
Pembrokeshire Coast National Park

**Management Plan (2015 – 2019)
Local Development Plan
(2015-2031)**

Background Paper No *: Sustainable Transport

March 2018

PEMBROKESHIRE COAST NATIONAL PARK AUTHORITY

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National, Regional and Local

National

One Wales: Connecting the Nation - The Wales Transport Strategy (April 2008)

1. This document sets out the main aims of the Welsh Government in improving transport. It seeks to provide a stable, long-term framework and deals with all modes of transport. Its objectives will be delivered by integrating key proposals with broader national policy areas and through the National Transport Plan and Regional Transport Plans (now Joint Local Transport Plans).

2. It links to a number of high level strategies including planning. For this it seeks to:

Maximise the consideration of access during the planning of new services and facilities. Influence and alter travel patterns, promote sustainable travel and contribute to environmental improvements.

3. The context for the strategy is sustainable development:

- **Social** – transport availability and accessibility influence where people live and work and their leisure options, their opportunities to interact with friends and the wider community. Ensuring sustainable access – especially by public transport, walking and cycling – is an integral element of planning new services and facilities.
- **Economic** – Transport supports the economy by connecting businesses with suppliers and customers and enabling people to travel to work. Improved and reliable transport is cited consistently by Welsh businesses as one of their top priorities.
- **Environmental** – Climate change has profound implications for the economy and wellbeing of people in Wales and the world. Reducing emissions from the transport sector is a key element of this strategy. This is coupled with the growing demand for transport. The Welsh Government will prioritise actions that reduce the number of trips taken or distance travelled – such as ensuring that new development takes travel implications into account. They will also prioritise actions that influence the mode of travel chosen to make greater use of the more sustainable modes of transport.

4. The following themes underpin the Wales Transport Strategy:

- **Achieving a more effective and efficient transport system** – current methods of travel in Wales place significant demands on the transport

system. Improved effectiveness and efficiency will mean a reliable transport system.

- **Achieving greater use of the more sustainable and healthy forms of transport** – at present the dominant mode of travel is the private car, particularly in rural areas. Promoting greater use of more sustainable and healthy modes (where this is realistic) and making them more attractive to use will help reduce environmental impacts, improve health and wellbeing and enhance opportunities for all.
- **Minimising demands on the transport system** – it is vital to consider sustainable accessibility early in the planning process. New developments should, wherever possible, be located at sites already well served by walking, cycling and public transport links or where services are provided up front as part of the development.

5. Outcomes

- Improve access to healthcare
- Improve access to education, training and lifelong learning
- Improve access to shopping and leisure facilities
- Encourage healthy lifestyles
- Improve the actual and perceived safety of travel
- Improve access to employment
- Improve connectivity within Wales and internationally
- Improve the efficient, reliable and sustainable movement of people
- Improve the efficient, reliable and sustainable movement of freight
- Improve sustainable access to key visitor attractions
- 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
- Improve the impact of transport on biodiversity

The Welsh Government's National Transport Finance Plan July 2015

6. The plan sets out Welsh Government's investment for transport and services that it is responsible for. The plan sets out in more detail how Welsh Government proposes to deliver the outcomes set out in the Wales Transport Strategy from 2015 and beyond.

7. The purpose of this plan is to:

- provide the timescale for financing the schemes undertaken by the Welsh Government
- provide the timescale for delivering these schemes
- detail the estimated expenditure required to deliver the schemes

- identify the likely source of financing to allow delivery to take place.
8. There are no specific schemes which impact directly on the National Park, but the following are relevant to Pembrokeshire (including the National Park):
- i. Improvements to the A40 – Llanddewi Velfrey to Penblewin;
 - ii. Investigate trunking of the A477 Pembroke Dock to Johnston;
 - iii. Direct funding for walking and cycling to the delivery of schemes that contribute to Active Travel;
 - iv. Deliver the actions set out in the Active Travel Plan;
 - v. Work with partners to deliver a programme of improvements to the National Cycle Network and that contribute to the objectives of the Active Travel Act;
 - vi. Easy access installation programme for small rural stations across Wales to provide wheelchair access by use of on train ramps;
 - vii. Provide funding to support socially necessary services;
 - viii. Development option for targeted funding for bus and community transport services focused on rural services; access to health facilities and employment sites.

