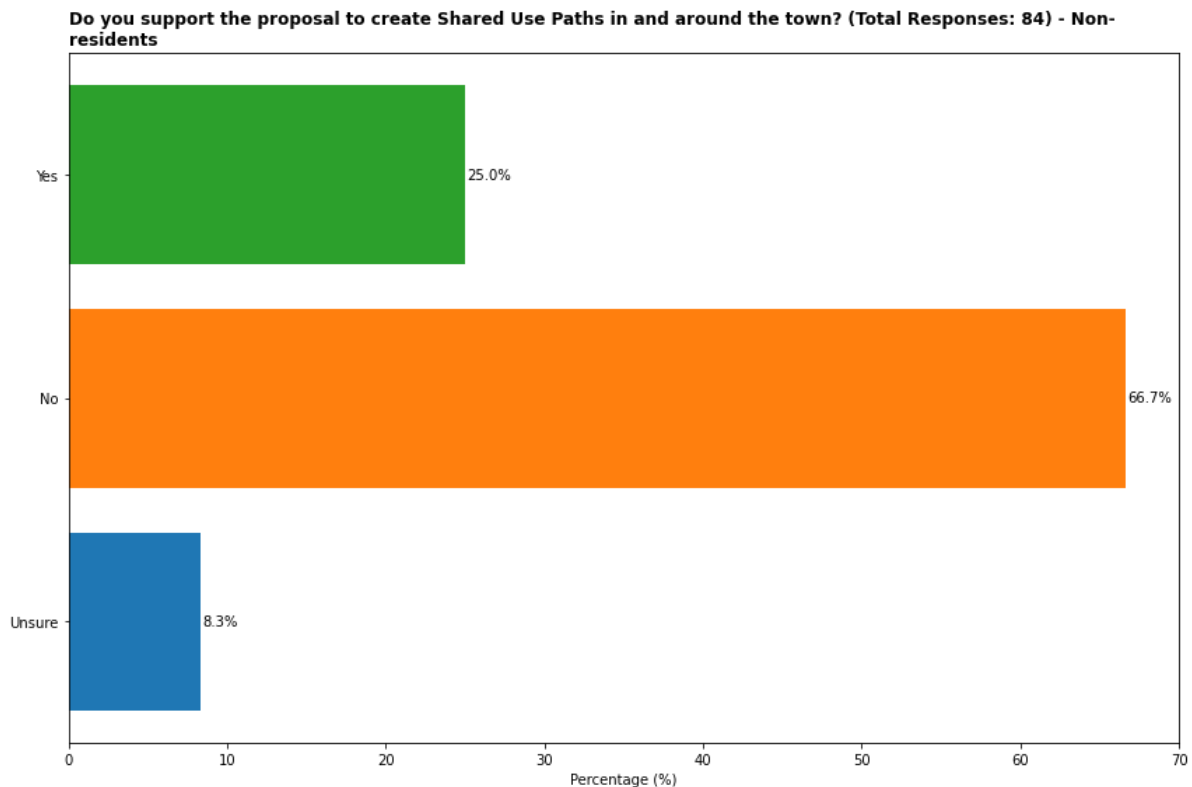
Respondents were asked if they supported the proposals to create SUPs in and around Pembroke Dock, with residents and non-residents responses shown in Figure 4-6 and Figure 4-7 respectively.

Figure 4-6 - Do you support the proposal to create Shared Use Paths in and around the town? - Residents



As with the previous question, the majority of residents do not support the proposals for SUPs, with 85.3% selecting 'no'. A similar proportion of residents support proposals to create SUPs when compared with the previous question, with 9.0% supporting the proposals.

Figure 4-7 - Do you support the proposal to create Shared Use Paths in and around the town? - Non-residents



Amongst non-residents, there was an increase in positive responses to this question when compared to the previous question asking if SUPs would encourage them to walk, wheel or cycle more. 25.0% of non-resident respondents support the proposals for SUPs, potentially showing demand for the proposals from wider areas from people wishing to travel into Pembroke Dock. However, the majority of respondents (66.7%) do not support the proposals to create SUPs.

Respondents were asked if they felt that the proposals would improve accessibility for people with mobility needs around Pembroke Dock. Figure 4-8 and Figure 4-9 show the responses from residents and non-residents.

Figure 4-8 - Do you think the proposed Shared Use Paths would improve accessibility for people with mobility needs? - Residents

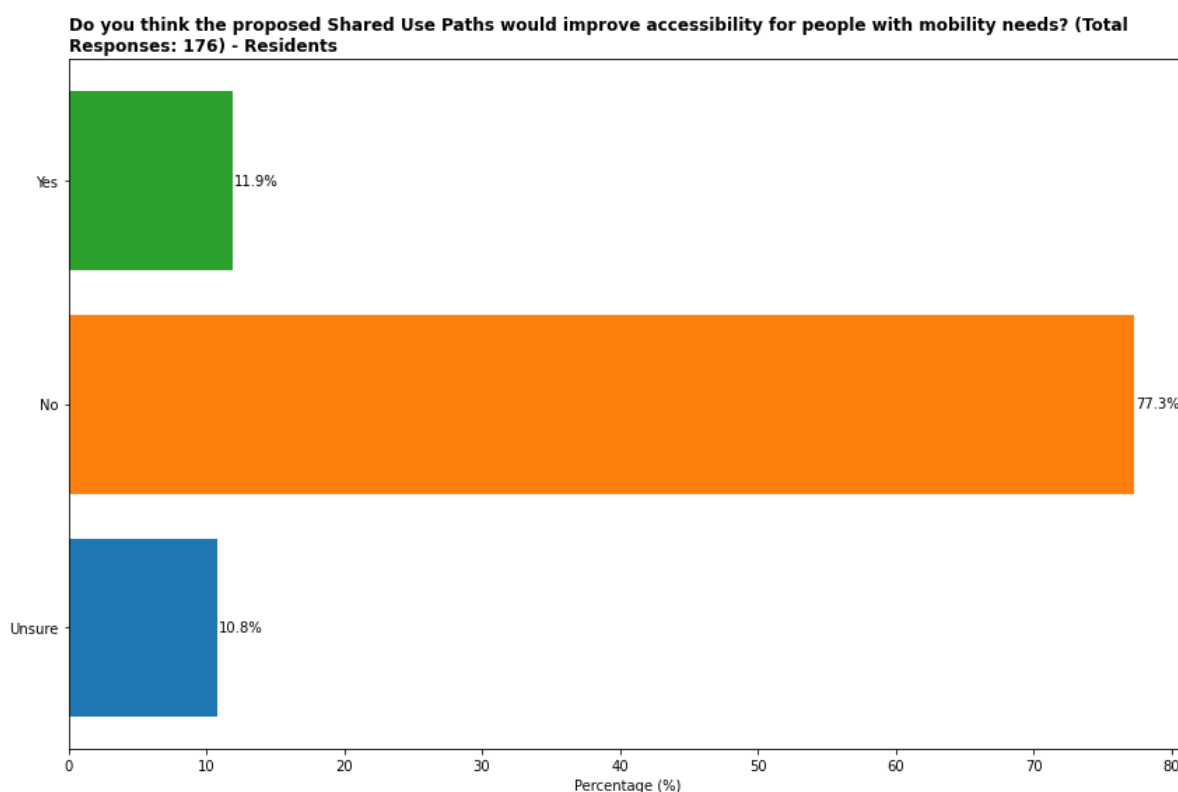
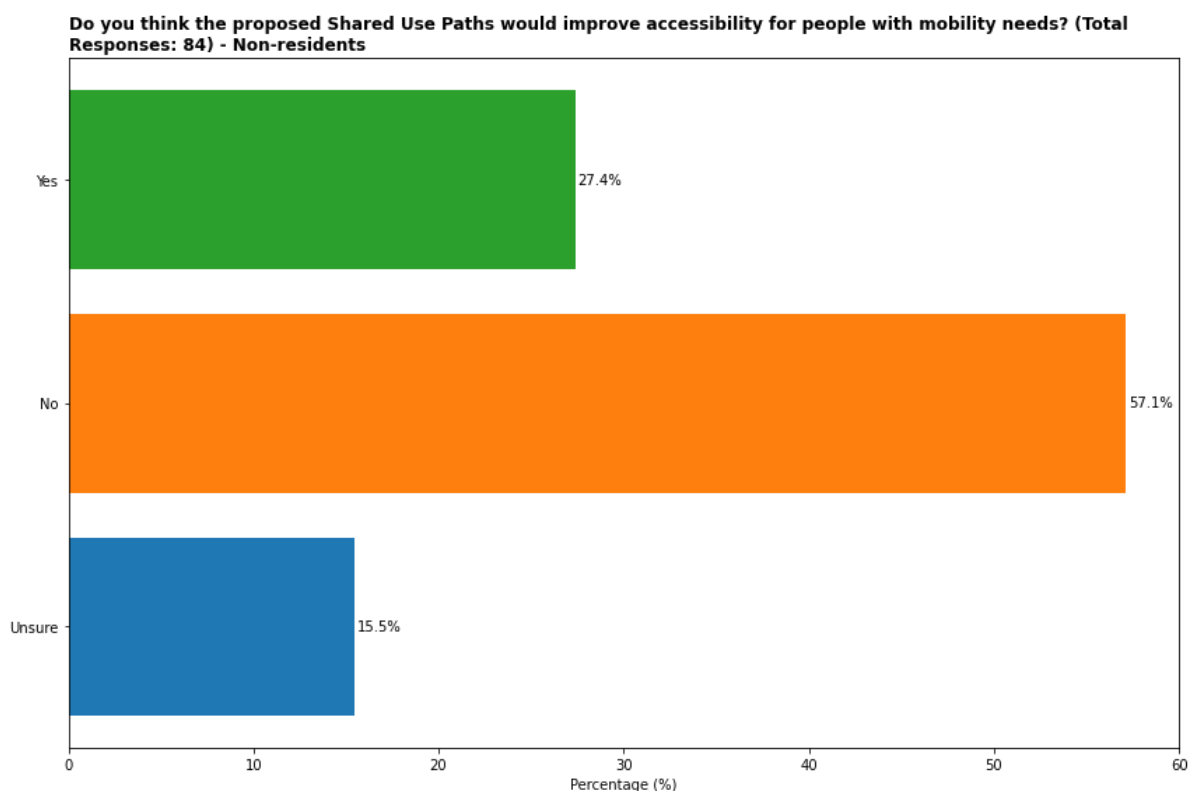


Figure 4-9 - Do you think the proposed Shared Use Paths would improve accessibility for people with mobility needs? - Non-residents



11.9% of residents feel that the proposals would improve accessibility for those with mobility needs, a more positive response from the previous questions. 27.4% of non-residents also agree that it would improve accessibility. A high proportion of both sets of respondents were unsure, with 10.8% of residents, and 15.5% of non-residents, although the greatest majority were from those that did not feel accessibility would be improved, with 77.3% of residents and 57.1% of non-residents selecting 'no' in response to the question.

Similarly to the previous question, respondents were asked if they felt that the proposals would also increase connectivity around the town, helping to improve accessibility to local amenities including schools, shops and services. Figure 4-10 and Figure 4-11 show the responses from residents and non-residents.

Figure 4-10 - Do you think the creation of Shared Use Paths would improve the connectivity around the town? e.g. accessibility to schools, shops / services - Residents

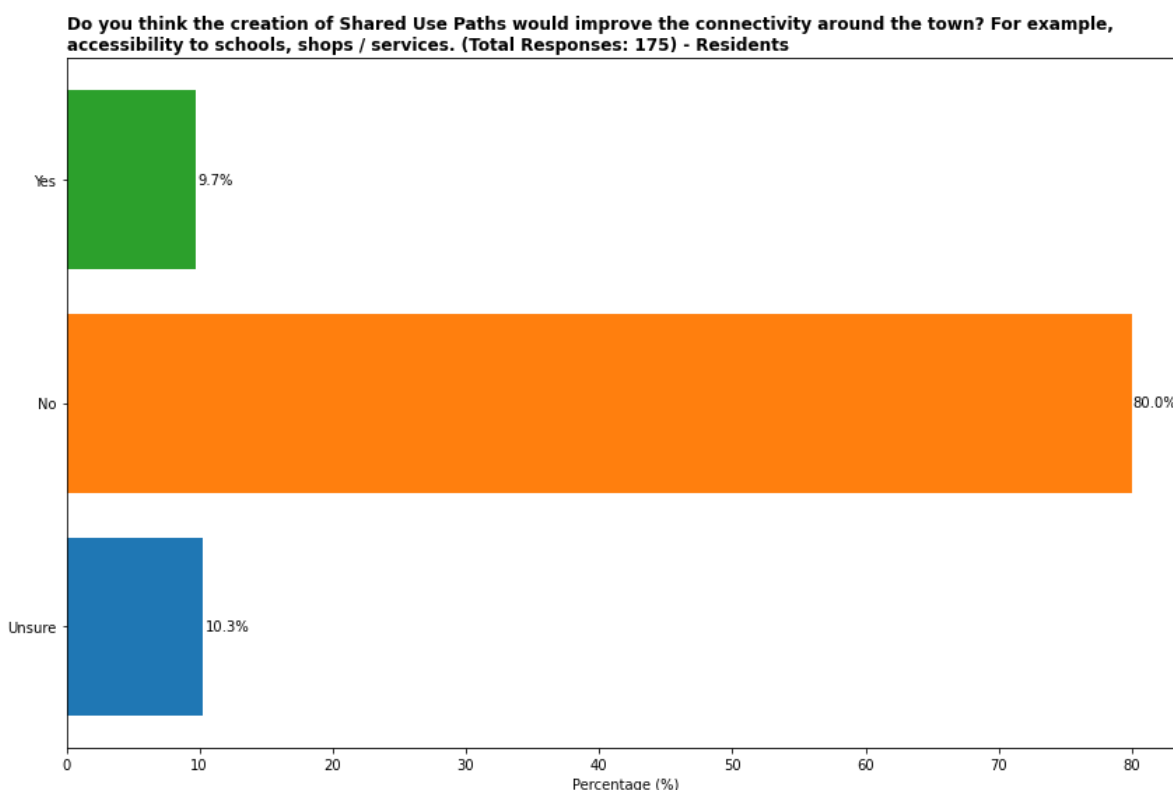
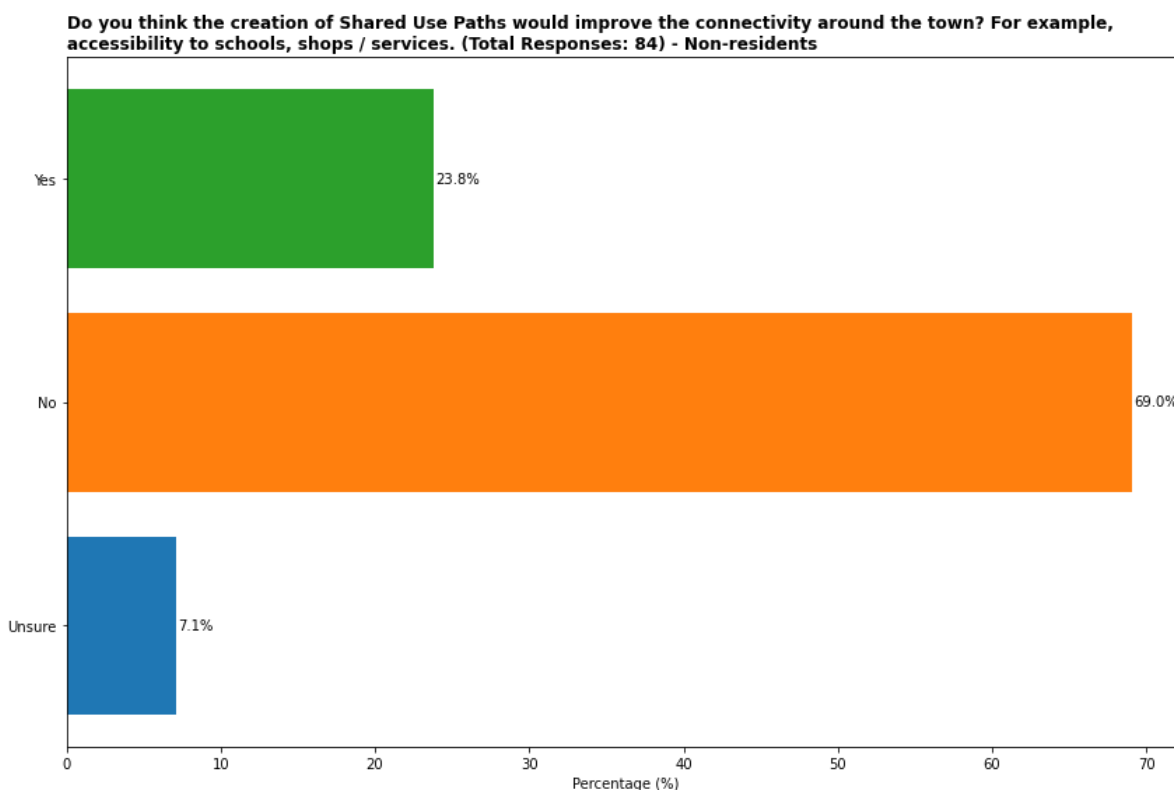


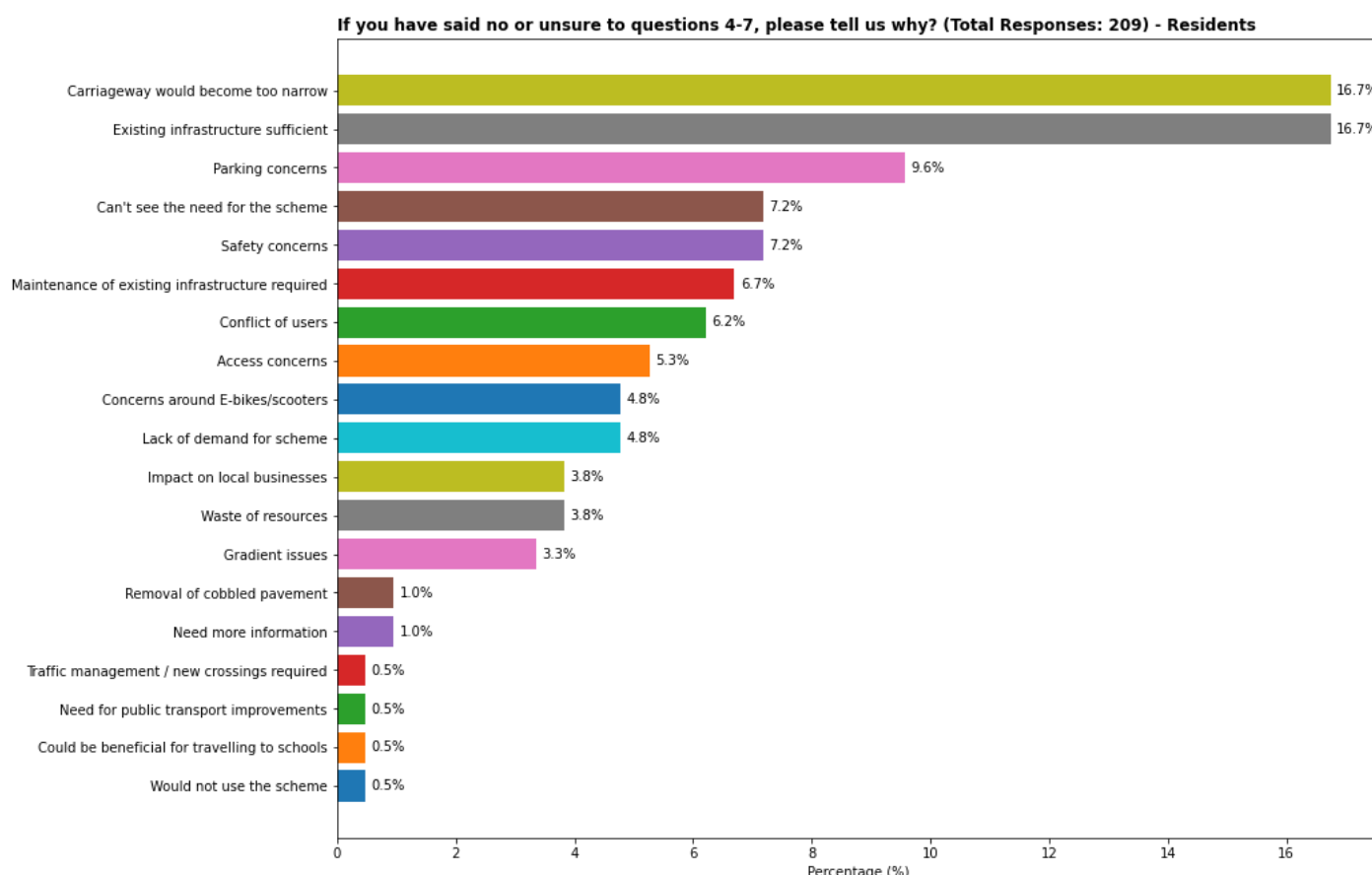
Figure 4-11 - Do you think the creation of Shared Use Paths would improve the connectivity around the town? e.g. accessibility to schools, shops / services - Non-residents



9.7% of residents and 23.8% of non-residents agree that the proposals would improve connectivity around the town, however a large majority (80.0% of residents and 69.0% of non-residents) do not agree that they would improve connectivity.

