



**GWELLIANNAU
TRAFNIDIAETH
LLANBEDR - WELTAG
CAM 2
LLANBEDR TRANSPORT
IMPROVEMENTS -
WELTAG STAGE 2**

12/11/2025



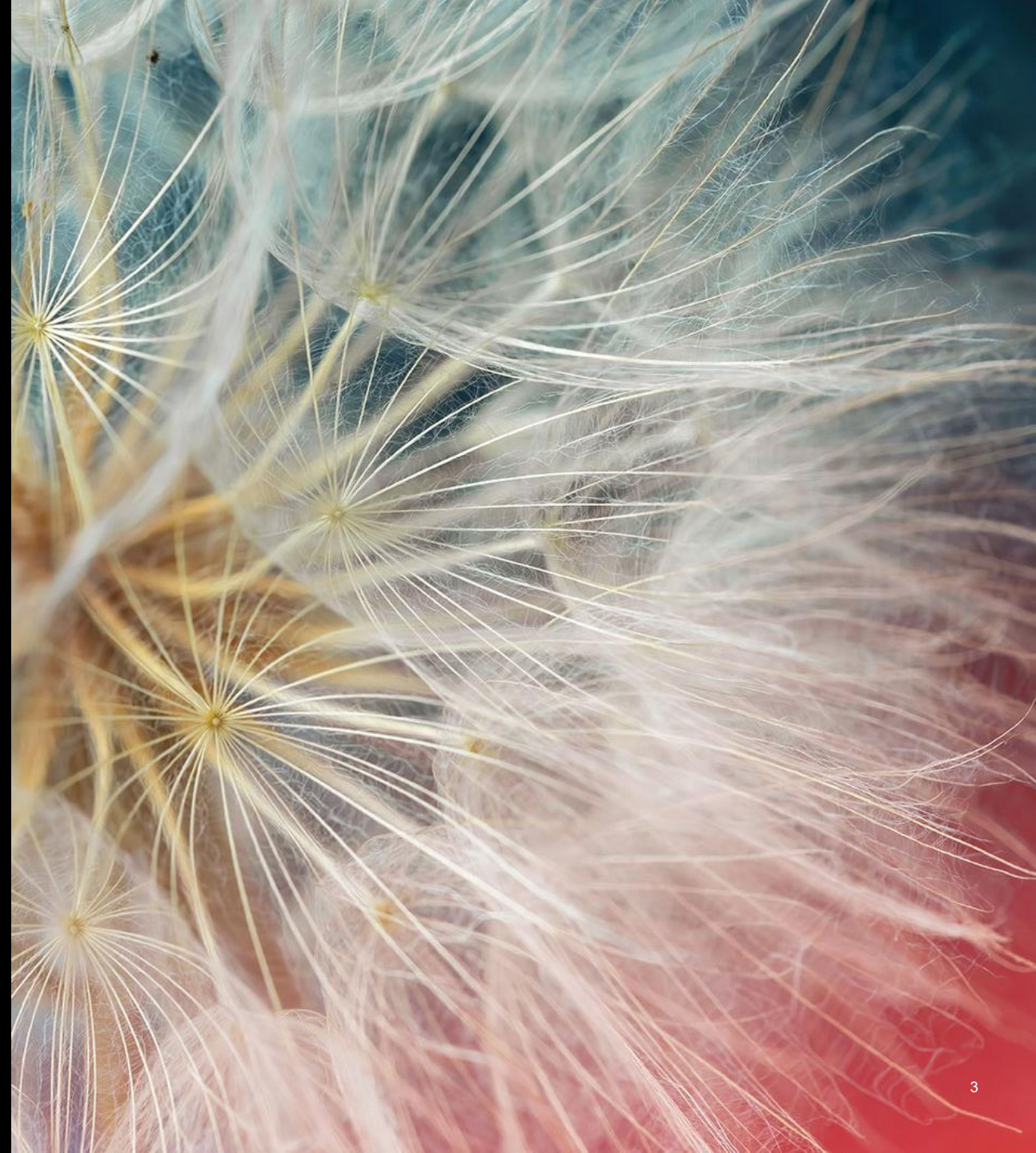
Strwythur Structure

- Cyflwyniadau Introductions
- WeITAG WeITAG
- Cefndir Background
- Opsiynau Options
- Y Dull Gwerthuso Appraisal approach
- Argymhellion Recommendations
- Camau Nesaf Next Steps