The Welsh Government's National Transport Finance Plan 2017 Update

9. This document reports on progress made on the programme of transport improvements set out in the National Transport Finance Plan 2015.
10. Since publication of the 2015 Plan the following schemes have been included:
- i. Additional funding for Safer Routes to Schools programme and school transport;
 - ii. Feasibility into a national cycleway;
 - iii. Ports infrastructure fund;
 - iv. Electric charging points;
 - v. Cleddau Bridge – cost of removing the tolls; and
 - vi. National transport infrastructure for north-south links – dualling where possible and particular focus on the A487 and A470;
 - vii. Improvements to the A40 (2 plus 1 schemes)
11. Completed schemes which may be within Pembrokeshire:
- i. Easy access installation programme for small stations across Wales to provide wheelchair access by use of on-train ramps.

Planning Policy Wales Edition 9 (November 2016)

12. The planning system is necessary and central to achieving sustainable development in Wales. It provides the legislative and policy framework to manage the use and development of land in the public interest in a way

which is consistent with key sustainability principles and key policy objectives. (Para 4.2.1)

13. Planning policies, decisions and proposals should *(NB lists those relevant to this paper only)* (Para 4.4.3):

- Promote resource-efficient and climate change resilient settlement patterns;
- Locate developments so as to minimise the demand for travel, especially by private car.
- Support the need to tackle the causes of climate change by moving towards a low carbon economy.
- Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare.
- Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments likely to support the achievement of an integrated transport system should be encouraged.
- Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and building provides. This includes helping to ensure that development is accessible by means other than the private car.

14. Development plans need to provide a framework to stimulate, guide and manage change towards sustainability. They should secure a sustainable settlement pattern which meets the needs of the economy, the environment and health while respecting local diversity and protecting the character and cultural identity of communities. Para 4.7.2

15. LPA's should assess the extent to which their development plan settlement strategies and new development are consistent with **minimizing the need to travel and increasing accessibility by modes other than the private car.** (their emphasis) Para 4.7.4

16. For most rural areas the opportunities for reducing car use and increasing use of public transport, walking and cycling are more limited than in urban areas. **In rural areas the majority of new development should be located in those settlements which have relatively good accessibility by non-car modes** when compared to the rural area as a whole. (their emphasis) Para 4.7.7

17. **Development in the countryside** should be located within and adjoining those settlements where it can be best accommodated in terms of infrastructure, access and habitat and landscape conservation. Infilling or minor extensions to existing settlements may be acceptable, in particular where it meets a local need for affordable housing but new building in the open countryside away from existing areas allocated for development in development plans must continue to be strictly controlled. Para 4.7.8
18. While some employment can be created in rural locations by the re-use of existing buildings, new development will be required in many parts of rural Wales. New development sites are likely to be small and, with the exception of farm diversification and agricultural development to which separate criteria apply, should generally be located within or adjacent to defined settlement boundaries, preferably where public transport provision is established. Para 7.3.2
19. LPA's should adopt a positive approach to development associated with farm diversification in rural areas, irrespective of whether farms are served by public transport. Para 7.3.3
20. The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by: encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimizing the need to travel, ensuring that development is accessible by means other than the private car will help to meet the Welsh Government's objectives for social inclusion. Encouraging cycling and walking will contribute to the aim of improving the levels of health in Wales. Para 8.1.1
21. The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel. They want to encourage people to leave their cars behind and use active travel where it is suitable for them to do so. The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce active travel maps and deliver year on year improvements in active travel routes and facilities. The planning system has an important role to play in promoting active travel journeys and securing new and improved active travel routes and related facilities. (Para 8.1.2)
22. **The Active Travel (Wales) Act** aims to make walking and cycling the most attractive option for shorter journeys. In particular, everyday journeys such as to and from a workplace or education establishment or in order to access health, leisure or other services or facilities. (Para 8.2.1)
23. Walking should be promoted for shorter trips. The impact of policies and development on pedestrians should be considered. (Para 8.2.2)
24. Cycling should also be encouraged for short trips and as a substitute for shorter car journeys or, as part of a longer journey when combined with public transport. (Para 8.2.3)

