

Technical note

Project:	Newgale WeITAG Study	To:	Neil Carpenter
Subject:	WeITAG Social Impacts	From:	
Date:	20 Dec 2016	cc:	

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N.B. The text within this Technical Note will be inputted into a multi-discipline WeITAG assessment prior to issue to the client.

1. Social Impacts

1.1. Introduction

Most transport interventions have a social perspective which is not usually monetised, and often difficult to quantify. Despite this, it is important to understand the impacts of transport schemes on social objectives, such as improving quality of life, health and welfare, and so in accordance with WeITAG's Social Impacts Guidance the social impacts of the road options have been evaluated.

Due to the degree of detail available, a high level Stage 1 Assessment has been undertaken, with qualitative impacts being assessed for each of the four options.

The qualitative impacts have been summarised in the Appraisal Summary Tables (AST) in Section 3 using the following seven-point scale to determine their significance:

- Large beneficial (+3);
- Moderate beneficial (+2);
- Slight beneficial (+1);
- Neutral (0);
- Slight adverse (-1);
- Moderate adverse (-2); and
- Large adverse (-3).

Bespoke significance criteria has been applied to achieve the above assessment scores for the 'Social' Welsh Impact Area category.

Table 1.1 provides details on the scope of the Stage 1 WeITAG Appraisal in relation to the Welsh Impact Area 'Society'.

Table 1-1 Scope of Work

Newgale Beach Road: WeITAG Stage 1 Appraisal	
Welsh Impact Area	Scope of Work for Stage 1
Society	
Transport safety	An informed statement about whether the options are likely to have a material effect on accident frequencies or their severity, whether positive or negative, will

Newgale Beach Road: WeITAG Stage 1 Appraisal	
	be made.
Personal security	Impacts likely to be insignificant and/or unable to be differentiated between options, therefore no further assessment necessary.
Permeability	An assessment will identify the degree to which people in the affected area can travel by non-motorised modes thereby encouraging healthier lifestyles. A qualitative assessment of all people likely to be affected by changes in severance and how permeability will be affected will be undertaken for the proposed options, with a textual summary of these impacts. This assessment will take into account both freedom of movement (the capacity to travel in any given direction without being obstructed by a transport corridor) and the capacity to reach key services.
Physical fitness	Physical fitness seeks to assess the likelihood of any changes in the use of active travel modes following implementation of the stand-alone options. At this stage the impact on the number of trips by cycling or walking mode has not been estimated. Therefore a qualitative assessment of whether travel by active modes can be expected to increase or decrease as a result of the options will be undertaken.
Social inclusion	For the purposes of WeITAG, social inclusion is effectively synonymous with accessibility. The impact assessment will consider potential impacts on those people / social groups whose options in life are limited by not having the available transport they would wish. This includes people on low incomes who have access to a car but may not be able to afford fuel to drive to where they want or need to go but primarily people without access to cars who rely on walking, cycling and public transport. A qualitative assessment will be made of the impacts of options on access to healthcare, education, training, life-long learning, shopping and leisure facilities.
Equality, Diversity & Human Rights	At Stage 1, all positive and negative impacts, particularly disproportionate impacts, arising from the options will be qualitatively assessed against the following equality impact groups: <ul style="list-style-type: none"> • Race, ethnicity, colour or nationality; • Sex or marital status; • Disability: physical, sensory or mental • Age; • Religion or belief; • Sexual orientation; • Welsh language; • Other: Lone parent, economic inactivity, social and multiple deprivation.

1.2. Permeability

1.2.1. Introduction

Permeability describes the degree to which people in the affected area can travel by non-motorised modes. Improving permeability, or reducing severance, can encourage healthier lifestyles. Each option has the potential to impact upon the movement of pedestrians and cyclists in its vicinity. The assessment identifies the degree to which people can travel by non-motorised modes thereby encouraging healthier lifestyles.

