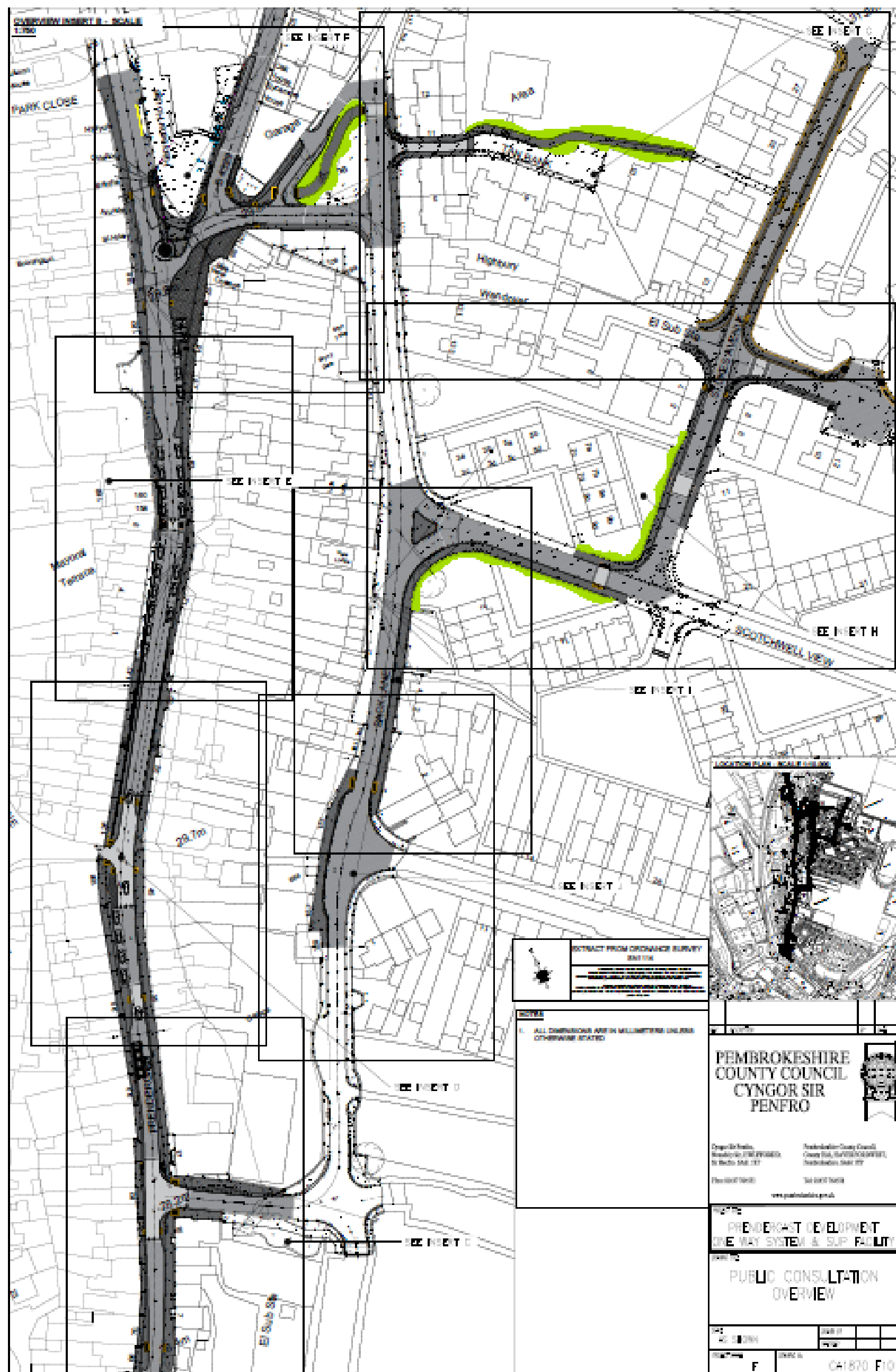


Prendergast One Way Scheme



Location: Prendergast



Detailed plans can be seen within the remaining Public Consultation documents.

What are we proposing: Potential Scheme Outputs

Formation of the following new infrastructure within the area:

- **245 m of shared use path** from Back Lane to Bridgend Square Roundabout
- Relocation of **new parking bays** (including EV charging) replacing informal existing parking on the junction at Cardigan Road/Hall Park
- **Junction and Pedestrians improvements** along Cardigan Road/ Hall Park
- **Public realm improvements** to include parking bays, social spaces and landscaping
- Formation of **widened kerbing at Cardigan Road/ Hall Park** to control and slow traffic
- **Realignment of Cardigan Road/Hall Park junction** to eliminate oblique angle upon exit
- **Traffic calming** at Back Lane and Church Lane to assist in pedestrian crossing and slow traffic
- **Implementation of one-way system (heading north)** between Bridgend Square and Cardigan Road/Hall Park (approx. 482m)
- Implementation of **new Traffic Regulation Order** to support one-way system

What Are The Main Benefits of the Scheme?

- **Decrease in overall accidents**, in particular at the Bridgend Square Roundabout
- **Better parking behaviour** along Prendergast, between Cardigan Road/Hall Park and Church Lane within existing double yellow lines
- Greater modal shift in **active travel modes for school children**, when compared against baseline levels due to improved linkages
- **Reduction in NO2 emissions** from reduction in private vehicle flow along Prendergast and implementation of EV charging points
- **Less noise and vehicle movements** for residents along Prendergast, Back Lane, Scotchwell View with one-way system regulating traffic flow and reducing cut through, especially at school pick-up and drop-off times
- Improved connectivity between Prendergast, the town centre and new Haverfordwest Public Transport Interchange (HPTI) (located 50m from the start of the scheme), enabling **better access to public transport**



What is a Shared use Path?

A Shared Use Path (SUP) is a route which is "designed to accommodate the movement of pedestrians and cyclists".

Examples of shared-use paths include sidewalks designated as shared-use, bridleways and rail trails. A shared-use path typically has a surface that is asphalt, concrete or firmly packed crushed aggregate.

SUP differ from cycle tracks and cycle paths in that SUPs are designed to include pedestrians even if the primary anticipated users are cyclists.



PCC Transport Strategy Team



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