

INTRODUCTION

OVERVIEW

This feedback form has been produced to offer stakeholders the opportunity to provide comments on the development of the Llanbedr Transport Improvements WeITAG Stage 1 study.

In particular, this feedback form focuses on the list of option packages that have been identified following an appraisal undertaken as part of WeITAG Stage 1, to understand the views of key stakeholders on the measures included within these, and on those measures discounted as part of the assessment.

CONTEXT

In 2021, the Roads Review Panel reviewed the proposed Llanbedr Access Road and Bypass.

Whilst recommending that the scheme should not be progressed on the basis that it did not align well with Welsh Government transport and climate policy, it was suggested that there would be benefit in further discussion between Cyngor Gwynedd and Welsh Government about an alternative package of measures to reduce the negative impact of traffic in Llanbedr. This has culminated in the development of this WeITAG¹ study, which will consider options to improve the transport situation in the village of Llanbedr.

Earlier this year, WSP and Cyngor Gwynedd developed the Case for Change (WeITAG Stage 0) for a potential scheme in and around Llanbedr. This was developed in conjunction with key stakeholders, and utilised feedback from a workshop held in February 2024, to present the key problems and opportunities in the area and why a solution is required. This has since been approved by Welsh Government and sets out a clear rationale for developing improvements in the local area.

The WeITAG study is currently at Stage 1 (Strategic Outline Case). As part of Stage 1, we are required to identify and appraise a long-list of potential options that could improve transport in and around Llanbedr. The measures presented are therefore a long-list of potential options which will need to be refined and considered further as the project progresses through the WeITAG process.

Once we have gathered feedback on the identified options and narrowed them down to a short-list, they will be taken forward to Stage 2 where further consideration of wider aspects, such as how to fund and deliver options, will be undertaken.



Stage 0 case for change – What are the strategic priorities for transport in Wales and in your area and what can you do to address them? Does not include options.



Stage 1 strategic outline case – which options do we have to meet those objectives? Which of those are the best?



Stage 2 outline business case – narrowing down your options to the point where you have an outline business case.



Stage 3 full business case – developing the programme or project proposal to the point where it is good to go, including a detailed business case.



Stage 4 delivery – if the programme or project is funded, WeITAG will help think about how to manage and monitor your project, working with partners.

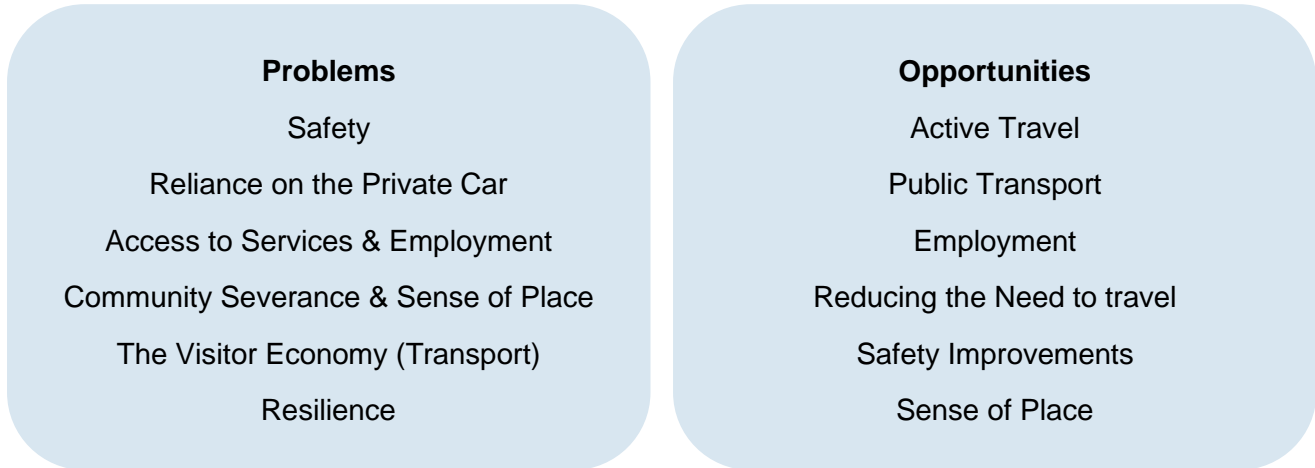


Stage 5 monitoring and evaluation – all Welsh Government funded projects should provide annual progress reports in addition to regular monitoring. Larger projects may also require a formal evaluation to answer questions such as did it work as intended? Did we do the right thing and how did we contribute to meeting transport targets in Wales?