PWRPAS Y CYFARFOD – CYFLWYNO CANFYDDIADAU ASTUDIAETH CAM 2 WELTAG

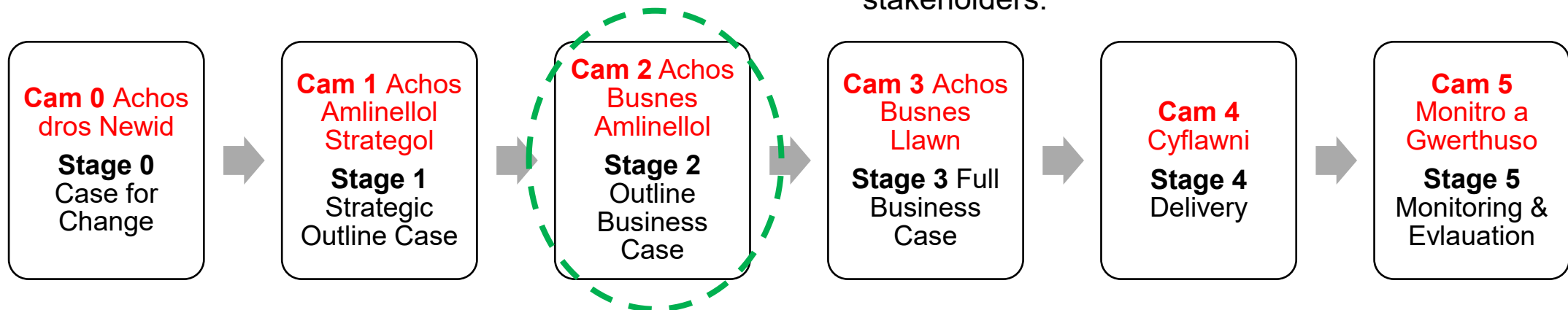
PURPOSE OF MEETING – TO PRESENT THE FINDINGS OF THE WELTAG STAGE 2 STUDY

WELTAG



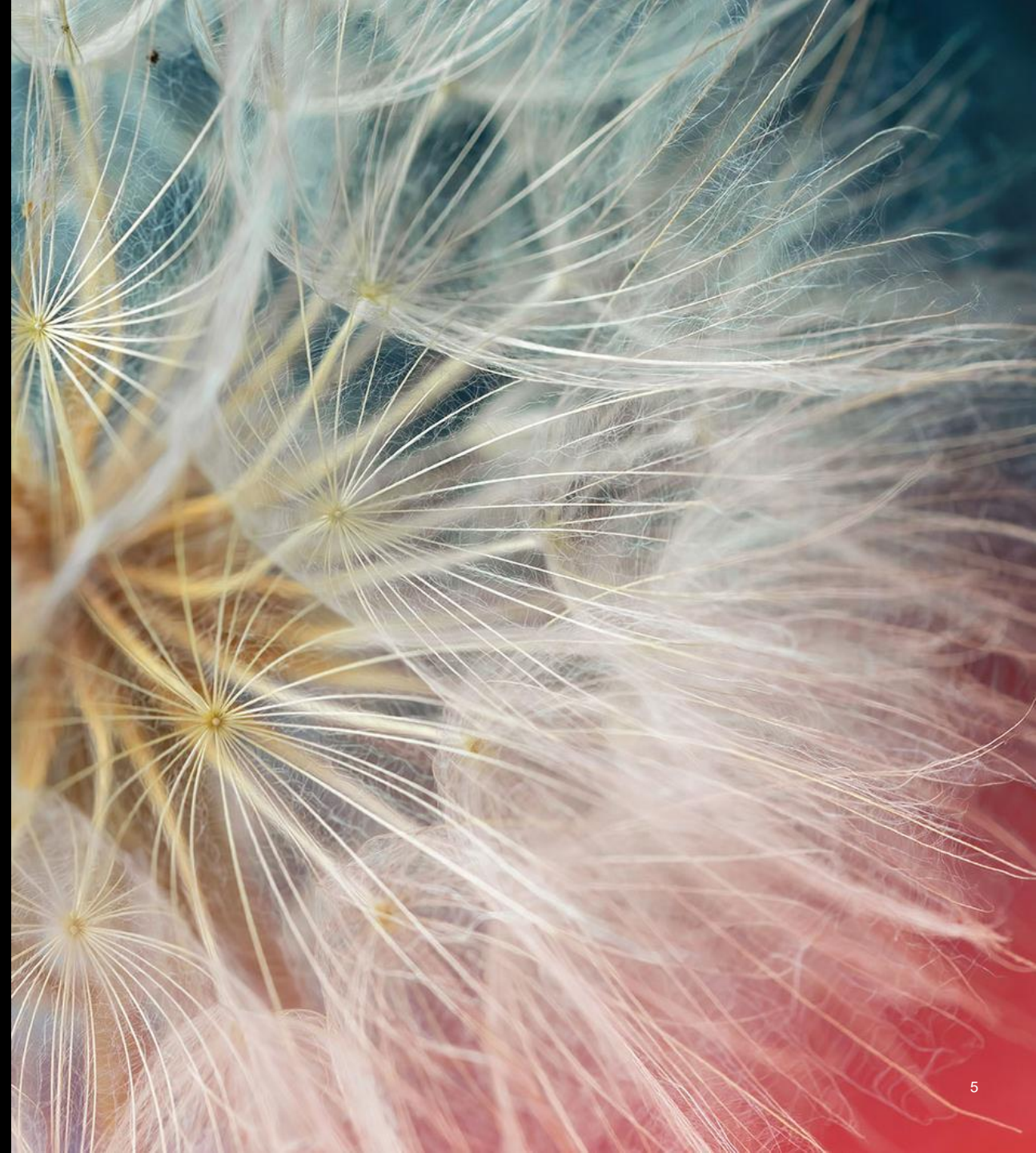
Beth yw WeITAG? What is WeITAG?

- Canllawiau Llywodraeth Cymru sy'n esbonio sut i gynllunio ac arfarnu rhaglenni a phrosiectau trafnidiaeth.
- Yn amlinellu'r broses o nodi rhestr hir o opsiynau, cyn symud ymlaen i restr fer, ac yn y pen draw yr opsiwn a ffefrir.
- Asesu opsiynau yng nghyd-destun 'llesiant' a Llwybr Newydd 2021.
- Rydym wedi bod yn defnyddio'r canllawiau WeITAG 2024 sydd newydd eu cyhoeddi.
- Gofynion ar gyfer ymgysylltu â chymunedau a rhanddeiliaid.
- Welsh Government transport appraisal guidance that explains how to plan and appraise transport programmes and projects.
- Outlines the process of identifying a long-list of options, before moving through to a short-list, and ultimately a preferred solution.
- Appraisal of options in the context of 'well-being' and Llwybr Newydd: the Wales Transport Strategy 2021.
- We have been utilising the newly published WeITAG 2024 guidance.
- Requirements set out for engaging with communities and stakeholders.