Respondents who had responded ‘no’ or ‘unsure’ to the questions associated with the proposed SUPs and its impact on travel habits were also asked to provide a reason why via an open question. It is worth noting that due to the question asking for responses from only those who had answered ‘no’ or ‘unsure’ to the previous questions, the responses are likely to be more negative towards the proposals. Figure 4-12 shows the responses from residents, whilst Figure 4-13 shows the responses from non-residents.

Figure 4-12 - If you have said no or unsure to questions 4-7, please tell us why? - Residents



The most common themes from residents were concerns that the carriageway would become too narrow (16.7%) and that existing infrastructure in the town is sufficient (16.7%).

There were concerns that a SUP poses safety issues between pedestrians and cyclists, as well as concerns around narrowing of the carriageway that could cause conflict between larger vehicles and increase congestion due to vehicles having to wait to pass. Responses noted that larger vehicles such as emergency vehicles, and delivery lorries often use the High Street, as well as public transport serving stops on the road. The Council is aware that the High Street does serve a bus route and that at times there may be temporary conflict between loading/unloading of buses and passing vehicles. However, the Council has stated that this does not pose a safety issue and is a common occurrence throughout Pembrokeshire. The Council has confirmed that the proposed designs reduce the running carriageway width to 5.1m, as indicated on the proposed plans, which ensure that larger vehicles are able to pass simultaneously, including HGVs and emergency vehicles.

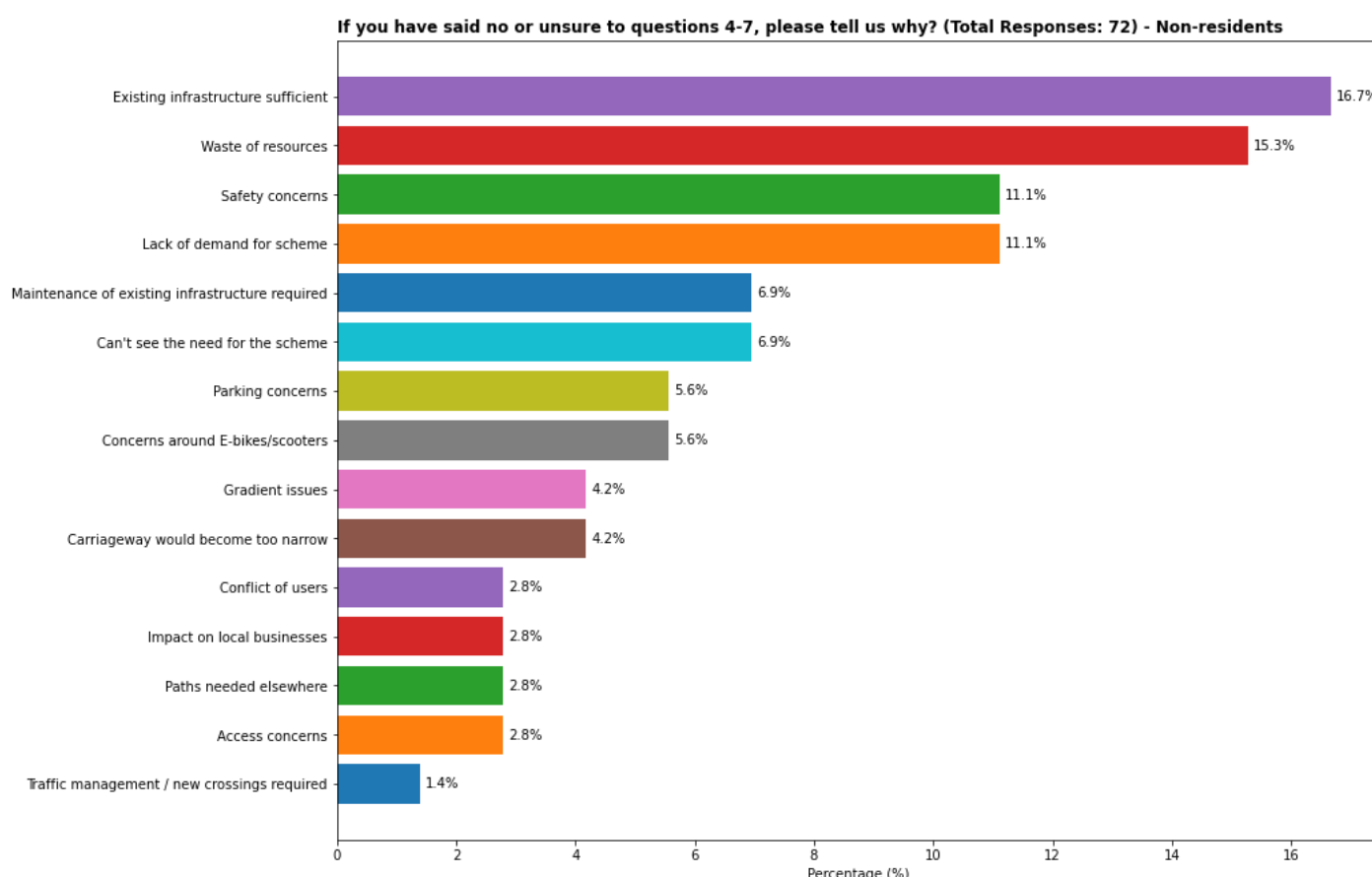
The narrowing of the carriageway was also linked to concerns about parking and safety concerns. Some responses mentioned the need for local businesses to have access to parking spaces to encourage customers to visit, whilst some residents require parking outside their house due to mobility issues or lack of parking elsewhere. Safety concerns focused on the speed of some cyclists and e-bikes and the dangers of their movements conflicting with pedestrians, as well as potential damage to vehicles due to a narrower carriageway. Respondents noted that elderly users may find a SUP intimidating. The Council has confirmed that the key local business on the High Street is the post office and convenience store. At present, there is no dedicated parking outside of this facility, however, on street parking is available.

The Council confirmed that at the drop-in public consultation, representatives from the Post Office indicated a concern that they have deliveries to the front of the store and given the camber on the street at present, often park away from

the kerbing, blocking the carriageway, in order to maintain a balanced load. The Council has stated that while this has not been addressed on the plans, one option to remedy this situation could be to provide a timed loading bay with a level access to the footway which would enable the delivery vehicle to park closer to the store and not block the live carriageway. With regards to the parking, the Council has not indicated that there would be a removal of any parking within the plans as these are preliminary options. The Council has stated that given the highly sensitive nature of parking within Pembroke Dock, the options presented sought to retain and/or increase parking where possible.

Other responses stated that whilst existing infrastructure is sufficient, there is a lack of maintenance for existing infrastructure, with some noting that existing paths around Pembroke Dock are not kept in a safe condition, with uneven surfacing and litter, whilst others mentioning that the current road condition is required to be improved prior to active travel infrastructure. The Council has confirmed that there has been one recorded accident on High Street, which occurred in October 2020 where a pedestrian was hit by a vehicle outside the bus stop near the Post Office. The Council acknowledges that cyclists do not have a dedicated route to cycle other than on the live carriageway and confirm that residents raised concerns about the safety of parked vehicle doors opening into the path of cyclists. The Council states that the formation of the SUP would remove these issues.

Figure 4-13 - If you have said no or unsure to questions 4-7, please tell us why? - Non-residents



Responses from non-residents followed a similar theme, with 16.7% stating that existing infrastructure is sufficient. Responses noted that existing paths were wide enough to accommodate all users, with a lot of cyclists choosing to cycle in the road due to gradients in Pembroke Dock and travelling faster than pedestrians. Others noted that existing paths around Pembroke Dock are underused.

A high proportion of comments relating to the existing infrastructure being sufficient, also noted that they felt it was a waste of resources (15.3%) to invest in new paths.

Figure 4-14 and Figure 4-15 shows how confident residents and non-residents currently feel about walking, wheeling and cycling in the area.

Figure 4-14 - How confident do you currently feel about walking, wheeling or cycling in and around the town? - Residents

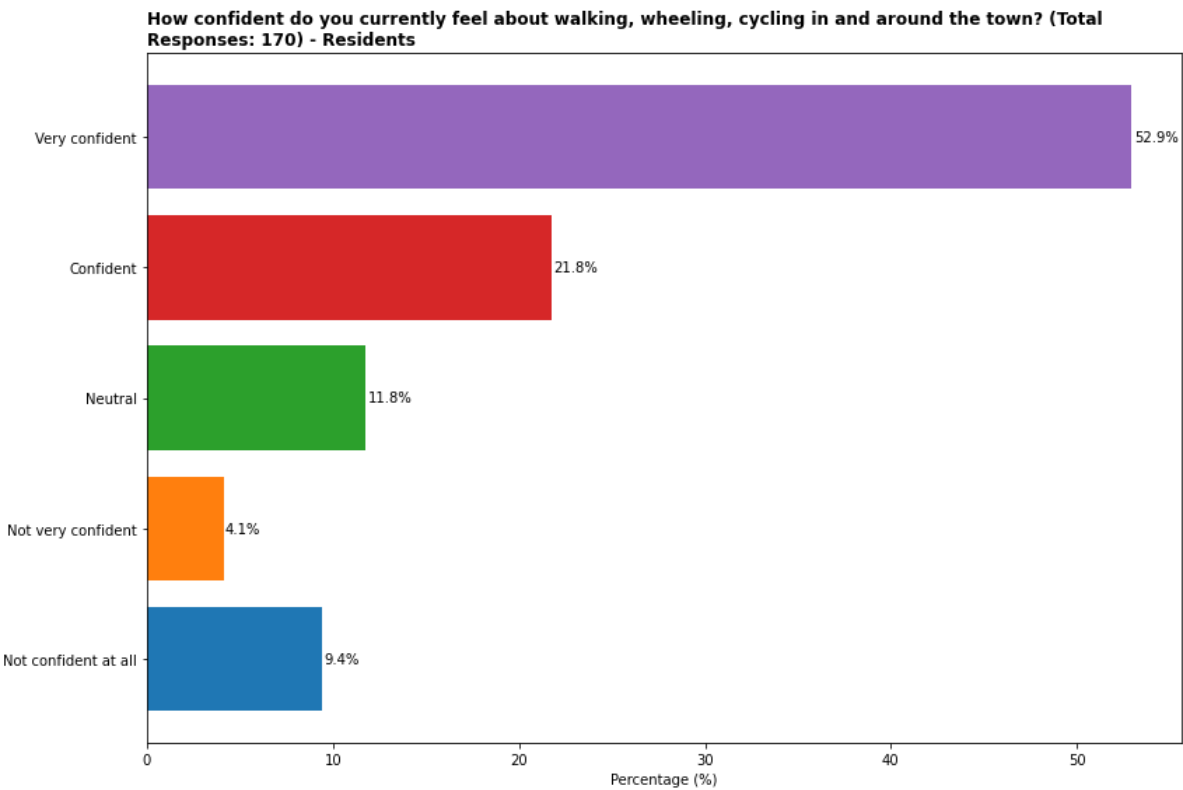
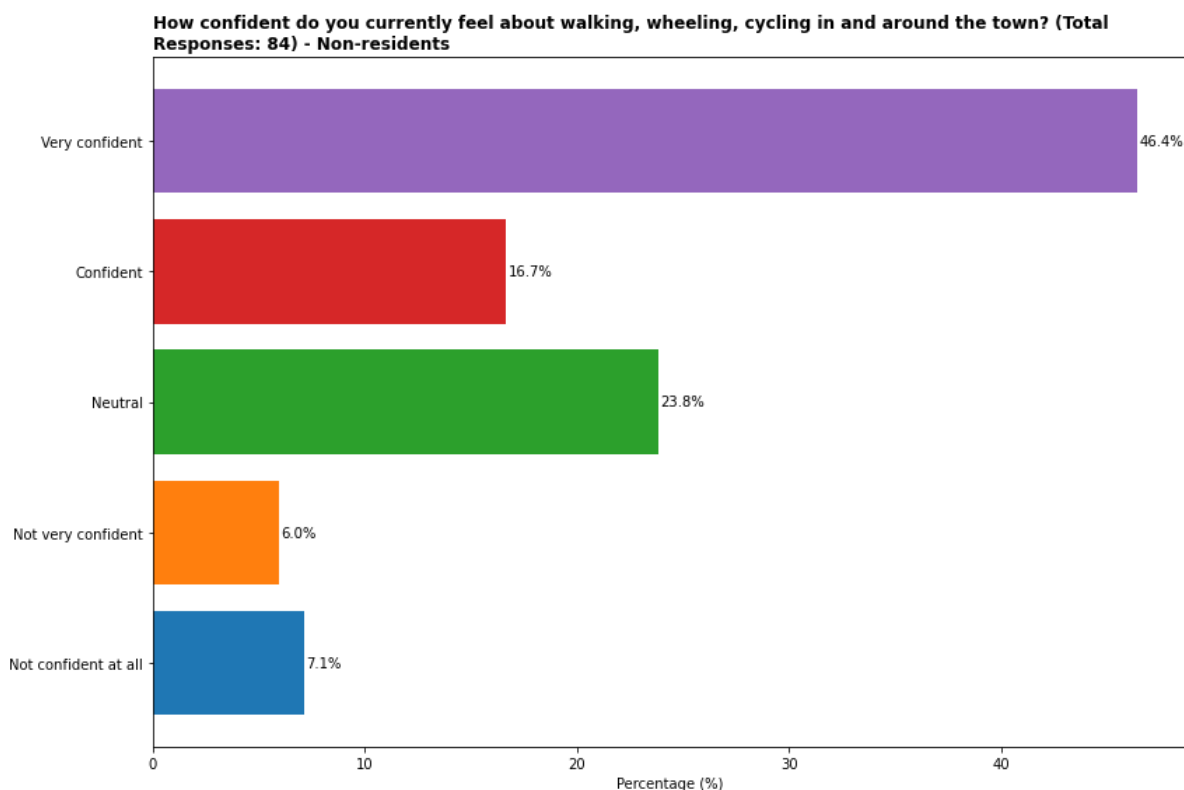


Figure 4-15 - How confident do you currently feel about walking, wheeling or cycling in and around the town? - Non-residents



A high proportion of both residents and non-residents are either very confident or confident walking, wheeling or cycling in and around the town, at 74.7% and 63.1% respectively. However, there is still a significant proportion of respondents that answered 'neutral', 'not very confident', or 'not confident at all', demonstrating that the town could benefit from increased safer opportunities for walking, wheeling and cycling.

Respondents were asked if there were any specific features they would like to see along any of the proposed SUPs. Figure 4-16 and Figure 4-17 show the responses from residents and non-residents.

