



Gweithdy Rhanddeiliaid 1 – Gwelliannau Trafnidiaeth Llanbedr

Stakeholder Workshop 1 – Llanbedr Transport Improvements

20/02/2024



BLAENORIAETHAU TRAFNIDIAETH TRANSPORT PRIORITIES

- Mae gan Lywodraeth Cymru dargedau uchelgeisiol sy'n gysylltiedig â thrafnidiaeth gynaliadwy, wedi'u hysgogi'n bennaf gan yr angen i fod yn Net Zero erbyn 2050.
- Ledled Cymru, targed i 48% o'r holl deithiau gael eu gwneud ar droed, ar feic neu ar drafnidiaeth gyhoeddus.
- Tra bod ardaloedd gwledig yn debygol o fod yn is na hyn, mae angen blaenoriaethu dulliau trafnidiaeth cynaliadwy o hyd.
- Welsh Government has ambitious targets associated with sustainable transport, largely driven by a need to be Net Zero by 2050.
- Across Wales, target for 48% of all journeys to be undertaken by walking, cycling, or public transport.
- Whilst rural areas are likely to be lower than this, there is still a need to prioritise sustainable transport modes.

Sustainable transport targets in Wales

Transport Targets	2019 baseline	2025	2030	2040
Modal shift target (Wales Transport Strategy)	32%			45% journeys by walking, cycling or public transport
Updated modal shift targets (Net Zero Wales)	32% journeys by walking, cycling or public transport	35% of journeys by sustainable modes	39% journeys by walking, cycling or public transport	48% journeys by walking, cycling or public transport
	27% active travel and 5% public transport		33% active travel and 7% public transport	35% active travel and 13% public transport
Passenger transport emissions (Net Zero Wales)	3.8 MtCO ₂ e	Reducing emissions from passenger transport by 22% in 2025 from 2019 levels		
Car Mileage reductions (Net Zero Wales)	10,186 Vehicle Km per person		Reduce car miles travelled per person by 10% by 2030 from 2019 levels	
Freight transport efficiency (Net Zero Wales)	2.1 MtCO ₂ e	Increase the efficiency of transport freight by road, rail and sea by 4% from 2019 levels		
Bus Fleet	Not Stated	TrawsCymru fleet to be zero emission by 2026	Worst 50% to Zero emission by 2028	Zero emission by 2035
Taxis and Private Hire Vehicles	Not Stated		Zero emission by 2028	

LLWYBR NEWYDD: STRATEGAETH DRAFNIDIAETH CYMRU

LLWYBR NEWYDD: THE WALES TRANSPORT STRATEGY



Llywodraeth Cymru
Welsh Government

- Mae Llwybr Newydd yn nodi gweledigaeth i greu 'system drafnidiaeth hygyrch, gynaliadwy ac effeithlon. Mae'r ddogfen bolisi hon yn arwain holl benderfyniadau a wneir yng Nghymru i ymwneud a thrafnidiaeth.
- Cyflawnir hyn drwy ganolbwyntio ar dair blaenoriaeth dros y cyfnod 2021-2026, yn ogystal â gweithio tuag at bedair 'uchelgaisiau llesiant' dros yr 20 mlynedd ar ôl 2021.

Blaenoriaethau

- P1 - Dod â gwasanaethau i bobl er mwyn lleihau'r angen i deithio.
- P2 – Caniatau i bobl a nwyddau symud yn hawdd o ddrws i ddrws drwy wasanaethau a seilwaith trafndiaeth hygyrch, cynaliadwy ac effeithlon.
- P3 - Annog pobl i wneud y newid i drafnidiaeth fwy cynaliadwy..

Uchelgeisiau Llesiant

- Da I bobl a chymunedau.
- Da i'r amgylchedd.
- Da i'r economi a lleoedd yng Nghymru.
- Da i'r economi a lleoedd yng Nghymru.

- Llwybr Newydd sets out a vision to create 'an accessible, sustainable, and efficient transport system. This policy document guides all decision-making in relation to transport in Wales.
- This will be achieved through focusing on three priorities over the 2021-2026 period, as well as working towards four 'well-being ambitions' over the 20 years after 2021.

Priorities

- P1 – Bring services to people in order to reduce the need to travel.
- P2 – Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- P3 – Encourage people to make the change to more sustainable transport.

Well-being Ambitions

- Good for people and communities.
- Good for the environment.
- Good for the economy and places in Wales.
- Good for culture and the Welsh language.