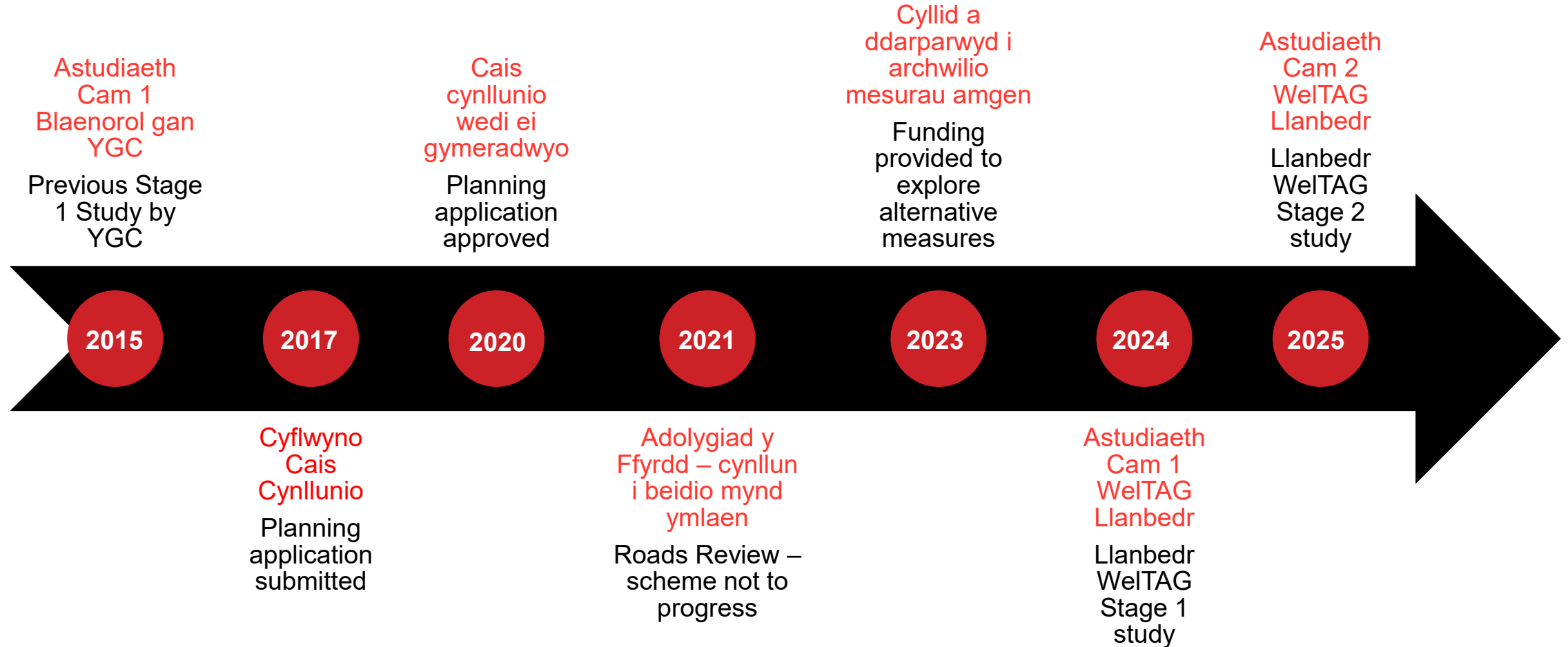


wsp

CEFNDIR BACKGROUND



Cefndir Background

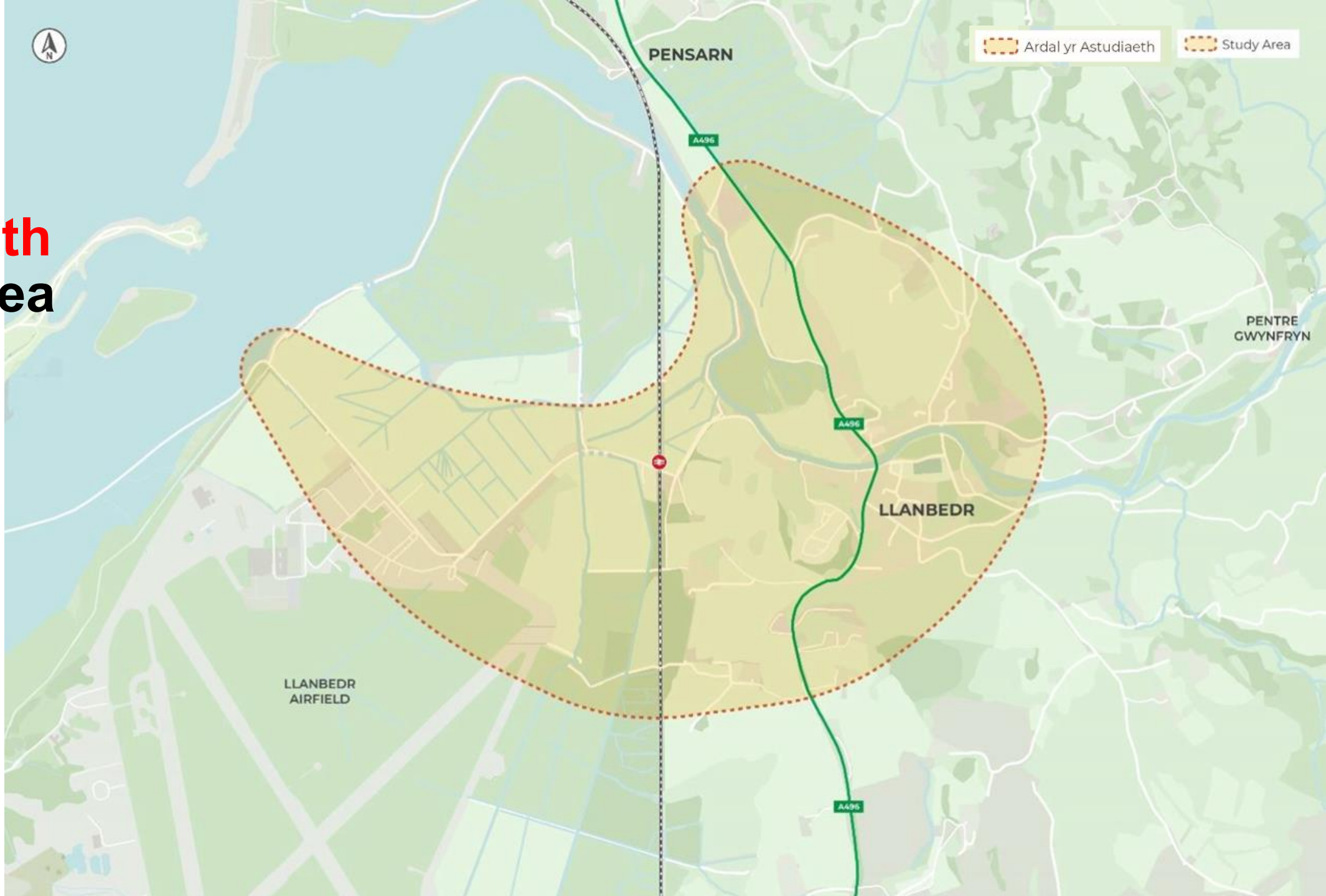


Pwrpas yr Astudiaeth Purpose of The Study

- Mae WSP wedi'u penodi gan Cyngor Gwynedd (CG) i baratoi astudiaeth WelTAG Dau i ymchwilio nifer o ymyriadau trafnidiaeth posib ym mhentref Llanbedr ac o'i gwmpas.
- Cawsom ein penodi ar ôl i arian Llywodraeth Cymru dynnu'n ôl ar gyfer Ffordd Fynediad arfaethedig Llanbedr.
- Gofynnwyd i ni ailystyried y materion yn Llanbedr a pha fesurau sydd eu hangen i fynd i'r afael â'r rhain.
- Mae hyn yn cynnwys ystyried ffordd liniaru cyflymder isel i Llanbedr, gan ddilyn yr Adolygiad Ffyrdd.
- WSP have been appointed by Cyngor Gwynedd to prepare a WelTAG Stage Two study in support of investigating several potential transport interventions in and around the village of Llanbedr.
- We were appointed following the withdrawal of Welsh Government funding for the proposed Llanbedr Access Road.
- We have been asked to reconsider the issues in Llanbedr and what measures are required to address these.
- This includes consideration of a potential low-speed relief road of Llanbedr, in line with the Roads Review recommendations.



Ardal yr Astudiaeth Study Area



6 gwrthdrawiad

wedi cofnodi yn Llanbedr o 2018 i 2022.



Cyfradd o **888 bob biliwn o gerbydau'r filltir** o wrthdrawiadau yn Llanbedr i gymharu â 170 i ffyrdd A gwledig nodweddiadol.