Changes to severance, therefore increased or decreased severance, could occur as a result of the follows potential causes:

- Removal of the beach road (increased severance);
- New highway crossing or running along a non-motorised users (NMU) route (increased severance); and

- Removal of or reduction in vehicular traffic on a road resulting in a reduction in severance of NMU routes which cross that route.

1.2.2. Methodology

The impact of the options on permeability has been assessed **qualitatively** through consideration of the degree to which people are likely to be affected by changes in severance and how permeability will be affected. This has been achieved through an assessment of the number of Public Rights of Way (PRoW) and Bridleways that are affected by the options.

The assessment takes into account both freedom of movement (capacity to travel in any given direction without being obstructed by a transport corridor) and capacity to reach key services.

For the permeability assessment, the following significance criterion have been applied;

- Large Adverse (-3): Reduction in permeability through direct severance of >3 PRoW or people are likely to be dissuaded from making trips as result of severance.
- Moderate Adverse (-2): Reduction in permeability through direct severance of 1-3 PRoW or people might be dissuaded from making trips as result of severance.
- Slight Adverse (-1): Reduction in permeability through direct severance of 1-3 PRoW but people are unlikely to be dissuaded from making trips. Trips will be made longer or less attractive.
- Neutral (0): No change to permeability or adverse effects balance by beneficial effects
- Slight Beneficial (+1): Permeability improved by 1-3 instances of removal of traffic and/or new NMU provision.
- Moderate Beneficial (+2): Permeability improved by 1-3 instances of removal of traffic and/or new NMU provision which is likely to result in an increase in usage.
- Large Beneficial (+3): Permeability improved by PRoW created and/or improvements to access to existing PRoWs.

1.2.3. Impacts

There are no PRoW or bridleways within the land area for the proposed road alignment in Option 3b, as shown in Table 1.2. A National Trail and National Cycle Route No. 4 run along the shoreline at Newgale. This designated route would most likely be diverted onto the new road alignment proposed as part of Option 3b. This would present the opportunity to improve NMU provision along the coast at Newgale in order to increase permeability.

The proposed alignment of Option J cuts across a PRoW (PP5 1/1) to the south of Pen-y-cwm and Bay View Farm, as shown in Table 1.2. Therefore this option would increase severance as NMU will have to cross the proposed road to maintain access to the footpath between Newgale Hill (A487) and Erw Lon which currently reduces the distance that people have to walk/cycle on main roads between Newgale and Penycwm. This option would decrease permeability as the proposed road would cross a PRoW. Although this would hinder non-motorised modes of movement, it would not stop NMU from using the PRoW. It is noted that Option J would improve permeability for NMUs travelling between Roch and Penycwm by providing a more direct route with less severe gradients.

The proposed alignment of Option 7 runs along an existing bridleway (PP5 2/2) for approximately 460m along Erw Lon between Pen-y-cwm in the west and Lower Llethr in the east. Therefore, Option 7 would create a need for the existing bridleway to be relocated. Option 7 also intersects a PRoW (PP5 37/1) in two places; approximately 135m to the east of Lower Llethr and 345m to the west of Doldwm and east of Heart Covert. This option would reduce permeability as the route severs both a bridleway and a PRoW, requiring an alternative route for pedestrians/horse

riders/cyclists to be sought. It is noted that Option 7 would improve permeability for NMUs travelling between Roch and Penycwm by providing a more direct route with less severe gradients.

Although Option J and Option 7 sever NMU routes, the removal of vehicular traffic from the existing beach road, along with measures to maintain safe access for NMUs along the coast at Newgale, may result in an increase of NMU activity between the village and amenities and other settlements to the south.

There are no PRowS or bridleways within the land area for the proposed road alignment in Option 11, therefore this option would not increase severance. As with Option 3b, permeability would be increased due to the removal of vehicular traffic on the existing beach road and establishment of measures to maintain safe access for NMUs along the coast at Newgale.