YR ASTUDIAETH WELTAG DIWETHAF

THE PREVIOUS WELTAG STUDY

- I gefnogi'r cynigion ffyrdd blaenorol, cwblhawyd astudiaeth WeITAG yn 2015.
- Datblygwyd hwn gan ddefnyddio canllawiau WeITAG 2008, sydd wedi'u disodli ers hynny, gyda polisi trafnidiaeth sylweddol wahanol erbyn hyn.
- To support the previous road proposals a WeITAG study was completed in 2015.
- This was developed using the WeITAG 2008 guidance, which has since been superseded, with much of transport policy significantly different.

A yw hyn dal yn wir?

Is this still the case?

1. The bridge/junction of the A496/Mochras Road is too narrow and has tight radii, which makes access to Llanbedr Airfield and Mochras (Shell Island) difficult, especially for larger vehicles (this was the commonest problem identified from the 5th June 2014 public participation event).
2. The high volume of traffic during peak holiday seasons and associated traffic congestion.
3. The lack of parking areas/car parks in Llanbedr, leading to on-street parking.
4. Speeding traffic – motorists ignoring the relevant speed limits, especially through Llanbedr.
5. The lack of pedestrian/cyclist provision in Llanbedr and along the access road to Mochras (Shell Island) / Llanbedr Airfield.
6. The A496 through Llanbedr, and sections of it outside of Llanbedr, are too narrow.
7. Mochras Road, leading to Mochras (Shell Island) and Llanbedr Airfield, is too narrow.