Figure 4-16 - Are there any specific features you would like to see on any Shared Use Path? (e.g. lighting, signage) - Residents

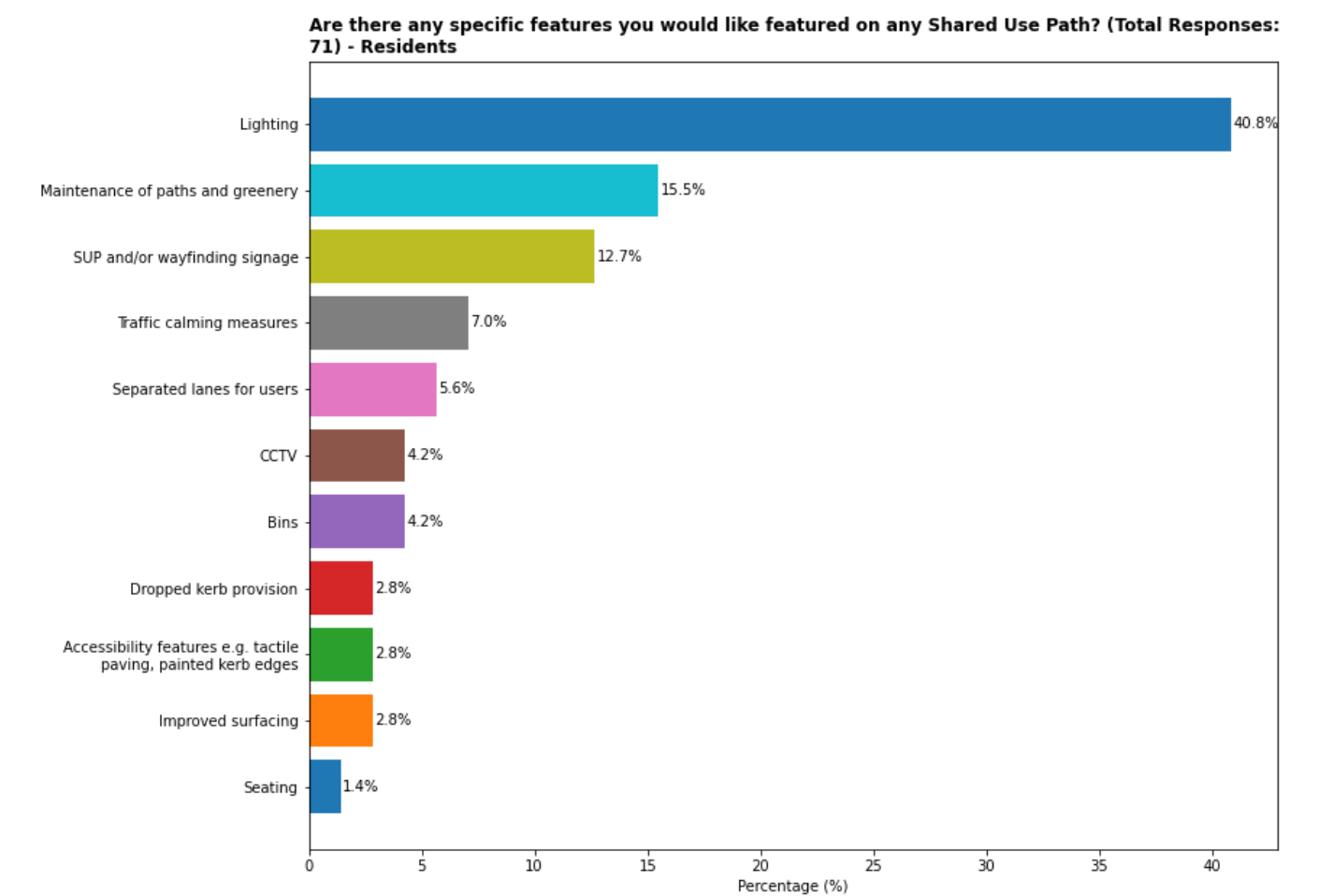
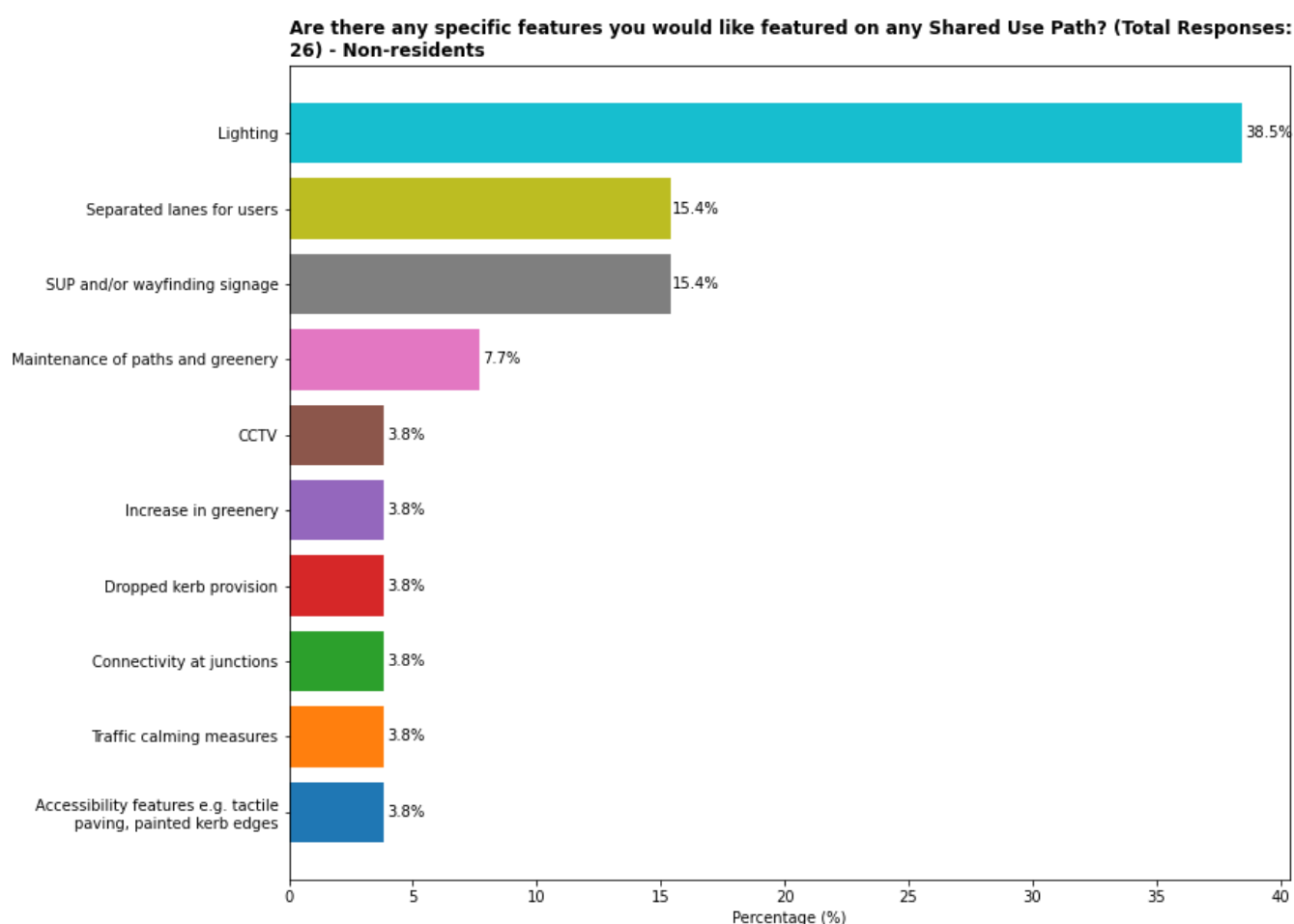


Figure 4-17 - Are there any specific features you would like to see on any Shared Use Path? (e.g. lighting, signage) - Non-residents



Both residents and non-residents agreed that lighting was essential for all SUPs. Comments noted that this was particularly essential for users travelling in the early morning, in the evening / night and for more vulnerable users to feel safe along the routes. One comment noted that on other paths lighting is turned off at midnight, and these proposals should ensure the SUPs are lit all night.

Respondents noted that wayfinding signage would be useful for users to navigate in and around the town, and comments also noted that clear signage (both on poles and on the floor) signalling that the route is a SUP was crucial to ensure that users were aware of other modes along the route. Formally separated lanes for users were also mentioned as a desirable feature.

Residents noted a need for traffic calming measures, both on the SUPs and on the road. With suggestions for calming measures along the SUPs to slow bikes travelling at high speeds and e-bikes / e-scooters. Speed cameras around Pembroke Dock were also mentioned as an idea to ensure vehicles comply with on-road speed limits.

Other suggestions included CCTV cameras, seating for rest points, bins to ensure routes are kept litter free, dropped kerb provision and other accessibility features e.g. tactile paving and painted kerb edges, as well as a removal of existing cobbled paving to a more user-friendly surfacing.

4.1.3 Bush Street

The following set of questions relate to the proposals on Bush Street, which proposes a 3.5m Shared Use Path along the northern side of Bush Street with the introduction of new uncontrolled pedestrian crossing points. From Bush Street the route would link through the park onto Trinity Road, via the Public Right of Way. Pembroke Dock Community School is within 200m of the proposed improvements, which the Council state would see to support additional cycling/walking movements to the school and reduce the need for parents to pick-up/drop-off students.

The wider aim of these improvements is to support safer connectivity while also delivering broader benefits for all highway users. Respondents were asked if they supported the proposals at Bush Street. Figure 4-18 and Figure 4-19 shows the breakdown of responses from residents and non-residents.

Figure 4-18 - Do you support the proposal to create a Shared Use Path at this location? - Residents

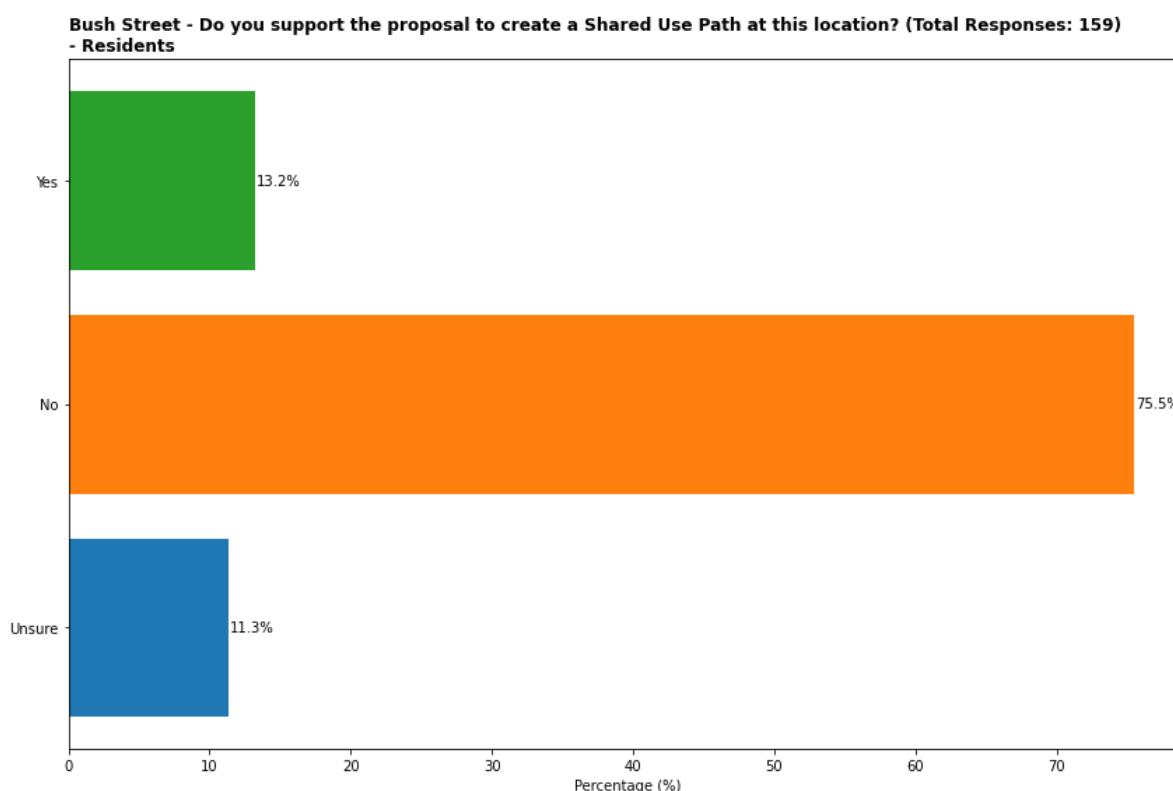
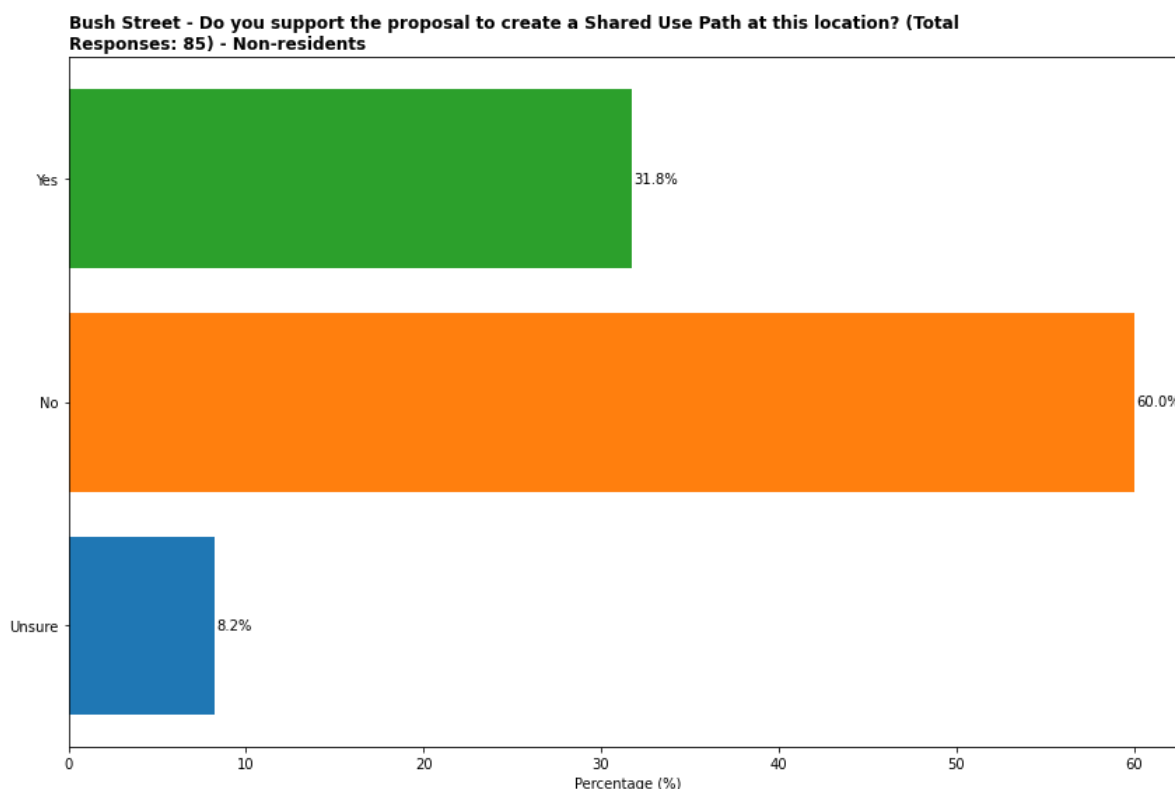


Figure 4-19 - Do you support the proposal to create a Shared Use Path at this location? - Non-residents



13.2% of residents and 31.8% of non-residents support the proposal for a SUP on Bush Street. A similar percentage of residents and non-residents were unsure if they supported the proposals with 11.3% and 8.2% respectively, whilst the rest of respondents did not support the proposal.

Figure 4-20 and Figure 4-21 shows the themes of free text responses that were highlighted by respondents when asked why they had responded 'no' or 'unsure' to the previous question.

Figure 4-20 - If you have answered no or unsure, please tell us why? - Residents

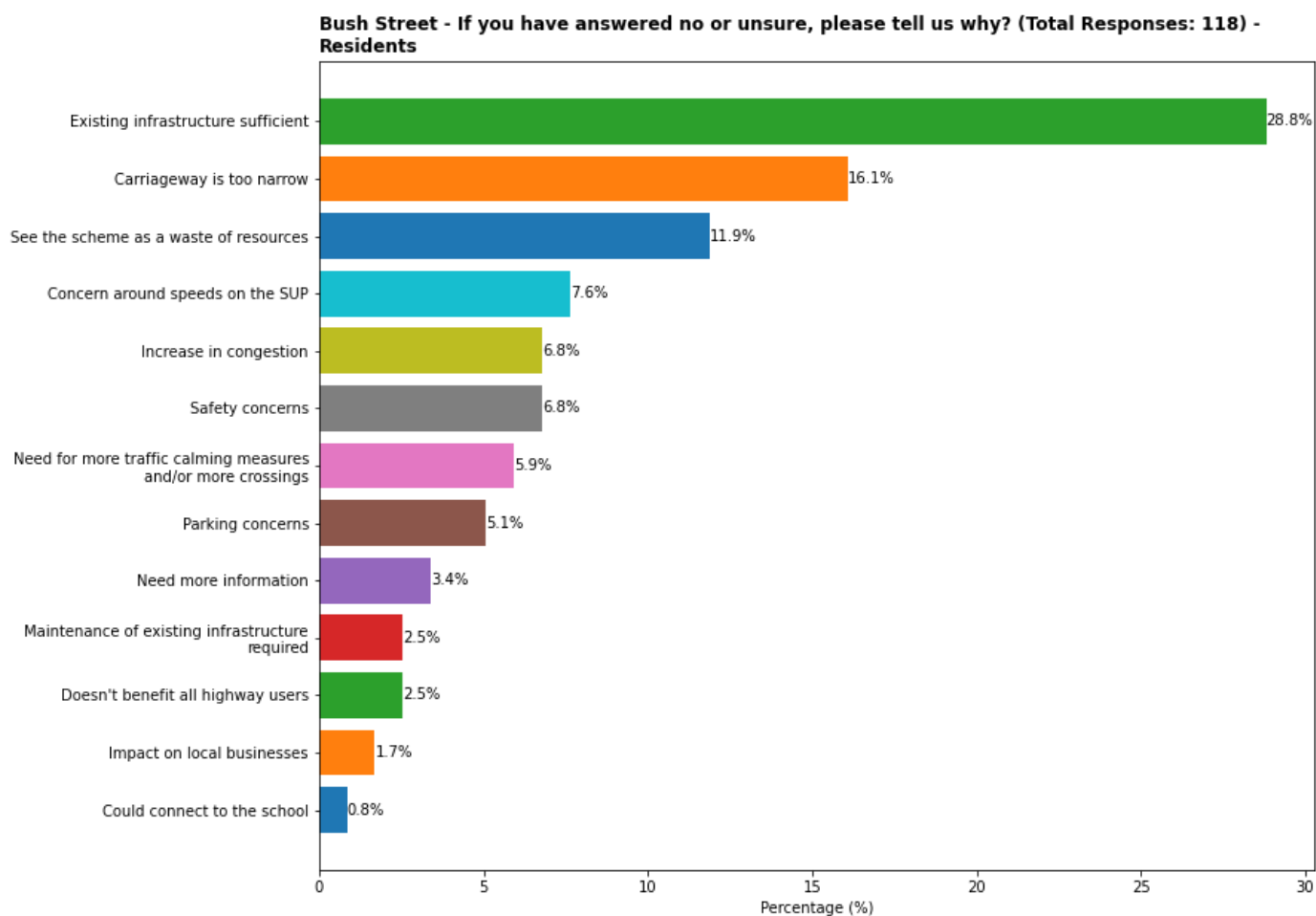
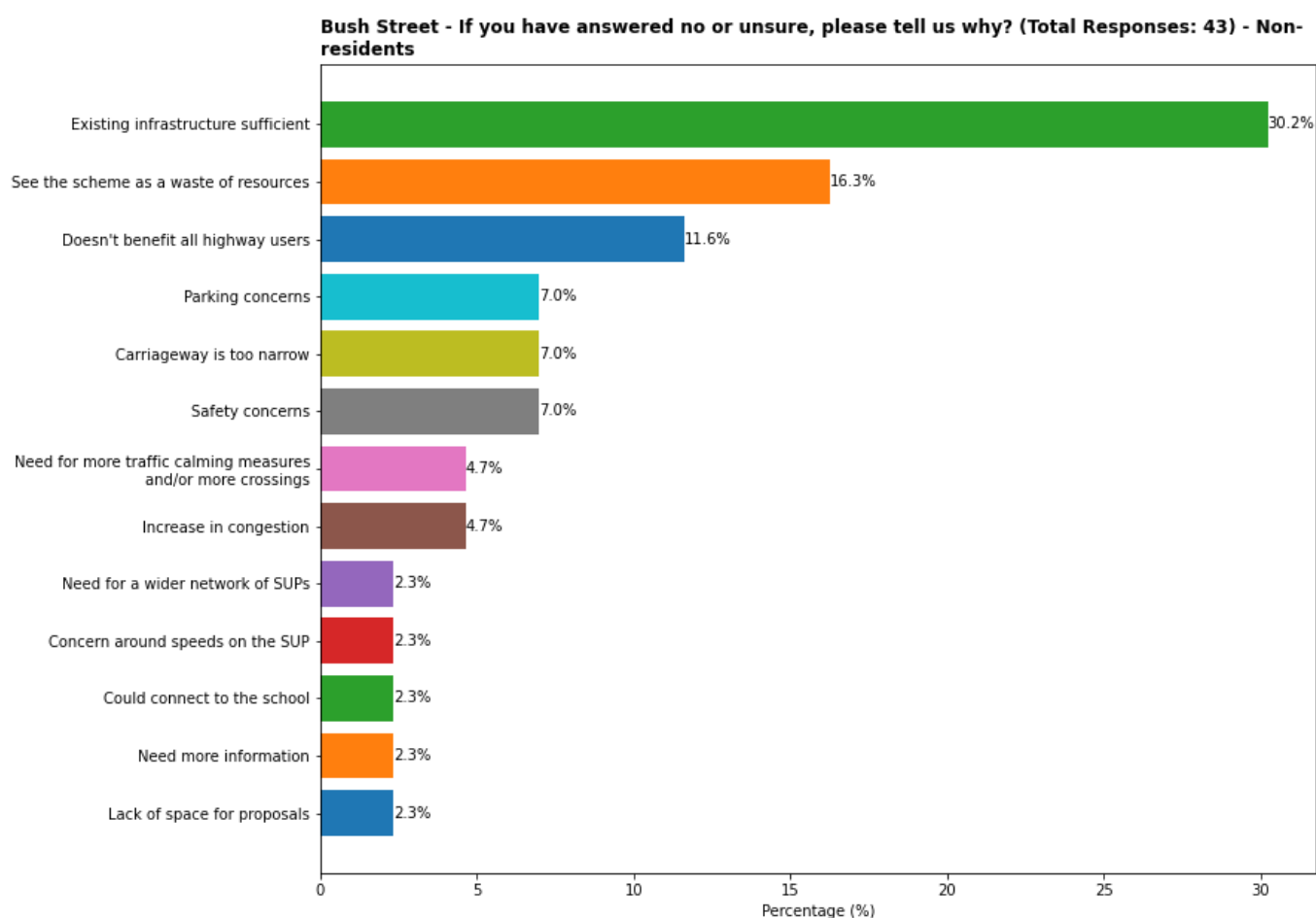