Table 1-2 PRow and Bridleways Severed by Each Alignment

Road Option	Public Rights of Way across open fields	Bridleway along Erw Lon	Footpaths along established tracks
3b	x	x	x
J	✓ (1 PRow)	x	x
7	x	✓	✓ (1 PRow)
11	x	x	x

1.2.4. Conclusion

Walking, cycling and bridleway routes would be impacted by the alignments of Options J and 7, however these routes may only be used by a small proportion of residents and visitors. The road alignments of Options 3b and 11 would not impact upon any NMU routes. Options J, 7 and 11, which would include measures to main safe access for NMUs along the coast at Newgale, would increase permeability within the settlement of Newgale and between the village and amenities further south along the coast due to the removal of vehicular traffic on the existing beach road. The degree of reduced permeability caused by Options J and 7 depends upon the amount that the PRow and bridleway are used by NMU. As this is a high level qualitative assessment due to the lack of available data, it is not possible to quantify the degree of reduced permeability at this stage.

The assessment of each proposed road alignment option is given in the Appraisal Summary Tables in Section 3.

1.3. Physical Fitness

1.3.1. Introduction

There is a strong link between health and transport, and a great contribution to physical fitness and general wellbeing can be made by travelling on foot, by bicycle or on horseback. This criterion reflects the contribution to physical fitness and general well-being that can be made by travelling on foot, by bicycle or on horseback. Therefore to what degree the options will either increase, decrease or maintain the current level of travelling made by foot, bicycle or on horseback will be assessed.

1.3.2. Methodology

At this stage the impact on the number of NMU trips has not been estimated therefore a qualitative assessment has been undertaken.

For the physical fitness assessment, the following significance criteria have been applied;

- Large Adverse (-3): Reduction in the use of active travel modes through direct severance of >3 PRow/bridleways or people are likely to be dissuaded from making trips by active travel modes as result of severance.
- Moderate Adverse (-2): Reduction in the use of active travel modes through direct severance of 1-3 PRow/bridleways or people might be dissuaded from making trips by active travel modes as result of severance.
- Slight Adverse (-1): Reduction in the use of active travel modes through direct severance of 1-3 PRow/bridleways but people are unlikely to be dissuaded from making trips by active travel modes. Trips will be made longer or less attractive.
- Neutral (0): No change in the use of active travel modes.
- Slight Beneficial (+1): Active travel modes improved by 1-3 instances of removal of traffic and/or new NMU provision.
- Moderate Beneficial (+2): Active travel modes improved by 1-3 instances of removal of traffic and/or new NMU provision which is likely to result in an increase in usage.
- Large Beneficial (+3): Active travel modes improved by PRow/bridleway created and/or improvements to access to existing PRow/bridleways.

1.3.3. Impacts

As shown in Table 1.2, Options J and 7 have a negative impact on a number of walking, cycling and bridleway routes, which could reduce the amount of active travel undertaken by local residents.

Options 7, J and 11 may increase the number of journeys made by foot or bicycle due to the reduced level of vehicular traffic in Newgale with the removal of vehicular traffic along the beach road, alongside measures to maintain safe access for NMUs using the Pembrokeshire Coastal Path or National Cycle Route No. 4 along the coast at Newgale. In addition Option 11 does not directly impact upon any PRow/bridleways.

Option 3b would have no negative impact upon walking, cycling and bridleway routes. Option 3b would not reduce traffic through the village and thus traffic induced severance would remain however the option may encourage more journeys by foot or cycle by incorporating provision for NMU as part of the realignment of the beach road.

1.3.4. Conclusion

Options J and 7 result in severance issues for some local walking, cycling and bridleway routes, but they also reduce traffic flows along the beach front in Newgale, improving the environment for walking and cycling, as does Option 11.

Although Option 3b provides a replacement road alignment very close to the existing beach road, it does provide an alternative walking and cycling route along Newgale's beach front, therefore proving the potential to increase active travel by local residents.

The assessment of each route option is given in the Appraisal Summary Tables in Section 3.