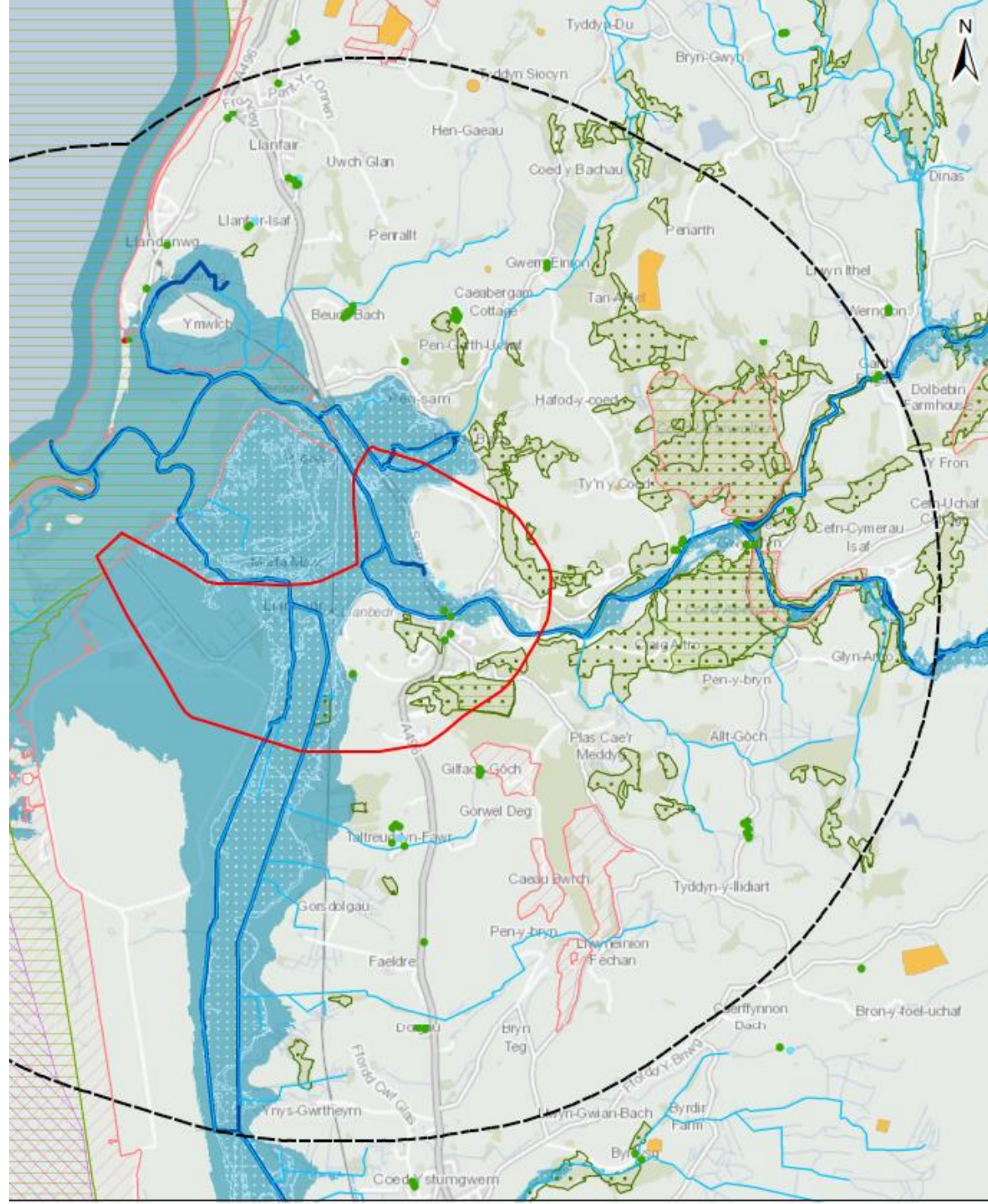


Problemau, Cyfleoedd a Chyfyngiadau Trafnidiaeth

Transport Problems, Opportunities & Constraints

CYFYNGIADAU CONSTRAINTS

- Wedi'i leoli o fewn Parc Cenedlaethol Eryri.
- Ardaloedd sydd mewn perygl o lifogydd afonydd ac arfordirol, gan gynnwys yr A496, yn debygol o gael eu gwaethygu gan newid yn yr hinsawdd.
- Adeiladau a strwythurau rhestredig o fewn y pentref, gan gynnwys y bont.
- Dim lle i ledu'r ffordd, nac aildyrannu'r ffordd o fewn y pentref, oherwydd bod gan fod ffrynt y tai yn agos iawn i'r ffordd a'r bont.
- Located within the Eryri National Park.
- Areas at risk of river and coastal flooding, including the A496, likely to be exacerbated by climate change.
- Listed buildings and structures within the village, including the road bridge.
- No space for widening the road, or reallocation of road space within the village, due to buildings having direct frontages to the road and the bridge.



Project: Llanbedr Transport Improvements - WeITAG Stage One

Title: Environmental Constraints Plan

Date: 02 February 2024 Scale: 22,000 @ A3
 Drawn: PB Checked: CLH Approved: WB
 Drawing Number: 70115178-001

PROBLEMAU ISSUES

1. Diogelwch

Tystiolaeth

- Cyfradd gwrthdrawiadau uchel – o 2018-2022, mae 6 gwrthdrawiad wedi digwydd (un bach a phump yn ddifrifol).
- Mae cyfradd anafiadau a laddwyd neu a anafwyd yn ddifrifol (KSI) yn uwch na'r cyfartaledd cenedlaethol ac yn debycach i ffordd drefol na gwledig.

Achosion

- Ceir wedi parcio yn cyfyngu ar welededd.
- Ffordd gul a gwelededd cyfyngedig o gyffyrdd bach allweddol.
- Dim llwybrau teithio llesol addas a llwybrau troed cyfyngedig ar yr A496, gan achosi gwrthdaro rhwng moddau teithio.
- Mae mewnlifiad tymhorol o ymwelwyr yn golygu bod llawer o bobl yn y pentref yn ystod yr haf sy'n anghyfarwydd â'r ardal. Yn arbennig o amlwg ar Ffordd Mochras.

1. Safety

Evidence

- High collision rate – from 2018-2022, 6 collisions have occurred (one slight and five serious).
- Killed or Serious Injured (KSI) casualty rate is higher than the national average and more comparable to an urban road than rural.

Causes

- Parked cars restricting visibility.
- Narrow road and limited visibility from key minor junctions.
- No suitable active travel routes and limited footways on the A496, causing conflicts between modes.
- Seasonal influx of visitors means that there are lots of people in the village during the summer-time who are unfamiliar with area. Particularly prominent on Mochras Road.



PROBLEMAU ISSUES

2. Dibyniaeth ar y Car Preifat

Tystiolaeth

- Gwneir tua 80% o deithiau i'r gwaith mewn car preifat, sy'n uwch na'r cyfartaledd cenedlaethol.
- Mae cyfradd perchnogaeth ceir uwch yn Llanbedr nag yng Nghymru gyfan.