Figure 4-21 - If you have answered no or unsure, please tell us why? - Non-residents



In both the responses from residents and non-residents, the existing infrastructure being sufficient (28.8% of residents' comments, 30.2% of non-residents) and the scheme being a waste of resources (11.9% of residents, 16.3% of non-residents) were in the top three most common themes. Respondents noted that they felt it is already easy to travel along Bush Street, with pavements adequate for pedestrians and the road wide enough for cyclists to use. With regards to crossings, respondents felt that further traffic calming measures could help to cross the road, but formal crossing upgrades were not required.

Respondents who noted that the scheme felt like a waste of money and resources, linked back to the existing infrastructure being sufficient and the need to instead maintain existing infrastructure, including the carriageway. Respondents felt that the low number of users currently using the route does not justify the cost of new infrastructure.

16.1% of residents feel that carriageway is too narrow for the proposals, with comments focusing on the existing width already being tight for two-way vehicles and existing parking arrangements. Residents were concerned with the potential damage of parked vehicles as larger vehicles travel down the road, as well as the potential that vehicles would have to park wholly on the path to limit the likelihood of damage to vehicles.

Non-residents felt that the proposals didn't benefit all highway users (11.6% of responses), with some noting that only pedestrians would benefit as opposed to motorists, whilst others felt that those walking and wheeling were not safe sharing a path with cyclists.

One respondent suggested that parking controls on corners of the roads would help to improve safety, as well as double yellow lines around the Pembroke Dock Community School on Bush Street.

Figure 4-22 and Figure 4-23 shows the themes of free text responses that were highlighted by respondents when asked if they had any further comments to make on the Bush Street proposal.

Figure 4-22 - Do you have any further comments to make on the Bush Street proposal? - Residents

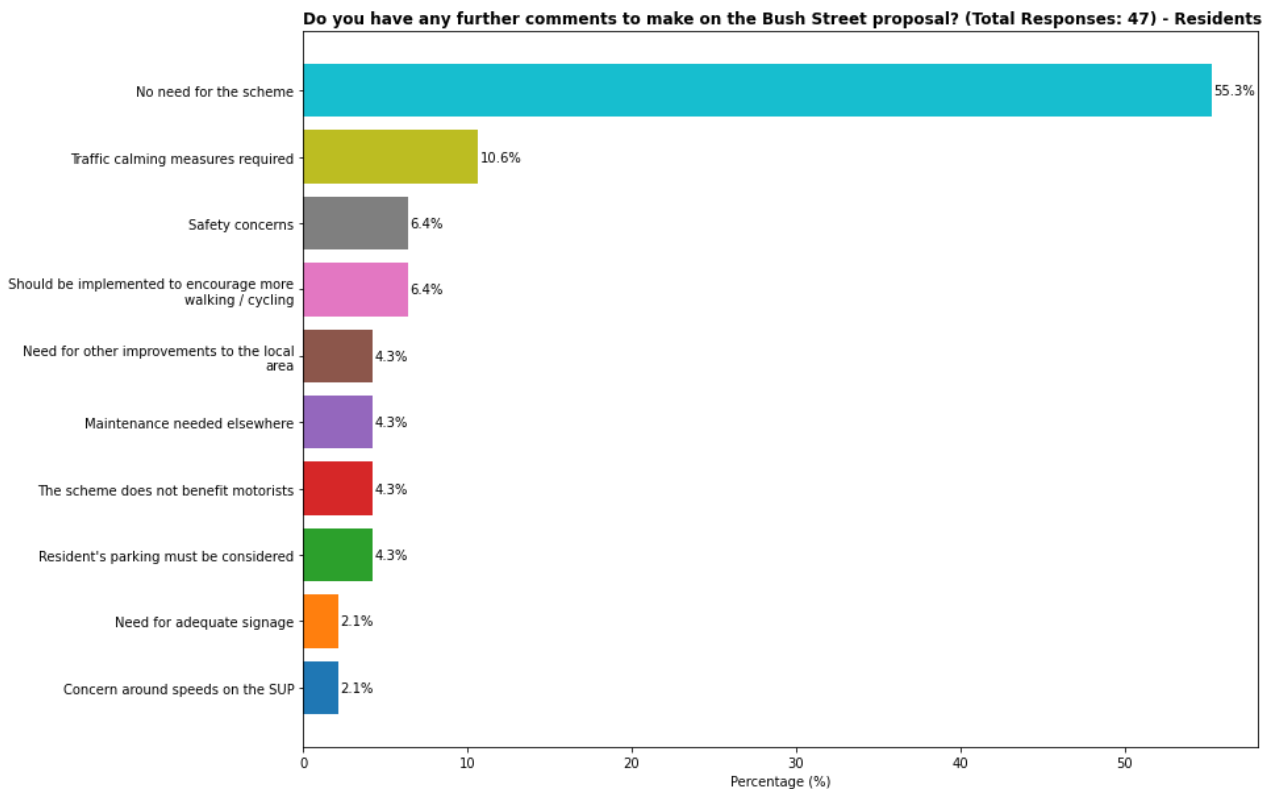
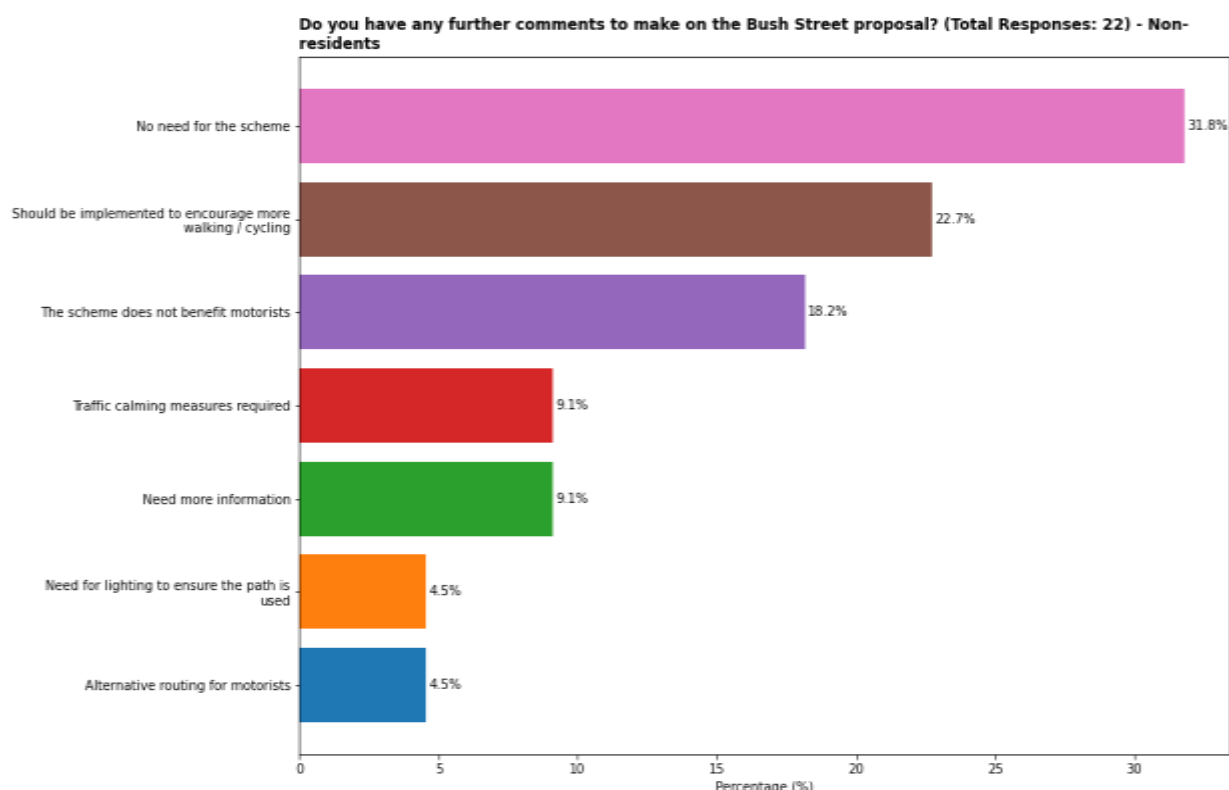


Figure 4-23 - Do you have any further comments to make on the Bush Street proposal? - Non-residents



The most common theme for both residents and non-residents was that there is no need for the scheme (55.3% of residents, 31.8% of non-residents). It is worth noting that only a small proportion of total respondents left a comment to this question.

Residents' responses reiterated some of the comments above that stated the SUP would be waste of resources, the current infrastructure is adequate for pedestrians and cyclists, and the current layout works for all highway users. Non-residents had similar comments with a lack of demand for the scheme mentioned and the idea that money could be better spent elsewhere.

10.6% of the further comments left by residents suggested a need for further traffic calming measures. Speed bumps and new crossings were suggested as ways to slow the speeds of vehicles, whilst one comment suggested a one-way system including Bush Street and High Street to maintain a safer and controlled flow of traffic around Pembroke Dock.

Some residents (6.4%) and non-residents (22.7%) did respond positively, suggesting that the SUP would encourage children and parents to walk, wheel and cycle to school instead of driving. Other comments supported the implementation of crossings that give pedestrians and cyclists priority and make it safer to cross the carriageway.

4.1.4 Prospect Place

There are two potential options for the alignment of the path from Prospect Place through to the existing SUP off Gwyther Street, with the whole proposal creating a 3m wide SUP from Prospect Place to the park. This link is currently being considered as a valuable connection for the Active Travel Network. Figure 4-24 and Figure 4-25 show the preferred options from residents and non-residents.

Figure 4-24 - Looking at the proposed options, please confirm your preferred choice? - Residents

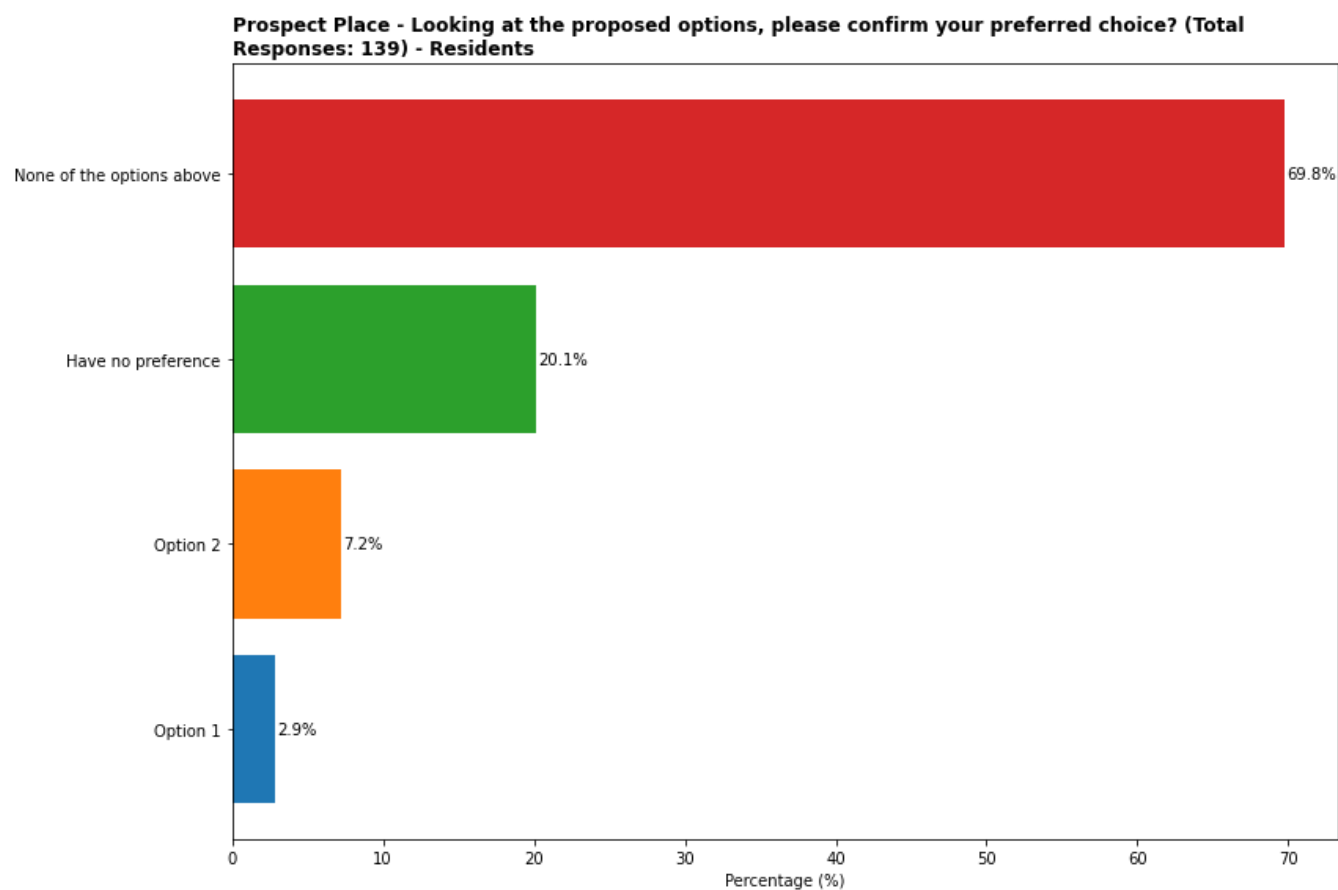
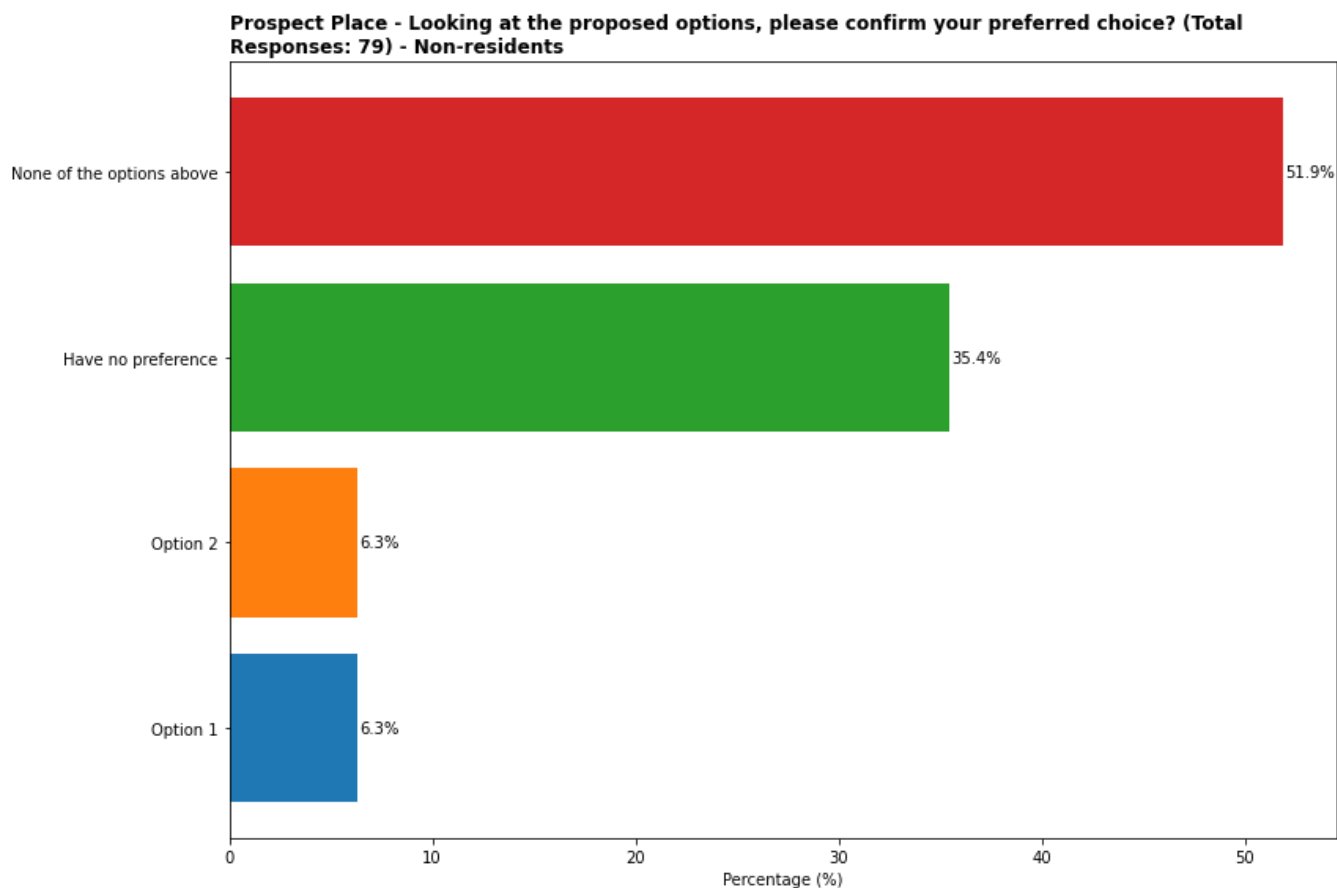


Figure 4-25 - Looking at the proposed options, please confirm your preferred choice? - Non-residents



69.8% of residents selected none of the options above, whilst 20.1% of responses had no preference to either option. Of the given options, residents preferred option 2 (7.2% of responses) to option 1 (2.9%). Non-residents were tied between the top options with both option 1 and 2 receiving 6.3% of all responses. A higher number of non-residents had no preference to either option with 35.4% selecting this option.