25. The Welsh Government supports a **transport hierarchy** in relation to new development that establishes priorities in such a way that, wherever possible, they are accessible in the first instance by walking and cycling, then by public transport and finally by private motor vehicles. Careful consideration needs to be given to the allocation of new sites which are likely to generate significant levels of movement in Local Development Plans to ensure that access provisions which promote walking and cycling, as well as by public transport are included from the outset. (Para 8.1.4)
26. Land use planning can help to achieve the Welsh Government's objectives for transport through:
- Reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
 - Locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
 - Improving accessibility by walking, cycling and public transport;
 - Ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
 - Promoting walking and cycling;
 - Supporting the provision of high quality public transport;
 - Supporting traffic management measures;
 - Promoting sustainable transport options in rural areas;
 - Supporting necessary infrastructure improvements; and
 - Ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance. (Para 8.1.5)
27. Development Plan strategies and policies need to be consistent and integrated with the strategies and policies contained in Regional Transport Plans, Road Traffic Reduction Reports and Air Quality Management Plans and information in Strategic Noise Maps.
28. Walking should be promoted for shorter trips. The impact of policies and development on pedestrians should be considered.
29. Cycling should also be encouraged for short trips and as a substitute for shorter car journeys or, as part of a longer journey when combined with public transport.
30. Local authorities should promote public transport as a means to achieve environmental objectives, to assist in relieving congestion and to encourage social inclusion. (Para 8.3.1)
31. **Park and ride** should normally be considered as one element of a comprehensive planning and transport strategy designed to improve the relative attractiveness of public transport and reduce the overall dependence on cars. (Para 8.3.3)

32. Local Authorities should adopt an integrated approach to traffic management...Within town centres priority should be given to walking, cycling and public transport and delivery vehicles...In rural areas, traffic management measures should be sympathetic to the character of the area whilst achieving reduced traffic speed, and environmental and safety improvements. (Para 8.4.1)
33. **Car parking provision** is a major influence on the choice of means of transport and the pattern of development. Minimum parking standards are no longer appropriate.(Para 8.4.2)
34. Development plans should specify the primary road network, including trunk roads, and separately identify the core network. These routes should be identified as corridors for movement adjacent to which development which would compromise this role will be resisted. Development plans should include all proposals for new roads and major improvements to the primary road network over the plan period, and beyond where known, and set out the broad policy on priorities for minor improvements. (Para 8.5.1)
35. Where local planning authorities wish to safeguard land for transport infrastructure, including schemes identified in the Regional Transport Plan, they should do so through a proposal in the development plan, where possible showing the precise route of the proposed new or improved infrastructure....When development plans are prepared or amended, existing transport proposals should be reviewed, so as to remove any proposals that have previously been safeguarded but are now abandoned or any that are unlikely to commence during the plan period. (Para 8.5.2)
36. The strategic significance of **freight** access to industry and commerce should be taken into consideration by planning authorities.(Para 8.5.3)
37. Local authorities should consider the potential for promoting the use of railways for additional passenger and freight traffic. (Para 8.5.4)
38. Planning authorities should seek to **promote the use of ports and inland waterways** by the protection or provision of access to them and by the retention or provision of appropriate wharf, dock, harbour and rail transfer facilities. (Para 8.5.6)
39. Development plans should provide the means for:
- Examining the relationship between transport and land use planning;
 - Promoting the integration and co-ordination of transport and land use planning; and
 - Promoting strategies to reduce the need to travel. (Para 8.6.1)
40. The development plan should:
- set out the land use/transportation strategy, addressing accessibility and the provision of strategic and integrated transport facilities, including roads, railways and interchanges;

- ensure that new housing, jobs, shopping, leisure and services are highly accessible by public transport, walking and cycling;
- locate major generators of travel demand within existing urban areas, or in other locations that can be well served by public transport, walking or cycling;
- encourage higher density and mixed-use development near public transport nodes, or near corridors well served by public transport;
- ensure that development sites which are highly accessible to non-car modes are used for travel intensive uses, reallocating their use if necessary;
- in rural areas, designate local service centres, or clusters of settlements where a sustainable functional linkage can be demonstrated, as the preferred locations for new development;
- include specific measures to promote active travel in accordance with the Active Travel (Wales) Act 2013;
- set out policies to promote the use of public transport including new and improved interchange facilities and, where appropriate, park and ride schemes;
- include appropriate traffic management policies;
- identify the primary road network, including trunk roads, and separately identify the core network;
- identify proposals for new roads and major improvements to the primary route network and the broad policy on priorities for minor improvements;
- include policies and proposals relating to the development of transport infrastructure other than roads;
- identify, and where appropriate protect, routes required for the sustainable movement of freight;
- protect disused transport infrastructure, including railways, rail sidings, ports, harbours and inland waterways from development that would compromise their future transport use, where re-use is a possibility; and