¹ <https://www.gov.wales/sites/default/files/publications/2024-02/welsh-transport-appraisal-guidance-welitag-2024.pdf>

TRANSPORT PROBLEMS & OPPORTUNITIES

For context, the key transport problems and opportunities identified of relevance to Llanbedr are presented below. These key issues are central to developing a long-list of options, with options primarily only considered if they could potentially reduce the problems in the area or help achieve the opportunities identified.



DEVELOPING AND APPRAISING OPTIONS

In line with WelTAG, we have considered a potential ‘menu of options’ for Llanbedr, consisting of the following types of measures:

- Land-use planning solutions.
- Behaviour change solutions.
- Sustainable services.
- Solutions to make better use of existing infrastructure.
- New infrastructure using the sustainable transport hierarchy.

The measures have been identified based on a combination of work previously undertaken, the Roads Review Panel findings, and feedback provided by stakeholders as part of the ongoing process.

After identifying a long-list of potential options, we have qualitatively appraised them in the context of the five dimensions of WelTAG – Strategic Fit, Well-being, Affordability, Deliverability, and Management. This appraisal was undertaken for two scenarios:

- 1 Without a low-speed relief road; and
- 2 With a low-speed relief road.

Through undertaking this assessment, we were able to discount measures which are not considered to be suitable, or realistically deliverable, in and around Llanbedr.

The measures considered as being potentially suitable were then grouped into 7 ‘Option Packages’, which will be further developed and considered through WelTAG Stage 2. The 7 Option Packages are the subject of this round of stakeholder engagement and are presented on the following pages, to understand the perspective of the local community on the importance of each Option Package and to ensure that all potential measures have been considered.

OPTION PACKAGES

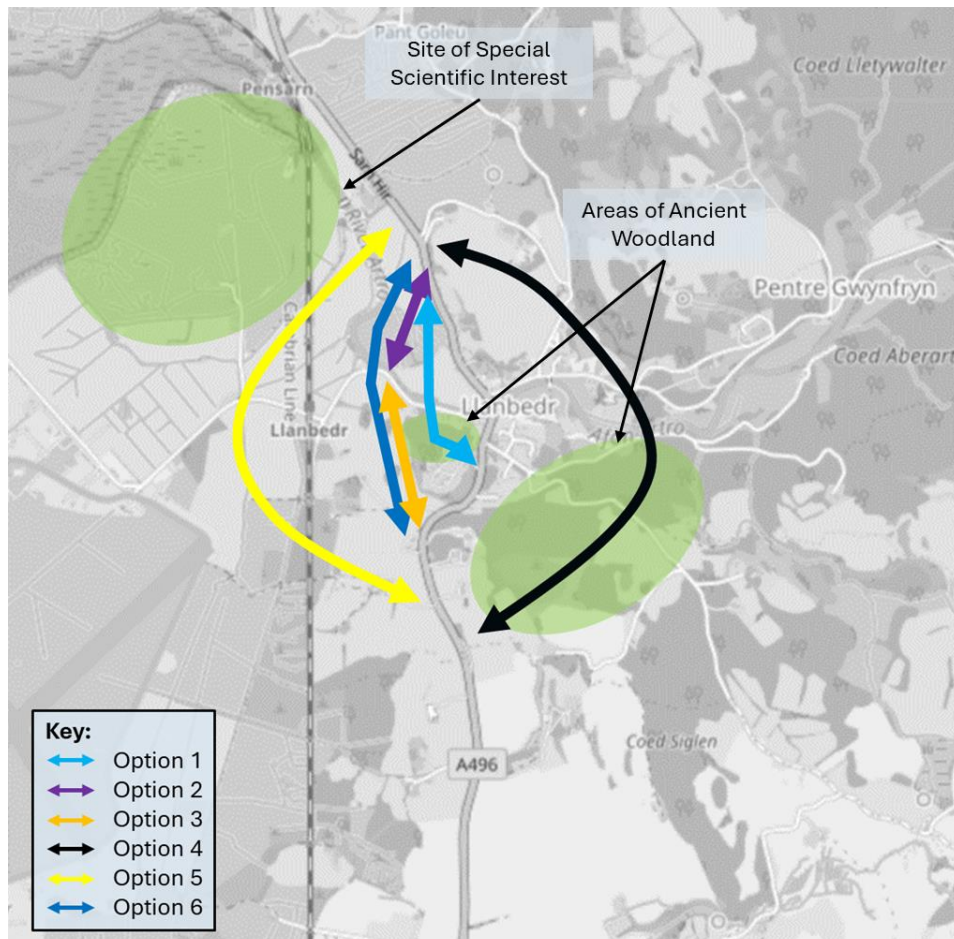
The option packages recommended for progression to WelTAG Stage 2 are summarised below.