Figure 4-26 and Figure 4-27 shows the themes of free text responses that were highlighted by respondents when asked if they had any further comments to make on the Prospect Place proposals.

Figure 4-26 - Do you have any further comments to make on the Prospect Place proposals? - Residents

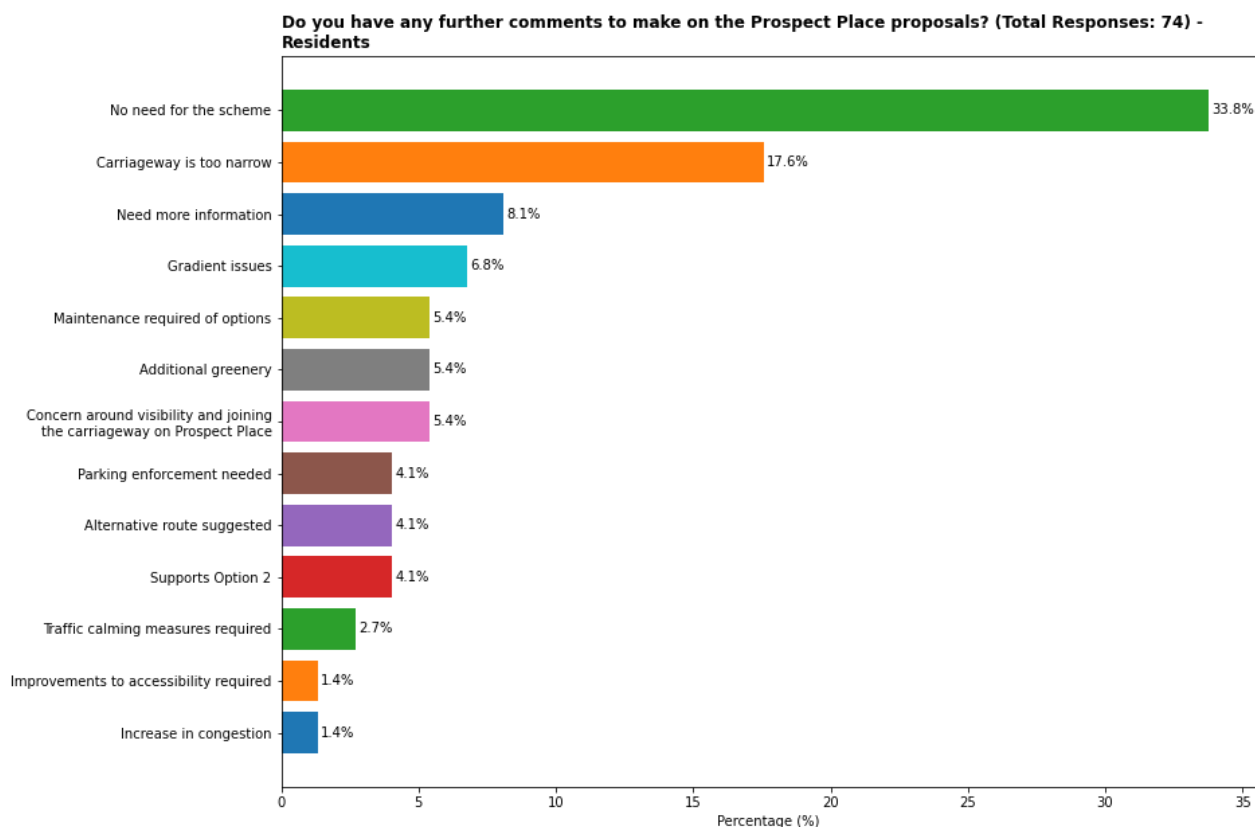
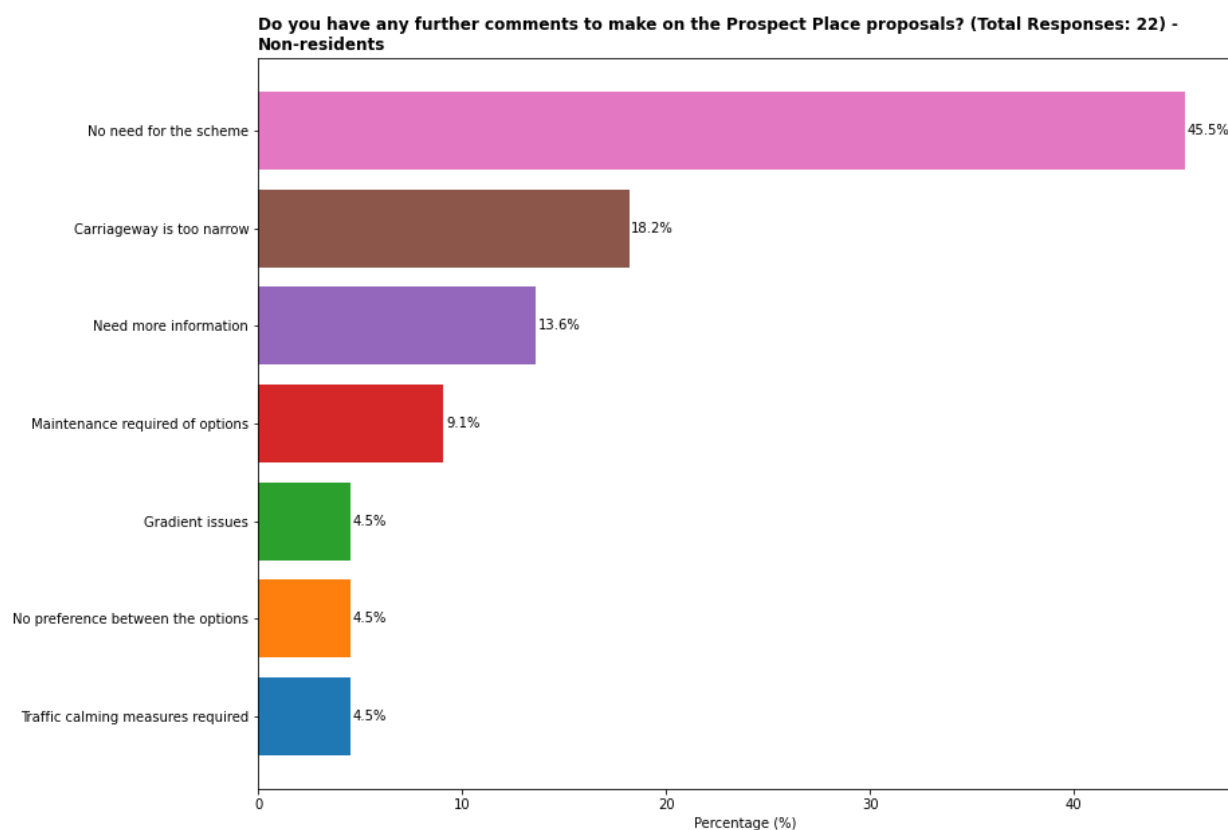


Figure 4-27 - Do you have any further comments to make on the Prospect Place proposals? - Non-residents



The top three themes were identical for both residents and non-residents, made up of: no need for the scheme (33.8% of residents, 45.5% of non-residents), carriageway is too narrow (17.6% of residents, 18.2% of non-residents), and need more information (8.1% of residents, 13.6% of non-residents).

Residents feel that the existing infrastructure from Prospect Place to the park is adequate, and the gradient would make it difficult for people to wheel or cycle along an upgraded path, making it impractical. Non-residents echoed the comments made by residents, noting that the gradient makes the path unusable for wheelchair users and mobility scooters, as well as the existing infrastructure elsewhere being sufficient, with one respondent noting that family members regularly use the High Street to access the park by walking, wheeling and cycling with no safety issues.

Residents who commented relating to the carriageway width feel that current parking provision is difficult, and the width of the carriageway is already insufficient for delivery vans, emergency vehicles and buses. Respondents were concerned that the implementation of a SUP would further narrow the carriageway making access to houses and travelling along Prospect Place difficult. Non-residents felt that the SUP could pose a safety risk to those entering / exiting houses and cars on the road and mentioned that the road currently only allows one vehicle at a time to pass through.

Both residents and non-residents felt that they would benefit from more detailed plans on the impact of the SUP to make a more informed response to the survey.

4.1.5 High Street

Two options have been presented for consideration. Option 1 includes the creation of a 3.5m SUP on the northern side of the carriageway on High Street, with connectivity at each end to the existing or future active travel corridors. Option 2 is a quiet 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 measures and improved safety features, are introduced. Figure 4-28 and Figure 4-29 shows the preferred option for residents and non-residents.

Figure 4-28 - Looking at the proposed two options, please confirm your preferred option? - Residents

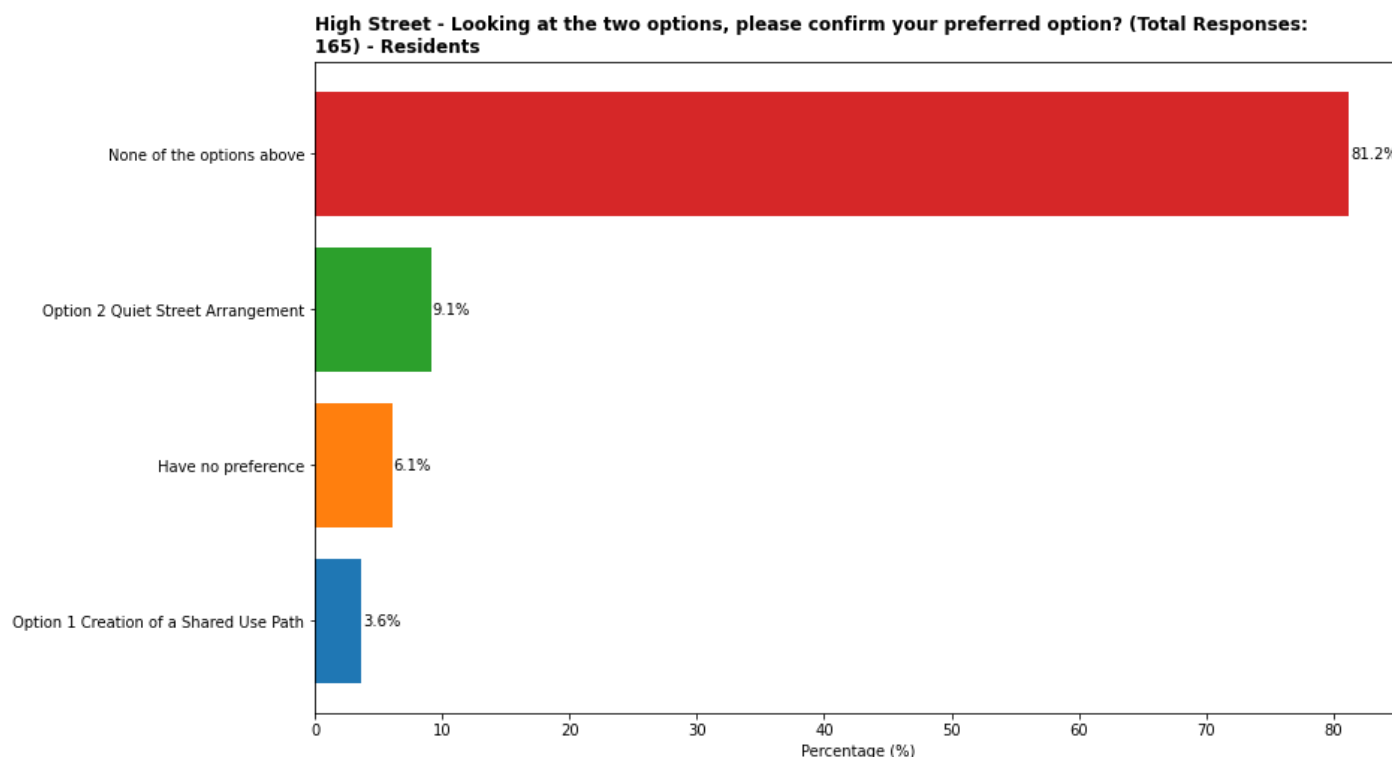
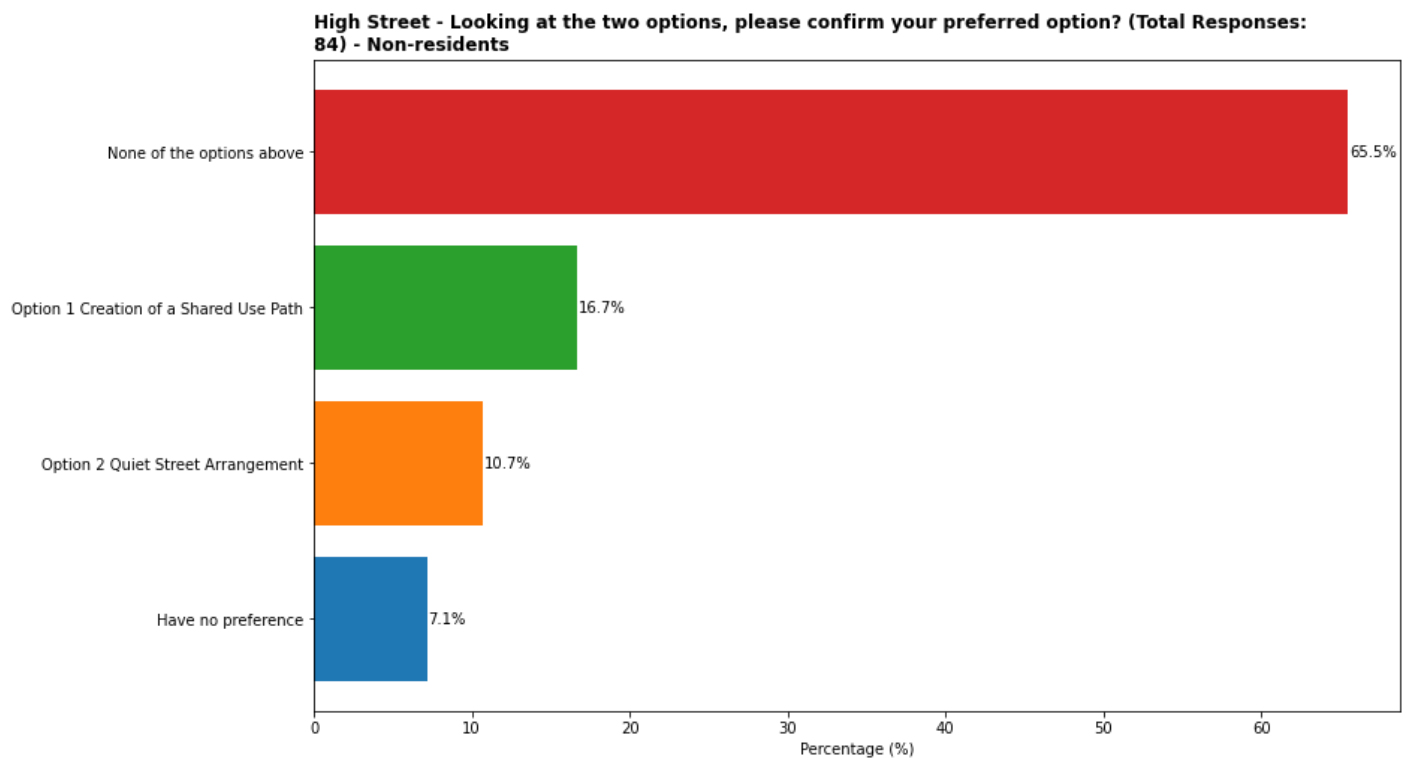


Figure 4-29 - Looking at the proposed two options, please confirm your preferred option? - Non-residents



81.2% of residents and 65.5% of non-residents selected none of the options above. Of the two options, residents are shown to slightly prefer option 2 (9.1% of responses) compared with option 1 (3.6%) and 6.1% have no preference. On the other hand, non-residents prefer option 1 (16.7% of responses) compared to option 2 (10.7%), with 7.1% having no preference.

Figure 4-30 and Figure 4-31 shows the themes of free text responses that were highlighted by respondents when asked if they had any further comments to make on the High Street proposals.