Achosion

- Mae natur wledig y pentref yn golygu bod cerdded neu feicio ar gyfer teithiau y tu allan i'r pentref yn anodd.
- Mae'r seilwaith teithio llesol yn wael o fewn y pentref ac yn achosi hollt o fewn y pentref a thu hwnt.
- Gwasanaethau trafndiaeth gyhoeddus anaml – yn enwedig rheilffyrdd – gydag oriau gweithredu cyfyngedig (gan gynnwys bws).
- Mae cysylltedd i'r orsaf reilffordd o Lanbedr yn wael.
- Diffyg safleoedd bws o ansawdd da.

2. Reliance on the Private Car

Evidence

- Around 80% of journeys are made to work by private car, higher than the national average.
- There is a higher car ownership rate in Llanbedr than in Wales as a whole.

Causes

- Rurality of the village means that walking or cycling for journeys outside of the village is difficult.
- Active travel infrastructure is poor and causes severance within the village and beyond.
- Infrequent public transport services – particularly rail – with limited operating hours (including bus).
- Connectivity to the rail station from Llanbedr is poor.
- Lack of good quality bus stops.



PROBLEMAU ISSUES

3. Mynediad i Wasanaethau a Chyflogaeth

Tystiolaeth

- Mae Llanbedr yn un o'r 10% o ardaloedd mwyaf difreintiedig yng Nghymru o ran mynediad at wasanaethau.
- Bu gostyngiad o 3.7% yn y boblogaeth yng Ngwynedd rhwng 2011 a 2021.
- Mwy o siwrneiau pellter hir yn cael eu gwneud na'r cyfartaledd cenedlaethol ar gyfer gwaith.

Achosion

- Diffyg safleoedd cyflogaeth a gwasanaethau allweddol yn agos i Lanbedr (lleoliad gwledig).
- Yn gyffredinol mae trafndiaeth gyhoeddus wael yn cyfyngu ar fynediad i'r rhai na allant yrru.

3. Access to Services & Employment

Evidence

- Llanbedr is one of the 10% most deprived areas in Wales in terms of access to services.
- Population has declined by 3.7% in Gwynedd between 2011 and 2021.
- More long-distance journeys made than the national average for work.

Causes

- A lack of employment sites and key services in close proximity to Llanbedr (rural setting).
- Generally poor public transport limits access for those who cannot drive.



PROBLEMAU ISSUES

4. Gwahanu y Gymuned a Naws am Le

Tystiolaeth

- Gwahaniad o fewn y pentref.
- Tir cyhoeddus gwael ar y stryd fawr.

Achosion

- Gwahaniad a achoswyd gan yr A496. Mae cartrefi a busnesau wedi'u lleoli'n union gerllaw'r ffordd, gan adael fawr o le i fannau cyhoeddus.
- Dim llwybrau teithio llesol effeithiol rhwng dwy ochr Afon Artro.
- Parcio ar y stryd, ddim yn cyfrannu at ardal cyhoeddus effeithiol.

4. Community Severance & Sense of Place

Evidence

- Severance within the village.
- Poor public realm on the high-street.

Causes

- Severance caused by the A496. Homes and businesses are located directly adjacent to the road, leaving little room for public realm.
- No effective active travel routes between both sides of the Afon Artro.
- On-street parking, not contributing to an effective public realm.



PROBLEMAU ISSUES

5. Yr Economi Ymwelwyr (Trafnidiaeth)

Tystiolaeth

- Cynnydd mewn amseroedd teithio drwy'r pentref yn ystod y tymor ymwelwyr.
- Ciwio ar gyffordd Ffordd Mochras.

Achosion

- Galw am leoliadau cyfagos ym Mharc Cenedlaethol Eryri.
- Mae'r math o deithiau twristiaeth sy'n cael eu gwneud yn anodd i drosglwyddi i moddau cynaliadwy.
- Cysylltedd teithio llesol gwael.
- Cysylltedd trafniadaeth gyhoeddus gwael.

Cydnabyddir bod yr economi ymwelwyr yn cyfrannu'n sylweddol at yr economi leol.

5. The Visitor Economy (Transport)

Evidence

- Increase in journey times through the village during the visitor season.
- Queueing at Mochras Road junction.

Causes

- Demand for nearby locations in the Eryri National Park.
- The type of tourism trips being made are of low propensity for sustainable modes.
- Poor active travel connectivity.
- Poor public transport connectivity.

It is acknowledged that the visitor economy contributes significantly to the local economy.



PROBLEMAU ISSUES

6. Gwyntwch

Tystiolaeth

- Dim ffyrdd arall addas yn achos digwyddiad.