Lefelau perchnogaeth ceir yn Llanbedr yn fras yn debyg i ardaloedd gwledig arall, gyda'r ddau yn **uwch nag y lefel cenedlaethol**.



Ceir wedi parcio yn bresennol ar hyd yr A496 drwy'r dydd.

Dim ond **9,782** o deithwyr defnyddiodd gorsaf drenau Llanbedr yn **2022/2023**.



Fe ostyngodd poblogaeth Gwynedd **3.7%** rhwng 2011 a 2021.



70 o adeiladau ac adeiladwaith rhestredig o fewn 2km o Llanbedr.

Galw traffig dyddiol yn ystod diwrnod gwaith ym mis Awst (>5,000 gerbydau) **yn fwy nag 3x** Rhagfyr ac Ionawr (tua 1,600).



Ar gyfartaledd, mae **14% mwy o deithiau o fwy nag 20km i'r gwaith** o Lanbedr, i gymharu â'r cyfartaledd gwledig cenedlaethol.

80% o bobl yn teithio i'r gwaith mewn car preifat. Mae hyn yn uwch nag y cyfartaledd cenedlaethol o 77%, ond yn dipyn llai nag y cyfartaledd i ardaloedd gwledig yng Nghymru (82%).

29% o bobl yn gweithio o adref yn Llanbedr, i gymharu ag 28% ar hyd ardaloedd gwledig yn Gymru.

Mae amseroedd teithio drwy Lanbedr ychydig yn uwch ac yn fwy amrywiol yn ystod Awst. 95ain canradd o amseroedd teithio yn ystod oriau brig yn **fwy na 150e yn Awst**, i gymharu â 100e yn Awst.



Mae'r A496 yn croesi **pont Gradd II dros yr Afon Artro** yn Llanbedr.

Mae'r aneddiadau sy'n amgylchynu Llanbedr **tu hwnt i bellter rhesymol i breswylwyr gerdded**.

6 collisions

recorded in Llanbedr from 2018-2022.



Llanbedr has a collision rate of **888 per billion vehicle miles** compared with 170 for **typical rural A-roads**.

Car ownership levels in Llanbedr are broadly similar to rural areas, with both being **higher than the national level**.



Parked cars are present along the A496 throughout the day.

Only **9,782** passengers used Llanbedr Railway Station in 2022/2023.



The population of Gwynedd declined by **3.7%** between 2011 and 2021.



70 listed buildings and structures within 2km of Llanbedr.

Daily weekday traffic demand in August (>5,000 vehicles) is **more than 3x** December and January (approx. 1,600).



On average, **there are 14% more journeys of more than 20km made to work** from Llanbedr, compared to the national rural average.

80% of people travel by private car to work. This is higher than the national average of 77%, but slightly lower than the average for rural areas in Wales (82%).

29% of people work from home in Llanbedr, compared to 28% across all rural areas in Wales.

Travel times through Llanbedr are slightly higher and **more variable during August**. 95th percentile travel times in peak periods exceed 150s in August, compared with 100s in Autumn.



The A496 crosses a **Grade II listed bridge of the Afon Artro** in Llanbedr.

Surrounding settlements are **beyond a reasonable walking distance** for Llanbedr residents.



Problemau Trafnidiaeth Transport Problems

Diogelwch
Safety

Dibyniaeth ar y Car
Preifat
Reliance on the
Private Car

Mynediad i
Wasanaethau a
Chyflogaeth
Access to Services &
Employment

Gwahanu Cymunedol
a Naws am Le
Community
Severance & Sense
of Place

Yr Economi
Ymwelwyr
The Visitor Economy

Gwydnwch
Resilience

Cyfleoedd Opportunities

Teithio Llesol
Active Travel

Trafnidiaeth
Cyhoeddus
Public Transport

Cyflogaeth (Maes
Awyr Llanbedr)
Employment
(Llanbedr Airfield)

Gwelliannau
Diogelwch
Safety
Improvements

Naws am Le
Sense of Place

Amcanion yr Astudiaeth Study Objectives



Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth
Reduce the need to travel for key services and employment