LOW-SPEED RELIEF ROAD

The introduction of a new low-speed relief road around Llanbedr. If developed, this option package will need to be implemented alongside sustainable transport improvements, which could consist of any of the option packages set out below.

Based on the previous work undertaken, 7 potential options have been considered for a low-speed relief road around Llanbedr, summarised as follows and illustrated below:

- **Option 1** – provide a new road between the A496 to the north of the village and Mochras Road to the west of the village, combined with a new access through the Artro Lodges site to the A496.
- **Option 2** – provide a new road between the A496 to the north of the village and Mochras Road to the west of the village.
- **Option 3** – provide a new road between the A496 to the south of the village and Mochras Road to the west of the village.
- **Option 4** – provide a new road to the east of the village to replace the existing A496, except for access to Llanbedr.
- **Option 5** – provide a new road to the west of Llanbedr Railway Station to replace the existing A496, except for access to Llanbedr.
- **Option 6** – provide a new road to the west of the village to replace the existing A496, except for access to Llanbedr.
- **Option 7** – provide a one-directional new road, with traffic in the other direction continuing to travel through the village. This option could be along any of the Options 1-6 routes.



LLANBEDR VILLAGE IMPROVEMENTS

Measures to improve the transport network within the village of Llanbedr, inclusive of active travel, bus infrastructure, and safety improvements, broadly summarised as follows:

A496 IMPROVEMENTS

- New pedestrian crossings.
- Additional parking restrictions.
- Measures to manage speed and traffic calming.
- Extension of the 20-mph speed zone to the south to reduce speed on approach to the village.
- Dedicated northbound bus stop adjacent to the Artro Lodges site.

In the scenario where **a low-speed relief road is constructed**, additional measures could be introduced, including converting the A496 to one-way through the village, an active travel route and/or footways adjacent to the A496, and/or a restriction to HGV movements, except for access.

AFON ARTRO BRIDGE AND MOCHRAS ROAD / UNNAMED ROAD JUNCTIONS

- Give-way to oncoming vehicles system over the Afon Artro bridge.
- Raised table arrangement.
- Reallocating road space to provide a wider footway over the Afon Artro bridge.
- Traffic signals.
- Yellow box markings at the A496 Mochras Road and Unnamed / Ysgol Gynradd Llanbedr Road junctions.

In the scenario where **a low-speed relief road is constructed**, there is an additional potential measure to close the Afon Artro bridge for general traffic, restricted to emergency access, active travel, and potentially bus-use only.

UNNAMED / YSGOL GYNRADD LLANBEDR ROAD

- New pedestrian crossing linking to the southern side of the road.
- Active travel route between the Mill Caravan Park and village centre.
- Provide a 'school street'² scheme for Ysgol Gynradd Llanbedr.
- Improve the existing private bridge across the Afon Artro, or provide a new bridge near the public toilets, for active travel users, alongside a dedicated route towards the A496 and Bryn Deiliog.