Figure 4-30 - Do you have any further comments to make on the High Street proposal? - Residents

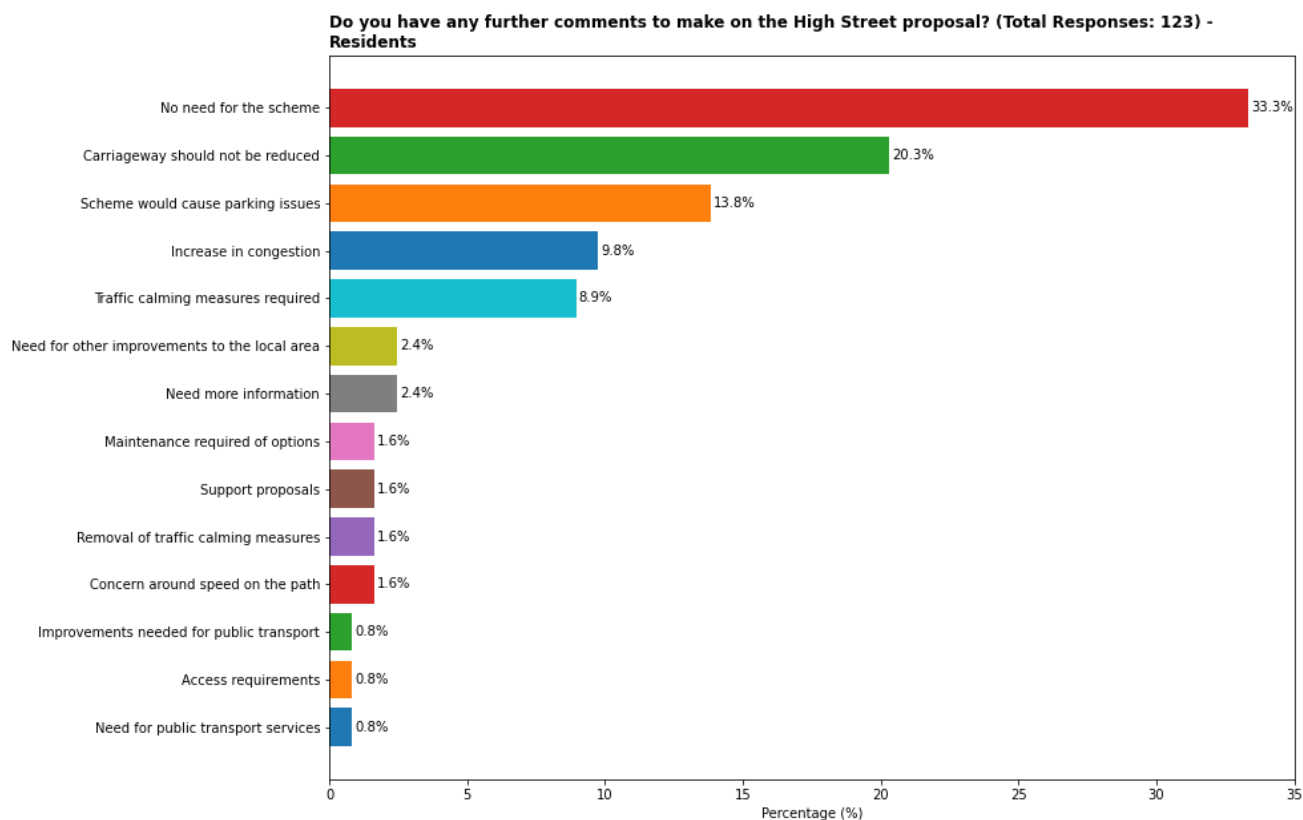
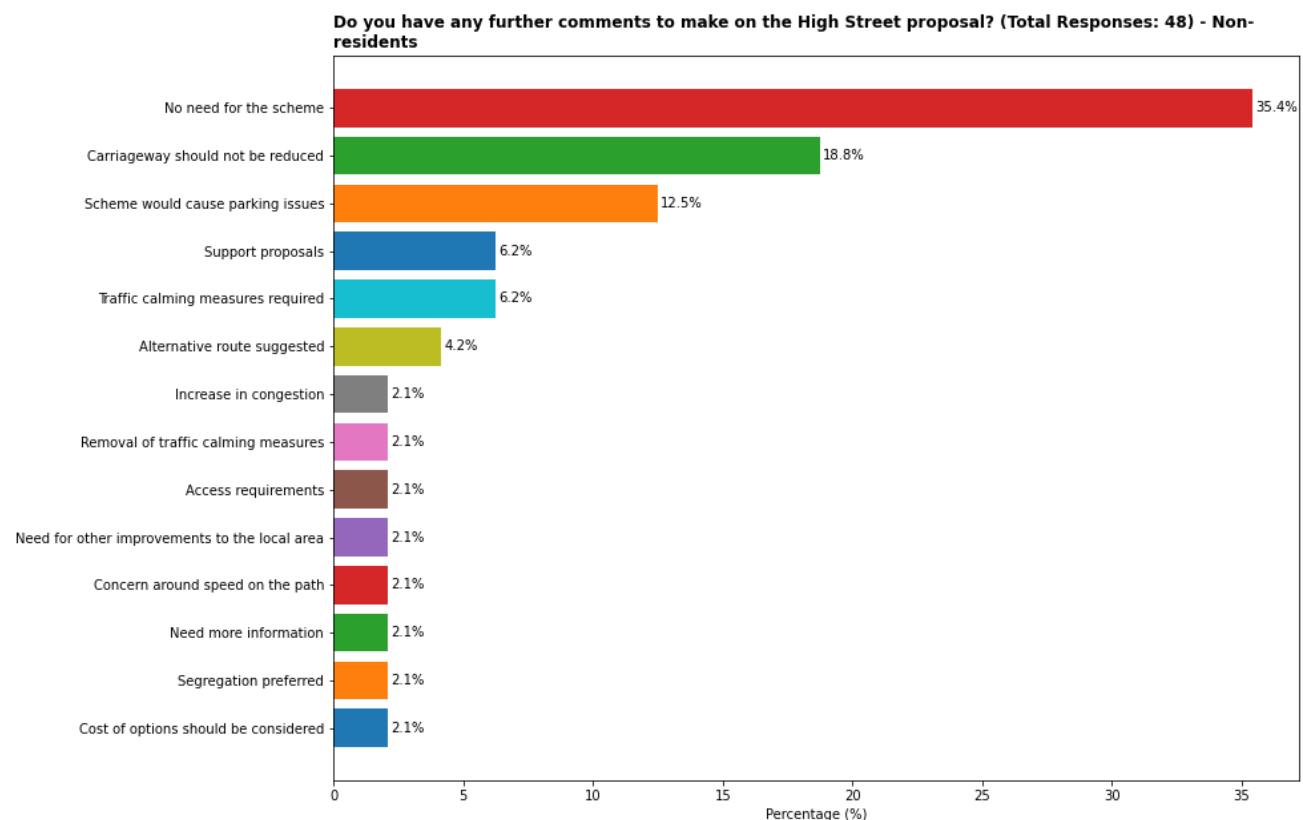


Figure 4-31 - Do you have any further comments to make on the High Street proposal? - Non-residents



The top three themes were identical for both residents and non-residents, made up of: no need for the scheme (33.3% of residents, 35.4% of non-residents), carriageway should not be reduced (20.3% of residents, 18.8% of non-residents), and the scheme would cause parking issues (13.8% of residents, 12.5% of non-residents).

Residents felt strongly that the existing path was sufficient and that there is no need for the proposed scheme, with those walking, wheeling and cycling able to pass each other without issues. Some comments mentioned that whilst encouraging school children to walk, wheel and cycle to school is beneficial, the existing northern path is already 3m wide and many use the footway on the southern side of the carriageway to connect to Pennar Stores. Non-residents felt that the existing arrangements work on the High Street and would be concerned on the impact on parking and local businesses if the SUP was implemented.

Comments from residents were concerned around the impact the SUP would have on parking as well as on the carriageway width. Respondents mentioned that High Street is a main route to access Pembroke Dock and requires traffic to flow. They mentioned that a narrower carriageway would cause more congestion and potentially accidents. Residents were also concerned around damage to parked cars from passing vehicles. Non-residents echoed residents' feelings towards narrowing the carriageway, noting that a narrower carriageway would cause issues for buses and delivery lorries to the shops.

Residents were concerned around the displacement of parking if the scheme progressed, with current difficulties in parking that could be exacerbated by the scheme. Some comments noted the need to park close to their home due to mobility issues, and expressed concerns if parking is removed from High Street.

Both residents and non-residents noted the need for traffic calming measures, including speed bumps and speed cameras, along the High Street to deal with speeding vehicles along the road. Another comment mentioned one-way along Bush Street and High Street could be beneficial to help with traffic flow.

4.1.6 Trinity Road

Three potential options have been presented for consideration for the layout on Trinity Road: reconfigure of highway space, widening of the highway area and quiet street connectivity. Figure 4-32 and Figure 4-33 show the preferred options for residents and non-residents.



Figure 4-32 - Looking at the proposed three options, please confirm your preferred option - Residents

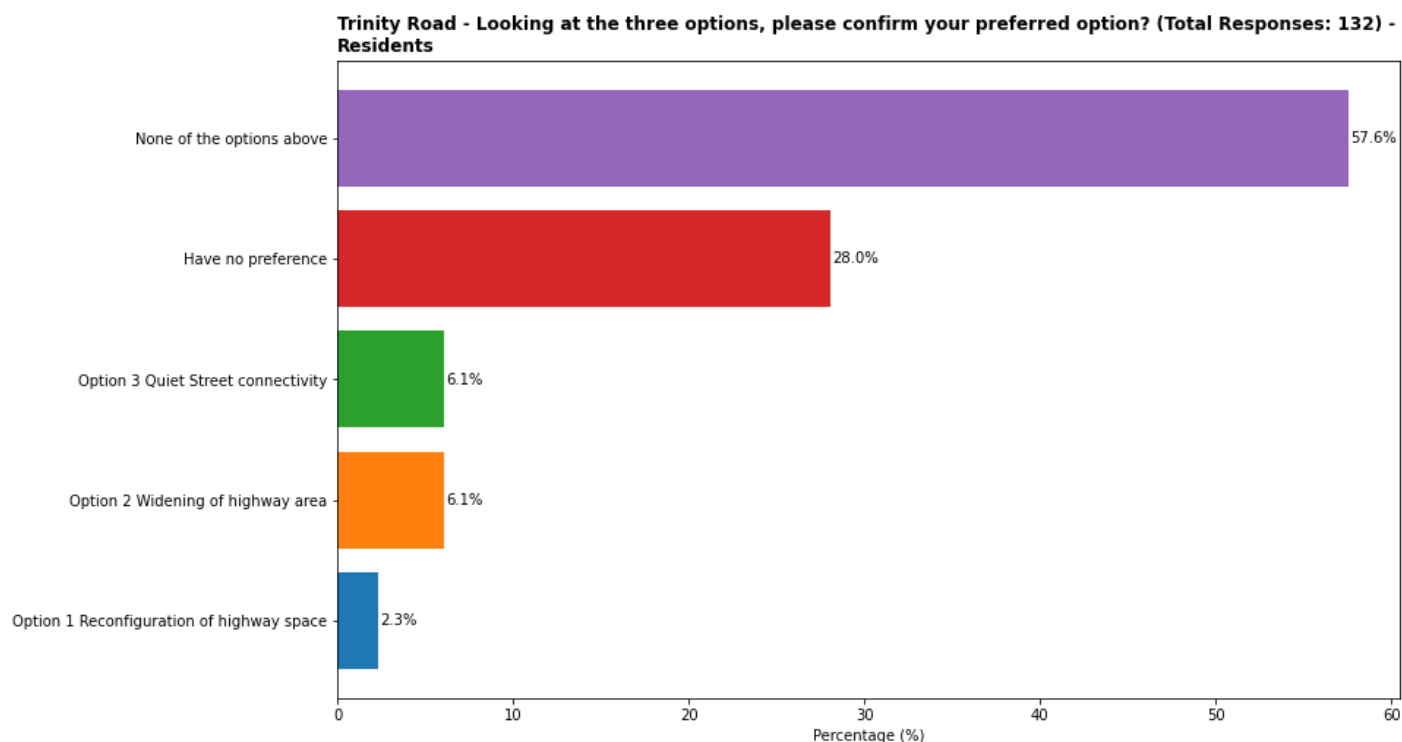
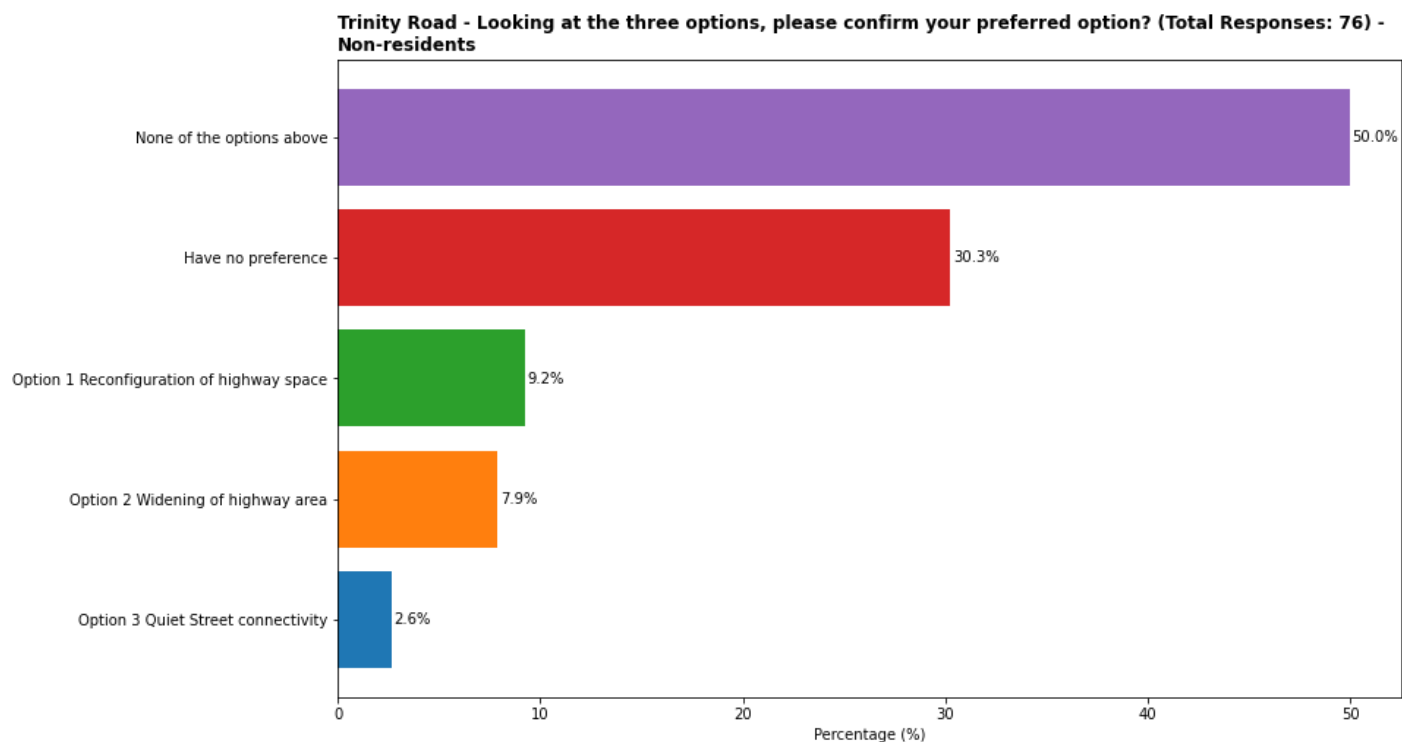


Figure 4-33 - Looking at the proposed three options, please confirm your preferred option - Non-residents



57.6% of residents and 50.0% of non-residents selected none of the options. Of the given options, option 2 and 3 are jointly the preferred option for residents, both with 6.1% of responses. 2.3% prefer option 1, whilst 28.0% have no preference for any option. Among non-residents, option 1 is preferred (9.2% of response), followed by option 2 (7.9%) and option 3 (2.6%). 30.3% of non-residents have no preference. Figure 4-34 and Figure 4-35 shows the themes of

free text responses that were highlighted by respondents when asked if they had any further comments to make on the Trinity Road proposals.