Gwella diogelwch ar gyfer pob dull trafndiaeth
Improve safety for all transport modes



Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr
Prioritise journeys on-foot and by cycle within Llanbedr village



Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy
Improve access by sustainable modes to and from Llanbedr and areas to the west of the village



Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o 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 effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd
Reduce the impact of the visitor economy on the local road network



Gwella cydnerthedd y rhwydwaith trafndiaeth yn Llanbedr a'r cyffiniau
Improve the resilience of the transport network in and around Llanbedr



Lleihau effaith newid hinsawdd ar y gymuned leol
Reduce the impact of climate change on the local community



Cyngor Gwynedd

ADRODDIAD CAM UN WELTAG
Gwelliannau Trafnidiaeth Llanbedr – Cam Un WeITAG



70115176-WSP-GEN-LBR-RP-TR-0005
RHAGFYR 2024

- Argymhellodd yr astudiaeth y dylid mynd â'r saith Pecyn Opsiwn i Gam 2 i'w datblygu a'u hystyried ymhellach.
- Fodd bynnag, nodwyd nad oes unrhyw Becyn Opsiwn unigol yn bodloni'r holl feini prawf ac felly mae'n debygol y bydd angen cyfuniad o Becynnau Opsiwn er mwyn sicrhau bod yr ateb a ffeirir yn Llanbedr yn gwneud y mwyaf o'i gyfraniad at bolisiau trafndiaeth a'i fanteision i les.