OTHER MEASURES

In addition to the above, this option package includes the following potential measures:

- Upgrade existing Public Rights of Way to active travel standards.
- Upgrade footways and lighting to standards, where possible.
- Provide a long-distance cycle route along the Ardudwy coast (Ardudwy Green Corridor) through either improving the existing NCN8 route or Public Rights of Way. In the scenario where **a low-speed relief road is constructed**, this could route parallel to the new road or the existing A496 through the village.
- Cycle hire scheme in the village and surrounding area.
- Cycle parking in the village.
- Improvements to wayfinding.
- Off-street residential parking.
- Accessibility improvements at bus stops.

² <http://schoolstreets.org.uk/>

MOCHRAS ROAD IMPROVEMENTS

Measures to improve active travel connectivity and safety along Mochras Road, broadly summarised as follows:

ACTIVE TRAVEL ROUTES

- Between Llanbedr Railway Station and the village centre, either adjacent to Mochras Road, or parallel to the road on the northern bank of the Afon Artro. In the scenario where **a low-speed relief road is constructed**, there is an additional option to provide a route that reallocates some road space along Mochras Road, to minimise the potential impact on banks of the Afon Artro.
- Through the Artro Lodges site, linking Mochras Road with the A496.
- Between Llanbedr Railway Station and Shell Island.

SAFETY IMPROVEMENTS

- Additional parking restrictions in the vicinity of the A496 junction.
- Traffic calming measures.
- Extension of the 20-mph speed limit to Llanbedr Railway Station.
- Reduction to the speed limit to the west of Llanbedr Railway Station.

LLANBEDR RAILWAY STATION

Measures to improve the existing station and access. This includes the following measures:

- Improvements to facilities, including improved access for disabled users.
- Cycle parking.
- Renaming the station to reflect its usage as an access to the Airfield and/or Shell Island.
- Improvements to the existing car park, or a new car park inclusive of disabled parking bays.

PUBLIC TRANSPORT SERVICES

This package includes measures to improve public transport services, including the following:

- Public transport incentives.
- Increased frequency and operating hours of bus services.
- Summer bus timetable with increased frequencies.
- Coordinated bus and rail timetable.
- A fflecsi³ bus service.
- A shuttle bus between Llanbedr Railway Station and Shell Island.
- Park and ride hubs at Barmouth and Porthmadog to minimise the need for people to travel by car to Llanbedr Airfield and/or Shell Island.
- In the scenario where **a low-speed relief road is constructed**, provide a bus service that links to Llanbedr Railway Station.

BEHAVIOUR CHANGE

Measures to encourage and promote a change in travel behaviour. This involves encouraging a reduction in the use of the car and promoting the use of sustainable travel modes, including the following measures:

- Travel planning in the community.
- Providing public transport and journey planning information to the community, including departure boards.
- A community transport scheme for the area.
- A Rural Mobility Hub, which can provide a range of services and encourage local initiatives.
- Improvements to the public realm in the village.
- Electric vehicle charging points in the village.
- Allocated car parking locations for Shell Island visitors during high-tide and/or a residential parking scheme.

³ <https://fw.wales/fflecsi>



REDUCING THE NEED TO TRAVEL

This package includes measures that could bring services closer to the local community to reduce the need for travel where not necessary. The following measures have been identified as being potentially suitable as part of this study:

- Introduce remote working hubs in nearby locations.
- Encourage remote working practices in local workplaces.
- Provide secure delivery lockers within the village.
- Provide a local GP surgery service within the village on set days.

DISCOUNTED AND SIFTED MEASURES

DISCOUNTED MEASURES

The measures outlined below have been discounted based on the appraisal undertaken. Please note that measures that have only been discounted in the scenario where a low-speed relief road **is not** constructed are highlighted in **bold**, whereas measures that have only been discounted in the scenario where a low-speed relief road **is** constructed are highlighted in *italics*.