1.4. Social Inclusion

1.4.1. Introduction

For the purpose of WelTAG, social inclusion is effectively synonymous with accessibility. This is because the relative ease with which people can access healthcare, education, shopping and leisure facilities affects the degree to which they are able to lead a full life. Other factors such as

deprivation or low educational attainment can often be even more important causes of social exclusion but in the context of WelTAG and transport proposals, the lack of accessibility is the main variable affecting social inclusion.

WelTAG's social inclusion impact assessment places particular emphasis on potential impacts on those people/social groups whose options in life are limited by not having the transport they would wish. This includes people on low incomes who have access to a car but may not be able to afford fuel to drive to where they want or need to go but primarily people without access to cars who rely on walking, cycling and public transport. Therefore, the social inclusion impact assessment is particularly interested in disadvantaged and possibly marginalised social groups and how they will be affected by the proposals. The key concern is to ensure that disadvantaged or vulnerable groups are not disproportionately adversely affected by the proposals.

WelTAG states that it is possible to expend significant effort on identifying and quantifying the social inclusion impacts of transport proposals. However in each case, a judgment needs to be made balancing the amount of effort spent on such an assessment against its usefulness in making a decision. This is because the social inclusion impacts of some proposals will be negligible.

1.4.2. Methodology

A qualitative assessment of impacts on access to healthcare, education, training, learning, shopping and leisure facilities has been made, therefore access to St Davids, Solva and Haverfordwest.

For the social inclusion assessment, the following significance criteria have been applied;

- Large Adverse (-3): Reduction in accessibility to services in Haverfordwest or St. David's through the removal of the public transport service from the village and people are unable to access important amenities.
- Moderate Adverse (-2): Reduction in accessibility to services in Haverfordwest or St. David's through a re-routed public transport service serving the village and people might be dissuaded from making trips to important amenities. Trips will be made longer or less attractive.
- Slight Adverse (-1): Reduction in accessibility to services in Haverfordwest or St. David's through a re-routed public transport service serving the village but people are unlikely to be dissuaded from making trips to important amenities.
- Neutral (0): No change in accessibility to services.
- Slight Beneficial (+1): Accessibility to services in Haverfordwest or St. Davids remains the same but accessibility to amenities in a storm event would be improved.
- Moderate Beneficial (+2): Increase in accessibility to services in Haverfordwest or St. David's through a re-routed public transport service serving the village. Accessibility to amenities in a storm event would be improved.
- Large Beneficial (+3): Increase in accessibility to services in Haverfordwest or St. David's through a re-routed public transport service serving the village and the addition of a new public transport service linking Newgale to important amenities. Accessibility to amenities in a storm event would be improved.

It should be noted that the above criterion for the social inclusion assessment is based on an assumption that the No.400 and No.411 buses will re-route along the alignments of the identified options, continuing to stop at Newgale.

1.4.3. Impact Assessment

1.4.3.1. Access to Healthcare

The nearest hospital with an A&E department is Withybush General Hospital in Haverfordwest, which is accessed by the A487 from Newgale. There is a surgery (St. David's Surgery) in St. Davids, however Withybush Hospital is also the nearest hospital to St. David's and Solva.

The purpose of all options would be to provide a transport route which remains open during storm events. Therefore, when compared to the do nothing scenario, all the options would improve access to healthcare facilities during storm events.

The realignment of the beach road at Newgale would have an adverse impact on access to Withybush Hospital from Newgale, St. David's and Solva. Option 3b would provide the closest alternative route to the existing route and would enable a very similar journey to be made by vehicle to the general hospital. Options J and 7 would result in slightly longer journey times from Newgale, St. Davids and Solva to reach this hospital, but the journey from the St. David's peninsular would be shorter due to an improved alignment and reduced distance. In comparison Option 11 would mean a much longer journey time from all three settlements, therefore significantly reducing accessibility to healthcare facilities.