41. minimise the adverse impacts of transport infrastructure projects on the natural, historic and built environment and on local communities. (Section 8.6.2)

42. **Transport Assessments** are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. The Welsh Government [sets out the types of applications that will be expected to have a TA]. In addition, local planning authorities should consider requiring TAs in locally sensitive areas for developments which fall outside of the thresholds indicated. (Para 8.7.2)

43. Local planning authorities should promote:

- Development that is easily accessible by public transport, cycling and walking, although in rural areas required development might not be able to achieve all accessibility criteria in all circumstances. (Para 9.1.2)

44. In order to safeguard the character and appearance of the countryside, to reduce the need to travel by car and economise on the provision of services,

new houses in the countryside, away from existing settlements recognized in development plans or from other areas allocated for development, must be strictly controlled. Many parts of the countryside have isolated groups of dwellings. Sensitive infilling of small gaps, or minor extensions to such groups, in particular for affordable housing to meet local need, may be acceptable, but much depends upon the character of the surroundings, the pattern of development in the area and the accessibility to main towns and villages. (Para 9.2.22)

45. Significant incremental expansion of housing in rural settlements and small towns should be avoided where this is likely to result in unacceptable expansion of travel demand to urban centres and where travel needs are unlikely to be well served by public transport. (Para 9.3.2)

Technical Advice Note 18: Transport (Welsh Assembly Government, March 2007)

46. Integration can help the Assembly Government achieve these environmental outcomes, together with its wider sustainable development policy objectives by:
- promoting resource and travel efficient settlement patterns;
 - ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
 - managing parking provision;
 - ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips;
 - promoting cycling and walking;
 - supporting the provision of high quality, inclusive public transport;
 - supporting provision of a reliable and efficient freight network;
 - promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;
 - encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and

- ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

Local Development Plans

47. The development plan could generate a requirement for transport schemes to support the implementation of the plan strategy and enable development. Such proposals should be covered by one or more policies, supported by an evidence base, including the extent to which the plan is dependent on the proposals and the risks involved in its delivery. The evidence should include an indication of the funding source and where there is a requirement for developer funding this should be made clear in the plan. Where planning permission will be required for a road scheme, its inclusion in the plan should normally provide the means to examine both the need for, and the alignment of, the route. In setting out policy for minor improvements, authorities may appropriately deal with detailed planning considerations or programme issues through supplementary planning guidance (SPG), which is related to an adopted plan.
48. A transport scheme also may result from Regional Transport Plan or local transport planning activity, addressing network issues, such as accessibility, capacity, environmental and social impacts and safety. Development plans should include one or more policies that set the framework for the determination of planning applications for transport proposals.
49. Policies and proposals in development plans should address the overall development of the transport network and related services, including public transport, interchange facilities including park and ride, multi-modal freight facilities, rail depots, roads, cycleways, pedestrian routes, inland waterways, harbours/ports and airports (including safeguarding zones).
50. Development plans should provide a clear land use policy framework for achieving local authority road traffic reduction targets, where they are set and assessing the transport implications of planning applications.

Tourism

51. Tourism proposals, particularly in rural areas, should demonstrate access by a choice of modes to avoid locking in the requirement for travel by car. Even small-scale tourist facilities that rely on car based travel can offer public transport information or arrange pick-ups from rail stations or coach/bus stops. In rural areas a lack of public transport access needs to be balanced against the contribution tourism makes to the rural economy in the specific area.
52. Local authorities should identify rural areas under particular pressure from car-reliant tourism and adopt policies that mitigate the negative effects of

future development while promoting economic development opportunities. Undertaking a transport assessment for proposed tourism developments is important within areas of identified tourist pressure. Requirements for transport assessment in such areas should be identified through the development plan and cross-references made to relevant Regional Transport Plan proposals or initiatives.