Measure	Reasoning
<i>Limit development at Llanbedr Airfield.</i>	<i>This is only valid if there is no road, as potential impacts of development would be removed with a low-speed relief road. Restricting development would ensure that Mochras Road is not severely impacted by any proposals.</i>
Visitor charging for use of Mochras Road.	This would unfairly penalise businesses along Mochras road, with no alternative routes to reach these sites at present.
New northbound bus stop along the A496 (north of the Afon Artro).	Not enough highway space to accommodate this at present.
Bus service connecting to Llanbedr Railway Station.	Accessing the existing station would require a notable diversion of bus services to connect to a limited rail service. It is however noted that a connecting bus service could be appropriate with a low-speed relief road, as this would reduce the diversion required.
Develop a facility at Llanbedr Airfield to enable delivery of large loads by sea.	Potential significant impacts on the landscape and 'undeveloped' coast.
Bus stop on Unnamed / Ysgol Gynradd Llanbedr Road.	No current or planned bus services route along this road and therefore this is not needed.
Convert the A496 to one-way through the village of Llanbedr.	Without a low-speed relief road, this would mean significant increase in some journey distances.
Restrict HGV movements along the A496 through Llanbedr, except for access.	Without a low-speed relief road, this would mean significant increase in some journey distances for HGVs.

Measure	Reasoning
Traffic signals on the A496, at the northern and southern end of Llanbedr, to manage one-way traffic through the village.	Safety concerns with signals being located at either end of the village, leading to potential increased speeds and potential conflict with local traffic.
Closure of the A496 Afon Artro Bridge for general traffic.	Without a low-speed relief road, this would mean significant increase in some journey distances.
Realignment of the Mochras Road/A496 junction to allow safer access for HGVs.	This would require demolition of some buildings or constructing over the Afon Artro, both of which present significant challenges.
Provide an active travel route between Llanbedr village and Llanbedr Railway Station through reallocating space along Mochras Road.	Not deliverable due to demand along Mochras Road at present and the lack of visibility around turn. Traffic would likely be reduced along the road with a low-speed relief road and therefore this presents an opportunity.
Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr.	Not deliverable as the available highway widths would require departures from standards, presenting safety concerns, without a low-speed relief road.
Close Mochras Road for through-traffic in at least one direction.	Without a road, this would sever access to Llanbedr Airfield, Llanbedr Railway Station, and Shell Island.
Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	Potential implications on an area of ancient woodland.
<i>Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.</i>	<i>A low-speed relief road would provide suitable access to the Airfield, removing the potential need for this measure.</i>
Provide a new active travel bridge directly to the east of the existing Afon Artro Bridge.	Potential impacts on the A496 Afon Artro bridge listed structure.



SIFTED MEASURES

In addition to the measures that have been discounted as not being suitable for the local area, a number of measures have been identified as being potentially suitable, but are for consideration as part of wider streams of work – such as development matters associated with Llanbedr Airfield, measures under development by Transport for Wales at present, and/or wider policy initiatives. A summary of the measures identified is provided below.

LLANBEDR AIRFIELD CONSIDERATIONS

Potentially suitable measures in relation to the potential development of Llanbedr Airfield, including the establishment of a rail freight area, a traffic and freight management plan, and upgrades to Mochras Road to support HGV movements.

This also includes the measures to limit development at Llanbedr Airfield and to provide a new access to the south, in the scenario where a low-speed relief road **is not** constructed.

UNDER CONSIDERATION BY TRANSPORT FOR WALES

Potentially suitable measures that Transport for Wales are considering as part of wider work streams, including changes to rail services, integrated public transport ticketing, and providing additional space for bicycles on buses.

WIDER POLICY INITIATIVES

Potentially suitable measures that are being considered as part of wider policy initiatives, including improvements to digital connectivity, road-user charging, a sustainable tourism strategy, and a visitor levy for the region.



QUESTIONNAIRE – LOW-SPEED RELIEF ROAD OPTIONS

Q1 – Do you believe that the low-speed relief road options presented could be potentially suitable? If no, please provide your reasoning.

OPTION 1 (WEST OF LLANBEDR THROUGH ARTRO LODGES SITE) – YES / NO

Comments (if relevant):

OPTION 2 (A496 NORTH TO MOCHRAS ROAD) – YES / NO

Comments (if relevant):

OPTION 3 (A496 SOUTH TO MOCHRAS ROAD) – YES / NO

Comments (if relevant):

OPTION 4 (EAST OF LLANBEDR) – YES / NO

Comments (if relevant):

OPTION 5 (WEST OF LLANBEDR RAILWAY STATION) – YES / NO

Comments (if relevant):

OPTION 6 (WEST OF LLANBEDR) – YES / NO

Comments (if relevant):

OPTION 7 (ONE-WAY ROUTE) – YES / NO

Comments (if relevant):



Q2 – Do you believe that a low-speed relief road is required to address the transport problems identified in and around Llanbedr? Please provide comments if relevant.