Figure 4-34 - Do you have any further comments to make on the Trinity Road proposal? - Residents

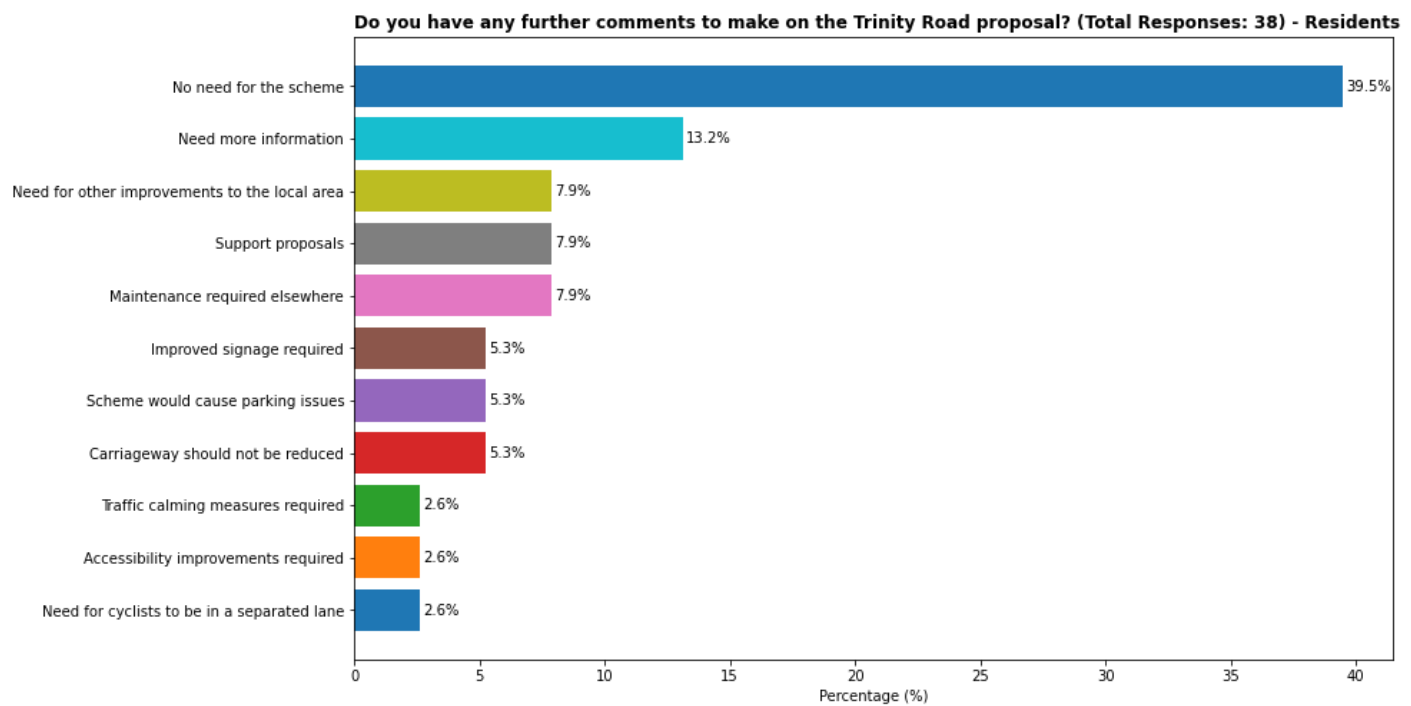
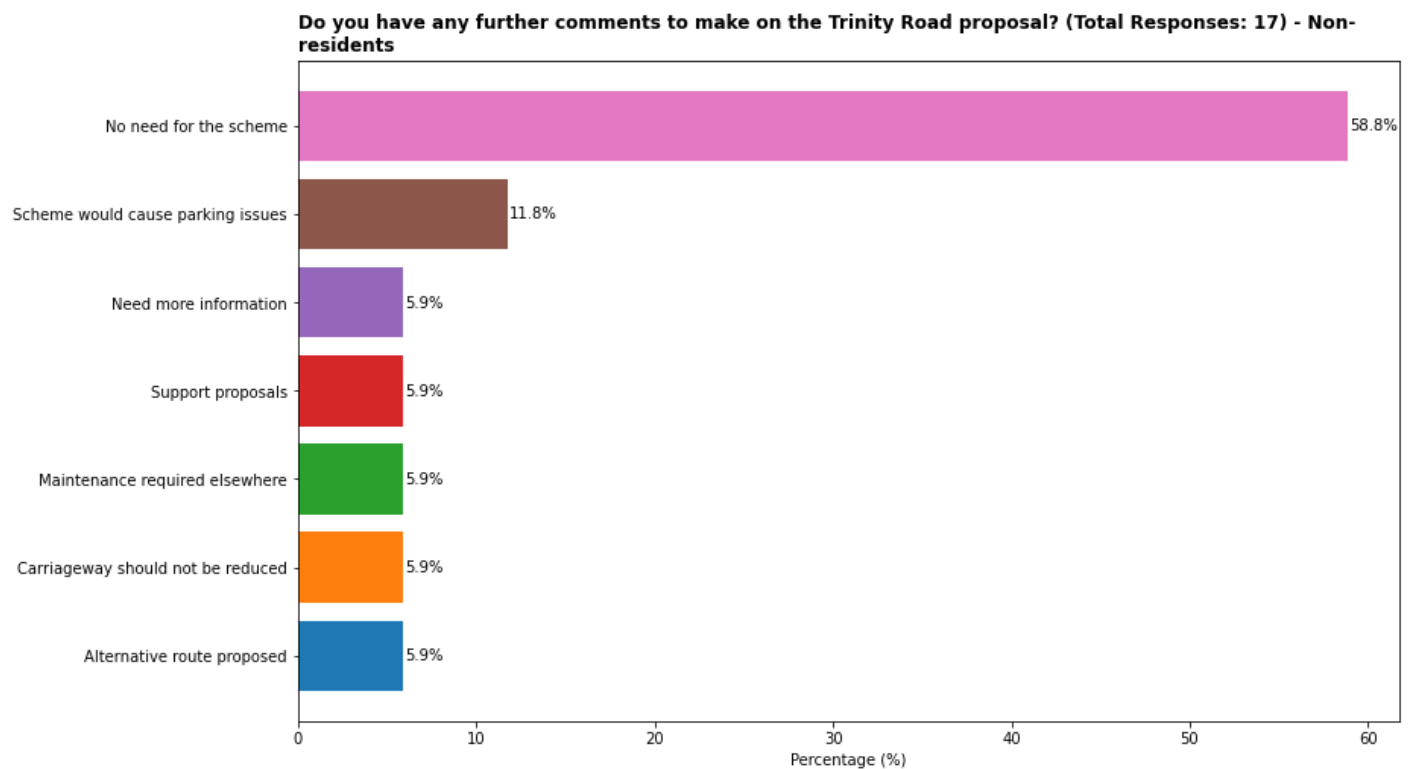


Figure 4-35 - Do you have any further comments to make on the Trinity Road proposal? - Non-residents



It is worth noting that there was only a total of 55 responses left on the Trinity Road proposals. The most common theme for both residents and non-residents is the lack of need for the theme, with 39.5% of resident's responses and 58.8% of non-residents responses. Comments regarding the lack of need for the scheme focus on the fact that Trinity Road is a quiet cul-de-sac, already adequate for walking, wheeling and cycling with wide enough paths and good connectivity to parks, the train station and town centre.

Some residents stated they needed more information with detailed plans of the proposals presented clearly, whilst others felt that improvements would be beneficial focused elsewhere, including the town centre and maintenance on existing paths across Pembroke Dock where there are surfacing and drainage issues. Some residents did support the proposals, suggesting the Trinity Road proposals would tie in well with the Prospect Place proposals.

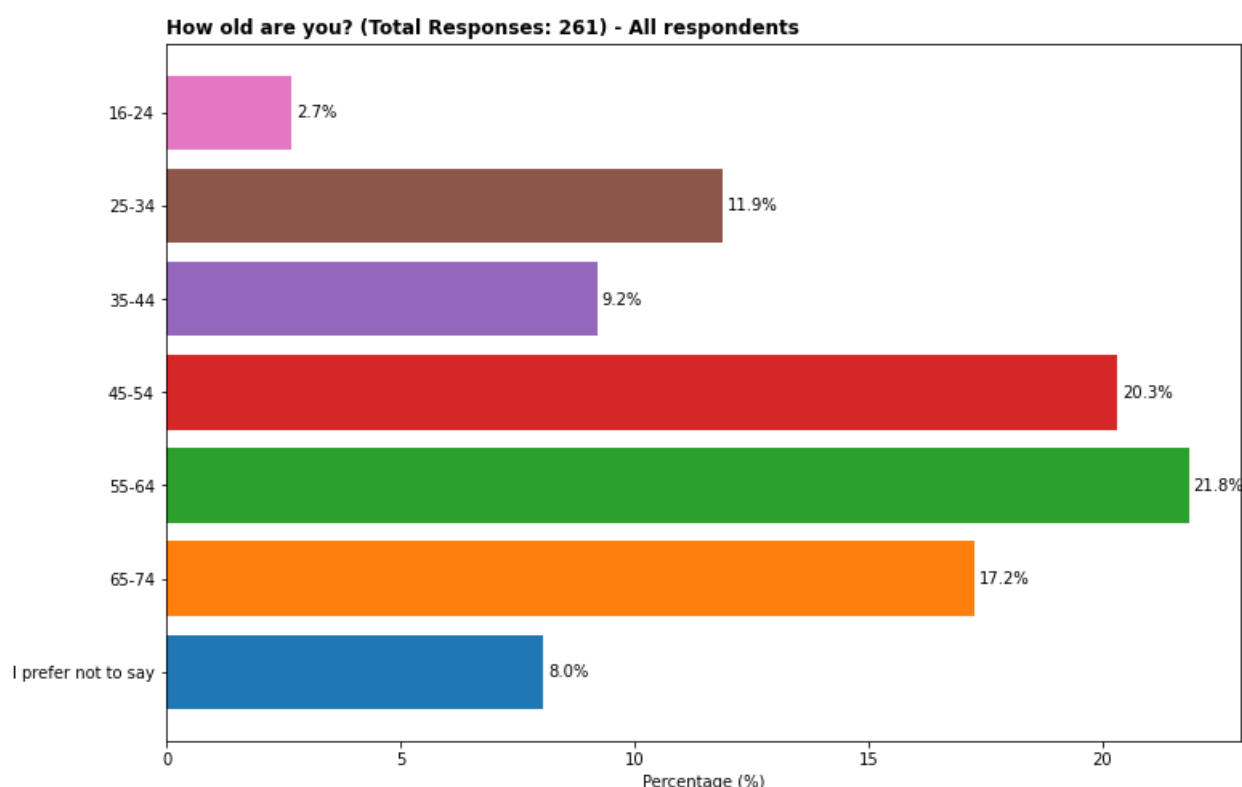
Non-residents mentioned concerns around changes to parking in the area, particularly with the quiet street arrangement that joins Trinity Road where cars currently park. One respondent mentioned that the SUP maintaining the highway width could also cause residents to park their cars on the path.

4.1.7 Demographic information

This section details the responses to the 'About You' questions included in the survey. All responses to the survey have been presented together for residents and non-residents throughout this section to summarise the demographic from all responses received.

Figure 4-36 shows the age demographic of respondents to the survey.

Figure 4-36 - How old are you?

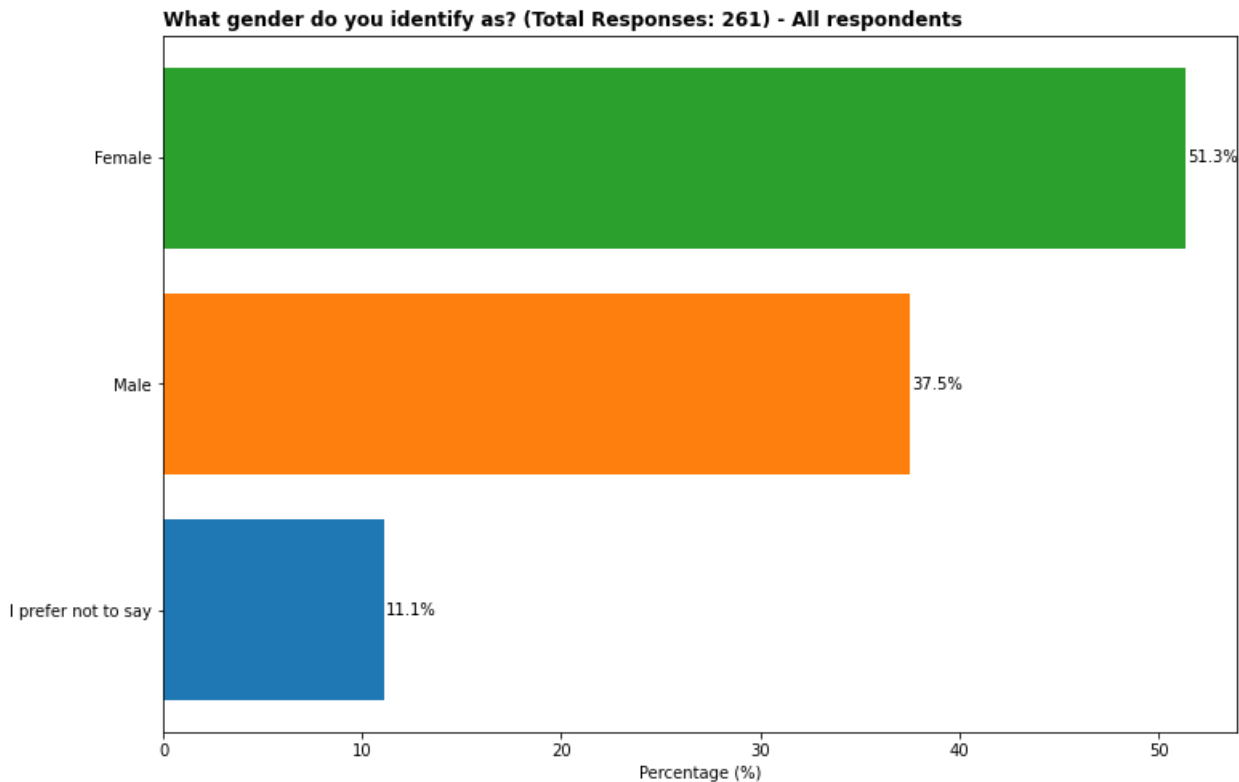


There is a large range of ages, with responses from people between the ages of 16 to 74. However, the responses are weighted towards people over the age of 45 (59.3% of all responses) compared with those under 45 (23.8%), with

8.0% preferring not to say and the remaining 8.9% not answering the question. This is somewhat representative of the population of Pembroke Dock where people over the age of 45 make up 47.0% of the population.³

Respondents were asked what gender they identify as, with the responses show in Figure 4-37.

Figure 4-37 - What gender do you identify as?



51.3% of responses are female, with 37.5% male and 11.1% prefer not to say. According to the data provided in the 2021 Census, females make up 50.5% of Pembroke Dock residents suggesting this is representative of the population.

Respondents were asked if they have any physical or mental health conditions or illnesses lasting, or expected to last, for 12 months or more, with 255 out of 266 respondents choosing to answer. The results are shown in Figure 4-38. As a follow-up question, respondents were also asked if any conditions or illnesses reduce their ability to carry out day-to-day activities. 61 respondents answered this question, and the responses are shown in Figure 4-39.

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



Figure 4-38 - Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

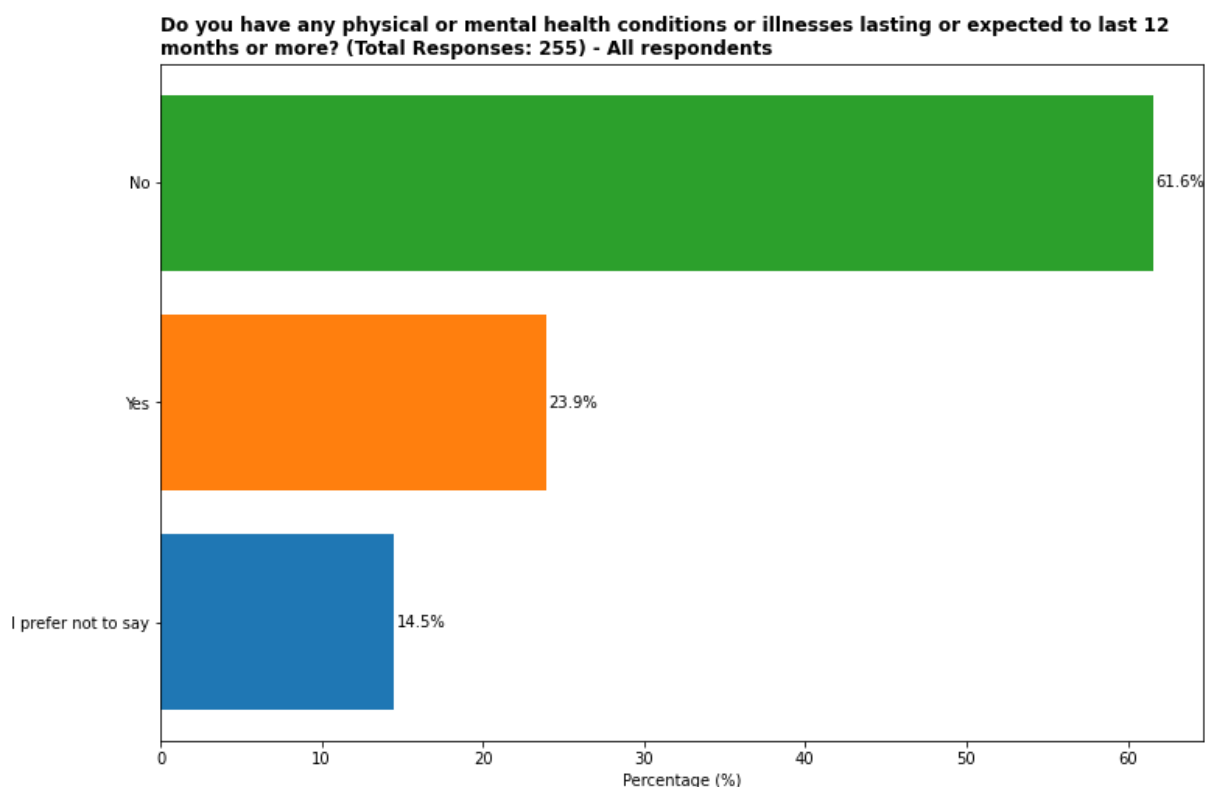
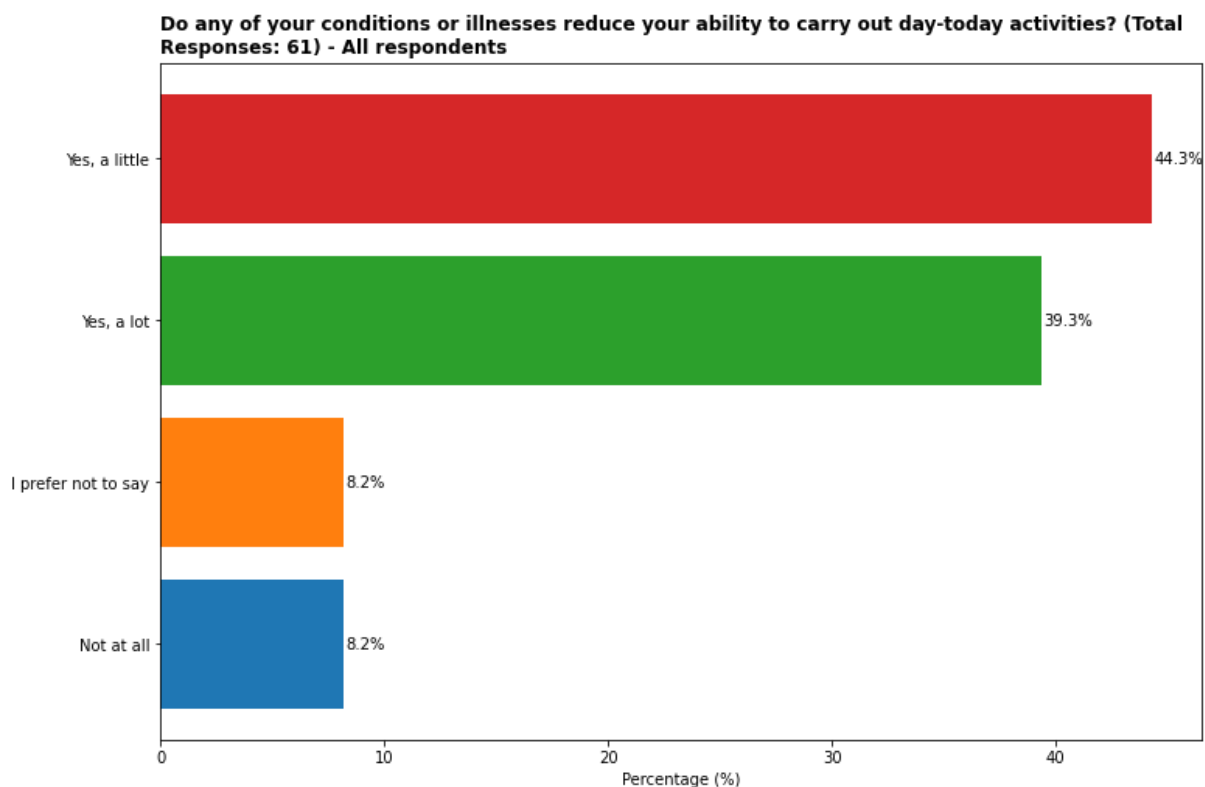


