

PEMBROKESHIRE COUNTY COUNCIL CYNGOR SIR PENFRO



Planning Stage Newgale WelTAG Study



February 2016

Contents Amendment Record

This report has been issued and amended as follows:

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1	0	Consultation Draft	December 2015	
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1.0 Introduction

1.1 Study Overview

In the winter storms of 2013/14 the shingle bank at Newgale was overtopped and the A487 flooded. The shingle bank has been overtopped many times and with rising sea levels this is expected to become a more frequent and severe an event. This report considers transport options for mitigating against the probability of the existing road being ever more frequently closed due to sea inundation.

The Welsh Transport Planning and Appraisal Guidance (WelTAG) study, which is being used to consider transport issues and options in and through Newgale, was begun in April 2015. The study will take into account the future development potential in the area, including at Cawdor Barracks Army Base at Brawdy, and the need to maintain access to and from the St Davids Peninsula. Figure 1.1 shows the study area. Consideration will also be given to the wider area of influence covering transport routes in the quadrant of Pembrokeshire north and west of Haverfordwest.

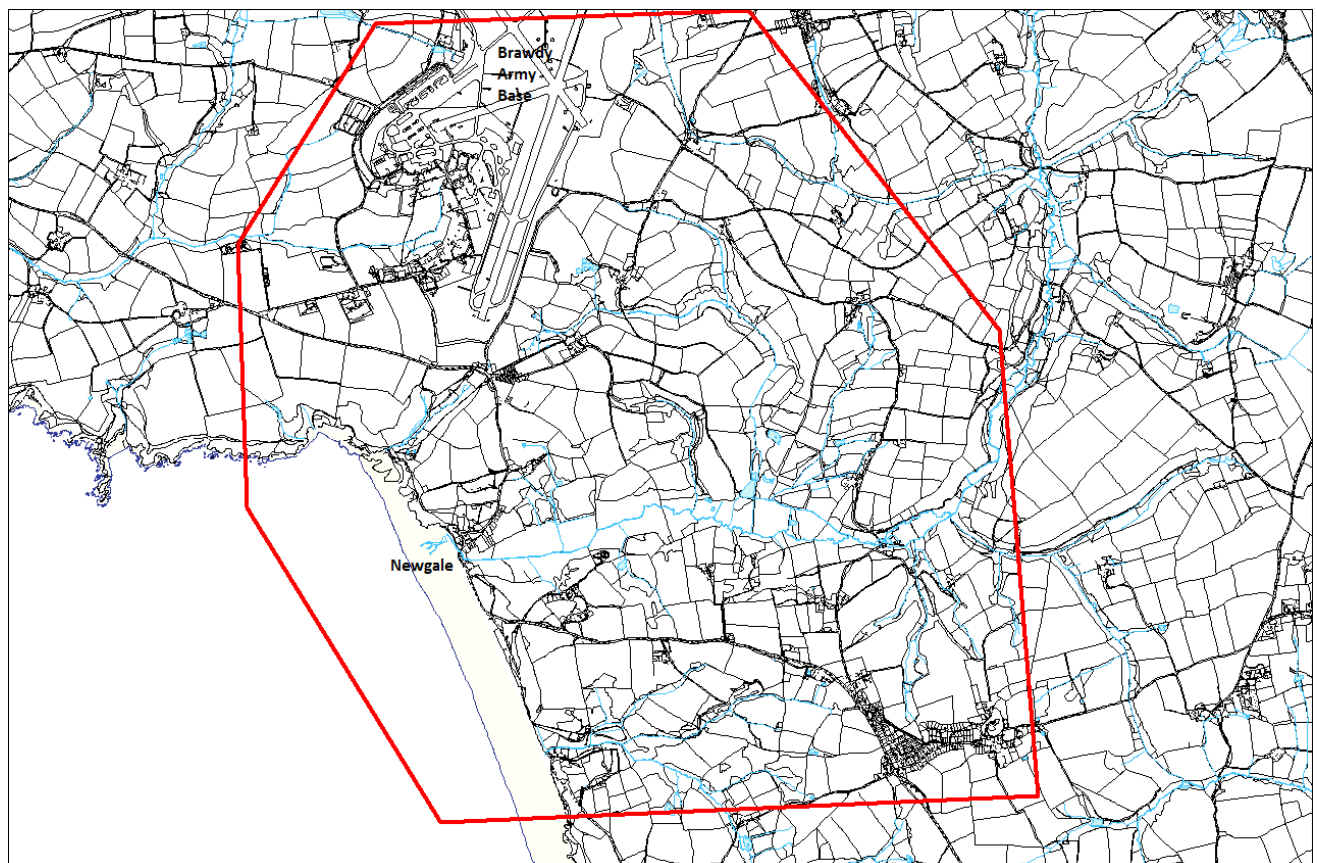


Figure 1.1: The Study Area

1.2 Objective of this report

This Report outlines the problems and opportunities in the Newgale study area and establishes a set of transport planning objectives based upon these. A list of potential scheme options based upon consultation with stakeholders, the general public and officers are identified and assessed against the transport planning

objectives to produce a set of options for development and testing at the next stage (WelTAG Stage 1).

“WelTAG is the Welsh Transport Planning Appraisal Guidance. It has been developed by the Welsh Assembly Government with the intention that it is applied to all transport strategies, plans and schemes being promoted or requiring funding from the Welsh Assembly Government.”

Figure 1.2 below outlines the WelTAG process at the strategic level. This report contains the first stage of the WelTAG assessment process for the Newgale WelTAG study; the Planning Stage Report.

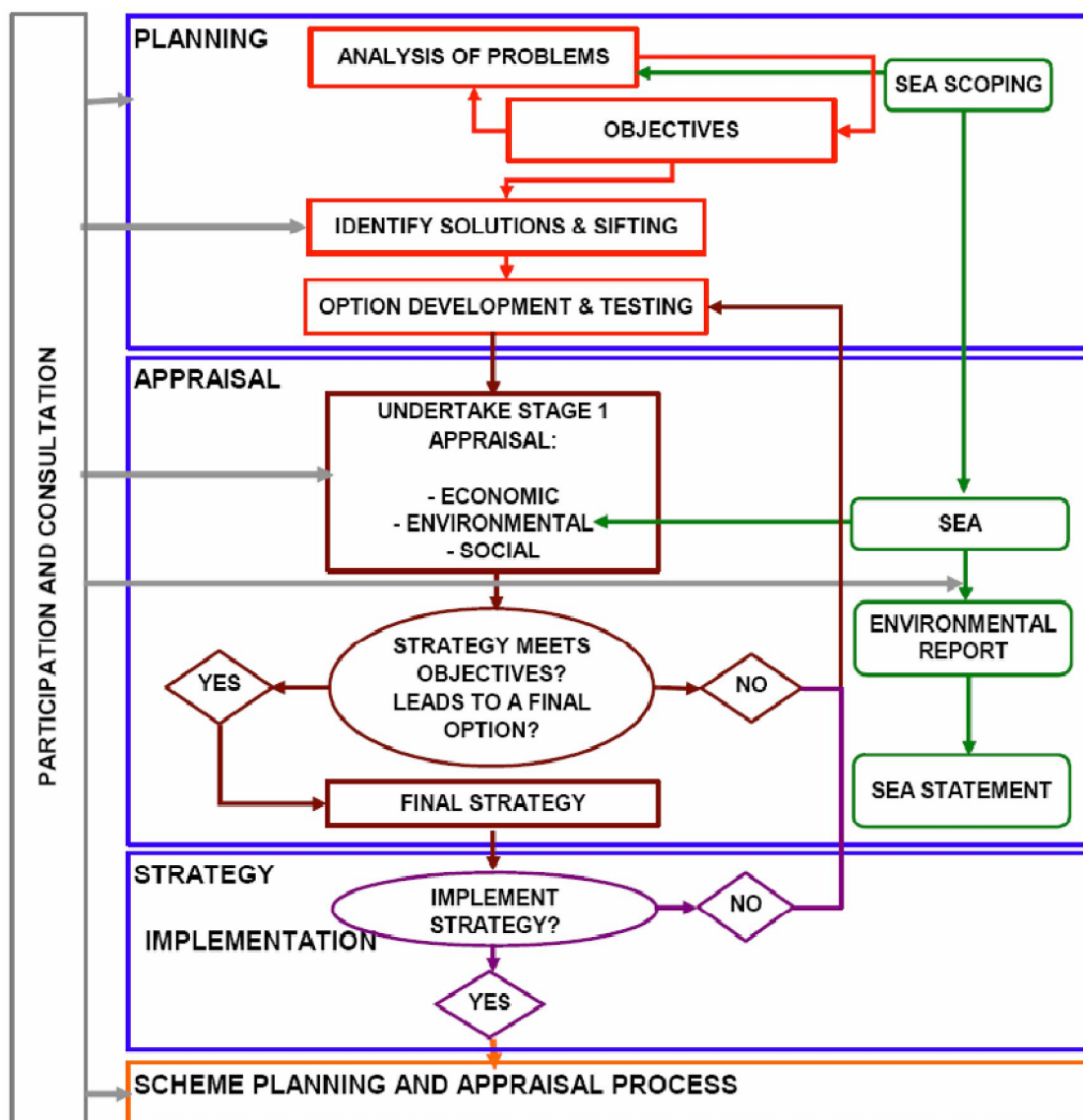


Figure 1.2: The Structure of WelTAG at the Strategic level

Source: Welsh Transport Planning and Appraisal Guidance, 2008

1.3 The Importance of Appraisal Guidance

Government agencies are responsible for the planning and implementation of a wide range of public sector proposals, arising from the need for implementing new or improving existing services or infrastructure. The public sector spends a large amount of money on such proposals. The choice of options available to resolve a problem is generally not trivial or obvious for stakeholders and the public. In addition there is a greater need to justify expenditure and investment in transport, instead of other sectors, because of competition for resources.

In order to compete for public sector resources, transport proposals need to demonstrate that they provide good value for money and overall economic, social and/or environmental benefits to society. Project appraisal is the mechanism providing decision makers with information about all significant impacts from proposals (positive and negative). It enables decision makers to judge the merits of applications for support, and eventually helps resource allocation and other reasoned decisions to be made using a consistent approach. Appraisal also provides a framework for monitoring the effectiveness of proposals in meeting their objectives and in the use of resources. Thus, good appraisal makes for good projects and for the economic, efficient and effective use of limited resources.

1.4 WeITAG Planning Stage

The WeITAG planning process (see Figure 1.3) starts from a review of transport problems, constraints and opportunities; from this a set of Transport Planning Objectives (TPOs) are identified; and then a long list of possible methods of achieving these objectives are identified. A sifting process is then undertaken to establish how successful each method is at meeting the transport planning objectives and how deliverable and achievable each is. This results in the establishment of a shorter list of possible options which are then tested more rigorously as part of a WeITAG Stage 1 appraisal.

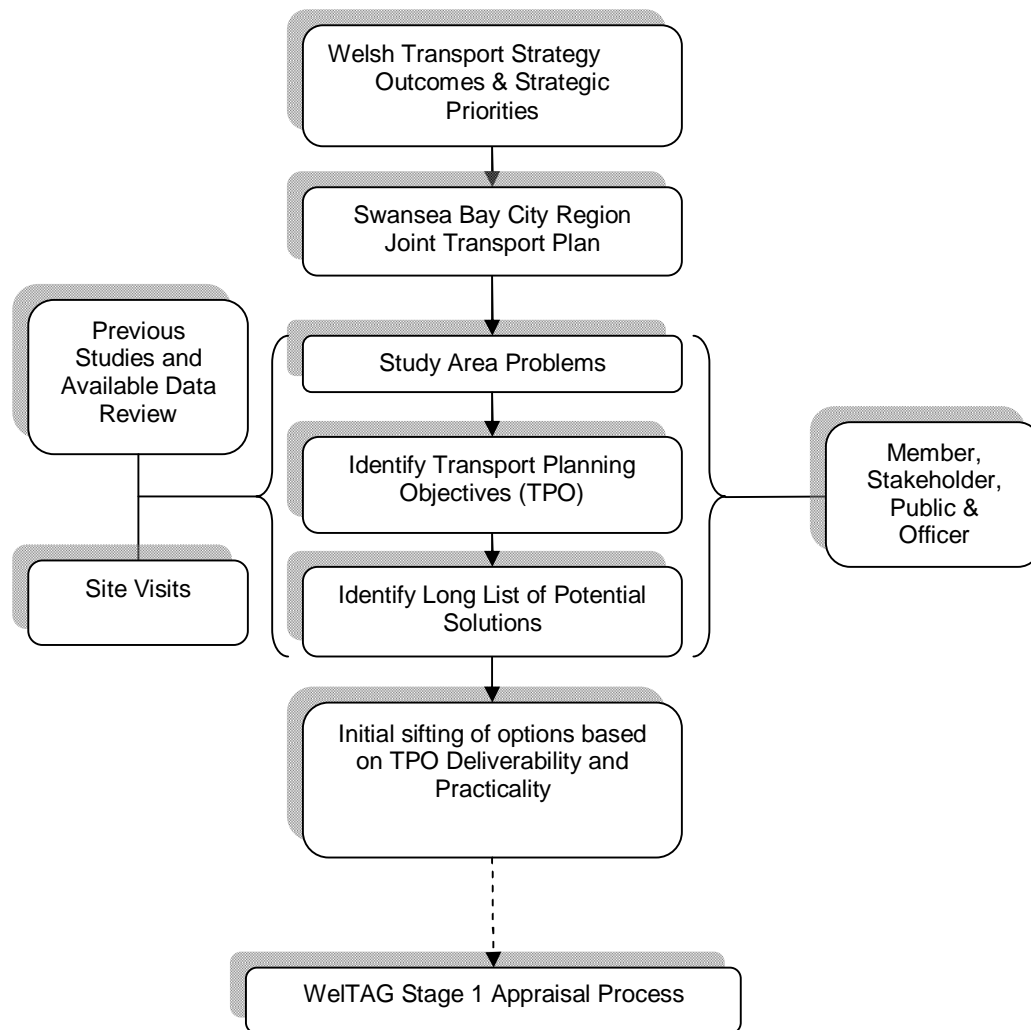


Figure 1.3: The WelTAG Planning Process

2.0 Current Conditions

2.1 The Study Area

The study area for this project is centred on the A487 through the village of Newgale; a small settlement on the north west coast of Pembrokeshire (figure 2.1 below). Most traffic on the A487 is through traffic heading towards or from the direction of St Davids towards or from the Haverfordwest direction and beyond. The study area also includes the Cawdor Barracks Army Base at Brawdy. The Cawdor Barracks Army Base, despite a temporary reprieve, is subject to eventual closure and redevelopment. The study area also includes Newgale Sands, the C3082 towards Nolton Haven, Penycwm village, the C3010 towards Rhydygele C3010, and the C3062 towards Upper and Lower Eweston.

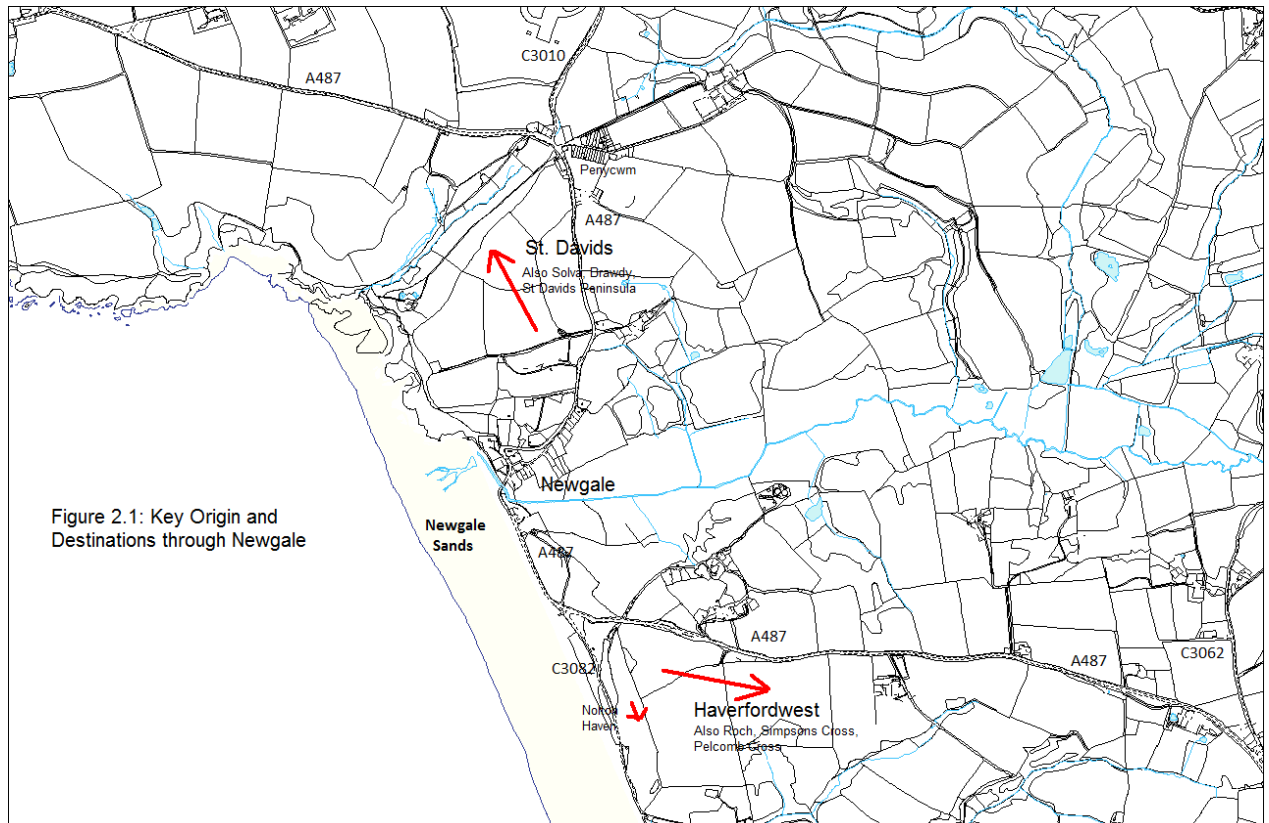


Figure 2.1: Key Origin and Destinations through Newgale

Figure 2.1: Key origin and destinations through Newgale

2.2 Population and Demographic Data

- Newgale straddles the Camrose and Solva electoral districts.

Newgale has a population of 51 (Pembrokeshire Single Needs Assessment - Detailed information & statistics 2012). The population density of the study area is low (below 0.8 person per square kilometre).

- The number of households without a car are low being 10.54% for Camrose and 15.49% for Solva districts (Pembrokeshire Profile from 2011 Census Data).

2.3 Environmental Constraints

- Appendix C outlines the initial work undertaken to establish the environmental constraints within the study area.
- The study area is predominantly rural, largely comprising agricultural fields interspersed with small settlements all located within the Pembrokeshire Coast National Park. There are no planned developments in Newgale identified in the PCNPA Local Development Plan. Cawdor Barracks Army Base at Brawdy is subject to future closure and redevelopment notwithstanding a temporary reprieve. The coast north west of Newgale has a Nature Conservation Designation.
- The PCNPA Local Development Plan does not identify a road scheme for Newgale.