YES / NO

Comments (if relevant):

Q3 – What is your preferred option for a low-speed relief road, if any? Please provide your reasoning if possible.

OPTION 1 (WEST OF LLANBEDR THROUGH ARTRO LODGES SITE)

OPTION 5 (WEST OF LLANBEDR RAILWAY STATION)

OPTION 2 (A496 NORTH TO MOCHRAS ROAD)

OPTION 6 (WEST OF LLANBEDR)

OPTION 3 (A496 SOUTH TO MOCHRAS ROAD)

OPTION 7 (ONE-WAY ROUTE)

OPTION 4 (EAST OF LLANBEDR)

NO LOW-SPEED RELIEF ROAD

Reasoning:

Q4 – On a scale of 0-10 (0 being not at all important, 10 being extremely important), how important do you consider a low-speed relief to be for addressing the transport problems in and around Llanbedr? Please score as zero (0) if you do not believe a new road is required.

0	1	2	3	4	5	6	7	8	9	10
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Q5 – If a low-speed relief road was constructed, what speed limit would you like to see in place? Please provide comments if relevant.

NATIONAL SPEED LIMIT (60-MPH)

I AM UNSURE

50-MPH

PREFER NOT TO SAY

40-MPH

**I DO NOT SUPPORT THE DEVELOPMENT OF
A LOW-SPEED RELIEF ROAD**

30-MPH

20-MPH

Comments (if relevant):

Q6 – Please provide any further general comments you would like to make on the potential options for a low-speed relief road [OPTIONAL].

QUESTIONNAIRE – OTHER OPTION PACKAGES

Q7 – On a scale of 0-10 (0 being not at all important, 10 being extremely important), how important do you consider each option package to be for addressing the transport problems in and around Llanbedr?

LLANBEDR VILLAGE IMPROVEMENTS

0	1	2	3	4	5	6	7	8	9	10
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MOCHRAS ROAD IMPROVEMENTS

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LLANBEDR RAILWAY STATION

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PUBLIC TRANSPORT SERVICES

0	1	2	3	4	5	6	7	8	9	10
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BEHAVIOUR CHANGE

0	1	2	3	4	5	6	7	8	9	10
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REDUCING THE NEED TO TRAVEL

0	1	2	3	4	5	6	7	8	9	10
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Q8 – Please provide any further comments you would like to make on the option packages presented [OPTIONAL].

LLANBEDR VILLAGE IMPROVEMENTS

MOCHRAS ROAD IMPROVEMENTS

LLANBEDR RAILWAY STATION

PUBLIC TRANSPORT SERVICES

BEHAVIOUR CHANGE

REDUCING THE NEED TO TRAVEL



Q9 – Are there any measures you think we have not considered in the development of the proposed option packages? If yes, please provide details of the measure(s) you would like us to consider.

YES / NO

Comments (if relevant):

Q10 – Please provide any further general comments you would like to make on the proposed option packages [OPTIONAL].



QUESTIONNAIRE – DISCOUNTED AND SIFTED MEASURES

Q11 – Do you agree with the list of measures that have been discounted at this stage? If no, please provide details of the relevant measure(s).

YES / NO

Comments (if relevant):

Q12 – Are there any measures included within the option packages that you believe should be discounted at this stage? If yes, please provide details of the relevant measures(s).

YES / NO

Comments (if relevant):

Q13 – Please provide any further comments you would like to make on either the discounted or sifted measures [OPTIONAL].



PERSONAL DETAILS [OPTIONAL]

Please provide your personal details below, if you are comfortable doing so.

We will not share your personal details, or link your answers to your name, and will only contact you if we have any specific queries we would like to raise in relation to any of your answers.

NAME

EMAIL ADDRESS

ORGANISATION YOU ARE REPRESENTING (IF RELEVANT)