Parking

53. A co-ordinated approach to parking provision should be pursued at both regional and local levels. Regional parking frameworks should be developed as part of the Regional Transport Plan to support both the transport strategy of the Regional Transport Plan and the development strategies of the corresponding development plans.
54. Local planning authorities should use the regional framework as a common starting point and then identify parking issues of a local nature to be addressed in the development plan (and SPG) , including any justification for departing from the regional framework.
55. Maximum car parking standards should be used at regional and local level as a form of demand management. Evidence based on the likely effects of different parking levels for each land use should be considered, including consideration of the relative locations of land uses and their consequent accessibility.
56. Some car free housing development may be appropriate in locations with good walking, cycling and public transport links and in areas where parking is controlled.

Walking and Cycling

57. It is imperative that local authorities take into consideration the needs of walkers and cyclists in all development planning decisions, in line with the Assembly Government's strategy for Walking and Cycling. Development plans should integrate policies and objectives for walking and cycling, with policies for development design, traffic management, protecting and enhancing green spaces, and safeguarding routes in urban and rural areas for walkers, cyclists and horse-riders.

Park and Ride

58. Where the RTP has identified a requirement for park and ride facilities, planning authorities should include proposals for them in the development plan. Park and ride schemes must be supported by parking restraint policies and traffic management measures to help maximise their effectiveness.

Road Network

59. Development plans should specify the primary route network, including trunk roads and separately identify the core network.
60. Developments in the vicinity of trunk roads and local roads of strategic importance, or their junctions, can add significantly to local traffic movements and reduce the effectiveness of the road network. Planning authorities should identify these through routes as corridors for movement adjacent to which development will be resisted.

Freight

61. Development plans should identify and allocate sites for distribution, warehousing and bulk-consuming/ producing manufacturing which have direct access to the rail network and/or to the local distributor road network, trunk or principal road network. Wherever possible new freight facilities should be located adjacent to railways and/or ports to promote modal transfer of freight.

Railways

62. Local authorities, when preparing development plans and RTPs, should consider the potential for promoting increased use of the railways for both passenger and freight movement.

Transport Assessment

63. Transport assessments provide the information necessary to assess the suitability of an application in terms of travel demand and impact. The transport assessment process should include the production of a 'Transport Implementation Strategy' (TIS) for the development. This should set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites.
64. Developers should be required by local authorities to submit transport assessments to accompany planning applications for developments that are likely to result in significant trip generation (see Annex D for suggested thresholds). This requirement should be defined and secured through a policy in the development plan with relevant detail in SPG.

Technical Advice Note 6: Planning for Sustainable Rural Communities (July 2010)

65. A key question for the planning authority, when identifying sites in the development plan or determining planning applications is whether the proposed development enhances or decreases the sustainability of the

community. In particular, planning authorities should support developments that would help to achieve a better balance between housing and employment, encouraging people to live and work in the same locality. (Para 2.2.1)

66. Where development proposals are intended to meet local needs, planning authorities should recognise that a site may be acceptable even though it may not be accessible other than by the private car. Development not intended to cater primarily for local needs should continue to be located in market towns, local service centres or clusters of smaller settlements where a sustainable functional linkage can be demonstrated and which are accessible by public transport. (Para 2.2.3)

Active Travel

67. Pembrokeshire County Council as Highway Authority is the lead Authority for matters relating to the Active Travel Act. To date the Council has prepared an inventory of some 340 routes across Pembrokeshire. These will be compiled and published as an Active Travel Guide for distribution over the next 2 to 3 years. As the Act applies to settlements over a population threshold of 2000, the only parts of the National Park included in the survey are Tenby and Saundersfoot. Developments in this area will need to acknowledge and incorporate the Welsh Government's aim to promote Active Travel.

Wales Spatial Plan

- Public transport requirements to be identified for the Haven towns.
- Improve road transport links to and through the area through the Trunk Road Forward Programme and Transport Grant Programmes.