It is assumed that the local bus service from St. David's to Haverfordwest (No.411 bus) and the coastal bus service from St. David's to Marloes (No.400 bus) will not change their routes to accommodate Option 3b as this option runs parallel to the beach road. It is also assumed that the No.411 and No.400 buses will re-route along Options J, 7 and 11, with a stop in Newgale whereby buses will have to turn around in the village to re-join the main road again, as these routes would by-pass Newgale itself. Accessibility to healthcare facilities by public transport could be slightly reduced with Options J and 7 due to an increase in journey times, whereas Option 11 could significantly reduce this accessibility due to a considerable increase in journey times.

1.4.3.2. Access to Education, Training and Lifelong Learning

The purpose of all options would be to provide a transport route which remains open during storm events. Therefore, when compared to the do nothing scenario, all the options would improve access to education and training facilities during storm events.

Pembrokeshire College has a campus at Haverfordwest, which is accessed by the A487 from Newgale. The realignment of the beach road at Newgale would have an adverse impact on access to Pembrokeshire College from Newgale and the St. David's peninsular. Option 3b would provide the closest alternative route to the existing route and would enable a very similar journey to be made by vehicle to the college. Options J and 7 would result in slightly longer journey times from Newgale, but shorter journey times for people travelling from St. David's and Solva. In comparison Option 11 would mean a much longer journey time from all three settlements, therefore significantly reducing accessibility to education facilities.

Ysgol Dewi Sant (Saint David's School) is the closest secondary school to Newgale. The realignment of the beach road would not affect the settlement of Newgale having access to the school as it is located on the St. Davids side of the A487.

Again, it is assumed that the local bus service from St. David's to Haverfordwest (No.411 bus) and the coastal bus service from St. David's to Marloes (No.400 bus) will not change their routes to accommodate Option 3b as this option runs parallel to the beach road. It is also assumed that the No.411 and No.400 buses will re-route along Options J, 7 and 11, with a stop in Newgale whereby buses will have to turn around in the village to re-join the main road again, as these routes would by-pass Newgale itself. Accessibility to education facilities by public transport could be slightly reduced with Options J and 7 due to an increase in journey times, whereas Option 11 could significantly reduce this accessibility due to a considerable increase in journey times.

1.4.3.3. Access to Shopping and Leisure Facilities

The purpose of all options would be to provide a transport route which remains open during storm events. Therefore, when compared to the do nothing scenario, all the options would improve access to shopping and leisure facilities during storm events.

St. David's is the closest city to Newgale, albeit a small city, offering limited shopping and leisure facilities. The removal of the beach road would not affect the settlement of Newgale having access to shops and leisure facilities in St. David's, as it is located on the St. Davids side of the A487.

Haverfordwest offers more substantial shopping and leisure facilities for the settlements of Newgale, St. David's and Solva. The realignment of the beach road at Newgale would impact on access to shopping and leisure facilities in Haverfordwest from all three settlements. Option 3b would provide the closest alternative route to the existing route and would enable people in Newgale to make a very similar journey to these facilities. Options J and 7 would result in slightly longer journey times from Newgale to reach the main shopping and leisure facilities in Haverfordwest, but shorter journeys from St. David's and Solva due to an improved alignment and reduced distance. In comparison Option 11 would mean a much longer journey time from all three settlements, therefore significantly reducing accessibility to shopping and leisure facilities.

It is assumed that the local bus service from St. David's to Haverfordwest (No.411 bus) and the coastal bus service from St. David's to Marloes (No.400 bus) will not change their routes to accommodate Option 3b as this option runs parallel to the beach road. It is also assumed that the No.411 and No.400 buses will re-route along Options J, 7 and 11, with a stop in Newgale whereby buses will have to turn around in the village to re-join the main road again, as these routes would by-pass Newgale itself. Accessibility to shopping and leisure facilities by public transport could be slightly reduced with Options J and 7 due to an increase in journey times, whereas Option 11 could significantly reduce this accessibility due to a considerable increase in journey times.

1.4.4. Conclusion

The purpose of all options would be to provide a transport route which remains open during storm events. When compared to the do nothing scenario, all the options would improve access to amenities in Haverfordwest and St. David's. In this regard the impact of changes in accessibility on social inclusion would therefore be positive.