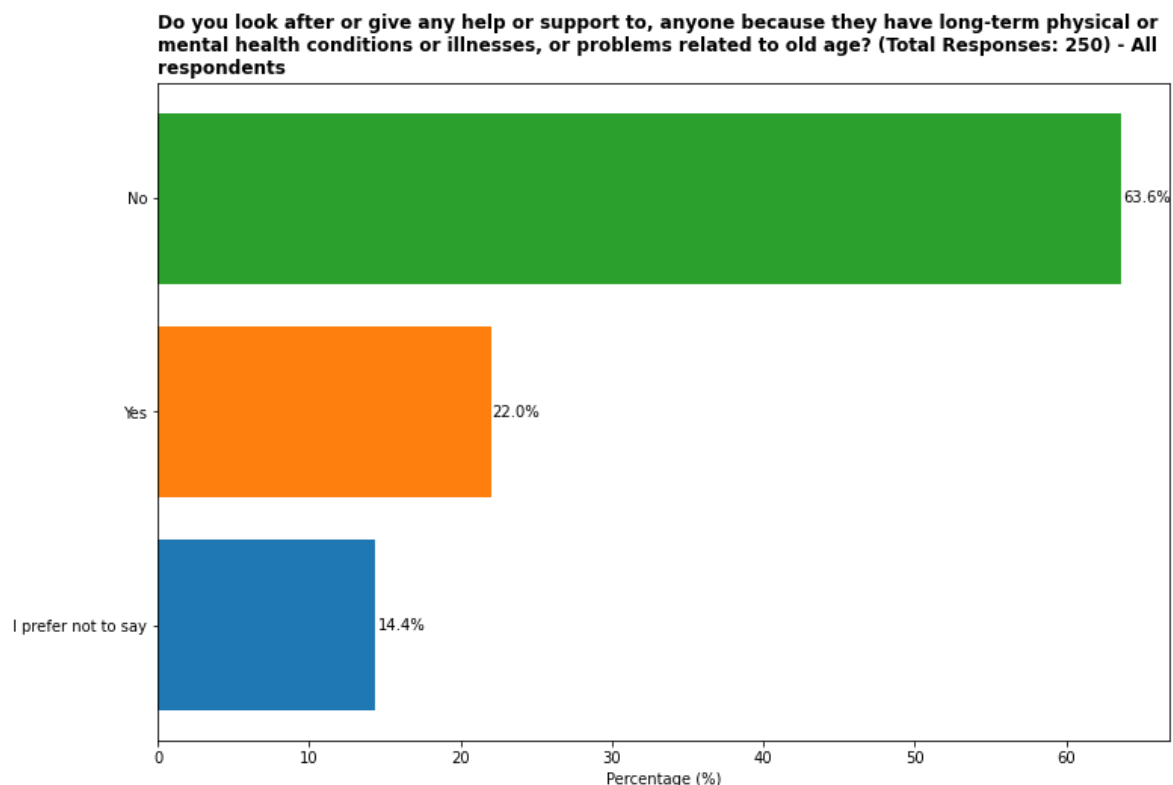
Figure 4-39 - Do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?



23.9% of respondents have a physical or mental illness that is expected to last for 12 months or more. Of those that have a lasting physical or mental illness, 83.6% said this illness impacts their ability a little or a lot to perform day-to-day activities. This is representative of the population based on Census 2021 data, where 24.5% of the population are classed as disabled under the Equality Act.

Figure 4-40 shows the responses when asked if they look after or give any help / support to anyone due to their long long-term physical or mental health conditions or illnesses, or problems related to old age.

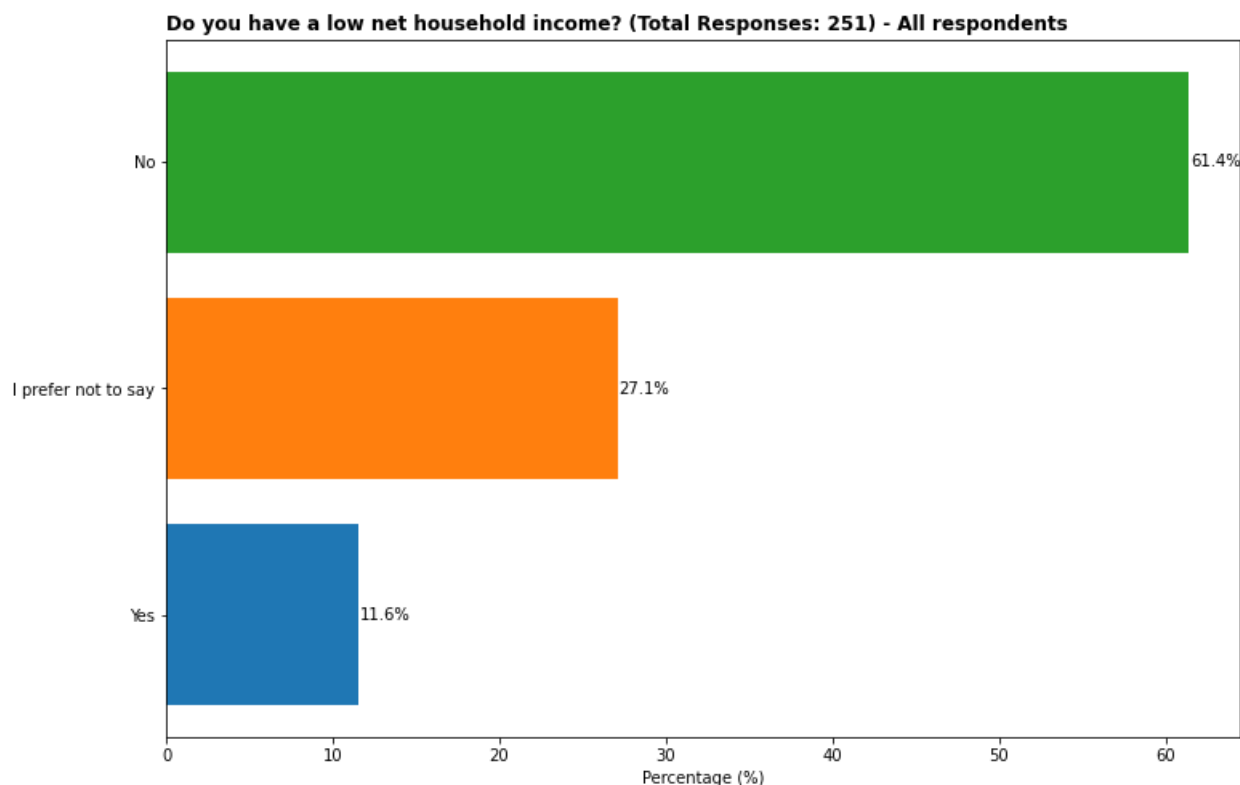
Figure 4-40 - Do you look after or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?



Just under a quarter of respondents answered “yes” to this question, suggesting that a fairly high number of respondents provide support or help to others base on long-term physical or mental health conditions or old age.

Respondents were asked if they have a low net household income, and responses are shown in Figure 4-41.

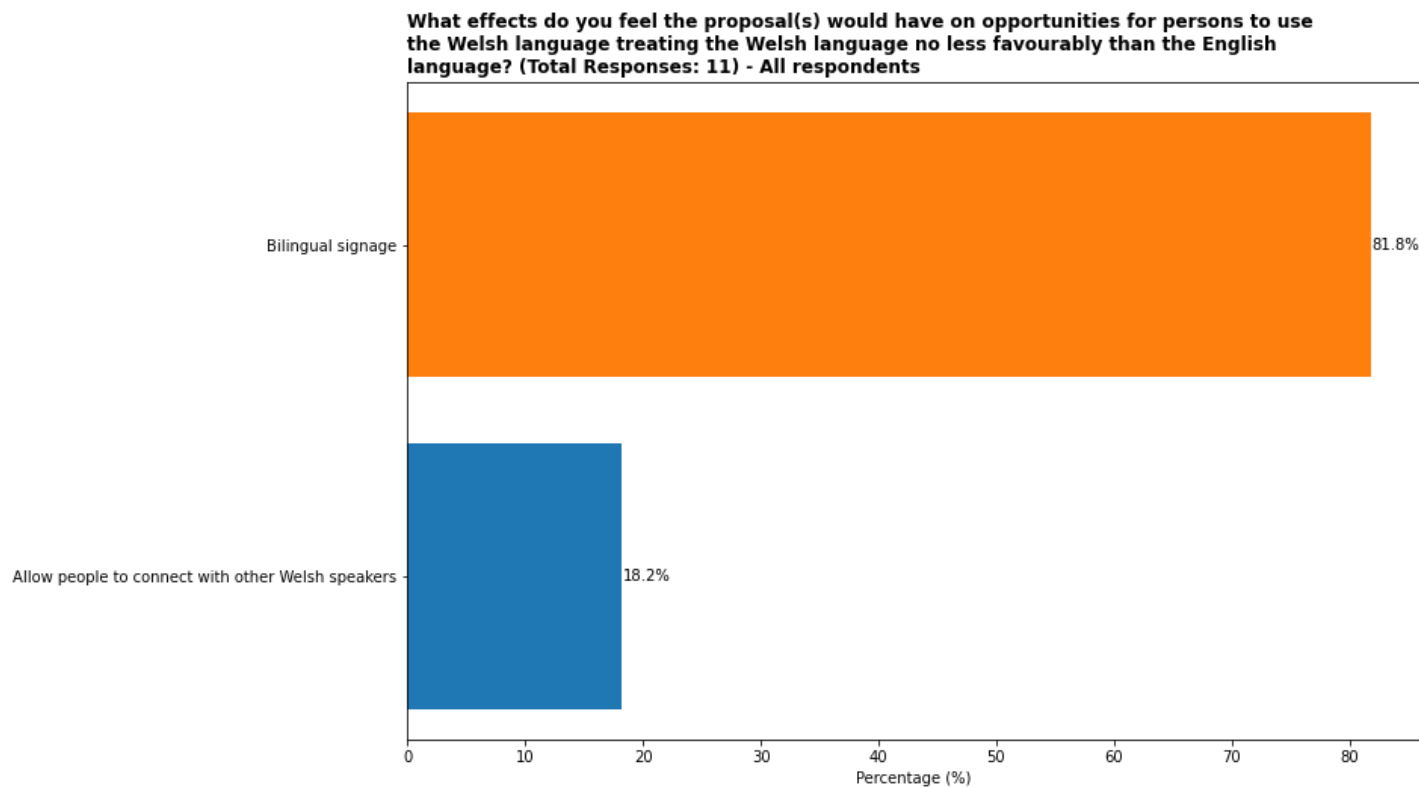
Figure 4-41 - Do you have a low net household income?



11.6% of respondents have a low net household income, with 61.4% answering 'no' and 27.1% preferring not to say.

Respondents were asked what effects they felt that the proposals could have on opportunities for persons to use the Welsh language and treating the Welsh language no less favourably than the English language. Figure 4-42 shows the responses to the question, although it is worth noting that only 11 direct responses to the question were received.

Figure 4-42 - What effects do you feel the proposal(s) would have on opportunities for persons to use the Welsh language?



The responses noted a clear opportunity to include Welsh language on the signage along the route. As well as the possibility for the SUP to have a positive effect on the local community and provide connections to other local communities, helping them to connect and speak with people who can speak Welsh.



5. Conclusions from survey analysis

Table 5-1 shows a summary of the conclusions from the survey analysis which will be used to inform the next steps of the proposals.

Table 5-1 - Conclusions from survey responses

Survey section	Key themes
Travel purpose	- The majority of respondents selected that their reason for visiting Pembroke Dock was due to being local residents (58.0%) (Figure 4-1). - The majority of respondents travel by car (44.4%), closely followed by walking (31.3%). 1.2% of all respondents are wheelchair users (Figure 4-2). - A significant proportion travel daily without the use of a vehicle (35.6%), closely followed by respondents who hardly ever travel without a vehicle (32.6%) (Figure 4-3).
Active travel improvements in Pembroke Dock	- The majority of residents do not feel that the proposed SUPs would encourage them to walk, wheel or cycle more frequently, with only 8.5% feeling that it would help them to travel more by active modes (Figure 4-4). 85.3% of residents do not support the SUP proposals, whilst 9.0% do (Figure 4-6). - Non-residents have a slightly more favourable view towards the SUPs, with 19.5% suggesting that the proposals would encourage them to walk, wheel or cycle more frequently (Figure 4-5). 25.0% of non-residents support the proposals for SUPs (Figure 4-7). - The majority of respondents do not feel that the proposals would improve accessibility for those with mobility needs, with only 11.9% of residents and 27.4% of non-residents selecting 'yes' in response to the question. A high proportion of both sets of respondents were unsure, with 10.8% of residents, and 15.5% of non-residents (Figure 4-8 and Figure 4-9). - Only 9.7% of residents and 23.8% of non-residents feel that the proposals would improve connectivity around the town, whilst the majority do not feel connectivity would be improved (Figure 4-10 and Figure 4-11). - Reasons for disliking the SUP proposals from residents were concerns that the carriageway would become too narrow (16.7%) and that existing infrastructure in the town is sufficient (16.7%). Responses from non-residents were similar, with 16.7% stating that existing infrastructure is sufficient and that they felt it was a waste of resources (15.3%) to invest in new paths (Figure 4-12 and Figure 4-13). - A high proportion of residents and non-residents are either very confident or confident walking, wheeling or cycling in and around the town, at 74.7% and 63.1% respectively. However, the remaining responses that answered 'neutral', 'not very confident', or 'not confident at all', suggest that the town could benefit from increased safer opportunities for walking, wheeling and cycling (Figure 4-14 and Figure 4-15). - Both residents and non-residents agreed that lighting was the priority feature to be included on any SUP. Wayfinding signage, clear SUP signage, separated lanes for users, traffic calming measures, CCTV cameras, seating, bins, accessibility features and removal of existing cobbled paving were also mentioned as desirable features (Figure 4-16 and Figure 4-17).
Bush Street proposals	- Only 13.2% of residents and 31.8% of non-residents support the proposal for a SUP on Bush Street, whilst the majority do not support Bush Street proposals (Figure 4-18 and Figure 4-19). - Both residents and non-residents commented on the existing infrastructure being sufficient (28.8% of residents, 30.2% of non-residents) and the scheme being a waste of resources (11.9% of residents, 16.3% of non-residents). 16.1% of residents also feel that carriageway is too narrow for the proposals whilst 11.6% of non-residents feel that the proposals don't benefit all highway users (Figure 4-20 and Figure 4-21).

	When asked for further feedback, the most common theme for both residents and non-residents was that there is no need for the scheme (55.3% of residents, 31.8% of non-residents). 10.6% of the further comments left by residents suggested a need for further traffic calming measures and some residents (6.4%) and non-residents (22.7%) did respond positively (Figure 4-22 and Figure 4-23).
Prospect Place proposals	- Most of the responses from both residents and non-residents did not like either option, choosing 'none of the options above'. Of the two given options, residents preferred option 2 (7.2% of responses) to option 1 (2.9%). 20.1% of responses had no preference to either option. Non-residents were tied between the top options with both option 1 and 2 receiving 6.3% of all responses. A higher number of non-residents had no preference to either option with 35.4% selecting this option (Figure 4-24 and Figure 4-25). - In the further comments, the top three themes were identical for both residents and non-residents, made up of: no need for the scheme (33.8% of residents, 45.5% of non-residents), carriageway is too narrow (17.6% of residents, 18.2% of non-residents), and need more information (8.1% of residents, 13.6% of non-residents) (Figure 4-26 and Figure 4-27).
High Street proposals	- Most of the responses from both residents and non-residents did not like either option, choosing 'none of the options above'. Of the given options, residents slightly prefer option 2 (9.1% of responses) compared with option 1 (3.6%). 6.1% have no preference. Non-residents prefer option 1 (16.7% of responses) compared to option 2 (10.7%), with 7.1% having no preference (Figure 4-28 and Figure 4-29). - In the further comments, the top three themes were identical for both residents and non-residents, made up of: no need for the scheme (33.3% of residents, 35.4% of non-residents), carriageway should not be reduced (20.3% of residents, 18.8% of non-residents), and the scheme would cause parking issues (13.8% of residents, 12.5% of non-residents) (Figure 4-30 and Figure 4-31).
Trinity Road proposals	- Most of the responses from both residents and non-residents did not like any of the three options, choosing 'none of the options above'. Of the three given options, options 2 and 3 are jointly the preferred option for residents, both with 6.1% of responses. 2.3% prefer option 1, whilst 28.0% have no preference for any option. Among non-residents, option 1 is preferred (9.2% of response), followed by option 2 (7.9%) and option 3 (2.6%). 30.3% of non-residents have no preference (Figure 4-32 and Figure 4-33). - The most common theme for both residents and non-residents is the lack of need for the theme, with 39.5% of resident's responses and 58.8% of non-residents responses. Other comments related to needing more information, the need for improvements elsewhere and some support the proposals. Non-residents mentioned concerns around changes to parking in the area (Figure 4-34 and Figure 4-35).
Demographic information	- The responses are weighted towards people over the age of 45 (59.3%) compared with those under 45 (23.8%) (Figure 4-36). This is somewhat representative of the population of Pembroke Dock, where people over the age of 45 make up 47.0% of the population. 51.3% of responses are female, with 37.5% male and 11.1% preferring not to say. According to the data provided in the 2021 Census, females make up 50.5% of Pembroke Dock residents suggesting this is representative of the population (Figure 4-37). 23.9% of respondents have a physical or mental illness that is expected to last for 12 months or more. Of those that have a lasting physical or mental illness, 83.6% said this illness impacts their ability a little or a lot to perform day-to-day activities. This is representative of the population based on Census 2021 data, where 24.5% of the population are classed as disabled under the Equality Act (Figure 4-38 and Figure 4-39). - Just under a quarter of respondents provide support or help to others base on long-term physical or mental health conditions or old age (Figure 4-40).

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- 11.6% of respondents have a low net household income, with 61.4% answering 'no' and 27.1% preferring not to say (Figure 4-41).
 - There is a clearly identified opportunity to include Welsh language on the signage of the final proposals (Figure 4-42).
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6. Next steps

The purpose of both rounds 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 feedback received from the engagement, and the petition, as analysed in this report, as well as from wider interest generated by the scheme in the local area, will be noted and discussed to determine any future solutions, subject to funding.



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