Regional

Joint Transport Plan for South West Wales 2015 - 2020 (April 2015)

68. This Plan replaced the previous Regional Transport Plan with effect from 1st April 2015. It is prepared by Pembrokeshire, Carmarthenshire, Neath-Port Talbot and Swansea Councils. It is co-terminus with the Swansea Bay City Region.
69. This Transport Plan is targeted at addressing both the National Transport Plan and the Welsh Government Programme Priority Areas and in particular:
- Economic Growth
 - Access to
 - Tackling poverty
 - Sustainable travel and safety
 - Access to services

70. The Plan's vision and objectives are based on the previous Regional Transport plan but amended to strengthen focus on the Welsh Government's priority areas.

Vision

71. 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.

Objectives

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 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.
 3. 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.
72. The Local Transport Plan details emerging trends which are likely to impact on connectivity. Of particular relevance to land-use planning are the following:

- Climate change – increasingly unpredictable weather causes disruption to travel;
- Social media is helping to decrease isolation in very rural areas;
- Technological advance and development – could lead to a step change in connectivity and the function and form of transport networks;
- Internet shopping – provides access for those without access to transport but could result in an increase in small and medium size delivery vehicles on the road network;
- Unstable oil prices have an effect on the amount and means of travel;
- Reorganisation and move towards more centralized health and education facilities will mean people, including the elderly, ill and very young having to travel further;
- Flexible working hours will help to reduce peak hour traffic;
- Increases in cycling for shorter journeys needs to be taken into account when planning routes and building in of sustainable transport options.

73. Long-term strategy to 2025 –

- Improving strategic linkages between key settlements and strategic employment sites;
- Improving efficiency of the highway;
- Improving the integration of land use and transport planning;
- Promoting integration;
- Improving Strategic Bus Corridors;
- Improving safety in transport;
- Providing more and better information.

Local Transport Plan Programme - 2015 - 2020

**Table 1: Pembrokeshire County Council Schemes 2015 – 2020
(Schemes relevant to the National Park only)**

Scheme Name	Description	Priority	Local, regional or national significance	Cost (£k)	Funding Sources	PCC Highways Update November 2015
Road safety and safe routes in communities package	A county-wide programme aimed at providing safer environments for all road users through the introduction of engineering and educational measures together with safe routes in communities.	1	Local	4,500	Road Safety Grant, Safe Routes in Communities, Welsh Government	
St Davids Sustainable Access Project (Glasfryn Road)	Traffic relief for the centre of St Davids by widening to two lanes the existing Glasfryn Road which would form a bypass. This will provide an opportunity to improve pedestrian safety and cycle accessibility in St Davids.	2	Local	1,500	Local Transport Fund, Corporate, Section 106, CIL	
Active travel schemes	Including Tenby and Saundersfoot	5	Local	2,500	Local Transport Fund, Corporate, Section 106, CIL, Safe Routes	
Completion of cycle routes (including shared user paths)	Including from Milford Haven to St Ishmaels via Herbrandston. This will necessitate a crossing at Sandy Haven near Milldekilns and the use of quiet lanes.	7	National	1,500	Local Transport Fund, Corporate, Section 106, CIL, Trunk Road	
Fishguard to Llanychaer Shared User Path	Wheelchair accessible traffic free route for NCN 47 and 82. Avoids very steep on-road route.	7	National	450	Local Transport Fund, Corporate	Design substantially complete and negotiation with landowners ongoing.
Llanychaer to	Wheelchair accessible traffic	7	National	300	Local Transport	

Scheme Name	Description	Priority	Local, regional or national significance	Cost (£k)	Funding Sources	PCC Highways Update November 2015
Cilrhedyn Shared User Path	free route for NCN 47 and 82. Avoids very steep on-road route.				Fund, Corporate	
Newport to Castell Henllys Shared User Path	Part of NCN82 links also with Llwyngwair, Nevern and Felindre Farchog. Avoids trunk road.	7	National	350	Welsh Government, Corporate, Trunk Road	Newport to Llwyngwair section currently programmed to be undertaken by Welsh Government in 2016/17.
Access improvements to railway stations	Walking, cycling and public transport access improvements to the county's rail stations to complement the increasing patronage	18	Regional	10,000	Local Transport Fund, Corporate, Section 106, CIL, Private Sector	
Tenby Sustainable Access Project	To improve sustainable access to and within the town including further developments to the Park and Ride and pedestrianisation scheme.	22	Local	1,800	Local Transport Fund, Corporate	Feasibility Study ongoing regarding possible shared user path link through railway em

74. In addition to the Local Transport Plan programme, Pembrokeshire County Council is also in the process of undertaking some preparatory work on possible longer-term improvements to the A487 road at Newgale. Please see Climate Change Background Paper.