2.4 Transport Infrastructure

2.4.1 Road

- The main road in the study area is the A478, which links Haverfordwest to St. Davids via Solva, and which passes through Newgale on the eastern side of the shingle bank which separates Newgale from its beach and the sea.
- Extreme weather events in January and February 2014 caused the A487 through Newgale to be closed for periods on a number of different days as it was flooded and blocked by shingle. The coastal water level, based on tide records from Fishguard and Milford Haven, reached a level estimated to be in the order of a 1:20 to 1:25 year extreme water level event. However, the road is also closed during less extreme conditions more frequently either as a result of flooding from the Brandy Brook when the outfall blocks or shingle being washed from the back face of the bank by moderate overtopping that does not result in complete failure.
- The minor road (C3062-C3063-C3010) route, used as a diversion when the A478 through Newgale is closed (see Fig 2.2 below), is a single lane road through much of its length. This route passes to the east and north of the Brandy Brook Flood Plain. From Roch it consists of Roch Hill, Roch Bridge, Bramble Hill, via Eweston, Silver Hill, Rhydygele, to Penycwm. It is lightly trafficked being mainly used for access to the properties on its route. However, at Roch it serves Roch Community (Primary) School; and the two vehicle width C3010 through Penycwm serves communities to the north and east accessing the A487 to and from Solva and St David's. It is heavily over capacity when it has to serve as a diversion route for the approximately 4,700 vehicle a day which normally use the A487 through Newgale.



Figure 2.2: The existing A487 Newgale Diversion Route

2.4.2 Bus

- The scheduled bus route which currently runs through Newgale is the 411 service between Haverfordwest and Fishguard via St. David's together with the coastal bus service No. 400 running between St. Davids and Marloes via Newgale. Both these services are currently operated by Richard Bros.
- There are ten 411 services a day, Mondays to Saturdays, in each direction between around 8am and 6pm (at differing minutes past the hour). In addition to serving the general public this service provides school transport for children attending primary and secondary schools in St. Davids. The 400 runs three times a day in each direction through Newgale both winter and summer. The services can be caught from one bus stop in each direction in Newgale or by 'hail & ride'.

2.4.3 Walking and Cycling

- The Pembrokeshire coastal path (National trail), a 186 mile route around the coast of Pembrokeshire from Poppit to Amroth, goes through the study area.
- The National Cycle Network Route 4 (between London and Fishguard) runs through Newgale. The section of Route 4 in Wales is part of the Celtic Trail.

2.5 Traffic Levels

- Figure 2.2 shows the current traffic levels in the study area. This shows that approximately four and a half thousand vehicles travel along the A478 through Newgale on an average day.
- Around 3% of the traffic travelling through Newgale is made up of HGV's with around 1% buses & coaches.
- In general, traffic levels have not grown significantly in Pembrokeshire since 2006 though there have been signs of the beginning of renewed growth in 2014/5. The study area traffic flows are thought to reflect the same lack of change (e.g. the DfT Site No. 50568 at Solva average daily flow was 3334 vehicles in 2006 and 3324 vehicles in 2013 – a change of just 0.3%).

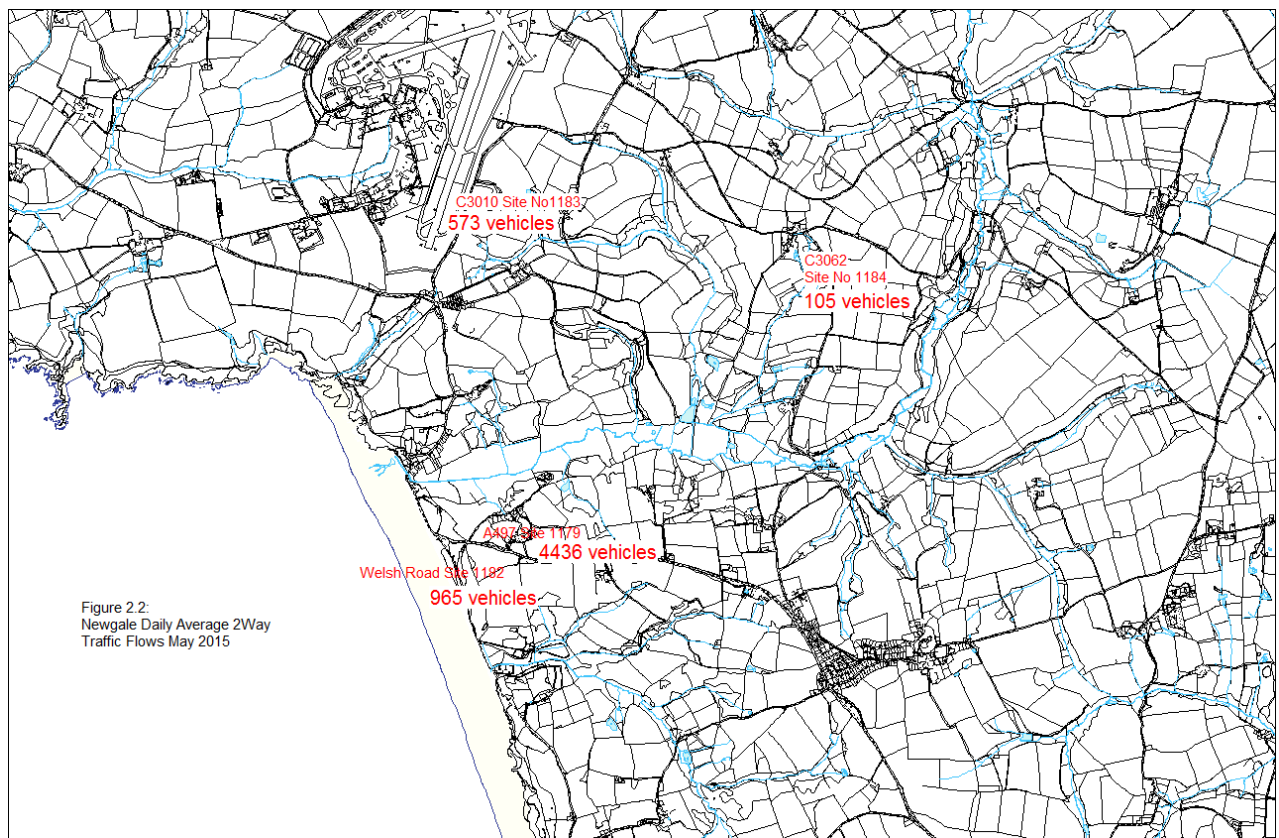


Figure 2.2: Current Flows Levels in the Study Area

2.6 Speeds through Newgale

- As part of a previous study by Pembrokeshire County Council a series of speed surveys have been undertaken in Newgale as it is a mobile speed camera site.
- There is a 30mph limit through the village. PCC survey site No.1002 on the A487 through Newgale (March 2015) showed an average speed of 31.6mph and an 85th percentile speed of 37.4 mph.

2.7 Personal Injury Collision History

- Figure 2.3 shows the locations and severities of road traffic personal injury collisions in and around the study area over the past three years. This shows that in general there has been a low frequency of injury collisions in the study area.

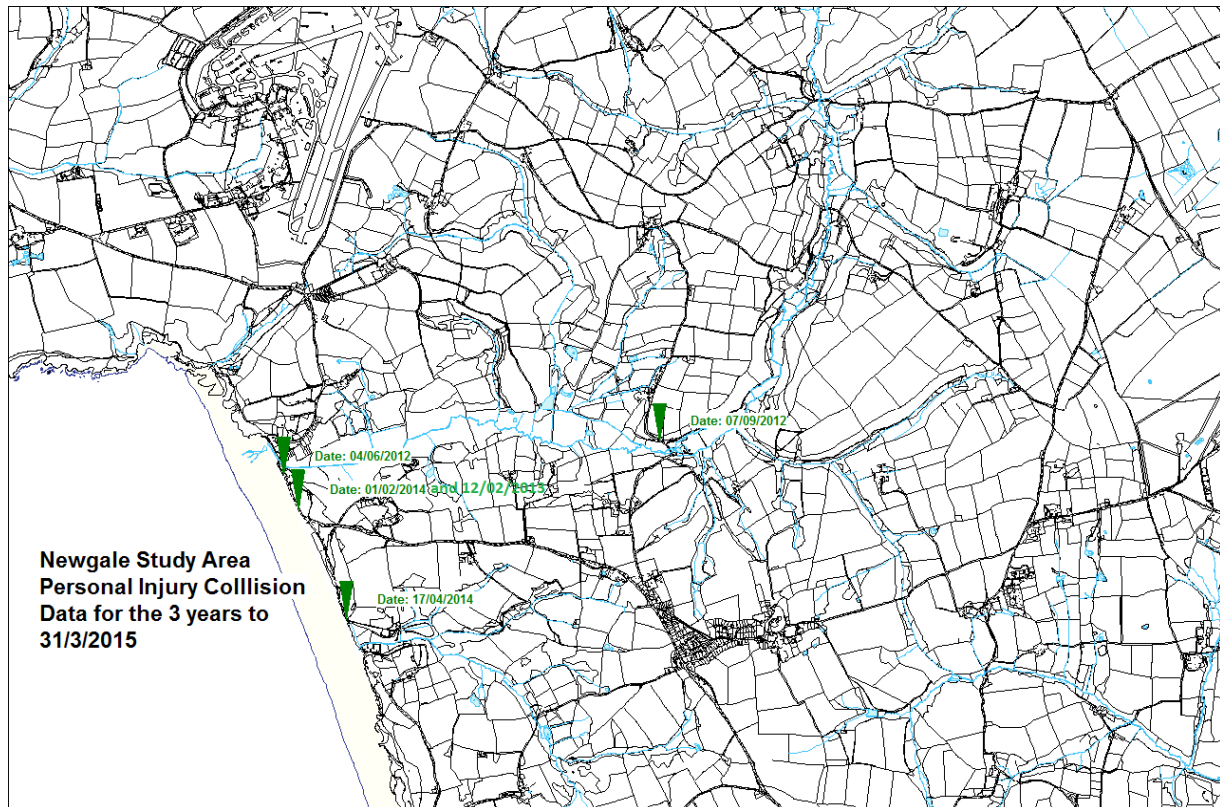


Figure 2.3: Personal Injury Collision History in the Study Area

Note: there were 2 Personal Injury Collisions at the same location on 1/2/2014 and 12/2/2013 on Newgale front. Each of the 3 recorded collisions on the A487 on Newgale front involved just one vehicle. It is understood that two consisted of a 2 wheeled vehicle (one a cycle, the other a moped) hitting a pebble or stone causing the rider to lose their balance and fall off. The other was a bus hit by a wave. Each collision involved one slight injury.

It is understood that the collision on the Diversion route (7/9/2012) involved 2 vehicles going in opposite directions colliding on a bend (at low speed) resulting in 2 slight injuries.

It is understood that the collision on Welsh Road (17/4/2014) involved a motor vehicle colliding with a bicycle resulting in a slight injury to the cyclist.

3.0 Future Developments

- 3.1 The closure of the Cawdor Barracks Army Base at Brawdy was to be in 2018 but it is now understood that its closure will be delayed. The Cawdor Barracks is home to the 14th Signal Regiment and generates significant traffic flows only on event days. When the Army Base does close then this large brown-field site will become available for redevelopment. The site is accessed off the A487 just north of Newgale. The redevelopment of the site will be facilitated by good transport links to Haverfordwest and the Trunk Road Network via the A487. The redevelopment of the site will generate both construction and operational traffic but, at this stage, it is impossible to predict the volume or make up of the traffic it will generate. However, it is important for the regeneration of the site, and affects upon the local economy and employment, that vehicular accessibility to the Trunk Road Network via the A487 through Newgale is good.
- 3.2 There are allocations in the PCNPA Local Development Plan for housing and employment in St Davids and for housing in Solva.

4.0 Consultation on Newgale Shingle Bank Stability

- 4.1 A public consultation was undertaken in response to a report commissioned by Pembrokeshire County Council into the stability of the shingle bank at Newgale following the January 2014 storms. The report identified an expectancy that the bank would become unsustainable within a 10-20 year timescale. A press release engendered considerable public interest with television interviews being given and a public meeting was held on the 18th February 2015 in the Memorial Hall, Solva to an audience of approximately 130.
- 4.2 The aim was to identify those issues of most importance to all affected stakeholders either as property or business owners, residents, visitors or even those with a casual interest in the locality.
- 4.3 Responses included 32 emails, 9 letters and a letter to the local paper. They were received from a wide cross-section of the community, people who live in the immediate area as well as holiday home owners, local business and business groups such as the Solva Business Group and Pembrokeshire Tourism representing several hundred different businesses. Table 4.1 outlines the main problems identified by the attendees at the event divided by theme. The consultation was not exclusively about transport but, directly or indirectly, included transport elements.
- 4.4 The main “themes” of the responses from the consultation may be summarised as:-

- Economic Impacts

The loss of the very important transport link to Haverfordwest and the rest of Britain via the A40 would have a very detrimental effect on tourism to the St. David’s peninsular with particular mention of the “iconic” view of the coastline as one descends into Newgale.

94.1% of Pembrokeshire businesses employ less than 10 people and suffer disadvantage due to distance from large population centres and access to markets so any increase in journey time would have a significant impact.

The imperative responsibility to find a solution that will improve lives and the fragile economy that this artery provides.

The road through Newgale is vital to the economy of Solva.

- Maintenance of the existing Road

Maintain the road on its current line by reinforcing the shingle bank or else putting the road on an embankment, either on-line or very close to it.

Any loss of the link through Newgale that was not replaced on a line very near to the existing was seen as a threat, not only to businesses in Newgale, but particularly Solva with lesser impacts as far as St. David’s.

Any significant increase in journey time was perceived as a deterrent to visitors who would go to other parts of the County. A survey by the Solva Business Group revealed that 80-90% of the visitors to Solva used the A487 through Newgale.

Relative costs of a new road compared to works to maintain the existing alignment were seen as indicating that the existing alignment was preferred either with a sea wall or by bank reinforcement.

If the bank is unsustainable then a bridge should be built either along the existing route or immediately behind at a sufficient height to allow the shingle bank to roll back beneath.

The A487 provides the only diversion route for HGVs in the event of a major accident closing the A40 at Treffgarne Bends.

The road should be maintained as it is now for as long as possible even if it cannot be kept indefinitely.

If the existing bank cannot be maintained then the road should be on a new bank just behind the pub.

Detailed consideration should be given to reinforcing the shingle bank in its current location in a sympathetic manner to main the visual aspect of a shingle bank.

The road south of Newgale towards Nolton Haven (the Welsh Road) would need to be linked back to the remaining road if there was a new road created as this route formed part of a coastal link, a national cycle route and the Coastal Path.

Incredulity, given that the bank has only suffered two significant failures in some 30years, that it is now so vulnerable that it could be unsustainable for more than 20years¹.

- Social Impacts

Journey time increases from the peninsular to Haverfordwest would have consequences for ambulance response times to transport urgent cases to Withybush Hospital.

People living in rural communities are used to having to travel to social or leisure activities but an additional 15 minutes on each leg of such a journey would be a deterrent to participation with an increase in isolation of residents. This would exacerbate a loss of rural residents, particularly younger people which would have a knock on effect on schools triggering a spiral of decline.

There was quite a bit of acceptance that the status quo may not be sustainable but alternative routes such as through Camrose, Letterston or Mathry were seen as unfeasible, inappropriate or seriously detrimental for the reasons above.

Impressions that Pembrokeshire County Council was “abandoning” Newgale were mentioned in many responses and that a decision to do so had already been taken.

Even the discussion of potential re-routing of the road through Newgale has had a detrimental impact causing blight by uncertainty.

¹ References in both the Newgale Adaptation Plan 2015 and the West of Wales Shoreline Management Plan 2014.

The need to ensure that the needs of people, the community and the economy of the area are not sacrificed to nature conservation concerns.

- Impacts upon Tourism

Tourism related employment in north-west Pembrokeshire accounts for 31-40% of all employment.

Oriel y Parc at St. David's attracts about 150,000 visitors a year the largest of any National Park managed site.

Newgale is one of the places within the Pembrokeshire Coast National Park that less able bodied persons are able to access the coast via coach.

The loss of the road and access to the expansive coastline at Newgale would be highly detrimental to the tourism sector of the economy and equally the loss of such an important vista and marketing tool would be an economic and social travesty.

The circular route through St. David's is very important to the tourism industry in the whole of Pembrokeshire as it provides a panoramic excursion for day trips, excursions from hotels and occasionally an impression of the country as a whole as Pembrokeshire is sometimes the only stop in Wales for cruise liners.

It is important to note that the above list of issues are those perceived as a problem by stakeholders and officers and these views are not necessarily at this stage supported by empirical evidence.

4.5 The issues raised are summarised in Table 4.1 below with the transport specific problems listed in Table 4.2 below that.

Subsequently a Newgale Adaptation Plan was developed which was the subject of further stakeholder and public consultation (see Appendix A). This identified that the shingle bank at Newgale would become unsustainable in 10-20 years. The main themes of the consultation responses were the inclusion of Pembrokeshire Coast National Park Authority, the effect on businesses, cost benefit analysis of the existing road options compared to new alignments, and engagement of the local community.

Impacts on Tourism	Employment in Tourism in St Davids Peninsula
	Access to Oriel y Parc, St. David's and other visitor attractions
	Disabled peoples access to Newgale coast by coach.
	Visitor access to the coastline at Newgale.
	The circular route through St. Davids well used by visitors
Pedestrians	Lack of footways on the A487 around Newgale
	The Pembrokeshire Coastal Path along the A487 at Newgale
	No pedestrian crossing facilities in Newgale
Cyclists	The busy A487 vehicular route act as a barrier to cycling
	The National Cycle Network Route 4 runs on road along the A487 at Newgale.
Public Transport	Impact on the 411 bus service
	Impact on coaches
Economic	The loss of the link to Haverfordwest and, via the A40, the rest of Britain and loss of the "iconic" view of the coastline as one descends into Newgale.
	Increased journey time to markets and large population centres for local businesses.
	The risk to improving lives and the fragile economy that this artery provides.
	The road through Newgale is vital to the economy of Solva.
Maintenance of the existing Road	Threat to businesses in Newgale, and particularly Solva, with lesser impacts as far as St. David's of a route alignment not on or near the existing one
	Any significant increase in journey time was perceived as a deterrent to visitors
	Risk to this part of the coastal link, the national cycle route 4 and the Pembrokeshire Coastal Path.
	The bank has only suffered two significant failures in some 30years, so risk of much unnecessary cost and disruption creating a new road
HGV's	The A487 provides the only diversion route for HGVs in the event of a major accident closing the A40 (e.g. at Treffgarne Bends)
Social Impacts	Emergency Services, notably ambulance response times to transport urgent cases to A&E (Withybush Hospital).
	Increasing isolation for people living in local rural communities as a deterrent to participation exacerbating the loss of rural residents, particularly younger people which would have a knock on effect on schools triggering a spiral of decline.
	Blight caused by uncertainty.
	That the needs of people, the community and the economy of the area are not sacrificed to nature conservation concerns.