Achosion

- Digwyddiadau ar yr A496.
- Llifogydd a materion amgylcheddol eraill, sy'n debygol o gael eu gwaethygu gan newid yn yr hinsawdd.

6. Resilience

Evidence

- No alternative routes in the case of an incident.

Causes

- Incidents on the A496.
- Flooding and other environmental issues, likely to be exacerbated by climate change.



CYFLEOEDD OPPORTUNITIES

1. Teithio Llesol

- Gwelliannau lleol y gellid eu ddatblygu i gefnogi teithiau lleol i'r ysgol, teithiau i'r orsaf reilffordd, a lleoliadau eraill.
- Gwneud teithio llesol y dewis cyntaf ar gyfer teithiau o fewn y pentref.

2. Trafnidiaeth Cyhoeddus

- Mae gorsaf reilffordd sy'n gwasanaethu'r pentref, sy'n anghyffredin i pentref o'r maint hwn. Gellid gwella gwasanaethau o'r orsaf, yn ogystal â chysylltedd iddi.
- Mae'r A496 yn brif ffordd yn yr ardal a wasanaethir gan fysiau – gellid gwella'r gwasanaethau presennol.

3. Cyflogaeth

- Mae gan y Maes Awyr y potensial i gael ei ddatblygu i gynnig cyfleoedd cyflogaeth i bobl leol, gan leihau'r pellter sydd angen i bobl deithio.

1. Active Travel

- Localised improvements which could be implemented to support local journeys to school, journeys to the rail station, and other locations.
- Make active travel the first choice for journeys within the village.

2. Public Transport

- There is a rail station that serves the village, which is rare for a settlement of this size. Services from the station could be improved, as well as connectivity to it.
- The A496 is a primary route in the area that is served by buses – current services could be improved.

3. Employment

- The Airfield has the potential to be developed to provide employment opportunities for local people, reducing the potential distance for people to travel.



CYFLEOEDD? OPPORTUNITIES

4. Lleihau'r Angen i Deithio

- Gall gweithio o gartref, a gwasanaethau ar-lein, leihau'r angen i bobl deithio, gan wella mynediad at wasanaethau allweddol a chyflogaeth.

5. Gwelliannau Diogelwch

- Gwneud newidiadau i gynllun y ffordd i wella diogelwch i bob defnyddiwr. Gallai hyn gynnwys newidiadau i gyffordd Ffordd Mochras, gwella gwelededd trwy fesurau fel cyfyngu ar barcio ar-stryd.

6. Naws am Le

- Gwella'r ardal cyhoeddus lleol ac naws am le i annog pobl i ymgysylltu â'u cymuned leol a chefnogi digwyddiadau lleol yn y pentref.

4. Reducing the Need to Travel

- Working from home, and online services, can reduce the need for people to travel, improving access to key services and employment.

5. Safety Improvements

- Make changes to the road layout to improve safety for all users. This could include changes to the Mochras Road junction, improving visibility through measures such as restricting parking, and others.

6. Sense of Place

- Improve the local public realm and sense of place to encourage people to engage with their local community and support local events in the village.



BE DA NI EISIAU EI WYBOD? WHAT DO WE WANT TO KNOW?

- a) Beth yw eich profiad yn Llanbedr mewn perthynas â'r problemau a'r cyfleoedd a nodwyd?
- b) A ydych yn cytuno â'r problemau a'r cyfleoedd a nodwyd?
- c) A oes unrhyw broblemau neu gyfleoedd yr ydych yn meddwl ein bod wedi'u anghofio, neu yr hoffech inni eu hystyried ymhellach?
- d) A oes gennych unrhyw dystiolaeth neu wybodaeth bellach mewn perthynas ag unrhyw rai o'r pwyntiau a godwyd?

- a) What is your experience in Llanbedr in relation to the issues and opportunities identified?
- b) Do you agree with the issues and opportunities that have been identified?
- c) Are there any issues or opportunities you think we have missed, or would like us to consider further?
- d) Do you have any further evidence or information in relation to any of the points raised?