Table 2: Pembrokeshire County Council Medium and Long-Term Programmes (2020 – 2030)

Name of Scheme	Outline Description
Letterston to Maenclochog Shared User Path	Will provide a safe and attractive route for NCN47 providing sustainable linkage to remote communities at Little Newcastle, Puncteston and Rosebush.
Freystrop to Hook and Llangwm	Extends facilities developed as part of the Haverfordwest Sustainable Town project. Potential to use part of former railway.
Active Travel Act Schemes	Continued progress on the development of schemes including Tenby and Saundersfoot.
Access Improvements to Rail Stations	Continued progress on walking, cycling and public transport access improvements to the county's rail stations to compliment the increasing patronage.

75. The strategy of the current Local Development Plan assists in achieving objectives to improve accessibility. Pembrokeshire County Council will be consulted to determine if any of the above schemes will require land to be identified in the Deposit Local Development Plan.

76. The following table shows a list of road and cycle schemes which were listed in the adopted Local Development Plan. The final column of the table provides the up-to-date position, provided by Pembrokeshire County Council of each of the schemes for the Local Development Plan Review. These will be reviewed, through the Plan Review process.

Table 3: Road & Cycle Schemes

Scheme Number	Road/Cycle Schemes	Update November 2015
RI1	New House Bridge Improvement A4075	Funding is identified to complete the feasibility appraisal for this scheme. It is a possible contender for a Local Transport Fund bid 2016/17 with match funding from Bluestone S106 money.
RI2	Shared Use Path south of Carew Castle	Work is completed.
RI3	St Petrox Bends Improvement	No progress to date but worthy of retention as a possible future Road Safety Grant scheme. Some feasibility work will be required.
RI4	Fan Road/B4316 Junction Improvement, Saundersfoot	Not implemented. No progress to date. Remove from the Plan.
RI5	Gumfreston to Tenby Phase 3	Automatic flood warning signs have been ordered. To be installed in 2015/16.
RI6	Glasfryn Lane, St Davids	Funding received in 2015/16 for land acquisition, accommodation works and preparation of tender documentation. Some land issues are still to be resolved but now working on the basis of a more softer engineering approach. Hopeful that Local Transport Fund bid for funding to complete the scheme in 2016/17 will be successful.
RI7	A40 Canaston Bridge	Scheme completed and road

Scheme Number	Road/Cycle Schemes	Update November 2015
		opened on 16 th March 2011.

77. The next table lists cycle route and shared use path improvements which have been completed by Pembrokeshire County Council since 2008:

Table 4: Cycle routes and shared use path schemes completed since 2008

Road	Road/Cycle Schemes
B4316 Saundersfoot	Broadfield footway – Phase 2
C3181 Tenby	Clicketts Lane Footway
A4139 Tenby	Marsh Road and Greenhill Secondary School shared user path
Frances Lane/Church Terrace/ Wogan Terrace, Saundersfoot	Footway widening
Bevelin Lane/Scandinavian Heights, Saundersfoot	Upgraded pedestrian route
C3075 Saundersfoot	Health Centre to the Ridgeway, Westfield Road Footway
C3076 Saundersfoot	Missing sections of footway provided
TRA477/A4075 Carew	Shared user path
A487 to B4583, St Davids	Glasfryn Road to B4583 shared user path
A487 St Davids	Glasfryn Road to Millard Park shared user path
A487 St Davids	Cross Square footway improvements
A487 St Davids	Nun Street footway improvements
A487/U3042 St Davids	Maes y Mynach footway
A487 Lower Solva	Car park to number 22 Main Street footway improvement
C3001 Herbrandston	Upper Neeston to Herbrandston shared user path

78. For all of the above proposed schemes, Pembrokeshire County Council Highways Department will be consulted to determine if land is required to be safeguarded in the Local Development Plan.

Local

Pembrokeshire Single Integrated Plan 2013 - 2018

79. This document describes issues that are important to Pembrokeshire and identifies the approach that a range of organisations will adopt in attempting to tackle them.