Table 4.1: Perceived Problems

Theme	Problem
Pedestrians	Lack of a pedestrian crossing in Newgale
Cyclists	No bespoke cycle provision within study area
All Traffic	The impact on vehicular access of the degradation of sea defences.
	Effect of the loss of a road link through Newgale on the communities on the St Davids Peninsula including St Davids itself and Solva.
	Effect of the loss of a road link through Newgale on the communities on the St Davids Peninsula including St Davids itself and Solva.
	Narrow and steep roads
	Abnormal loads travelling on unsuitable roads
HGV's Public Transport	Volume of HGV traffic travelling through Newgale
	Volume of HGV traffic travelling through Newgale
	Newgale unsuitable for large vehicles.
	Current bus provision insufficient to prevent car reliance
Public Transport	Public transport demand insufficient to warrant additional services
	Lack of evening and Sunday bus services
	Only direct connections between Haverfordwest and St Davids - other destinations require interchange
Social	Potential loss of access to and from emergency services and Worthybush Hospital.
	Impact of traffic in Newgale on quality of life

Table 4.2 – Specific Perceived Transport Problems

5.0 Defining Transport Planning Objectives

5.1 The WelTAG guidance highlights that good practice requires the planning of transport solutions to be objective driven. According to WelTAG, the planning process starts from a review of transport problems, constraints and opportunities; sets Transport Planning Objectives (TPOs); and then identifies the best way of achieving these. The proposed approach to this study is therefore consistent with WelTAG advice, being based on consultation with input from local authority officers, members and key stakeholders to ascertain existing problems, constraints and opportunities.

In addition to the review of existing problems and opportunities, the derivation of objectives has taken account of the strategic planning framework for Wales set principally by the Wales Transport Strategy (WTS), published by WAG in July 2008.

It has also taken account of the “The Welsh Impact Areas” which focus on the three elements of sustainability that underlie policy in Wales. They are:-

- The **economy**: this reflects the importance of a strong and developing economy for Wales;
- The **environment**: this reflects both the legal requirements and desire to protect and enhance the condition of the built and natural environment; and
- **Society**: this reflects the desire to address issues of social exclusion and to promote social justice and a high quality of life for Welsh people.

The proposed objectives for this study therefore need to demonstrate consistency with the national level objectives given in the WTS, together with those set out in the Joint Transport Plan for South West Wales published by the partnership of local authorities in South West Wales that form the Swansea Bay City Region.

Figure 5.1 below shows the process by which Transport Planning Objectives have been derived as part of this study:

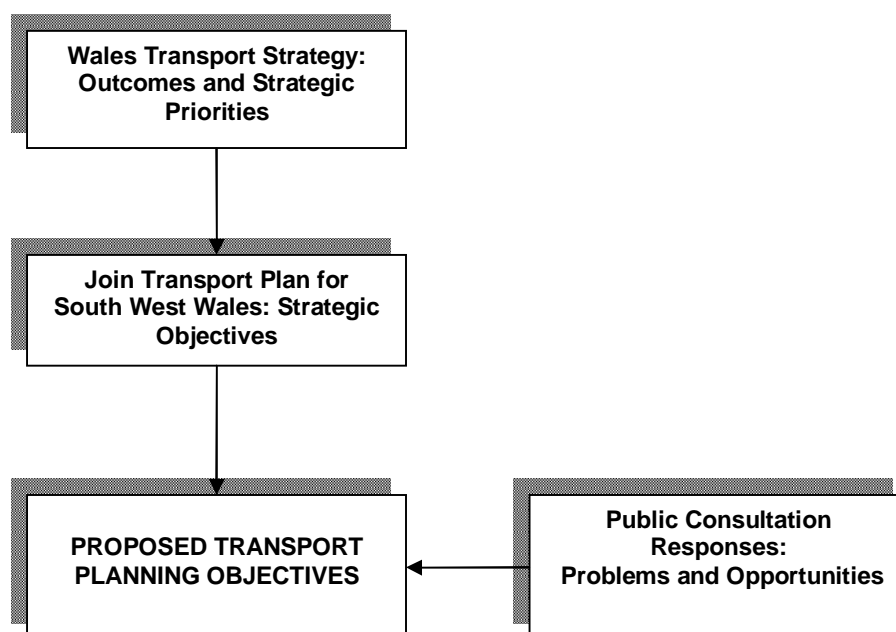


Figure 5.1: The process undertaken to derive transport planning objectives for this study

The process by which the proposed objectives have been derived is summarised below, and is presented in the following sub sections in detail:

- Existing problems, constraints and opportunities have been collated from stakeholder and public consultation. The results of this consultation event are outlined in Section 4;
- National and regional objectives have been considered. The relevant strategic objectives contained in the Wales Transport Strategy and the Joint Transport Plan for South West Wales have been reviewed to ensure consistency;
- Proposed Transport Planning Objectives (TPOs) are presented. The proposed TPOs are explained based on the review of problems, constraints and opportunities and demonstrating consistency with strategic objectives.

5.2 National and Regional Objectives

Consistency is required between the proposed TPOs derived as part of this study, and relevant strategic objectives given at a higher level of policy making. The relevant national and regional level objectives are represented in the Wales Transport Strategy (WTS) and the South West Wales Joint Transport Plan (JTP) respectively. The Wales Transport Strategy objectives, South West Wales JTP objectives and South West Wales JTP problems and opportunities are considered in turn as follows.

Newgale and much of the surrounding area is within the Pembrokeshire Coast National Park and there is therefore a statutory need, to ensure that the outcomes recognise the special qualities of the Park.

5.3 Wales Transport Strategy Objectives

The Wales Transport Strategy (WTS) is the key transport policy instrument in Wales. The WTS sets out the wider social, economic and environmental outcomes to which transport contributes and identifies strategic priorities. This therefore details the strategic objectives relevant for all transport policies and proposals in Wales.

The overall goal identified in the WTS is *'to promote sustainable transport networks that safeguard the environment while strengthening our country's economic and social life. Our transport strategy identifies a series of high-level outcomes and sets out the steps to their delivery.'*

The WTS sets out the wider social, economic and environmental outcomes to which transport contributes, including the related indicators. These outcomes are as follows:

Social Outcomes

- Improve access to healthcare;
- Improve access to education, training and lifelong learning;
- Improve access to shopping and leisure facilities;
- Encourage healthy lifestyles; and
- Improve the actual and perceived safety of travel.

- *Economic Outcomes*

- Improve access to employment opportunities;
- Improve connectivity within Wales and internationally;
- Improve the efficient, reliable and sustainable movement of people;
- Improve the efficient, reliable and sustainable movement of freight; and
- Improve sustainable access to key visitor attractions.

- *Environmental Outcomes*

- Increase the use of more sustainable materials in our country's transport assets and infrastructure;
- Reduce the impact of transport on greenhouse gas emissions;
- Adapt to the impacts of climate change;
- Reduce the contribution of transport to air pollution and other harmful emissions;
- Improve the positive impact of transport on the local environment;
- Improve the effect of transport on our heritage; and
- Improve the impact of transport on biodiversity.

The WTS highlights priorities for the next four to five years in order to guide the early stage delivery of the outcomes. These are intended to form the basis for the National Transport Plan and Joint Transport Plans for South West Wales, which will explain in detail how the outcomes are to be achieved. The five strategic priorities are as follows:

- Reducing greenhouse gas emissions and other environmental impacts;
- Integrating local transport;
- Improving access between key settlements and sites;
- Enhancing international connectivity; and
- Increasing safety and security.

Key actions are then set out in detail in the Wales Transport Strategy for each of the strategic priorities. However WelTAG confirms that the demonstration of consistency with TPOs is sufficient at the level of the WTS outcomes and strategic priorities, therefore the key actions are not considered further in this work.

5.4 South West Wales Joint Transport Plan Objectives

The provisional South West Wales Joint Transport Plan (JTP) covers the period 2015-2020, on behalf of the Swansea Bay City Region, which is a partnership comprising of the following local authorities:

- Pembrokeshire
- Carmarthenshire
- Swansea
- Neath Port Talbot

The JTP identifies the vision for transport in South West Wales: *'To improve transport and access within and beyond the region to facilitate economic regeneration, reduce deprivation and support the development and use of more sustainable and healthier modes of transport' reflecting the City Region Board's priority of sustainable economic regeneration.*

The JTP objectives for a better connected region are.

1. To improve the efficiency and reliability of the movement of people and freight within and beyond South West Wales to support economic growth in the City Region
2. To improve access for all to a wide range of services and facilities including employment and business, education and training, health care, tourism and leisure activities
3. To improve the sustainability of transport by improving the range and quality of, and awareness about, transport options, including those which improve health and well being
4. To improve integration between policies, service provision and modes of transport in South West Wales
5. To implement measures which will protect and enhance the natural and built environment and reduce the adverse impact of transport on health and climate change.
6. To improve road safety and personal security in South West Wales

5.5 Pembrokeshire Coast National Park Objectives

The purposes and duties of the National Parks in England and Wales are laid down by statute which also imposes duties upon all public authorities with functions within the area of the Park to pursue the purposes of the Park. There is a requirement to conserve and enhance the natural beauty, wildlife and cultural heritage of the Park and to provide opportunities for the understanding and enjoyment of its special qualities. Within the context of these purposes there is a duty to foster the economic and social well-being of local communities. Development should be compatible with National Park Purposes.

5.6 Proposed Transport Planning Objectives

This section explains the proposed Transport Planning Objectives (TPOs) derived for this study, based on the review of problems, constraints and opportunities identified by consultees and a review of available data; and of strategic objectives contained in the Wales Transport Strategy (WTS) and the South West Wales Joint Transport Plan (JTP).

A coherent set of TPOs has been developed that succinctly captures all necessary transport aspects. These TPO's (along with potential options) were presented for public consultation in October and November 2015. As a result of feedback from that consultation the wording of the TPO's were strengthened (See section 8.0 below). The TPOs are capable of being utilised both as a free standing set of objectives; and as a tool forming part of the appraisal process. The proposed TPOs are shown in Table 5.1.

Proposed Transport Planning Objectives
To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.
To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure.
To improve the actual and perceived safety of the transport network in the study area for all users and residents.
To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.
To support and facilitate the safe movement of vulnerable road users to their destination.

Table 5.1 Proposed Transport Objectives

The matrices attached as table 5.2 and 5.3 demonstrates the correspondence of the proposed TPOs with (i) the problems, opportunities and constraints summarised in chapter 3; and (ii) the key objectives from the WTS and South West Wales JTP. The matrix approach is therefore similar to the model format included as Tables 4.1 – 4.3 in WelTAG, emphasising consistency with this guidance.

The matrices confirm that each of the summary problems/constraints and opportunities identified is represented in at least one proposed TPO. In many cases, problems/constraints and opportunities are captured by a number of different TPOs.

Similarly, the matrices confirm that each of the strategic objectives contained in the WTS and JTP is represented in at least one proposed TPO. In many cases, strategic objectives are captured by a number of different TPOs.

Table 5.2: Fit between the proposed TPO's and the priorities of the Wales Transport Strategy and Joint Transport Plan

		Transport Planning Objective				
		To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure.	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	To make the transport network suitable to facilitate tourism, regeneration and the wider economy in the St David's Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.
Wales Transport Strategy (WTS) Outcomes	Improve access to healthcare	++	0	+	0	++
	Improve access to education, training and lifelong learning	++	0	+	+	++
	Improve access to shopping and leisure facilities	++	+	++	++	++
	Encourage healthy lifestyles	++	++	++	++	++
	Improve the actual and perceived safety of travel	+	0	+++	+	++
	Improve access to employment opportunities	++	0	++	++	++
	Improve connectivity within Wales and internationally	+	0	+	++	+

		Transport Planning Objective				
		To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure.	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	To make the transport network suitable to facilitate tourism, regeneration and the wider economy in the St David's Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.
	Improve efficient, reliable and sustainable movement of people	++	0	++	++	++
	Improve efficient, reliable and sustainable movement of freight	++	0	++	++	+
	Improve sustainable access to key visitor attractions	++	++	++	++	++
	Increase use of more sustainable materials in our country's transport assets and infrastructure	0	++	0	0	0
	Reduce the impact of transport on greenhouse gas emissions	+	++	0	0	0

		Transport Planning Objective				
		To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure.	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	To make the transport network suitable to facilitate tourism, regeneration and the wider economy in the St David's Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.
	Adapt to the impacts of climate change	++	++	0	+	++
	Reduce the contribution of transport to air pollution and other harmful emissions	+	++	+	0	++
	Improve the positive impact of transport on the local environment	+	++	+	+	+
	Improve the effect of transport on our heritage	0	++	0	0	0
	Improve the impact of transport on biodiversity	0	++	0	0	0
WTS Strategic Priorities	Reducing greenhouse gas emissions and other environmental impacts	+	++	0	0	+

		Transport Planning Objective				
		To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure.	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	To make the transport network suitable to facilitate tourism, regeneration and the wider economy in the St David's Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.
South West Wales Joint Transport Plan Objectives	Integrating local transport	++	0	++	++	++
	Improving access between key settlements and sites	++	0	++	++	++
	Enhancing international connectivity	+	0	0	0	0
	Increasing safety and security	+	0	++	+	++
	To improve the efficiency and reliability of the movement of people and freight within and beyond South West Wales to support economic growth in the City Region	++	0	++	++	++

Transport Planning Objective					
	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure.	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	To make the transport network suitable to facilitate tourism, regeneration and the wider economy in the St David's Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.
<p>To improve access for all to a wide range of services and facilities including employment and business, education and training, health care, tourism and leisure activities</p> <p>To improve the sustainability of transport by improving the range and quality of, and awareness about, transport options, including those which improve health and well being</p> <p>To improve integration between policies, service provision and modes of transport in South West Wales</p>	++	+	++	++	++
	+	+	+	++	++
	+	+	++	++	++

		Transport Planning Objective				
		To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure.	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	To make the transport network suitable to facilitate tourism, regeneration and the wider economy in the St David's Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.
	To implement measures which will protect and enhance the natural and built environment and reduce the adverse impact of transport on health and climate change.	++	+++	0	0	0
	To improve road safety and personal security in South West Wales	++	0	+++	++	+++

Table 5.3: Fit between the problems identified by consultees and the proposed Transport Planning Objectives

		Transport Planning Objective				
		To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure.	To improve the actual and perceived safety of the transport network in the study area for all users and residents	To make the transport network suitable to facilitate tourism, regeneration and the wider economy in the St David's Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination
Impacts on Tourism	Employment in Tourism in St David's Peninsula	+++	+	++	++	++
	Access to Oriel y Parc, St. David's and other visitor attractions	++	+	++	++	++
	Disabled peoples access to Newgale coast by coach.	+	0	+	+	+
	Visitor access to the coastline at Newgale.	+	0	+	++	++
	The circular tour through St David's important to the tourism industry	++	0	++	++	++
Pedestrians	Lack of footways on the A487 around Newgale	++	0	++	+	++
	No pedestrian crossing facilities in Newgale	0	0	++	+	++

Problems identified by consultees of the potential loss of the A487 road through Newgale		To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure.	To improve the actual and perceived safety of the transport network in the study area for all users and residents	To make the transport network suitable to facilitate tourism, regeneration and the wider economy in the St David's Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination
	The Pembrokeshire Coastal Path along the A487 at Newgale	0	++	++	++	++
Cycling	The busy A487 vehicular route acts as a barrier to cycling	+	+	++	++	++
	The National Cycle Network Route 4 runs on road along the A487 at Newgale.	+	+	++	++	++
Public Transport	Impact on the 411 bus service	++	+	++	++	++
	Impact on coaches	++	+	+	++	+

Problems identified by consultees of the potential loss of the A487 road through Newgale		To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure.	To improve the actual and perceived safety of the transport network in the study area for all users and residents	To make the transport network suitable to facilitate tourism, regeneration and the wider economy in the St David's Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.
Maintenance of the existing Road	The loss of the link to Haverfordwest and, via the A40, the rest of Britain would have a very detrimental effect on tourism to the St. David's peninsular	++	0	+	++	+
	Loss of the "iconic" view of the coastline as one descends into Newgale.	0	0	0	0	0
	Increased journey time to markets and large population centres for local businesses.	+	0	+	++	+
	The risk to improving lives and the fragile economy that this artery provides.	+++	0	++	+++	++
	The road through Newgale is vital to the economy of Solva.	+++	0	++	+++	++
	Threat to businesses in Newgale, and particularly Solva, with lesser impacts as far as St. David's of a route alignment not on or near the existing one.	+++	0	++	+++	++

Problems identified by consultees of the potential loss of the A487 road through Newgale		To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure.	To improve the actual and perceived safety of the transport network in the study area for all users and residents	To make the transport network suitable to facilitate tourism, regeneration and the wider economy in the St David's Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.
Maintenance of the existing Road	Any significant increase in journey time was perceived as a deterrent to visitors.	+++	0	0	++	0
	Risk to this part of the coastal link, the national cycle route 4 and the Pembrokeshire Coastal Path.	+++	+	0	0	++
	The bank has only suffered two significant failures in some 30years, so risk of much unnecessary cost and disruption creating a new road	0	0	0	0	0
HGV's	The A487 provides the only diversion route for HGVs in the event of a major accident closing the A40 (e.g. at Treffgarne Bends).	++	0	++	++	0

Problems identified by consultees of the potential loss of the A487 road through Newgale		To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure.	To improve the actual and perceived safety of the transport network in the study area for all users and residents	To make the transport network suitable to facilitate tourism, regeneration and the wider economy in the St David's Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.
Social Impacts	Emergency Services, notably ambulance response times to transport urgent cases to A&E (Withybush Hospital).	+++	0	+++	0	+++
	Increasing isolation for people living in local rural communities as a deterrent to participation exacerbating the loss of rural residents, particularly younger people which would have a knock on effect on schools triggering a spiral of decline.	+++	0	++	++	++
	Blight caused by uncertainty.	++	0	0	++	++
	That the needs of people, the community and the economy of the area are not sacrificed to nature conservation concerns	+++	++	++	++	++

6.0 Option Identification

6.1 Identifying potential options

A long list of potential options has been produced based upon suggestions proposed by stakeholders and the public during consultation.

Table 6.1 outlines options proposed to date. Some of these options will be taken forward and considered I WeITAG Stage 1. A number of these options are also very similar, or would logically form part of a wider option or package of options.

In section 7 this long list of options will then be qualitatively assessed against the proposed transport planning objectives to identify which options could potentially succeed in meeting the Transport Planning Objectives of this study.