Amcanion yr Astudiaeth

Study Objectives

AMCANION YR ASTUDIAETH STUDY OBJECTIVES

- Mae angen gosod amcanion ar gyfer astudiaethau WelTAG, yn seiliedig ar:
 - ▶ Blaenoriaethau trafndiaeth yn Llwybr Newydd a'r Cynllun Cyflawni Trafnidiaeth Cenedlaethol, yn ogystal â chynlluniau trafndiaeth rhanbarthol.
 - ▶ Materion a nodwyd o fewn ardaloedd astudio y mae angen mynd i'r afael â hwy:
- Mae angen i bob amcan fod yn 'SMART' – Cyraeddadwy, Amserol, Mesuradwy, Penodol, a Synhwyrol.
- Objectives for WelTAG studies need to be set, based on:
 - ▶ Transport priorities in Llwybr Newydd and the National Transport Delivery Plan, as well as regional transport plans.
 - ▶ Issues identified within study areas that need to be addressed.
- All objectives need to be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic, & **T**imebound.
- We have developed some draft objectives for discussion.

Nodi materion a chyfleoedd trafndiaeth

Datblygu amcanion sy'n mynd i'r afael â'r rhain

Defnyddio'r amcanion i werthuso opsiynau

Identify transport issues & opportunities

Develop objectives that address these

Utilise objectives to appraise options



AMCANION DRAFFT DRAFT STUDY OBJECTIVES

Gwella diogelwch ar gyfer pob dull trafndiaeth



Improve safety for all transport modes

Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd



Reduce the impact of the visitor economy on the road network

Blaenoriaethu teithiau ar droed ac ar feic o fewn pentref Llanbedr



Prioritise journeys on-foot and by cycle within Llanbedr village

Gwella mynediad trwy ddulliau cynaliadwy i ac o Lanbedr ac ardaloedd i'r gorllewin o'r pentref



Improve access by sustainable modes to and from Llanbedr and areas to the west of the village

Gwella'r amgylchedd adeiledig lleol i wella'r naws am le a chyfrannu at fywiogrwydd y pentref



Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village

Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth



Reduce the need to travel for key services and employment

Lleihau effaith newid hinsawdd (yn enwedig llifogydd) ar y gymuned leol



Reduce the impact of climate change (particularly flooding) on the local community

Gwella gwytnwch y rhwydwaith trafndiaeth yn ac o gwmpas Llanbedr

Improve the resilience of the transport network in and around Llanbedr



AMCANION YN ERBYN Y BROBLEMAU A CHYFLEOEDD

OBJECTIVES AGAINST ISSUES & OPPORTUNITIES

		Study Objectives							
		Improve safety for all transport modes	Reduce the impact of the visitor economy on the road network	Prioritise journeys on-foot and by cycle within Llanbedr village	Improve access by sustainable modes to and from Llanbedr and areas to the west of the village	Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village	Reduce the need to travel for key services and employment	Reduce the impact of climate change (particularly flooding) on the local community	Improve the resilience of the transport network in and around Llanbedr
Issues	Safety	✓	✓	✓	✓	✓			✓
	Reliance on the Private Car		✓	✓	✓	✓	✓		✓
	Access to Services and Employment	✓			✓	✓	✓		✓
	Community Severance & Sense of Place	✓	✓	✓	✓	✓	✓		
	The Visitor Economy (Transport)	✓	✓	✓	✓	✓	✓		✓
	Resilience	✓	✓					✓	✓



AMCANION YN ERBYN Y BROBLEMAU A CHYFLEOEDD

OBJECTIVES AGAINST ISSUES & OPPORTUNITIES

		Study Objectives							
		Improve safety for all transport modes	Reduce the impact of the visitor economy on the road network	Prioritise journeys on-foot and by cycle within Llanbedr village	Improve access by sustainable modes to and from Llanbedr and areas to the west of the village	Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village	Reduce the need to travel for key services and employment	Reduce the impact of climate change (particularly flooding) on the local community	Improve the resilience of the transport network in and around Llanbedr
Opportunities	Active Travel	✓	✓	✓	✓	✓			
	Public Transport	✓	✓		✓				
	Employment				✓	✓	✓		
	Reducing the Need to Travel	✓	✓			✓	✓	✓	
	Safety Improvements	✓	✓	✓	✓	✓			✓
	Sense of Place	✓		✓	✓	✓			



BE DA NI EISIAU EI WYBOD? WHAT DO WE WANT TO KNOW?

- a) A ydych yn cytuno ag amcanion cyffredinol yr astudiaeth?
- b) A oes unrhyw amcanion yr ydych yn eu hystyried yn flaenorol?
- c) A oes unrhyw amcanion arall y dylem eu hystyried?

- a) Do you agree with the overall study objectives?
- b) Are there any objectives that you consider to be priorities?
- c) Are there any objectives we should consider?



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THANK YOU