Option 3b would have very minimal impact on the accessibility of services for both car owners on limited incomes and people without access to a car. Options J and 7 would slightly increase travel times to services from Newgale, but reduce journey times for people travelling from St. David's and Solva. Option 11 would significantly increase travel times to services from these settlements. This would impact on the accessibility of services, particularly for car users on limited incomes and people without access to a car, providing reduced accessibility levels.

Although the No.411 and No.400 buses would have to re-route their services for Options J, 7 and 11 as these routes do not pass through Newgale, it is assumed that they will still stop in Newgale whereby buses will have to turn around in the village to re-join the main road again.

The assessment of each proposed scheme option is given in the Appraisal Summary Tables in Section 3.

2. Appraisal Summary Tables

Option Description: Newgale Beach Road Realignment Option 3b			
Criteria	Assessment	Distribution	Significance
Welsh Impact Areas:			
Social			
Permeability	No PRow or bridleways would be severed as a result of this option. The Coastal Path and National Cycle Route No. 4 would be integrated into the revised highway alignment potentially improving NMU provision although NMUs would still encounter vehicular traffic. A positive impact on residents and visitors in the area is predicted.	Positive impacts for all as a result of improvements to NMU routes, particularly for residents/visitors without access to a car.	Slight Beneficial (+1)
Physical Fitness	No pedestrian, cycle or horseback routes are severed as a result of this option. This option would incorporate NMU provision to encourage non-motorised modes of travel, however NMUs may still be discouraged due to the presence of vehicular traffic.	No negative or positive impacts on local NMU activity as the option does not sever any walking, cycling or bridleway routes, nor will it specifically encourage more active modes of travel.	Neutral (0)
Social Inclusion	Improvements in accessibility during storm events would have a positive impact in respect of social inclusion. Not expected to have a negative impact on the accessibility to services with this road alignment as the route follows a very similar route to the existing alignment. Not expected to have a large impact on public transport users as it is assumed the No.411 and No.400 buses would re-route along a very similar route, therefore current access through Newgale maintained.	Accessibility to services for both private car and public transport users will be neither positively nor negatively affected.	Slight Beneficial (+1)

Option Description: Newgale Beach Road Realignment Option J			
Criteria	Assessment	Distribution	Significance
Welsh Impact Areas:			
Social			
Permeability	Option J cuts across a PRow (PP5 1/1) to the south of Pen-y-cwm and Bay View Farm. Although this would hinder non-	Slightly negative impacts for NMU as they would have to cross the proposed	

	<p>motorised modes of movement, it would not stop NMU from using the PRow.</p> <p>Although this option severs a PRow, the removal of vehicular traffic from the existing beach road, along with measures to retain safe access for NMUs along the coast at Newgale, may result in an increase of NMU activity between the village and amenities/settlements to the south of Newgale.</p>	<p>road. Positive impact for NMUs within Newgale and along the coast.</p> <p>These negative and positive impacts outweigh each other, resulting in no change in permeability.</p>	Neutral (0)
Physical Fitness	<p>Option J cuts across a PRow (PP5 1/1) to the south of Pen-y-cwm and Bay View Farm, however this would not stop active modes of travel made here. However a reduction in traffic flows along the beach front in Newgale coupled with the safe NMU provision along this section of the coast should improve the environment for walking and cycling.</p>	<p>Slightly negative impacts for NMU as they would have to cross the proposed road, however this would not stop active modes of travel.</p> <p>Positive impact for NMU within Newgale as the existing beach road becomes free of vehicular traffic.</p> <p>Improved gradients lead to improvement in useability of road for cycling and walking</p>	Slight Beneficial (+1)
Social Inclusion	<p>Improvements in accessibility during storm events would have a positive impact in respect of social inclusion. There would be a negative impact on public transport users, as the No.411 and No.400 buses would have to re-route their services along the new route but still go via Newgale resulting in longer journey times to access services in St. David's and Haverfordwest.</p>	<p>Negative impacts would result for car users living in Newgale on limited incomes and cyclists in terms of their accessibility to services in the area.</p> <p>A negative impact would be made on public transport users as bus services would have to be re-routed.</p>	Slight Adverse (-1)