Theme	Proposed Solutions	Notes
A. Inner Route Corridor Options (See Drawing No 1)	1. Do nothing	Default option against which everything else is judged.
	2a by indefinite repair and renewal of existing bank.	
	2b re-enforce the sea defences such as by constructing a 'synthetic' or re-enforced concrete bank or wall	
	2c by putting the road on embankment	
	2d by building a road bridge	
	3. A new road behind the Duke of Edinburgh Inn. 3a Replicating existing road behind the Inn 3b road bridge, viaduct or culverted causeway 3c causeway - embankment	A number of options were proposed in consultation responses which have been summarised under Option 3.
B. Middle Route Corridors (See Drawing No 2)	4 Newgale Farm to Wood Farm	Route alignment to minimise highway gradient.
	5 Newgale Farm to Southwood Farm	Route alignment to minimise highway gradient.
	6 New link from Southward Farm to (near) Pen-y-Cwm	An option in between those on the existing route and the far east ones.

Theme	Proposed Solutions	Notes
	7 Partially on existing road and track: 'Pen-y-Cwm – Llethr – (Site of) Brawdy Mill' – new road including crossing of Brandy Brook	Utilises existing road and track along much of its length but alignment would need to meet design standards and avoid demolition.
C. Outer Route Corridors (See Drawing No 3)	8 An embankment or viaduct further inland to the existing A487	
	9 From Roch, skirting the marshy land, crossing Brandy Brook at its Eastern end, and rejoining the A487 around Penycwm	An eastern bypass option of the existing road
	10 Upgrade the existing diversion (C3062-C3063-C3010)	The existing Diversion is single lane through much of its length. Some passing bays are planned. Strictly on-line upgrading is not possible due to the sub-standard alignment.
	11 Maintain existing route but upgrade Diversion route for increasing use over time	
D. Far Outer Route Corridors (See Drawing No 4)	12 Outer route based on the B4330 (Haycastle Road)	An option potentially involving online improvement to the B4330 and the C class roads from Haycastle Cross to Penycwm and onto Solva.
	13 Far outer route: A40 – B4331 – A487	A long detour but is of generally good standard two lane road.
E. Sustainable Travel Improvements	14 SUP and Pembrokeshire Coast Path route.	Maintenance of National Cycle Network Route 4 and the Pembrokeshire Coast Path – which is also part of the Wales Coast Path
F. Other	15 Tunnel	
	16 Protect existing route by use of breakwater linked to tidal power scheme	
	17 Maintain access to Welsh Road.	To maintain access beaches, car parks, caravan park, and towards Nolton Haven.
	18 Dredge Brandy Brook – improve drainage.	

Table 6.1: Proposed options

7.0 Option Appraisal

7.1 Review of Options Transport Planning Objectives

Section 5 of this document has outlined the Transport Planning Objectives (TPO's) of the study, based upon stakeholder engagement, elucidated by officers and in accordance with both the Wales Transport Strategy and Swansea Bay City Region Joint Transport Plan objectives. In section 6 a long list of options is proposed which might help to overcome the problems identified in section 4 of this report. In this section the long list of possible options will be assessed against the TPO's as part of a sifting process to establish how well each option succeeds in meeting the TPO's of the study. Those options which are most successful at meeting the TPO's will then be considered in more detail as part of a WelTAG stage 1 appraisal, those which do not appear successful in meeting the transport planning objectives of this study will be discounted.

7.2 Appraisal Structure

The following scoring system will be used to assess the options against the TPOs, as proposed in the WelTAG guidance:

✓✓✓	Strongly contributes to TPO
✓✓	Moderately contributes to TPO
✓	Slightly Contributes to TPO
0	Neither contributes or detracts from TPO
×	Slightly detracts from TPO
××	Moderately detracts from TPO
×××	Strongly detracts from TPO

This has been done using an appraisal summary table (AST) structure. Additionally the key issues and benefits of each scheme option have been summarised in a comments field, including details of scheme feasibility, public and stakeholder acceptability, and the costs (over the schemes lifetime) and benefits where available.

It is important that the appraisal process is both transparent and evidence based. To ensure this is the case when using a judgement based scoring system we have documented the detailed the thinking (both any quantitative evidence used and our qualitative judgements) behind the scores given. This is provided in Appendix B – Option Scoring.

7.3 Option Scoring

Drawings 1 to 4 show the broad route corridors of each of the options which will be assessed at this stage. It is important to note that any route corridor shown is indicative and no decisions have been made at this stage about specific routes.

Table 7.1 shows the scores given for each proposed options against the transport planning objectives identified. For more information explaining the rationale behind the scores given please see the table in Appendix B. A column is also included containing notes on the feasibility, deliverability and whole life costs of each option.

At this stage it has been decided that some schemes should not be considered further; either because they perform poorly in meeting the transport planning objectives of this study, or because they are considered unfeasible, undeliverable or poor value for money considering the benefits provided. The schemes which will not carry on to be assessed as part of the WeITAG Stage 1 process are accordingly marked '**Rejected**' in table 7.1. A column is also provided to indicate the reasoning behind the decision not to continue assessing these options as part of the next stage of assessment.

Table 7.1: Scoring of options against TPO's

		Transport Planning Objective					Notes on feasibility, deliverability and whole life costs	Reason why option will not be considered further
Theme	Proposed Solutions	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.		
A. Inner Route Corridor Options	1. Do Nothing	***	**	**	***	***	Zero additional capital cost. Indefinitely increasing repair costs to existing bank. Uncertain service provision in medium term. Long term loss of service provision.	Does not provide a solution to the increasing problem of inundation from sea water level rises on the functionality of the A487 through Newgale. Rejected
	Do minimum - the existing route							
	2a. by indefinite repair and renewal of existing bank.	***	0	***	**	***	In the short to medium term the cheapest option. Uncertainty of transport provision. Increasing risk of inundation while being used which makes it increasingly unsafe.	Does not provide a long term solution. It will be increasingly costly, causing increasing disruption, and increasingly unsafe. Rejected
	2b re-enforce the sea defences such as by constructing a 'synthetic' or re-enforced concrete bank or wall	✓✓	**	*	✓	0	Potentially involves the construction of sea defences along the half km length of the north section of Newgale beach. Substantial monetary and environmental cost. Uncertain economic consequences.	
	2c by putting the road on embankment (restricting tidal flow)	✓✓	✓	✓	✓✓	✓	The embankment would become the sea defence wall. The higher level of the road may allow an improved vertical and horizontal alignment at the foot of Newgale Hill.	
	2d by building a road bridge, viaduct, or culverted causeway.	✓✓	**	✓	✓✓	✓	Raises the road but allows the natural ebb and flow of the sea and the effect of Brandy Brook flood plain to develop as nature dictates. Would be expensive. Potential effect on properties of flooding.	

Table 7.1: Scoring of options against TPO's

Table 7.1: Scoring of options against TPO’s		Transport Planning Objective						
Theme	Proposed Solutions	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.	Notes on feasibility, deliverability and whole life costs	Reason why option will not be considered further
B. Middle Route Corridor Option	A new road alignment behind the Duke of Edinburgh Inn.							
	3a replicate the existing road but on an alignment just behind the Duke of Edinburgh Inn	**	**	✓	0	✓	Replacing the existing A487 at Newgale front with a new road (about 500m long with the same characteristics) behind the Inn could be expected to extend the life of the route as it is further back from the sea though at the same elevation.	The new road would have a substantial cost, still necessitate the continued maintenance of a sea defence bank and not be a long term solution. Rejected
	3b road bridge, viaduct, or culverted causeway.	✓✓	*	✓✓	✓✓	✓✓	Replaces the existing A487 at Newgale front with a new road (about 500m long) but at a higher level. Assumed tie in behind the shops would impinge on residential land but would be an improved alignment to the existing road.	
	3c by putting the road on embankment (restricting tidal flow)	✓✓	***	0	0	✓✓	Replaces the existing A487 at Newgale front with a new road (about 500m long) but at a higher level. Assumed tie in behind the shops would impinge on residential land but would be an improved alignment to the existing road.	The causeway would, de facto, become the sea defences. The ecological impact on the sea side and on the Brandy Book side would be substantial. The new road tie in to the existing A487 at Newgale would be very difficult to achieve without demolition of properties. Rejected
	4. Newgale Farm to Wood Farm	✓	0	✓✓	✓✓	✓✓	An eastern bypass route of Newgale and the Brandy Brook basin would provide a bypass of Newgale	
	5. Newgale Farm to Southwood Farm	✓✓	0	✓✓	✓✓	✓✓	An eastern bypass route of Newgale and the Brandy Brook basin would provide an improved alignment for through traffic	
	6.New link from Southward Farm to (near) Pen-y-Cwm	✓✓	0	✓✓	✓✓	✓✓	A marginally more direct route than the existing. Substantial amount of cutting and embankment required including a substantial crossing of the Brandy Brook Flood plain to make the	Environmental effects on Brandy Brook Flood Plain and landscape would be unacceptable. Rejected

Table 7.1: Scoring of options against TPO's

Table 7.1: Scoring of options against TPO's		Transport Planning Objective					Notes on feasibility, deliverability and whole life costs	Reason why option will not be considered further
Theme	Proposed Solutions	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.		
							gradient acceptable on its north side.	
	7. Partially on existing road and track: 'Pen-y-Cwm – Llethr – (Site of) Brawdy Mill' – new road including crossing of Brandy Brook.	✓✓	xx	✓✓	✓✓	✓✓	Very steep both sides of the bank with structures required creating a large environmental impact; and Welsh Road movements would not be facilitated.	
C. Outer Route Corridor	8. An embankment or viaduct further inland to the existing A487.	✓✓	✓	✓	✓✓✓	✓✓	Would provide a shorter distance route around Newgale but require substantial earthworks and a Brandy Brook basin crossing.	
	9. From Roch, skating the marshy land, crossing Brandy Brook at its Eastern end, and rejoining the A487 around Penycwm	✓✓	0	✓✓	✓✓	✓✓	An eastern bypass route of Newgale and the Brandy Brook basin would provide a long term solution to providing a highway link on the A487 corridor	
	10. Upgrade the existing diversion (C3062-C3063-C3010)	✓✓	xx	✓	✓	✓	The Diversion Route would need upgrading throughout its route, most from single lane to two lane highway with pedestrian/cycle facilities. The current alignment would not accommodate a modern 2 lane road so much of it would be off-line. Newgale and Welsh Road movements would not be facilitated	There would need to be land acquisition throughout its route. To CPO the route may take upwards of 5 years and be very expensive. Rejected

Table 7.1: Scoring of options against TPO's

		Transport Planning Objective					Notes on feasibility, deliverability and whole life costs	Reason why option will not be considered further
Theme	Proposed Solutions	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.		
	11. Maintain existing route but upgrade Diversion route for increasing use over time.	✓✓	xx	✓	✓	✓	Incremental improvements to the diversion route will make it more usable as a two way main road on a comparable time frame to the existing carriageway becoming more prone to being blocked. Potentially pragmatic solution over 15-20 years.	
D. Far Outer Route	12. Outer route based on the B4330 (Haycastle Road)	xx	xx	xx	xxx	*	Minimum cost but traffic between Haverfordwest and St. Davids would have another 6.8km to travel. The B4330 is a lower standard than the A487 so there would be a risk of increased collisions. Many other trips would seek minor road routes.	This option would substantially increase user costs. The longer route on a lower standard road results in a risk that the number of collisions also increases. Rejected
	13. Far outer route: A40 – B4331 – A487 Haverfordwest to St Davids.	xxx	xxx	xxx	xxx	*	Minimum cost but traffic between Haverfordwest and St. Davids would have another 12.2km to travel.	Minimum cost but traffic between Haverfordwest and St. Davids would have a much longer journey; there would be diversion to unsuitable roads and a general diminution of ease of access. Rejected
E. Sustainable Travel Improve - ments	14.Shared Use Path and Pembrokeshire Coast Path route.	✓✓	✓	✓✓	✓	✓✓	The Pembrokeshire Coast Path, which is part of the Wales Coast Path, will need to be maintained, possibly with a diverted route. The National Cycle Network Route 4 will also need to be maintained	

Table 7.1: Scoring of options against TPO's

		Transport Planning Objective					Notes on feasibility, deliverability and whole life costs	Reason why option will not be considered further
Theme	Proposed Solutions	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	To support and facilitate the safe movement of vulnerable road users to their destination.		
Other	15. Tunnel.	✓✓	✓✓	✓	✓	0	Probably feasible but at a high cost. It would or could lead to an increase in the highway gradient at either end on the approach to Newgale. Incorporating access to Welsh Road would be problematic.	Disproportionately expensive and difficult to engineer. Rejected
	16. Protect existing route by use of breakwater linked to tidal Tidal power scheme.	✓✓	***	0	✓	✓	The environmental cost in terms of the effect on the beach, the Brandy Brook flood plain are likely to make this option unacceptable. The cost is potentially prohibitive.	Environmental impact unacceptable. Rejected
	17. Maintain Access to Welsh Road	✓	✓	✓	✓	✓	Modify the junction with the existing A487 to maintain access beaches, car parks, caravan park, and towards Nolton Haven.	
	18. Dredge Brandy Brook – improve drainage.	***	0	*	***	***	Dredging Brandy Brook does nothing for the defence of the highway against the sea.	Does not protect the highway. Is not a solution. Rejected

7.4 Elements to be taken forward to WelTAG Stage 1

Table 7.1 shows the scores that have been given for each option against the transport planning objectives identified. It also highlights the options which are not intended to be assessed further as part of the next stages of work, either because they do not score well against the TPO's or because of other factors, such as cost and deliverability. The options that will be taken forward for assessment as part of a WelTAG Stage 1 assessment are outlined below:

- **Do Minimum (2b, 2c, 2d)**
 - 2b re-enforcing the sea defences such as by constructing a 'synthetic' concrete bank or wall
 - 2c by putting the road on embankment
 - 2d by building a bridge, viaduct or culverted causeway.
- **Inner Route Corridor- 3b** Alignment behind the Duke of Edinburgh Inn by building a bridge, viaduct or culverted causeway.
- **Middle Route Corridor Options:**
 - Option 4 - Newgale Farm to Wood Farm
 - Option 5 - Newgale Farm to Southwood Farm
 - Option 7 - Partially on existing road and track: 'Pen-y-Cwm – Llethr – (Site of) Brawdy Mill' – new road including crossing of Brandy Brook.
- **Outer Route Corridor Options:**
 - Option 8 - An embankment or viaduct further inland to the existing A487
 - Option 9 - From Roch, skirting the marshy land, crossing Brandy Brook at its Eastern end, and rejoining the A487 around Penycwm
 - Option 11 – Maintain existing route but upgrade Diversion Route (C3062-C3063-C3010) over time for increasing use.

The following are **rejected** and will not be carried forward:

- Do Nothing - Option 1
- Do Minimum - Options 2a
- Inner Route Options - alignment behind the Duke of Edinburgh Inn – Option 3a, 3c
- Middle Route Option 6
- Outer Route Options 10
- Far Outer Route Options 12 and 13
- 'Other' Options 15, 16 and 18.

There is thus 8 alignment corridors to be taken forward to a more detailed assessment in WeITAG Stage 1. Combined with this are the following which would form part of a package of measures:

- Design Standards review:
 - carriageway width
 - horizontal and vertical alignment
 - traffic loading capacity
- Option 14 - Shared use path and Pembrokeshire Coast Path
- Option 17 - Maintain access to Welsh Road

7.5 Process at Stage 1

As part of the next stage of work the above options will be worked up in more detail to make sure that they are deliverable and to understand in more detail the likely costs and benefits. The preferred highway alignment option will be combined with a review of design standards appropriate for the scheme (carriageway width, horizontal and vertical alignment, traffic loading capacity), Option 14 (Shared Use Path), Option 17 (Maintain Access to Welsh Road).

8.0 Summary of the Consultation on Transport Planning Objectives and Potential Options

This WELTAG (Welsh transport planning and appraisal guidance) Planning Stage Report was drafted following consultations on Newgale Shingle Bank vulnerability and the development of an adaptation plan. The key extracts of this document identifying transport planning objectives and potential options were published for consultation on the 'Have Your Say' page of Pembrokeshire County Council's website in October 2015. Meetings on the transport planning objectives and potential options were held with local communities, and documents and a response form were made available on www.pembrokeshire.gov.uk/haveyoursay from 2nd October to 27th November 2015.

At the close of the consultation period on 27th November, a total of 32 responses were received via response forms. This chapter summarises those responses (a more detailed report of the public consultation is contained in Appendix D).

8.1 Comments on the Transport Planning Objectives

There were 22 responses to this question.

The proposed Transport Planning Objectives presented for comment were:

1. To maintain sustainable long term highway connectivity between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.
2. To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park and minimise the adverse effects on the natural environment caused by traffic and associated infrastructure.
3. To improve the actual and perceived safety of the transport network in the study area for all users and residents.
4. To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula.
5. To support and facilitate the safe movement of vulnerable road users to their destination.

Five respondents expressed support for the above Transport Planning Objectives collectively. Two identical responses said the Transport Planning Objectives were 'incomprehensible and very little use'. Specific support for Transport Planning Objectives 1 and 4 were expressed by separate respondents.

A summary of comments and alternative suggested Transport Planning Objectives were expressed. Several respondents said (or indicated) that they would wish that not all the Transport Planning Objectives were given equal weight. In particular that the focus should be on community requirements with reference being made to economic and social outcomes including access to healthcare, employment and Newgale tourism.

Alternative Transport Planning Objectives suggested were:

To maintain ease of access for sport and recreation to the coast to promote activity for health and well being; 'Facility, Community and Employment'; access to healthcare and employment, minimise journey times.

A request was made to change the wording to Transport Planning Objective 2 from 'minimise' to 'avoid' the adverse effects on the natural environment. Concern was expressed that the Wales Coastal Path, National Cycle network and non-motorised units are not included in the scope of the WelTAG. They are.

It was commented that the supporting matrices to the Transport Planning Objectives were difficult to understand and justify.

Further to the consultation the Transport Planning Objectives have been refined to take account of consultation responses (in red below). These refined Transport Planning Objectives are the TPO's used elsewhere in this WelTAG Planning Stage Report.

1. To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.
2. To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park **avoiding, or at least minimising**, adverse effects on the natural environment caused by traffic and associated infrastructure.
3. To improve the actual and perceived safety of the transport network in the study area for all users and residents.
4. To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula **including access to the coast at Newgale**.
5. To support and facilitate the safe movement of vulnerable road users to their destination.

8.2 Comments on what are the most important traffic, parking and transportation issues to address for Newgale

There were 30 responses to this question.

The most frequently made comment was to the effect that the respondents wanted to maintain the A487 for accessibility between the county and Newgale/ St Davids Peninsula including for tourism and emergency access. 13 respondents made this type of comment but most other comments were consistent with this. 9 respondents want to maintain the road at/near the coast/ the existing road. Other matters mentioned more than once include: maintain highway capacity; parking; bus routes; iconic views at Newgale; coastal path and cycle route. Other issues raised are effect on shops; journey time effects of options; Welsh Road access; Newgale as a 'gateway' to St Davids Peninsula; safety; shift from hard engineering to adaptation; a bypass to take through traffic from Newgale.