80. In relation to transport and communications the Plan contains the following:

Table 4:

Priority What we want to achieve:	Headline Action We will:
Pembrokeshire will have good communication links to and within the County	Lobby for and promote the use of improved ICT systems
	Maintain footpaths and bridleways to a good standard
	Promote walking and cycling as sustainable forms of travel
	Integrate bus, rail, cycling and walking services and infrastructure
	Promote and support affordable and accessible public transport
	Promote and support community transport initiatives
	Maintain roads to a good standard

Well-being Plan for Pembrokeshire

Pembrokeshire’s Wellbeing Assessment was approved by the Pembrokeshire Public Services Board in April 2017 with the Well-being Plan itself anticipated for publication by May 2018. The Plan will replace the Single Integrated Plan. Account has been taken of the national wellbeing objectives through the Sustainability Appraisal and Equalities Impact Assessment of the Local Development Plan Preferred Strategy. A consultation draft Well-being Plan for Pembrokeshire was published in September 2017, setting out how the Pembrokeshire Public Services Board can add value to existing programmes and partnerships. The draft Well-being Plan identifies two well-being objectives and four workstreams. Emerging Local Development Plan policies will contribute to these, in particular to the workstreams concerned with housing and transport.

Accessibility of Centres in the National Park by Bus

Definitions (from Pembrokeshire County Council Local Transport Plan)

1. **Frequent** – services at least hourly, six days a week, including journeys suitable for travel to and from work, schools, morning and afternoon shopping.
2. **Strategic** – services at times suitable for travel to and from work, schools, morning and afternoon shopping, generally a minimum of 5 journeys a day – the minimum level considered necessary to be able to have a reasonable degree of mobility without private transport.
3. **Daily** – services on at least 5 days a week, but lacking one or more of the features necessary to be strategic.
4. **Infrequent** – services on one to four days a week.
5. **Very Infrequent** – services on school days only, summer only or less than weekly; and
6. No service at all.

Settlement	Accessibility by Bus
Amroth	Strategic
Angle	Daily (Summer): Infrequent (Winter)
Bosherston	Daily (Summer): Infrequent (Winter)
Broad Haven	Frequent
Cosheston	No service at all
Crymych	Strategic
Dale	Infrequent
Dinas	Frequent
Felindre Farchog	Frequent
Herbrandston	Daily
Hook	Strategic
Houghton	Strategic
Jameston	Frequent
Lawrenny	No service at all
Little Haven	Daily (Summer): Infrequent (Winter)
Llangwm	Strategic
Lydstep	Frequent
Manorbier	Frequent
Marloes	Daily (Summer): Infrequent (Winter)
Milton	Strategic
New Hedges	Strategic

Settlement	Accessibility by Bus
Newgale	Frequent
Nevern	No service at all
Newport	Frequent
Pleasant Valley	Strategic
Pontfaen	No service at all
Roch	Frequent
Rosebush	Infrequent
Saundersfoot	Strategic
Solva	Frequent
Square and Compass	Strategic
St Davids	Frequent
St Ishmaels	Daily (Summer): Infrequent (Winter)
Stackpole	Infrequent
Summerhill	Strategic
Tenby	Frequent
Trefin	Strategic

References

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<http://gov.wales/docs/desh/publications/161117planning-policy-wales-edition-9-en.pdf>

Technical Advice Note 18: Transport; Welsh Government (2007)

<http://gov.wales/topics/planning/policy/tans/tan18/?lang=en>

Technical Advice Note 6: Planning for Sustainable Rural Communities; Welsh Government (2010)

<http://gov.wales/topics/planning/policy/tans/tan6/?lang=en>

Wales Spatial Plan; Welsh Government (2008)

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Joint Transport Plan for South West Wales (2015)

[Swansea - Local transport plan](#)

Pembrokeshire Coast National Park Local Development Plan; Pembrokeshire Coast National Park Authority (2010)

<http://www.pembrokeshirecoast.org.uk/default.asp?PID=178>

Pembrokeshire Single Integrated Plan 2013 – 2018: Pembrokeshire County Council
<https://www.pembrokeshire.gov.uk/public-services-board/local-service-board-archive>

Web links checked 26 February 2018