Option Description: Newgale Beach Road Realignment Option 7			
Criteria	Assessment	Distribution	Significance
Welsh Impact Areas:			
Social			
Permeability	<p>Removal of traffic and retaining safe access for NMUs would reduce severance along the coastal path/National Cycle Route No. 4.</p> <p>Option 7 runs along an existing bridleway (PP5 2/2) for approximately 460m along Erw Lon between Pen-y-cwm in the</p>	<p>Negative impacts for NMU outside Newgale due to severance of both a PRow and a bridleway. Positive impact for NMUs within Newgale and along the coast.</p>	Slight Adverse (-1)

	west and Lower Llethr in the east. The option also intersects a PRoW (PP5 37/1) in two places; approximately 135m to the east of Lower Llethr and 345m to the west of Doldwm and east of Heart Covert. As this route severs both a bridleway and a PRoW, an alternative route for pedestrians/horse riders/cyclists would need to be sought.		
Physical Fitness	Option 7 runs along an existing bridleway (PP5 2/2) for approximately 460m along Erw Lon between Pen-y-cwm in the west and Lower Llethr in the east. The option also intersects a PRoW (PP5 37/1) in two places; approximately 135m to the east of Lower Llethr and 345m to the west of Doldwm and east of Heart Covert. As this route severs both a bridleway and a PRoW, an alternative route for pedestrians/horse riders/cyclists would need to be sought. However a reduction in traffic flows along the coast and in Newgale plus provision of a safe access for NMUs along the coast should improve the environment for walking and cycling.	Negative impacts on active modes of travel outside Newgale due to severance of both a PRoW and a bridleway. Positive impact for NMU within Newgale as the existing beach road becomes free of vehicular traffic, encouraging active modes of travel. These negative and positive impacts outweigh each other, resulting in no change in active modes of travel.	Neutral (0)
Social Inclusion	Improvements in accessibility during storm events would have a positive impact in respect of social inclusion. Option 7 would result in slightly longer journey times to access services in St. Davids and Haverfordwest as the No.411 and No.400 buses would have to re-route along the new road but still go to Newgale.	Negative impacts would result for car users on limited incomes and cyclists living in Newgale in terms of their accessibility to services in the area. A negative impact would be made to public transport users as the bus services would have to be re-routed.	Slight Adverse (-1)

Option Description: Newgale Beach Road Realignment Option 11			
Criteria	Assessment	Distribution	Significance
Welsh Impact Areas:			
<i>Social</i>			
Permeability	No PRoW or bridleways would be severed as a result of this option. The removal of vehicular traffic along the existing beach road along with measures to	Positive impacts for all as a result of improvements to NMU routes, particularly for residents and visitors	

	retain safe access along the coast at Newgale for NMUs, may increase the use here by NMU, improving walking and cycling conditions. Therefore having a positive impact on residents and visitors in the area.	without access to a car.	Moderate Beneficial (+2)
Physical Fitness	No pedestrian, cycle or horseback routes are severed as a result of this option. A reduction in traffic flows along the coast and in Newgale plus provision of a safe access for NMUs along the coast should encourage more active modes of travel along the coast and in Newgale.	Positive impacts for all as a result of an increase in active modes of travel along the beach front in Newgale.	Moderate Beneficial (+2)
Social Inclusion	Improvements in accessibility during storm events would have a positive impact in respect of social inclusion. Option 11 would result in significantly longer journey times to access services in St. Davids and Haverfordwest. There would be a negative impact on public transport users, as the No.411 and No.400 buses would have to re-route their services along the new route but still go to Newgale.	Negative impacts would result for car users on limited incomes and cyclists living in Newgale in terms of their accessibility to services in the area. A significant negative impact would be made on public transport users as the bus services would have to be significantly re-routed.	Moderate Adverse (-2)