8.3 Comments on which route corridor is preferred

Of the 4 route corridors (A. Inner, B. Middle, C. Outer, D. Far Outer) the numbers of respondents who expressed a preference for each corridor were:

- 11 Respondents favoured the Inner Route Corridor (A. Drawing Number 1)
- 10 Respondents favoured the Middle Route Corridors (B. Drawing Number 2)
- 1 Respondents favoured Outer Route Corridors (C. Drawing Number 3)
- 1 Respondents favoured Far Outer Route Corridor (D. Drawing Number 4)

3 Not sure / don't know

Comments were made that it is important that, whichever option is finally chosen, the iconic views of Newgale Beach are maintained. It was noted that the study is at an early stage, prior to any formal assessments, so some reserved their judgement on options. There were no specific recorded proposals for alternative routes.

8.4 Comment on which numbered option is preferred, if any.

The results of the numbered options question showed most respondents favouring an inner or middle route option as with the previous question. There is no one option which has a clear backing.

Below are the number of respondents expressing support against the option number and option name (respondents were only allowed to vote for one):

- | | |
|---|--|
| 0 | 1. Do nothing |
| 0 | 2a. Indefinite repair and renewal of existing bank |
| 5 | 2b. Re-enforce the sea defences such as by constructing a 'synthetic' or re-enforced concrete bank or wall |
| 2 | 2c. Putting the road on embankment |
| 0 | 2d. Building a road bridge |
| 4 | 3a. Replicating existing road behind the Duke of Edinburgh Inn |
| 4 | 3b. Road bridge, viaduct or culverted causeway |
| 1 | 3c. Causeway - embankment |
| 5 | 4. Newgale Farm to Wood Farm |
| 4 | 5. Newgale Farm to Southwood Farm |
| 1 | 6. New link from Southward Farm to (near) Pen-y-Cwm |
| 0 | 7. Partially on existing road and track: 'Pen y Cwm - Lethr - (site of) Brawdy Mill' - new road including crossing of Brandy Brook |
| 1 | 8. An embankment or viaduct further inland to the existing A487 |
| 0 | 9. From Roch, skirting the marshy land, crossing Brandy Brook at its eastern end and rejoining A487 around Penycwm |
| 0 | 10. Upgrade the existing diversion |
| 0 | 11. Maintain existing route but upgrade diversion route for increase use over time |
| 1 | 12. Outer route based on B4330 (Haycastle Road) |
| 0 | 13. Far outer route: A40 - B4331 - A487 |

8.5 Those agreeing with Sustainable Travel and Other Improvements ideas that were identified.

Respondents on other options showed most support for maintaining access to Welsh Road and improving the Shared Use Path and Pembrokeshire Coast Path.

- | | |
|----|--|
| 15 | Shared use path and Pembrokeshire Coast Path route improvements |
| 0 | A487 road tunnel |
| 10 | Protect existing route by use of breakwater linked to tidal power scheme |
| 16 | Maintain access to Welsh Road |
| 10 | Dredge Brandy Brook - improve drainage |

8.6 Comments were invited on other Potential Options, Sustainable Travel or Other Improvements Ideas?

Comments included:

- An alternative route for options 3 would be to bring the road straight across from the present hairpin bend at the northern end of Newgale through what is the present access road down beside 'Carters' and then straight across the valley on a culverted causeway etc just behind the camp site. This option would be undertaken in tandem with the relocation of existing businesses (Carters, Duke of Edinburgh, Newsurf).
- A combination of options 8 and 9 with a viaduct was also proposed.
- The development of an integrated green travel plan to reduce car borne trips to Newgale.
- Keep existing route with rocks and cages used to maintain the shingle bank.

8.7 Comment on the need to maintain access to Welsh Road, parking areas, Newgale Sands and Nolton Haven as part of this project

There were some 32 questionnaire respondents and nearly all responded to this question expressing a view stating that local access should be maintained.

28	Yes
0	No
2	Don't know / not sure

8.8 Comments about maintaining access to Welsh Road, parking areas, Newgale Sands and Nolton Haven.

If the existing parking areas will be liable to flooding, new higher parking should be provided

Pembrokeshire is heavily reliant on tourism and these areas are big tourist attractions. Many local businesses rely financially on tourist trade, and so these areas need to be accessible to ensure that the tourists continue to visit Pembrokeshire. This comment was reflected in the comments of nine others.

A comment was made that it is unlikely to be sustainable to maintain access along the north section of Welsh Road, between the A487 junction and Newgale Pebbles car park.

8.9 Comments on maintaining and or improving cycle and pedestrian access

Most of the 24 comments were concerned with the maintenance or improvement of pedestrian facilities including the Wales Coast Path. Many also referred to the need to maintain the National Cycle Network through Newgale though a couple did not see the merit in funding this.

8.10 Comments on maintaining provision of public transport through Newgale

There were 27 responses on this mostly stating that public transport services (coastal buses and standard service bus services) need to be at least maintained both for residents and visitors. A couple of respondents expressed concern that all but the A corridor (Inner Route) options would take bus services away from Newgale.

8.11 Other comments on the future of traffic, parking and transportation in and around Newgale

Many respondents wanted to maintain existing roads and local businesses. These, as well as the other comments, are contained in the report on the consultation which is contained in Appendix D.

9.0 Summary

This report has sought to identify the transport problems and opportunities in a study area focused on Newgale; recommending a set of Transport Planning Objectives which will help to overcome these problems and maximise the opportunities; and outlining a series of options which may succeed in meeting these objectives. This process has been undertaken adhering to the WelTAG Planning Stage appraisal process.

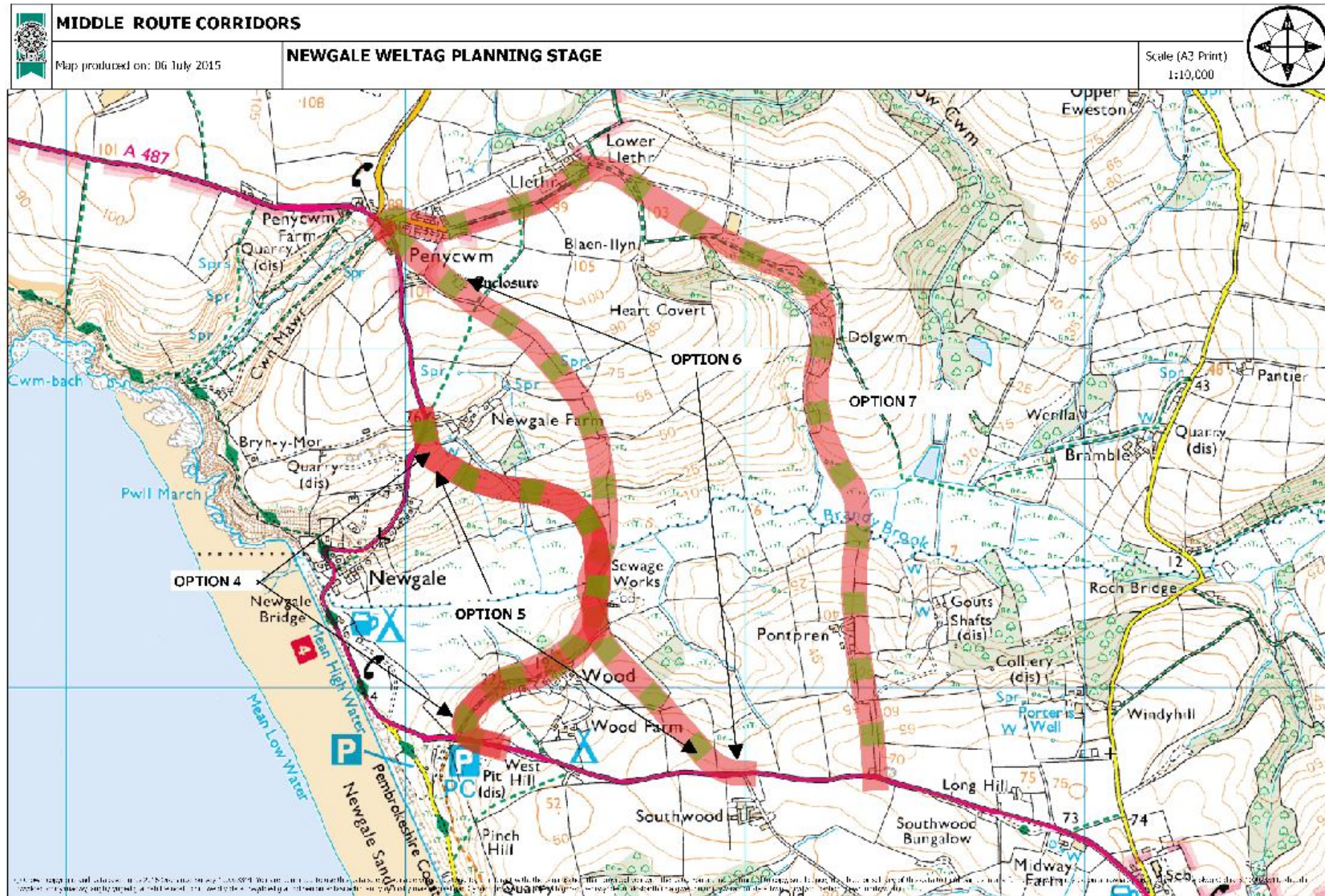
An initial set of problems has been identified through consultation with stakeholders, the public and local authority officers. Through these processes, as well as a review of the national and regional objectives for transport, a set of Transport Planning Objectives for this study have been identified. A number of potential scheme options have also been established, based upon suggestions from stakeholders and the general public, and subject to professional judgement. These potential options have then been assessed against the Transport Planning Objectives for the study to establish a list of potential solutions to the problems identified.

If the go ahead is given the next stage of the process would be to undertake a WelTAG stage 1 appraisal, where the list of options recommended by this planning stage report are assessed and appraised against a more rigorous set of criteria as prescribed in the WelTAG guidance. The options will also be worked up in more detail, with the various elements put together into packages to achieve synergies between the various elements.

Drawings 1. Inner Route Options



Drawings 2.Midler Route Options



Appendix A: Newgale Shingle Bank Adaptation Plan: Report on the Public Consultation

June 2015

Introduction

This consultation was undertaken to gain an understanding of the public opinion of an Adaptation Plan prepared for Newgale. A report commissioned by Pembrokeshire County Council into the stability of the shingle bank at Newgale following the January 2015 storms identified an expectancy that the bank would become unsustainable within a 10-20 year timescale. A press release engendered considerable public interest with television interviews being given and a public meeting was held on the 18th February 2015 in the Memorial Hall, Solva to an audience of approximately 130.

Having identified those issues of most importance to all affected stakeholders either as property or business owners, residents, visitors or even those with a casual interest in the locality, an Adaptation Plan was prepared. This outlined the steps to be taken in progressing a project to provide a secure transportation link from Haverfordwest to the St. David's peninsular.

Summary of Responses

Responses included over 40 email exchanges and a couple of letters. They were received from a wide cross-section of the community, local business, the Solva Business Group and Newgale Action Group.

Most responses re-iterated comments regarding the overall situation as opposed to the Adaptation Plan. These are summarised in the appendix as there are significant issues raised that must be addressed during the development of the project. The main "themes" of the responses relating specifically to the Adaptation Plan may be summarised as:-

Objective 3 – Will the National Park Authority be actively engaged in the process?

Objective 5 – This should reflect the need to support the existing businesses on the peninsular that have helped it become the tourist destination and landscape it is today as well as developing a wider economic base.

Action 4 – Will this look at the benefits of maintaining the existing road alignment as well as any new alignment and develop a cost benefit analysis?

Action 4 – This should consider in detail, the options for maintaining the bank in its current location.

Action 5 – Will the existing road and shingle bank be maintained until any new road is completed?

Action 5 – The community should be actively engaged in gaining an understanding of the shingle bank.

The Next Steps

The Adaptation Plan will be amended to address the issues raised and published on the dedicated web page for Newgale.

Appendix – Summary Selection of Comments Received

Do not see a causeway or similar either along the existing A487 location or just behind the pub as being feasible. Whilst it would be great if this could be achieved I do not see how any new road, whilst retaining the sea, would connect with the existing road near Sands Cafe and still deal with the flow or flooding from Brandy Brook.

Assuming a new road could be built along the existing route, the disruption whilst it was being built would be tremendous. It would possibly require a whole new temporary road along the campsite and over the brook coming out behind the hardware shop

I think it would be madness to even contemplate the closure of this road and should be kept open whatever the cost.

The cost to the business community on the western peninsular cannot even be imagined, let alone the isolation of the public regarding hospital and other services, at a time when bus services are cut, and we are told more cuts can be expected. An alternative route is not even practical and any other suggestion would be phenomenally more expensive than maintaining the present route.

The pebbles could surely be supported with boulders or metal cages filled with pebbles and then covered by more pebbles to maintain the appearance of a pebble beach as we see it today

There are two mainly separate issues at Newgale. Firstly those associated with Brandy Brook, with heavy rain the brook floods and this is often without any problems from the sea, witness the situation after the recent rain on the night of 17/18 May. This could be substantially reduced by better dredging as was done in the past.

Secondly the action of the sea on the shingle bank. There is clearly a risk of the bank failing, this is likely to increase with time. We have not seen any cost comparisons for the most practical solutions of inserting a sea wall behind the bank or putting in a new section of road behind the pub and therefore it is difficult to take the debate forwards. Other solutions which leave the local communities of Newgale, Solva, St David's and Nolton isolated are clearly unacceptable. The effect on the tourist industry would be catastrophic.

Whatever action is decided upon there is a need in the interim to improve the diversion roads before a serious accident occurs.

Can you provide an accurate costing to carry out the required remedial work to the shingle bank at Newgale to extend life by 30, 50 and 100 years allowing for the same number of road closures that have occurred on average over the last 10 years

1. I agree that managed realignment is the right way to proceed
2. In terms of Transportation Implications I feel nothing less than an A-road causeway across the valley at Newgale would be acceptable for the economic and social wellbeing of the peninsular and also in order to maintain, if not improve, access for or to:
 1. the peninsular for tourists
 2. the peninsular for buses, coaches, deliveries, post etc

3. public services in Haverfordwest
 4. ambulances and fire service dealing with emergencies
 5. any new schools in Haverfordwest
 6. employment opportunities
 7. Shopping and leisure in Haverfordwest
3. Regular monitoring of the traffic at different times of the year, both quantitative and more importantly *qualitative* (i.e. why are people making those journeys and would they be made if the route was longer etc)
 4. Ensure any improvements made to the Roch to Pen-y-cwm diversion make the route safe for ALL traffic, particularly for powered two wheelers (in 2014 it was extremely dangerous and mostly impassable on 2 wheels due to the level of mud on the road, especially round blind corners).
 5. Consultation expanded to actively seek to include the tourists' input during the various holiday seasons
 6. Adaptation Plan, scope of work, transport options and ongoing study work to be shared with people affected regularly and in a timely manner

My personal belief is that the bank is not fit for purpose. It was a poorly planned defence however it was a cheap method which is why it was built. Improvements on the diversion route combined with the money lost with the inability of tourists to reach Newgale (a popular tourist location in Pembrokeshire) as opposed to a more permanent seafront as is seen in Borth, in Ceredigion, will ultimately cause greater economical damage than is expected. This short term approach will see tourists diverted from the caravan site, sands cafe, pub and surf shop thus diverting money away from the local economy which we so desperately need strengthening in north Pembrokeshire. Loss of this link into Newgale will cause lack of business and these small independent shops, pubs and cafe's to close due to lack of trade. This closure will result in unemployment which is far from needed in the county.

Whatever you do you CANNOT close this road, doing so will kill the community and trade from the holiday seasons. Whatever the costs it would be death for the communities if you cut off this route.

There are no alternative routes to/from Solva/St David's and other towns/cities which would not add large distances to the journeys and in doing so would cost 100,000s of pounds to the local people and visitors.

Please keep me informed in the decisions to change or close this route and if you do decide to close it I will personally protest the government to revoke your decision. I will also investigate taking legal action if this is applicable.

Can I have your assurance in this rather alarming framework, that there will be a balance struck in favour of the retained enhancement to the area and its economic well being to the communities on the peninsular by the entry to the area being retained through Newgale and that its wealth to tourism and resulting livelihoods will be the primary, if not joint, concern?

As we all know resources are tight and priorities must be set, but I like to have some confidence that such a priority to retain the through road in Newgale will be upheld in some form. Short, medium and long term.

The alternative of the diversion route within the Adaptation Plan is just not realistic in my and many others opinion and a more substantial solution at Newgale should be found together with the necessary funding, at national level if required. Also I would hope that your team will be exhaustively searching for such a proper and sustainable solution, not a convenient political side step.

I do not see a causeway or similar either along the existing A487 location or just behind the pub as being feasible. Whilst it would be great if this could be achieved I do not see how any new road, whilst retaining the sea, would connect with the existing road near Sands Cafe and still deal with the flow or flooding from Brandy Brook. The only way would be to demolish the Sands cafe and/or the Hardware store. Perhaps more imaginative minds than mine have a solution. Being on the Penycwm side of the hill I would be more than happy if this could be achieved. My feeling is a new road further up the valley, as outlined in my previous response, is the most practical.

Before getting too carried away by all the possible alternatives I was struck by the "Objective 3" paragraph concerning who has final say over any planning. The PCNP seem conspicuously quiet on the whole issue. At what stage do you see them getting involved? Will they give any guidance or is it just the planners saying yes or no to any proposal The PCNP are not mentioned in the six Action plan paragraphs.

Assuming a new road could be built along the existing route, the disruption whilst it was being built would be tremendous. It would possibly require a whole new temporary road along the campsite and over the brook coming out behind the hardware shop.

From my point of view living in Solva, & working as a driving instructor it is vital that a viable A487 through Newgale is maintained. It is our link to Haverfordwest, and the nearest driving test centre in Pembroke Dock. Our emergency services and tourism industry absolutely depends on it.

The diversionary route after the January 2014 flood was horrendous & was totally overloaded with vehicles, especially lorries & buses, having major problems passing one another. What the situation would have been in the height of the summer is easy - Gridlock!

Whether the shingle bank has to be reinforced or the road moved, a realistic long term viable alternative is required. The current diversion route is inadequate for heavy goods vehicles let alone normal transport and providing passing places is not the answer. All it will do is to delay the journey from Solva, St. David's etc even further thus providing a snarl up during the holiday season. Emergency services would also be grossly affected.

The building of a land bridge may provide a reasonably cheap alternative. If the present diversion road has to be resurfaced and extended as it should be then this costs would not be so controversially different. Also the 'land bridge' would provide tourists and local people access to some spectacular scenery. This land bridge could be built with little impact on the current nature reserve provided it was situated in the right place.

Newgale should remain as it is at present and be restored on each of the infrequent occasions when there is a problem. The existing road should remain and be repaired as and when necessary to maintain links to the peninsula for the sake of all the businesses and residents, of

whom I am one. Untold harm has been done simply by the mooting of the proposals, damaging any prospects of inward investment because of the uncertainty created.

I have read the plan but can see nothing which causes me to change the views expressed in the objections sent to you by email previously. I therefore repeat the grounds for objection in that email, including:

1. the damage to the economy of the St David's Peninsula 2. the lack of incentive for inward investment 3. the immense local difficulties for the residents and visitors if the road is lost in its current location 4. the loss of tourism particularly caravans and motor homes due to inaccessibility 5. the loss of a major tourist attraction if the storm beach is allowed to disappear 6. damage to local business on an unacceptable scale

Nothing other than continued restoration of the beach and maintenance of the existing road will serve to alleviate the potential harmful damage, and the cost of doing so bearing in mind the very limited occasions when action is required does not justify the far greater cost of radical action.

An alternative route needs to be ready by the time the pebble bank is no longer capable of doing the job. Large vehicles will never be able to use the current diversion route however much it is improved and I fear there will be no way of preventing them from using the Newgale route.

To retain the artery to St David's via Newgale entails raising the road via a causeway to enable floodwater to flow and return without let or hindrance. It would not save the buildings, but this is sadly already forgone.

Appendix B: Option Scoring

Proposed Solution	TPO	Scoring Reasoning	Score
1. Do Nothing	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	There would be a gradual degradation in the A487 with sea level rising and encroachment.	xxx
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	Traffic would have the same effect as currently except that the use of the diversion route would increase which is not adequate for the purpose. The result of the use of this route and the congestion resulting is to cause increasing environmental degradation.	xx
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The increasing degradation of the A487 at Newgale will compromise safety.	xx
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	The increasing degradation of the A487 at Newgale will result in a worsening of accessibility to St Davids Peninsula	xxx
	To support and facilitate the safe movement of vulnerable road users to their destination.	The increasing degradation of the A487 at Newgale will compromise accessibility and safety for vulnerable road users.	xxx
2a. Do Minimum – the existing route - by indefinite repair and renewal of existing bank	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	Is not a permanent solution. Potentially feasible solution in the short to medium term (covering Epoch 1 (0-20 years) and part of Epoch 2 (20-50 years)).	xxx
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	Essentially maintains the existing arrangement so may not have significant net affects on the environment.	0
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	There could be expected to be increasing number and severity of events due to climate change. The A487 at Newgale would therefore become increasingly unsafe particularly during these events	xxx
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	The route would continue to serve St Davids Peninsula but the service would be subject to increasing disruption	xx

Proposed Solution	TPO	Scoring Reasoning	Score
	To support and facilitate the safe movement of vulnerable road users to their destination.	There could be expected to be increasing number and severity of events due to climate change. The A487 at Newgale would become less accessible and safe to vulnerable road users.	xxx
2b. Do Minimum – the existing route – re-enforce the sea defences such as by constructing a ‘synthetic’ or re-enforced concrete bank or wall	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	Long term sea defences would permit the existing route to remain in situ.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	There would be long term environmental impact on the beach at Newgale and the surrounding habitat as sea level rises. Also the Brandy Brook outflow and basin would be affected. Potential secondary impacts on adjacent coastal sections.	xx
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The transport network would not be affected in that the A487 through Newgale would remain in situ. The affect on the Brandy Brook Basin and the creation of a sea wall or revetments may have safety implications.	x
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	The transport network to the St Davids peninsula would be maintained for tourism but the impact on tourism at Newgale may be detrimental through the impact on views, beach, access to beach and habitat.	✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	The existing facilities for vulnerable road users would be maintained.	0

Proposed Solution	TPO	Scoring Reasoning	Score
2c. Do Minimum – the existing route –by putting the road on embankment (restricting tidal flow).	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	This objective would be achieved as the embankment upon which the road is reconstructed would become the sea defence.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	There would be protection from the environmental impact of the sea at Newgale. The Brandy Brook outflow and basin would be affected.	✓
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The new section of the A487 through Newgale would be in the same location as the existing one but would designed to current (DMRB) standards.	✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	The transport network to the St Davids peninsula would be maintained for tourism.	✓✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	The existing facilities for vulnerable road users would improved through improved highway design.	✓
2d. Do Minimum – the existing route –by building a road bridge, viaduct or culverted causeway	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	This objective would be achieved as the bridge upon which the road is reconstructed would not be affected by tides or sea level rises for the foreseeable future.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	A structure would allow Brandy Brook and sea encroachment to be unimpeded but would impact on the landscape. The bridge itself would affect the landscape.	xx
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The new section of the A487 through Newgale would be in the same location as the existing one but would designed to current (DMRB) standards.	✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	The transport network to the St Davids peninsula would be maintained for tourism.	✓✓

	To support and facilitate the safe movement of vulnerable road users to their destination.	The existing facilities for vulnerable road users would be improved through improved highway design.	✓
Proposed Solution	TPO	Scoring Reasoning	Score
3. A new road alignment behind the Duke of Edinburgh Inn. 3a replicate the existing road but on an alignment just behind the Duke of Edinburgh Inn.	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	In itself the alignment would be difficult to engineer without demolition and would not offer any material improvement in providing a long term solution to sea water inundation.	xx
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	A new highway route would be created behind the front at Newgale which would cause some visual intrusion and affect the Brandy Brook floodplain.	xx
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The new road would be built to current standards. The existing road could be made into a walking and cycling route. Although inundation from the sea remains an issue there will be some improvement in safety	✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	Potential marginal improvement in highway standard but does not address the sea inundation. Does not provide any material improvement to transport to aid regeneration and tourism on St Davids Peninsula.	0
	To support and facilitate the safe movement of vulnerable road users to their destination.	The new road allows the existing road on Newgale Front to be dedicated to walking and cycling.	✓

Proposed Solution	TPO	Scoring Reasoning	Score
3b. A new road alignment behind the Duke of Edinburgh Inn - road bridge, viaduct, or culverted causeway	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The new road would be raised from the current level and provide a long terms solution to rising sea levels.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	There would be no environmental effect in terms of affecting the Brandy Brook flood plain (except insofar as its foot print reduces it); but would create a new highway link behind Newgale Front	*
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The new road will be built to current design standards which will enhance safety. The existing road could be made available for cycling and walking thus segregating from traffic, though still susceptible to inundation.	✓✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	A raised new road would provide an improved link to the St. Davids Peninsula and not be subject to sea level rises in the foreseeable future.	✓✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	The new road allows the existing road on Newgale Front to be dedicated to walking and cycling.	✓✓

Proposed Solution	TPO	Scoring Reasoning	Score
3c. A new road alignment behind the Duke of Edinburgh Inn.- on embankment	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The new road would be raised from the current level and provide a long terms solution to rising sea levels. The Tie in to the existing A487 at Newgale would be problematic.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	Would have environmental consequences on the floodplain of Brandy Brook. The causeway would become, in due course, the sea wall with the beach affected.	***
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	ew road would be built to current design standards which will enhance safety. The existing road could be made available for cycling and walking thus segregating from traffic, though still susceptible to inundation.	0
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	A raised new road would provide an improved link to the St. Davids Peninsula and not be subject to sea level rises in the foreseeable future.	0
	To support and facilitate the safe movement of vulnerable road users to their destination.	The new road allows the existing road on Newgale Front to be dedicated to walking and cycling.	✓✓

Proposed Solution	TPO	Scoring Reasoning	Score
4. Newgale Farm to Wood Farm	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The new road would provide a long term solution for through traffic, though Welsh Road and Newgale traffic would not be directly served.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	There would be a reduction in the environmental impact of traffic travelling through Newgale itself though there would be a corresponding increase on the bypass route and the new road itself.	0
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The safety of the transport network as a whole may be improved by a modern standard 2 lane highway.	✓✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	A new road would provide an improved link to the St. Davids Peninsula and not be subject to sea level rises in the foreseeable future.	✓✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	Facilities for walkers and cyclists could be incorporated in the new road route with the less trafficked bypassed section of the existing A487 more suitable for vulnerable road users.	✓✓

Proposed Solution	TPO	Scoring Reasoning	Score
5. Newgale Farm to Southwood Farm	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The new road would provide a long term solution for through traffic, though Welsh Road and Newgale traffic would not be directly served.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	There would be a reduction in the environmental impact of traffic travelling through Newgale itself though there would be a corresponding increase on the bypass route.	0
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The safety of the transport network as a whole may be improved by a modern standard 2 lane highway.	✓✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	A new road would provide an improved link to the St. Davids Peninsula and not be subject to sea level rises in the foreseeable future.	✓✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	Facilities for walkers and cyclists could be incorporated in the new road route with the less trafficked bypassed section of the existing A487 more suitable for vulnerable road users.	✓✓

Proposed Solution	TPO	Scoring Reasoning	Score
6. New link from Southward Farm to (near) Pen-y-Cwm	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The new road would provide a long term solution for through traffic, though Welsh Road and Newgale traffic would not be directly served.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	There would be a reduction in the environmental impact of traffic travelling through Newgale itself though there would be a corresponding increase on the bypass route.	0
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The safety of the transport network as a whole may be improved by a modern standard 2 lane highway.	✓✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	A new road would provide an improved link to the St. Davids Peninsula and not be subject to sea level rises in the foreseeable future.	✓✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	Facilities for walkers and cyclists could be incorporated in the new road route with the less trafficked bypassed section of the existing A487 more suitable for vulnerable road users.	✓✓

Proposed Solution	TPO	Scoring Reasoning	Score
7. Partially on existing road and track: 'Pen-y-Cwm – Llethr – (Site of) Brawdy Mill' – new road including crossing of Brandy Brook.	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The new road would provide a long term solution for through traffic, though Welsh Road and Newgale traffic would not be directly served.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	There would be a reduction in the environmental impact of traffic travelling through Newgale itself though there would be a corresponding increase on the bypass route. Very steep both sides of the bank with structures required creating a large environmental impact.	xx
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	Creation of a transport corridor will have a large impact on the environment.	✓✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	A new road would provide an improved link to the St. Davids Peninsula and not be subject to sea level rises in the foreseeable future.	✓✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	Facilities for walkers and cyclists could be incorporated in the new road route with the less trafficked bypassed section of the existing A487 more suitable for vulnerable road users.	✓✓

Proposed Solution	TPO	Scoring Reasoning	Score
8. An embankment or viaduct further inland to the existing A487	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The new road would provide a long term solution for through traffic, though Welsh Road and Newgale traffic would not be directly served. The route is more direct than the existing resulting in journey time savings	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	There would be a reduction in the environmental impact of traffic travelling through Newgale itself though there would be a corresponding increase on the bypass route though over a shorter distance.	✓
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The safety of the transport network as a whole may be improved by a modern standard 2 lane highway.	✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	A new road would provide an improved horizontal alignment through Newgale to the St. Davids Peninsula and not be subject to sea level rises in the foreseeable future.	✓✓✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	Facilities for walkers and cyclists could be incorporated in the new road route with the less trafficked bypassed section of the existing A487 more suitable for vulnerable road users.	✓✓

Proposed Solution	TPO	Scoring Reasoning	Score
9. From Roch, skating the marshy land, crossing Brandy Brook at its Eastern end, and rejoining the A487 around Penycwm	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The new road would provide a long term solution for through traffic, though Welsh Road and Newgale traffic would not be directly served.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	There would be a reduction in the environmental impact of traffic travelling through Newgale itself though there would be a corresponding increase on the bypass route.	0
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The safety of the transport network as a whole may be improved by a modern standard 2 lane highway.	✓✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	A new road would provide an improved link to the St. Davids Peninsula and not be subject to sea level rises in the foreseeable future.	✓✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	Facilities for walkers and cyclists could be incorporated in the new road route with the less trafficked bypassed section of the existing A487 more suitable for vulnerable road users.	✓✓

Proposed Solution	TPO	Scoring Reasoning	Score
10. Upgrade the existing diversion (C3062-C3063-C3010)	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The upgrading of the existing diversion route would provide a long term solution for through traffic, though Welsh Road and Newgale traffic would not be directly served.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	There would be a reduction in the environmental impact of traffic travelling through Newgale itself but the construction of the road would have a severe impact and there would be a corresponding increase in traffic on the bypass route.	xx
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The safety of the transport network as a whole may be improved by upgrading the existing diversion route to a modern standard 2 lane highway.	✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	An upgraded diversion route could provide an improved link to the St. Davids Peninsula and not be subject to sea level rises in the foreseeable future.	✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	Facilities for walkers and cyclists could be incorporated in the upgraded diversion route with the less trafficked bypassed section of the existing A487 more suitable for vulnerable road users.	✓

Proposed Solution	TPO	Scoring Reasoning	Score
11. Maintain existing route but upgrade Diversion route for increasing use over time.	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The incremental upgrading of the existing diversion route over time would ultimately provide a long term solution for through traffic, though incremental design of different sections could result in a sub-optimal solution.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	There would be a reduction in the environmental impact of traffic travelling through Newgale itself but the construction of the road would have a severe impact and there would be a corresponding increase in traffic on the bypass route.	xx
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The safety of the transport network as a whole may be improved by gradually upgrading the existing diversion route to a modern standard 2 lane highway.	✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	An upgraded diversion route could provide an improved link to the St. Davids Peninsula and not be subject to sea level rises in the foreseeable future.	✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	Facilities for walkers and cyclists could be incorporated as the diversion route is upgraded with the less trafficked bypassed section of the existing A487 more suitable for vulnerable road users.	✓

Proposed Solution	TPO	Scoring Reasoning	Score
12. Outer route based on the B4330 (Haycastle Road)	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The B4330 is a lower standard than the A487 so there would be a worsening of service. The route from Haverfordwest to St Davids is approximately 6.8km longer than the A487. However, there is some potential to upgrade the route.	**
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	Newgale itself will be relieved of the environmental impact of through traffic but the diverted traffic will be travelling longer on the B4330 and minor connecting roads thereby increasing net environmental costs.	**
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	Within the defined study area around Newgale there would be less traffic overall. However the diverted traffic to the B4330 would be travelling longer distances on a lower standard of road so overall transport network safety would be made worse.	**
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	St. Davids Peninsula would be less accessible via the B4330 than the existing A487 as the road is of lower standard and is around 7km longer. This would impact on tourism and regeneration.	***
	To support and facilitate the safe movement of vulnerable road users to their destination.	This option would have mixed impact on vulnerable road users who would find the A487 less trafficked and therefore more amenable but the B4330 and some minor roads considerably less so.	*

Proposed Solution	TPO	Scoring Reasoning	Score
13. Far outer route: A40 – B4331 – A487 Haverfordwest to St Davids	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The route from Haverfordwest to St Davids is approximately 12.2 km longer than the existing A487 route. If directed to use this route much traffic would seek more direct routes on unsuitable minor roads.	***
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	Newgale itself will be relieved of the environmental impact of through traffic but the diverted traffic will be travelling longer including on minor connecting roads thereby increasing net environmental costs.	***
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The diverted traffic onto the A40 would be travelling longer including on unsuitable minor roads.	***
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	St. Davids Peninsula would be less accessible. This would impact on tourism and regeneration.	***
	To support and facilitate the safe movement of vulnerable road users to their destination.	This option would have mixed impact on vulnerable road users who would find the A487 less trafficked and therefore more amenable but the A40/A487 and some minor roads considerably less so.	*

Proposed Solution	TPO	Scoring Reasoning	Score
14. Shared Use Path and Pembrokeshire Coast Path route.	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The Pembrokeshire Coast Path, which is part of the Wales Coast Path, will need to be maintained, as will the National Cycle Network Route 4.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	The coast path and cycle route encourages mode transfer from the motor vehicle and thus aids the environment.	✓
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The coast path and cycle path are required to improve safety.	✓✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	Some tourism is based on the SUP and coastal path so their inclusion assists tourism,	✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	The coast path and cycle path facilitate the safe movement of vulnerable road users.	✓✓

Proposed Solution	TPO	Scoring Reasoning	Score
15. Tunnel.	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	Long term connectivity would be ensured subject to engineering feasibility.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	Potential for reducing the environmental impact of traffic through Newgale as vehicles would be hidden.	✓✓
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	Marginal improvement in separating traffic from vulnerable road users for the duration of the tunnel. This will assist in reducing vehicle pedestrian/cycle conflict at Newgale	✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	A tunnel road would assure a long term highway link to the St. Davids Peninsula which would not be subject to sea level rises in the foreseeable future. But the highway standard may not be improved.	✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	Vulnerable road user access would not necessarily be improved by this scheme.	0

Proposed Solution	TPO	Scoring Reasoning	Score
16. Protect existing route by use of breakwater linked to tidal power scheme.	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	The existing road would be protected from rising sea levels and storm events.	✓✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	Would have environmental consequences on the beach, floodplain of Brandy Brook, landscape, flora and fauna. The causeway would become, in due course, the sea wall with the beach affected.	xxx
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	The transport network would not be improved as part of this option, but rather it maintains the status quo.	0
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	The transport network would be maintained as is so would not suffer the degradation by sea intrusion.	✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	The proposal would not affect existing facilities for vulnerable road users except insofar as they protection from sea level rises is given.	✓

Proposed Solution	TPO	Scoring Reasoning	Score
17. Maintain Access to Welsh Road	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	Maintaining access to Welsh Road properties, caravan park, and car parks to Nolton Haven to and from Brawdy/	✓
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	Maintaining access to Welsh Road means traffic does not have to take a circuitous route to Welsh Road trip ends, thereby reducing the environmental impact of traffic.	✓
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	By maintaining this highway link Welsh Road traffic is not diverted to unsuitable routes.	✓
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	Keeping this link open assists in maintaining tourism in this area of St. Davids Peninsula.	✓
	To support and facilitate the safe movement of vulnerable road users to their destination.	Maintains a lightly trafficked route suitable for cycling.	✓

Proposed Solution	TPO	Scoring Reasoning	Score
18. Dredge Brandy Brook – improve drainage.	To improve sustainable long term highway connectivity to and within the local community, and between St Davids peninsula, Haverfordwest and the Trunk Road Network in the context of coastal erosion.	Does nothing to address the primary issue which stems from sea level rises.	xxx
	To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park avoiding, or at least minimising, adverse effects on the natural environment caused by traffic and associated infrastructure	The dredging of Brandy Brook may have mixed effects on the natural environment.	0
	To improve the actual and perceived safety of the transport network in the study area for all users and residents.	Does not improve safety but rather degradation of the road will continue.	x
	To make the transport network suitable to facilitate tourism and regeneration in the St Davids Peninsula including access to the coast at Newgale.	Does not provide a solution for access.	xxx
	To support and facilitate the safe movement of vulnerable road users to their destination.	Does not support transport by vulnerable road users.	xxx

Appendix C: Environmental Constraints

Appendix C: Environmental Constraints

Planning Constraint Map Layers.

Article 4 Directions
Listed Buildings CADW 2009
Listed Buildings Grade 3
Scheduled Ancient Monuments
Special Protection Areas
Common Land
row_work
Village Greens
Pembs Coalfields
HSE Consultation Zones
TAN15 - Zone B
TAN15 - Zone C1
TAN15 - Zone C2
Tpo
Bat Layer for LPAs June 2004
\Sites of Special Scientific Interest
Special Areas of Conservation
Historic Landscapes CADW 2009
MOD Safety Zones
Aberporth Safeguarding Zone
National Nature Reserves
Marine Nature Reserve
Trunk Road Consultation
WBush Sgrd Zone +10m
WBush Sgrd Zone +15m
WBush Sgrd Zone +45m
WBush Sgrd Zone +90m
WBush Sgrd Zone All devs
LNG Pipeline
Pembs RIG Sites
Gas Pipelines
Oil Refinery Pipelines
PotentialContaminatedLand
GN.1 Heritage Coast
GN.5 Employment allocations
GN.7 Mixed Use Allocations
GN.12 Primary Retail Frontage
GN.12 Secondary Retail Frontage
GN.12 Town Centre Boundary
GN.13 Retail Allocations
GN.21 Marinas
GN.22 Coal Resources
GN.22 Hard Rock Resource
GN.22 Sand Gravel Resource
GN.23 Minerals Working
GN.25 Buffer Zones around Mineral Sites

GN.27 Residential Allocations
GN.30 Specialist and Supported Accommodation
GN.31 Gypsy Traveller Sites
GN.33 Community Facilities
GN.34 Recreational Open Space
GN.35 Amenity Open Space
GN.36 Green Wedges LDP
GN.37 LNR
GN.37 WTNatR
GN.38 Historic Parks and Gardens
GN.39 Transport Routes and Improvements
GN.40 New Waste Management Facilities
SP 2 Port and Energy Related Development
SP 3 Strategic Employment Land
Rail Tunnels
2011SpeaksWelshByCC



Appendix D

Newgale Adaptation Plan Transport Planning Objectives and Potential Options Consultation Report

(including responses from the Natural Resources Wales and National Trust)

December 2015

Background

In early 2015, Pembrokeshire County Council published a 'Newgale Shingle Bank Vulnerability Assessment' and an initial round of public engagement and consultation was undertaken on the basis of this. An Adaptation Plan, making a commitment to 'ongoing community engagement' was published in April 2015. A dedicated web page has been set up (www.pembrokeshire.gov.uk/newgale) and regular meetings with the local community interest groups have taken place.

During the summer of 2015 engineers used the WELTAG (Welsh transport planning and appraisal guidance) to identify transport planning objectives and potential options and published draft documents on these in October 2015. Meetings on the transport planning objectives and potential options were held with local communities, and documents and a response form were made available on www.pembrokeshire.gov.uk/haveyoursay from 2nd October to 27th November 2015.

By 27th November, a total of 32 responses were received via response forms. This report details those responses.

Question 1. Do you have any comments on the objectives outlined in the Transport Planning Objectives document? (22 responses including four from those indicating they are carers and two from those indicating they are disabled)

- The most important objective should be to keep the lines of communication open between Haverfordwest and St Davids or there will be a dramatic reduction in the number of tourists. I believe that the route 10-13 options would severely impact upon the current level of visitors.
- The current route is fine, the current cost to repair the road is less than an alternate route.

- I feel these (*sic*) a strong objectives that have taken account of the issues raised by local people
- The objectives outlined in Table 1 are consistent with the needs to continue to provide the transport links within the St David's peninsular whilst continuing to serve the various communities that are on the present route of the A487. It should be remembered that there is a strong belief in the area that the needs of the people are paramount and of prime concern. Whilst 'nature' is an important consideration in the decision process, a greater emphasis on the community's overall requirements must be the overriding driver in the decision process.
- Inner route or middle route are obviously the best and put the needs of people in Newgale and surrounding area first.
- I agree that something has to be done in order to protect Newgale and the bank but also the integrity of the area has to be preserved and diverting the road away from this beautiful village would be a real shame.
- I think the objectives capture the broad requirement but I wonder if each really carries the same weighting?
- The five objectives are fine. Though are they all of equal importance? The matrices are difficult to understand or justify.
- To maintain ease of access for sport & recreation to the coast to promote activity for health and well-being.
- A good attempt at summarising a complex problem within your guidelines. But the whole document is too complicated, in my humble opinion, unnecessarily. The issue is not just about the St David's peninsular in some abstract form, or City Hall approach, surely it is about sustaining the communities that the road serves and connects, not only the route to St David's, important as that is. The communities that are on the A 487 are the issue in how to provide a ROAD solution, and this should not be seen and defined as what is the best 'road' solution to St David's. Surely it is about the 'route' and the communities that the road serves. The objectives talk about business growth, what growth?, it is more about sustaining what exists, and in the process trying to improve the practical issues connected to what the road provides to those communities. This is not a Cardiff Development plan for lesser mortals living in the sticks, it is the lifeline to the communities and people that live, work and breathe here. This part of Pembrokeshire is under the cosh, reduced and centralised health care, schooling under threat, and little proper jobs and work, which in these communities means tourism. There is no other business to grow, apart perhaps from what ends up happening to Brawdy. So please place the focus of a solution on at the least maintaining those three planks that support these communities, as well as the access to St David's. Also a solution that protects in whatever form the jewel in the tourism crown, Newgale itself and of course Solva, both unique and a lasting experience around the UK if not the world. Anecdotaly, wherever I travel in the world and talk about west Wales there is someone who has an abiding and fond memory of Solva. Biased as a resident I may be, but it is true. Amazing, regarded as much more special than even St David's ! Therefore, any solution must meet these three objectives. Perhaps summarised as Facility, Community, and Employment I suggest that maintenance of the existing 'Road' should be designated as 'Existing Route' and that the social outcomes should give more emphasis to what you describe as social impacts. If that means that any option may harm the communities on the route, then it should be discounted. This leaves the Options in 2 and 3 as the only options. My

own view is that the WOW factor of Newgale should be a prerequisite and an option that is inspiring as well as just functional in the way the final solution is designed and the legacy it bequeaths. Therefore 2c, 2d, 3b and 3c, and if possible access and retention to the existing businesses and facilities or their relocation on higher ground with access from the new road.

- Safeguarding transport access to healthcare and employment are most important in my opinion.
- There has to be, at Newgale, a bypass for St Davids/Solva - close to the existing route at Newgale as possible. The social and economic well-being of the Solva / St Davids area must not be compromised or put at risk.
- The proposed TPOs should include the objective that any route chosen should not significantly increase the journey time for the majority of those using the road.
- Whatever must done to preserve the road must be done.
- I do not feel these objectives sufficiently take into account the importance of Newgale as a tourist destination and the need to maintain access routes and parking facilities.
- Why haven't the transport team put in for funding before now??? We have water on three sides of Pembrokeshire and they put in for a bike track!!
- It is really encouraging that this issue is being treated seriously by the powers that be. That action is needed cannot be doubted and it is to be hoped that the political will necessary for success will prevail.
- National Trust considers that the Transport Objectives should refer to the need to avoid adverse impacts. Thus the objective would read: "To conserve and enhance the natural beauty, wildlife and cultural heritage of the Pembrokeshire Coast National Park and avoid adverse effects on the natural environment caused by traffic and associated infrastructure. Where this is not possible all adverse effects will be minimised". In addition, given that the Wales Coast Path shares the existing route of the A487 alongside Newgale beach, we seek confirmation that this element of the transport network is within the scope of the WELTAG process to ensure that there is no avoidable loss of connectivity or convenience to users.

Comments from carers

- I still feel that we are being 'blinded' by science. How can we have any trust in those who have had anything to do with the Thomas Parry Way fiasco? First there were the changes to the roundabout at the Western end (do we really need a pile of stones and four walls in the middle of the roundabout? And second there was a pedestrian path laid around the Western edge of the roundabout only for it to be dug up a few weeks later, and replaced by a grassed area and some new lights! Let's get our act together this time and sort things about before the contractors turn even the first sod.
- The document only includes very limited discussion about non-motorised users and the disruption that they would face. The road is a major part of the National Cycle Network Celtic Trail.

- Regarding the 5th paragraph of the Introduction. The pebbles were NOT returned to their original position after the storms, They are at least one metre nearer the double yellow lines and 20 cms higher!
- Usual high level objectives all things to all people, largely incomprehensible and very little use. What of traffic information, origin destination and desire line details, accidents and route lengths to allow comparison.

Comments from those indicated that they are disabled

- I would like to see the present route maintained as it is.
- Usual high level objectives all things to all people, largely incomprehensible and very little use. What of traffic information, origin destination and desire line details, accidents and route lengths to allow comparison.

What do you consider to be the most important traffic, parking and transportation issues to address for Newgale? (30 comments, including five from those indicating they are carers and three from those indicating they are disabled)

- 1/TRANSPORTATION It is essential to maintain the A487 in some shape of form to allow access to the City of St David's, Solva, Brawdy Business Park and 14th Signals Reg't, the surrounding coastline and, in an easterly direction, Haverfordwest and beyond, as well as giving Newgale residents similar access. For residents, visitors, commercial companies, public bus services and the emergency services - all need this road to remain. 2/TRAFFIC Densities are likely to increase. Accordingly, whatever road revision is required and agreed, it must allow for this and include appropriate widths and passing places if needed. PARKING The existing three car parks at Newgale appear to cope with demand throughout the year. All are subject to some flooding during extreme weather If Newgale is to survive as one of Pembrokeshire best beaches, it would seem necessary to provide a barrier (?concrete wall) on the road side of the shingle bank to inhibit a collapse of the bank, reduce !flooding possibilities and thereby keep Newgale as a very positive visitor attraction and a favourite beach for Pembrokeshire residents.
- To maintain a road as near the coast as is practical.
- The Route, the cost is low to repair, closing it will cause the loss of revenue to local shops.
- Creating & maintaining an A-Road Highway as close as possible to the existing route
- To ensure that the travel times currently enjoyed by the current route should not be increased by any selected option. Traffic volumes are unlikely to vary much should options 4, 5 or 6 be selected, whilst access to the various communities will be maintained. Access and Parking at North and South Newgale would be readily achieved.
- Parking and bus routes
- I have found that there has always been adequate parking and transport links in Newgale although as this beach relies on tourists and to be taken off the main St David's to Haverfordwest route would be detrimental to the area.

- The primary requirement must be Objective 1, to secure a long term highway between St Davids peninsula and Haverfordwest etc. But parking is vitally important too. From your own statistics nearly 1000 vehicles per day drive down Welsh Road and I would wager that a good many of these only go as far as the three car parks along the beach. Like hundreds of others I frequently walk my dog along the sands by Pebbles Cafe and in the summer those car parks are close to overflowing. In addition, the breathtaking view that greets visitors as they descend West Hill simply demands that the small lay-by on either side of the road be retained, whichever route option is chosen. Unfortunately, there is no equivalent parking area for traffic coming the other way down Newgale Hill but if the new road could incorporate a modest parking area on that side it would add a significant visitor attraction.

- Traffic: A suitably wide and safe alternative route i.e. 'A' class trunk road is necessary. Parking: At least the same capacity as presently exists. Transportation: The bus route needs to serve the residents of Newgale.

- 1. Secure route for A487 2. Maintain access to Welsh Rd and local car parks 3. Minimal impact on local environment (people, natural environment and heritage) 4. Maintain iconic views 5. Maintain easy access for coastal path and cycle route

- Ensuring accessibility of the St Davids Peninsula, in particular Solva and St Davids for tourism, recreation and work purposes. Ensuring beach and coastal access is maintained for all users, including those with accessibility issues.

- The essential need to maintain a serviceable transport link to the villages, communities and businesses between Newgale and St Davids. The road must be able to handle emergency service vehicles, public transport, commercial vehicles and cars in at least the density historically experienced.

- The continuation of access to and through Newgale, including the continuation of public transport, car parks around Newgale etc enabling visitors and local persons to access Newgale if the road does not directly pass through. Access to beaches such as Newgale is key to maintaining tourism in Pembrokeshire.

- Safe and comfortable access for both walking and cycling, especially for users of the National Trail and the National Cycle Network.

- The road must be as close to the existing as possible, so that there is a direct route to Solva and St Davids Peninsula - deviation from the existing road is to be kept to a minimum.

- Most important a solution that removes the threat to the present road, whilst maintaining access to the coast. Ideally a solution that keeps the road as close to its current position as possible would preserve the identity of Newgale, maintaining the present public transport provision and access to the peninsular.

- To continue with the shortest access from Solva, St Davids to Haverfordwest for emergency vehicles and ordinary people going about their daily lives, which means the nearest option to the present road.

- Preserving this most important iconic view and road to Solva and St David's is the most important priority to the save the tourists trade and the dependant incomes it generates. Without the road visitors will not come. Our livelihood depends on it.
- Tourism - Access to Hospital/emergency services. Making sure that there is route which allows for speedy access for communities further along the road (Solva//St Davids etc).
- Keep the business open as you as a Council have earned a lot of money from tourism and the government rates!
- Maintaining a direct/clear link as possible through St Davids Peninsula from the South.
- Maintaining unique quality of Newgale as a 'gateway' to St Davids Peninsula.
- The most important traffic issue is to get the traffic to the St Davids Peninsula safely and securely all the year round, while sustaining access for local residents at Newgale. In this context parking is a relatively subsidiary matter.
- The National Trust advocates a shift from hard engineering to adaptation as the default approach to managing change on the coast. This is set out in our Shifting Shores (2015) report: <https://www.nationaltrust.org.uk/documents/shifting-shores-report.pdf> See comment re: Wales Coast Path. We accept the findings of the Royal Haskoning report on the shingle bank, and the consequent loss of road access and car parking that will occur when the shingle bank is allowed to roll back without intervention onto the existing route of the A487 and the low level section of Welsh Road.

Comments from carers

- Traffic along the A487 is the most important, St. David's and Solva depend on the passing trade from tourists.
- Maintain the existing road. Money best spent on road.
- Continued access for non-motorised users.
- Get the facts correct!
- A bypass taking through traffic out of both Newgale and Solva would in my view be of great benefit to local access and tourism allowing the existing road to be calmed with all the safety benefits that would include. Any road scheme should include safe provision for cycling and walking the bypass option included for those not touring(for whom a Newgale visit is a must) would appreciate the more gentle gradients

Comments from those indicating that they are disabled

- The existing road should be maintained whatever the cost. The cost of alternative solutions would be a colossal expense, money best spent on road.
- Keeping the road through Newgale open at all times.

- A bypass taking through traffic out of both Newgale and Solva would in my view be of great benefit to local access and tourism allowing the existing road to be calmed with all the safety benefits that would include. Any road scheme should include safe provision for cycling and walking the bypass option included for those not touring (for whom a Newgale visit is a must) would appreciate the more gentle gradients

Potential Options

In the Potential Options document a number of route corridor options are identified. Please indicate which, if any, you prefer *(please tick only one)*

- 11 A. Inner Route Corridor (Drawing Number 1)
- 10 B. Middle Route Corridors (Drawing Number 2)
- 1 C. Outer Route Corridors (Drawing Number 3)
- 1 D. Far Outer Route Corridor (Drawing Number 4)
- 3 Not sure / don't know

Other, please specify (11 comments, including two indicating that they are carers and one indicating that they are disabled)

- Please note: Option A chosen IF the Shingle Bank will be reinforced and Newgale Beach preserved. If cost considerations do not allow, then we choose Option B. Cost options for all are not currently available
- None of the above!
- Stabilise the pebbles in the position they were in prior to the last storms. They have already been allowed to approach too close and too high to the road.
- I would like to comment on my choice. The inner route would clearly minimise disruption and diversion for most people but I accept that the civil engineering works needed to secure the shingle bank against future, more severe and more frequent storms may be so costly or so ugly as to rule out that option. But I really do think it needs to be seriously considered if only to help counter the strong local opinion that the threat "is not as bad as all that". Most people I have spoken to are passionate about keeping the iconic views of Newgale Sands as you broach the hill (in both directions). I experience it almost daily and it never ceases to lift my heart. For most visitors to the area it is the first sight they get of the sea. The views over Newgale beach are often spoken of as iconic and in discussion with locals it is widely agreed that their retention should be an important feature when considering the final route. Route Option 4 meets this criterion and it is the next shortest option (after corridor A). Compared to most other options it will have the least impact on the local environment and will affect fewest properties. I do not think an embankment alone is feasible. Some account must be taken of the Brandy Brook and its flow must not be impeded. Thus I favour a bridge or viaduct that will allow the river to flow freely and, eventually, the sea to ebb and flow beneath it. Over time the shingle beach will retreat inland leaving an attractive bay and inlet that will appeal to locals and visitors alike. Some consideration should be given to preventing the river mouth from blocking with shingle. I appreciate that this may be problematic but it should not be dismissed without expert advice. Route 4 will still be close to the sea and will appeal to visitors much more than an inland route. Importantly, it will mean that the bus routes (411 and Puffin shuttle) will still be able to serve the coastal communities.

- The Council is divided between corridors A and B, but dismissive of C and D. Note that A raises concerns about feasibility and B raises concerns impact on local residents. C and D are considered too remote (and costly) for serious consideration. Route options 1 to 4 would maintain the iconic views of Newgale beach when travelling along the A487. These are considered to be important attractions valued by locals and tourists alike.
- Keep the existing road at all costs, it's only a very short length of road. They are building a lagoon at Swansea, some knowledge must be there.
- The Middle Route should mean that 'THAT VIEW' is not totally lost.
- Breakwater tidal-power scheme. If not feasible, then 3a.
- I am not technically sufficiently qualified or locally knowledgeable to state an exact choice - probably the best outcome might be a combination of the best of C and D - but one thing is clear, a new road is needed - well back from the present situation but ensuring good access between Roch and Pen-y-Cwm.
- The National Trust accepts that solutions 1 and 2 may not provide the long term sustainable solution to the problem at Newgale and options 12 and 13 would not provide a realistic solution to future access to the St Davids peninsula. However, at this stage we do not make a preference for any further option. Many of the options will need to be considered in detail and landscape and ecological aspects need to drive the decision making process given the sensitivity of the landscape and potential harm that many of the options will bring forward. We support the process that is underway and would support further specific discussions on constraints and solutions in this very important part of the Pembrokeshire Coast National Park.

Comments from carers

- Please leave existing route as it is.
- Stabilise the pebbles in the position they were in prior to the last storms. They have already been allowed to approach too close and too high to the road.

Comments from those indicating that they are disabled

- Please leave existing route as it is.

Potential Options, Sustainable Travel and Other Option Concepts

In the Potential Options document a number of specific route corridors are identified. If you have a preferred option please indicate which ONE from this list

- 0 1. Do nothing
- 0 2a. Indefinite repair and renewal of existing bank

- 5 2b. Re-enforce the sea defences such as by constructing a 'synthetic' or re-enforced concrete bank or wall
- 2 2c. Putting the road on embankment
- 0 2d. Building a road bridge
- 4 3a. Replicating existing road behind the Duke of Edinburgh Inn
- 4 3b. Road bridge, viaduct or culverted causeway
- 1 3c. Causeway - embankment
- 5 4. Newgale Farm to Wood Farm
- 4 5. Newgale Farm to Southwood Farm
- 1 6. New link from Southward Farm to (near) Pen-y-Cwm
- 0 7. Partially on existing road and track: 'Pen y Cwm - Llethr - (site of) Brawd Mill' - new road including crossing of Brandy Brook
- 1 8. An embankment or viaduct further inland to the existing A487
- 0 9. From Roch, skirting the marshy land, crossing Brandy Brook at its eastern end and rejoining A487 around Penycwm
- 0 10. Upgrade the existing diversion
- 0 11. Maintain existing route but upgrade diversion route for increase use over time
- 1 12. Outer route based on B4330 (Haycastle Road)
- 0 13. Far outer route: A40 - B4331 - A487

In the Potential Options document a number of Sustainable Travel and Other Improvements Ideas are identified. Tick all the options you agree with on this list.

- 15 Shared use path and Pembrokeshire Coast Path route improvements
- 0 A487 road tunnel
- 10 Protect existing route by use of breakwater linked to tidal power scheme
- 16 Maintain access to Welsh Road
- 10 Dredge Brandy Brook - improve drainage

Would you like to suggest any other Potential Options, Sustainable Travel or Other Improvements Ideas? (12 comments, including two from those indicate that they are carers and one indicating that they are disabled)

- I've ticked the "Dredge Brandy Brook" item but I am not qualified to assess how much difference it would make. Intuitively, I feel it will help with water flow but I'm sure you'll have expert advice to help make this decision.
- Please note that the Council does not favour a single route option but would like to see further consideration given to options 2, 4 and 5 Note: Dredge Brandy Brook is thought to be important below the sewage works.
- Option 4 with a suitable bridge option would be our preferred options, minimising impact on the environment and optimising recreational opportunities and maintaining the natural wetland habitat. Enabling long term change of the shingle bank environment, to retreat naturally.
- A footway/cycleway urgently needs to be provided between Newgale and Penycwm
- I would suggest that a better route for options 3 would be to bring the road straight across from the present hairpin bend at the northern end of Newgale through what is the present access road down beside 'Carters' and then straight across the valley on a culverted causeway etc just behind the camp site. This should be done in conjunction with a scheme to remove all those

buildings that will ultimately be threatened by the loss of the shingle bank i.e. 'Newsurf' and 'The Duke of Edinburgh' including the buildings presently housing 'Carters' etc. Alternative space should be provided for those businesses in well designed, sustainable buildings, which could be located adjacent to where the new road would join back to the existing road at the southern end of the new road. This could incorporate more parking visitor facilities etc. The advantages of this scheme would be to improve the natural appearance of Newgale with the removal of the 20 century buildings whilst allowing the existing businesses to carry on trading. A properly designed scheme could increase the employment and trading opportunities at Newgale whilst at the same time improving the natural environment.

- In question 3 you do not allow us to say that we would prefer to keep the original road but accepting that if this proposition is not viable in the long-term then the new road behind the Duke of Edinburgh becomes the obvious answer, keeping the iconic scenic view of (*sic*) Ramsey Island in the distance.
- Either route 6 or 7 would be preferred - depending on the relative cost of each route.
- Think for yourselves, that's what you get paid for!
- Peninsula bus service, linking centres on St David's Peninsula in a loop, allowing access to inland areas like Middle Mill, Caerfarchell etc.
- Re: questions above one tick answers are difficult. My own option would be a combination of Option 8 and Option 9 but I have only ticked Option 8 - and this itself should be two options as personally I would prefer a viaduct to an embankment - what an amazing architectural, engineering and landscaping challenge and possibly a future tourist attraction in its own right.
- The value of the integrated green travel plan in this area is recognised, greater user of smaller park and ride sites and potential use of National Trust assets for reduced car borne visits to Newgale including greater footpath, cycle and shuttle provision in the area is welcomed. A greater role for Pembrokeshire Greenways in providing solutions to visitor access should be examined and further increase in the use of the Puffin Shuttle.

Comments from carers

- This survey form is surely the most complicated I have met. In trying to go back I have deleted info and retyped several times cannot find the reload button and all but given up.

Comments from those indicating that they are disabled

- Maintain existing route even it costs to keep it, even if rocks or cage are used to maintain pebble bank with pebbles placed on top.
- This survey form is surely the most complicated I have met. In trying to go back I have deleted info and retyped several times cannot find the reload button and all but given up.

Access to Welsh Road, Parking Areas, Newgale Sands and Nolton Haven

Do you think that maintaining access to Welsh Road, parking areas, Newgale Sands and Nolton Haven needs to form part of this project?

(please tick only one)

- 28 Yes
0 No
2 Don't know / not sure

Do you have any comments about maintaining access to Welsh Road, parking areas, Newgale Sands and Nolton Haven? (12 comments, including four from those indicating that they are carers and one indicating that they are disabled)

- If Option 4 or 5 are selected then maintaining access to Welsh Road would be achieved by a new link road running parallel to section between A487 and the 'middle' car park I've covered this above.
- If the existing parking areas will be liable to flooding, new higher parking should be provided.
- Not only does Welsh Road facilitate travel to Nolton Haven and beyond it also provides access to the beach car parks. These are vital as they are very well used by visitors and locals alike. Newgale is one of the finest beaches in Pembrokeshire and it attracts visitors all year round, particularly for surfing, but also for its vast expanse of sand. It is considered a safe beach well suited to families. The coastal bus service (Puffin Shuttle) is a valued facility, especially during summer months, and it would serve its function poorly if diverted far inland. Presumably, access to Newgale Sands would be maintained from Pen-y-Cwm down Newgale Hill?
- Pembrokeshire is heavily reliant on tourism and these areas are big tourist attractions. Many local businesses rely financially on tourist trade, and so these areas need to be accessible to ensure that the tourists continue to visit Pembrokeshire.
- Apart from it should be maintained if at all possible.
- These areas are important to the attraction of Newgale as a tourist destination (both visitors from away and locals who come, appreciate and value the area).
- You're spoiling Pembrokeshire without cutting of a life line.
- Even with a by-pass road it would be essential to maintain all these existing links.
- We (the National Trust) believe that it is unlikely to be sustainable to maintain access along the north section of Welsh Road, between the A487 junction and Newgale Pebbles car park.

Comments from carers

- Yes, keep this open.
- These are all important to one of the most popular areas of the county.
- Continue to keep the road as it is.

Comments from those indicating that they are disabled

- Yes, keep this open whatever the cost - it would not be Newgale without them.

Cycle and Pedestrian Access

Do you have any comments on maintaining and or improving cycle and pedestrian access? (24 comments, including four from those indicating that they are a carer and two indicating that they are disabled)

- The Pembrokeshire Coast path has to be maintained as walking is an important tourist activity. I think that the roads are too dangerous for cycling and there is no point wasting money on cycle routes when it can be better spent elsewhere.
- Maintain or improve - keep current route.
- I feel any road built should take account of pedestrians' and cyclists' needs.
- Some form of pedestrian access should be maintained, but it doesn't need to be of the 'over the top' nature recently installed from H west to the Rising Sun.
- Have cycle path on top of shingle bank.
- If a new road was to happen then including a cycle lane would be beneficial.
- It is important that the coastal path remains close to the coast! A wide detour inland, e.g. via Roch Bridge, would inevitably cause walkers to cut the corner, perhaps breaking off by the Pebbles cafe and returning to the existing path somewhere near Pen-y-cwm. This would miss out the Newgale Beach section altogether, one of the most beautiful stretches. In my view such a large detour would be inconvenient and unacceptable. A viaduct closer to the sea should be able to accommodate cyclists and pedestrians, though they need to be separated from each other and from the traffic for safety reasons. A path back to Newgale (Sands Cafe area) would be essential. Such a path would allow residents of Newgale to access the diverted 411 bus route without having to climb the hill to Pen-y-cwm. This is a good reason not to build the crossing too far up the Brandy Brook valley.
- Pedestrian access needs to be improved along the existing roads - there is no footpath from Roch to the beach and it is quite dangerous to walk on the road.
- The famous and well used coastal path crosses Newgale beach. Any new crossing of the Brandy Brook valley must incorporate a safe path for pedestrians. It should also provide a safe crossing for cyclists (Cycle Route 4) and, preferably, pedestrians, cyclists and road traffic should all be separated. Importantly, the crossing should not be so far inland as to cause a major diversion for pedestrians.
- As part of the design of the re route all users should be taken into account, especially in the light of encouraging healthier travel options.
- Maintain at the least, improve the experience if possible, BUT the priority must be the case for the route and the traffic it can sustain and the WOW of travelling through Newgale.

- Cycle and pedestrian access is a key element for maintaining tourist trade. Tourists come to Pembrokeshire to experience the beautiful countryside and beaches, and so it is imperative that access is maintained to ensure the financial sustainability of Pembrokeshire.
- Access for vulnerable road users needs to be carefully planned, especially so for cyclists. It's important that the Wales Coast Path and the National Cycle Network interface with the beach area and other facilities in the village but a safe route also has to be carefully considered on the steep approaches into and out of the village. The proposals present an opportunity to improve the existing arrangements for cycle and pedestrian access.
- Keeping the route through Newgale (Option 3) would fulfil the above
- Maintain or improve on existing road.
- Both are important to the overall offering of the area and would be so to those residents living to the north of Newgale.
- Cycle lane is a waste of money, I know it's from a pot but put in for sea defence not cycle paths, who pays rates and road taxes.
- All new road developments should always include provision for cycle ways. This should be axiomatic. Pedestrian access at Newgale at the moment could be much improved, all other issues apart.
- Re: Question 1. The Wales Coast Path shares the existing route of the A487 alongside Newgale beach and therefore we seek confirmation that this element of the transport network is within the scope of the WELTAG process to ensure that there is no avoidable loss of connectivity or reduction in convenience to users.

Comments from carers

- Not being a cyclist or a pedestrian, for the most part, I realise the need to protect both these forms of transport in the area thought about. I do, however, need to be able to get from where we live in Keeston to my father in law (aged 101) in Upper Solva, as quickly as possible should he need our attention.
- As part of the NCN Celtic Trail, Newgale beach, the views and the hills are all key components of cycling holidays and events.
- Too much attention is being given to cyclists and pedestrians at the expense of the motorists. As a regular user of the A487 I notice the improvements already made between Newgale and Haverfordwest for cyclists and pedestrians minimal use!
- It should be provided as a matter of course in any project decided. Their safety is paramount and an essential part of the provision, not some afterthought.

Comments from those indicating that they are disabled

- Cycling and pedestrianisation access would be available if road is maintained.

- It should be provided as a matter of course in any project decided. Their safety is paramount and an essential part of the provision, not some afterthought.

Public Transport

Do you have any comments on maintaining provision of public transport through Newgale? (27 comments including five from those indicated that they are a carer and three indicating that they are disabled)

- Yes. This must be maintained for residents. Option A (chosen option) allows for this. If other Options are chosen, some form of access for bus (and emergency vehicles) has to be provided by a detour route from, say, Options B, C, and D
- I haven't used public transport in the area since I passed my driving test in 1982. I have no idea whether the buses are any better than they used to be.
- There needs and has to be public transport to Newgale and Solva.
- Public transport through Newgale is essential to the local population and to the visiting population so I believe it should be maintained.
- Could be achieved by provision of a turning area in either Newgale village itself (behind Carters say), OR similar at the start of Welsh Road - would not need both ends of the shingle bank served
- More buses.
- I've largely addressed this above. In essence I consider it to be essential that public transport links through Newgale be disrupted as little as possible.
- Residents and holiday makers need to be able to use public transport to visit town or the beach. The coastal bus should also be maintained for walkers and visitors. This all supports the need of the new road to be accessible to the residents, the coastal path and beach.
- All options beside corridor A will deprive residents of Newgale Sands easy access to public transport. A close crossing in corridor B (just a few hundred yards up the valley) would provide a reasonable alternative provided a footpath were created between the village and the new road. This would also provide an easy route for walkers to rejoin the coastal path. It is not reasonable to expect Newgale Sands residents to climb Newgale hill to reach a bus stop. It is long and steep and has no footpath. It is particularly un-suitable for elderly, infirm or disabled users nor for parents pushing prams or wheelchairs.
- Public access should be maintained to ensure visitors and locals alike can access the peninsula and beaches for health, wellbeing and recreational purposes.
- Of course, it must be maintained and if possible without restricting or slowing down access.
- Essential for residents and holidaying visitors who live on the route between Newgale and St David's.

- To encourage tourism, public transport needs to be maintained. Those who live in Newgale or those visiting the area may require the use of public transport to access the area.
- This is really important and a lifeline for some of the residents.
- Option 3
- It is obvious to those of us ? the Peninsula that it is essential to maintain public transport through Newgale.
- Maintain existing
- Your level set for taxis is higher than London!! Shame on you:-(
- Important that services are maintained. Could a single daytime Haverfordwest - St David's bus run be sacrificed in order to provide a late bus for this route - allowing peninsula residents to use the county town in the evening and not need to drive in / back?
- Public transport would have to be maintained to Newgale – whether through is another question and the answer to this would have to be not necessarily.

Comments from carers

- It would be useful for Richard Brothers (or whoever) to be able to maintain their links from Haverfordwest to St. David's, via the A487.
- Essential.
- It's important that the coastal bus network can continue to operate and support the coast Path.
- The A487 MUST be kept as near as possible to its present route as it is the main route for business, public transport, ambulance, police, coastguard etc. Solva, St .Davids and the surrounding area.
- Of course it must be maintained...why ask?

Comments from those indicated that they are disabled

- Essential to allow access to the St Davids Peninsula.
- It is essential.
- Of course it must be maintained...why ask?

Other Comments

Would you like to make any further comments on the future of traffic, parking and transportation in and around Newgale? (15 comments including two from those who indicated that they were carers and one indicated that they were disabled)

- No further comments - see Question 1 response.
- Someone with imagination and vision needs to plan it. It must be feasible to make an attractive new camp site and parking area near to the new road.
- The new routes will cost far more than the maintenance of the exiting route.
- Maintain existing and accept that at times the use would be restricted.
- Build a bigger car park in the area surrounding the pub.
- I think I've covered all the key points but there is one related issue that probably doesn't form part of your study - what happens to the pub and surf shop? I appreciate that your concern is transport and, perhaps, some other study will look at the effect on local residents and businesses. But I don't yet know of one and I'd like to make a couple of points in case there is no other opportunity. The Duke of Edinburgh pub is a much loved local that attracts many, many visitors. Clearly, its future is very limited if the road goes but I would like to put in a plea for some provision to be made that it could be relocated to higher ground close to its present position. An obvious location would be adjacent to West Hill where a sympathetic design might allow it to blend into the hillside. With the outstanding panoramic views that such a location would offer it would become THE place in Pembrokeshire to watch the sun go down. A fantastic visitor attraction. Of course this would require National Parks land to be given up for commercial development and I can see the difficulties that would entail, but the circumstances are truly exceptional and I really do think the benefits far outweigh the loss of land. I'm not sure what provision could be made for relocating the Surf shop but I hope it is not simply abandoned. There really do think there ought to be scope for it to be moved onto the lower slopes of one adjacent hill. I have assumed that the Sands Cafe is on high enough ground for it to survive for a long time to come, but if I'm wrong then I would support it too receiving favourable consideration for relocation.
- The considerable amount of rural transport - tractors/ trailers/ slurry wagons/ milk lorries etc. will still be needing to use the 'rural' roads as well as the main road.
- It is essential that access to Welsh Road and local parking facilities are maintained. This may mean that changes also need to be made to raise or divert the Road. These concerns must not be ignored or neglected.
- Just use this opportunity to make a real statement about what we in Wales can achieve in supporting the lifeblood of our communities while enhancing the customer/visitor experience. This threat to the survival of small communities should also be seen as a real opportunity to create added value and benefit through the solution. So please stay brave as well as focussed.
- If a middle route corridor option is selected, for example route 5, how will access to Newgale be maintained? It is imperative for both local persons and tourists that there is some form of access from each side, and that the roads are maintained. For example a shuttle bus could be put in place to enable tourists visit to Newgale. Furthermore those who live there will still require access.
- A solution needs to be in place before the road is lost or becomes impassable on a more regular basis, the economy of the peninsular relies on that link.

- Just to say hope it will be maintained.
- Keep it open let the business provide the services that has made people return year after year.
- We (the National Trust) recognise that the risk of flooding and disruption to property, business and the A487 behind Newgale beach is now higher than ever before because of climate change. We welcome Pembrokeshire County Council's work to seek and share knowledge and take into account the views of stakeholders throughout the production of an adaptation plan. We believe that there is merit in bringing forward the specific implications of roll back (e.g. removal of redundant A487 road infrastructure and buildings) to enable a more integrated approach to consider the wider landscape implications of any alternative road scheme.

Comments from carers

- Please read the article at the bottom of page 32 in the Western Telegraph dated October 21st 2015!
- Access to Newgale is of paramount importance to locals and visitors alike. They can manage well without the through traffic and HGV's

Comments from those indicating that they are disabled

- Access to Newgale is of paramount importance to locals and visitors alike. They can manage well without the through traffic and HGV's

About you

Please indicate where you live *(please tick only one)*

3 Newgale

18 St Davids Peninsula

Other location in Pembrokeshire *(please specify)*

- Camrose
- Formerly Talbenny and Saundersfoot
- In and around the Newgale area
- Johnston
- Keeston
- Neyland
- Roch x 2
- Solva x 5

Other location outside Pembrokeshire *(please specify)*

- Gower
- Wiltshire
- Wokingham

Are you responding as *(please tick only one)*

25 An individual

As a representative of a business or other local organisation *(please specify)*

- We rent out our former family home as a holiday let in Solva.
- Visitor with visitor ££££ to spend in the area. Will consider other locations if this route is changed.
- Business representative
- The Digital Development Company, Solva
- We run self catering properties in and around Solva and Newgale is an important aspect of the attractions of visitors to the area. It is also essential that we local residents are not disadvantaged by the creation of a longer travel time to essential services.
- Nolton and Roch Community Council
- TYF Group, activity and education provider in St Davids
- St Davids City Council
- Wheelrights, The Swansea cycle Campaign Group
- I am an 'individual' but own holiday accommodation in Newgale.

You are being asked the following information for Equalities Monitoring purposes. It will be used for statistical purposes only and will not be linked to the contact details you have provided above. All the information you provide will be treated confidentially and handled in accordance with the Data Protection Act 1998.

Are you *(please tick only one)*

- 0 Aged 16 or under
- 2 Aged 17 - 24
- 2 Aged 25 - 44
- 10 Aged 45 - 64
- 7 Aged 65 - 74
- 8 Aged 75 or over
- 1 Prefer not to say

Do you provide regular, unpaid, substantial care for a relative, friend or neighbour who is unable to manage at home without help because of sickness, age or disability? *(please tick only one)*

- 5 Yes
- 21 No
- 3 Prefer not to say

Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? *(please tick only one)*

- 3 Yes
- 22 No
- 4 Prefer not to say



NG Transport
objectives NRW comm



Response from
National Trust.pdf