Cyngor Gwynedd

WELTAG STAGE ONE REPORT
Llanbedr Transport Improvements - WeITAG Stage One

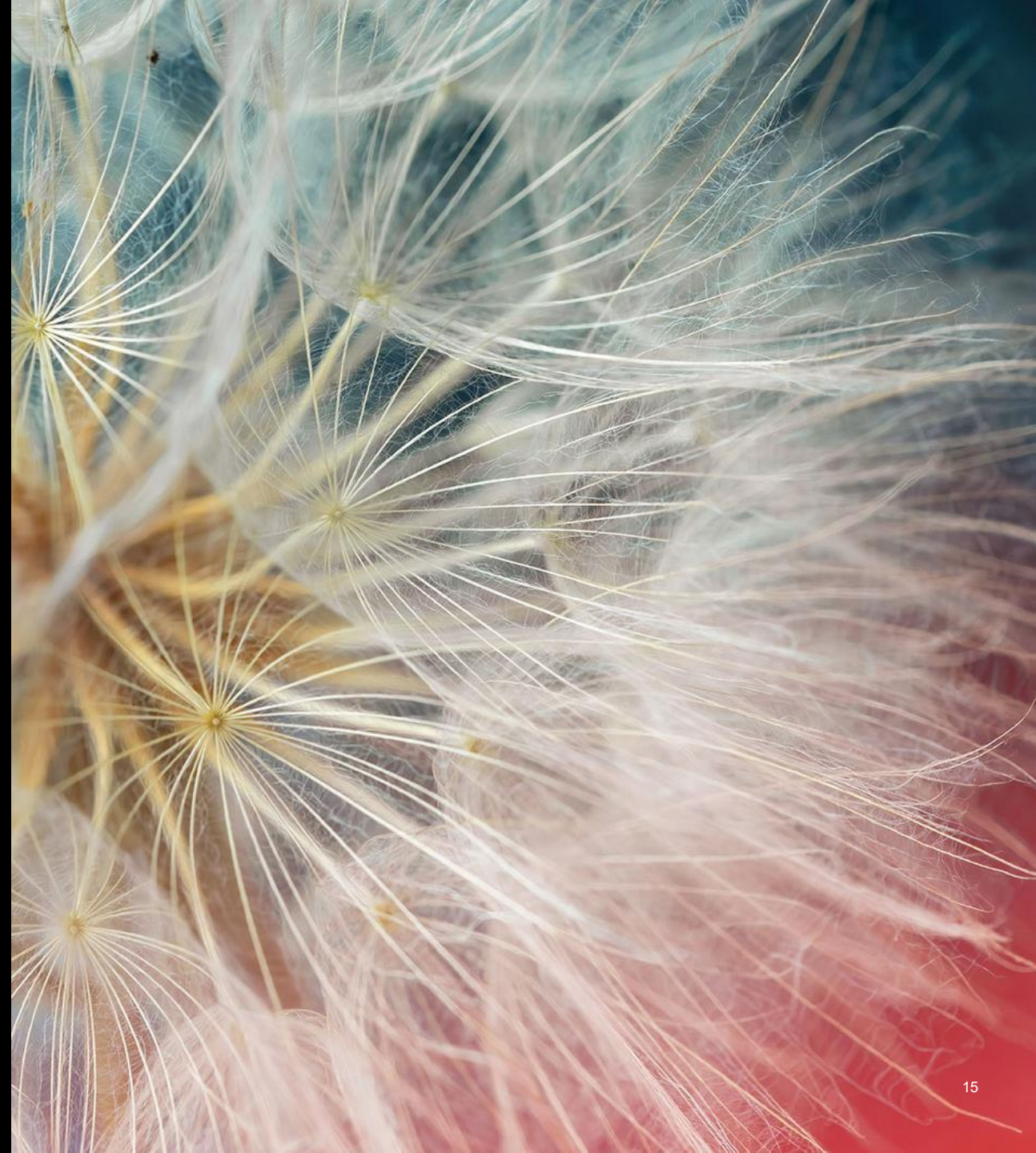


70115176-WSP-GEN-LBR-RP-TR-0005
DECEMBER 2024

- The Stage 1 study recommended that all seven Option Packages should be taken through to Stage 2 for further development and consideration.
- It was however noted that no individual Option Package meets all criteria and therefore a combination of Option Packages will likely be required to ensure that the preferred solution at Llanbedr maximises its contribution to transport policies and its benefits to well-being.

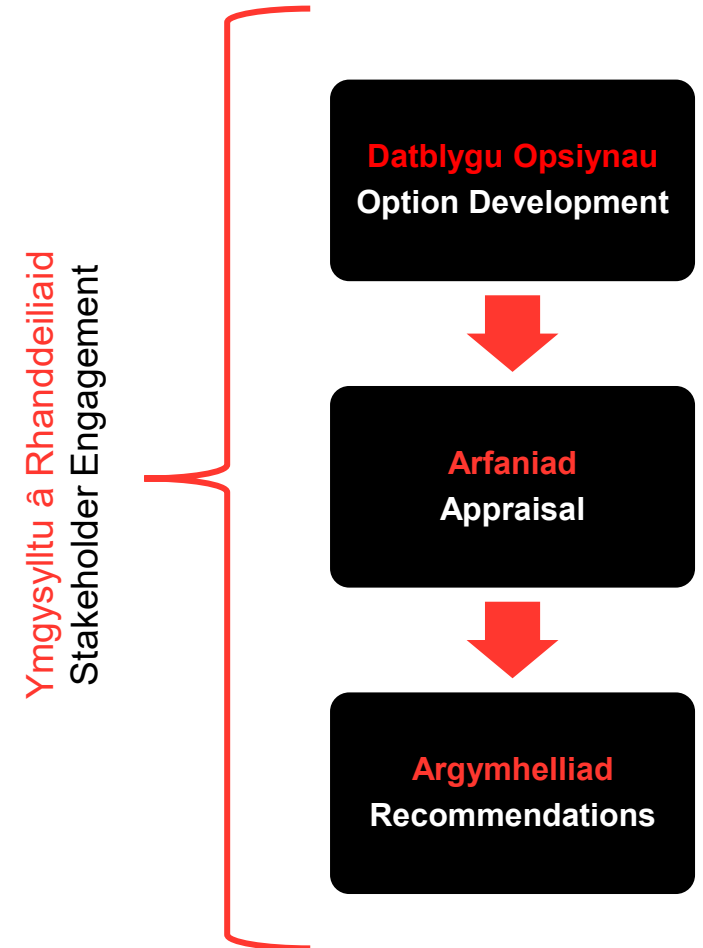


PROSES
WELTAG CAM 2
WELTAG STAGE
2 PROCESS

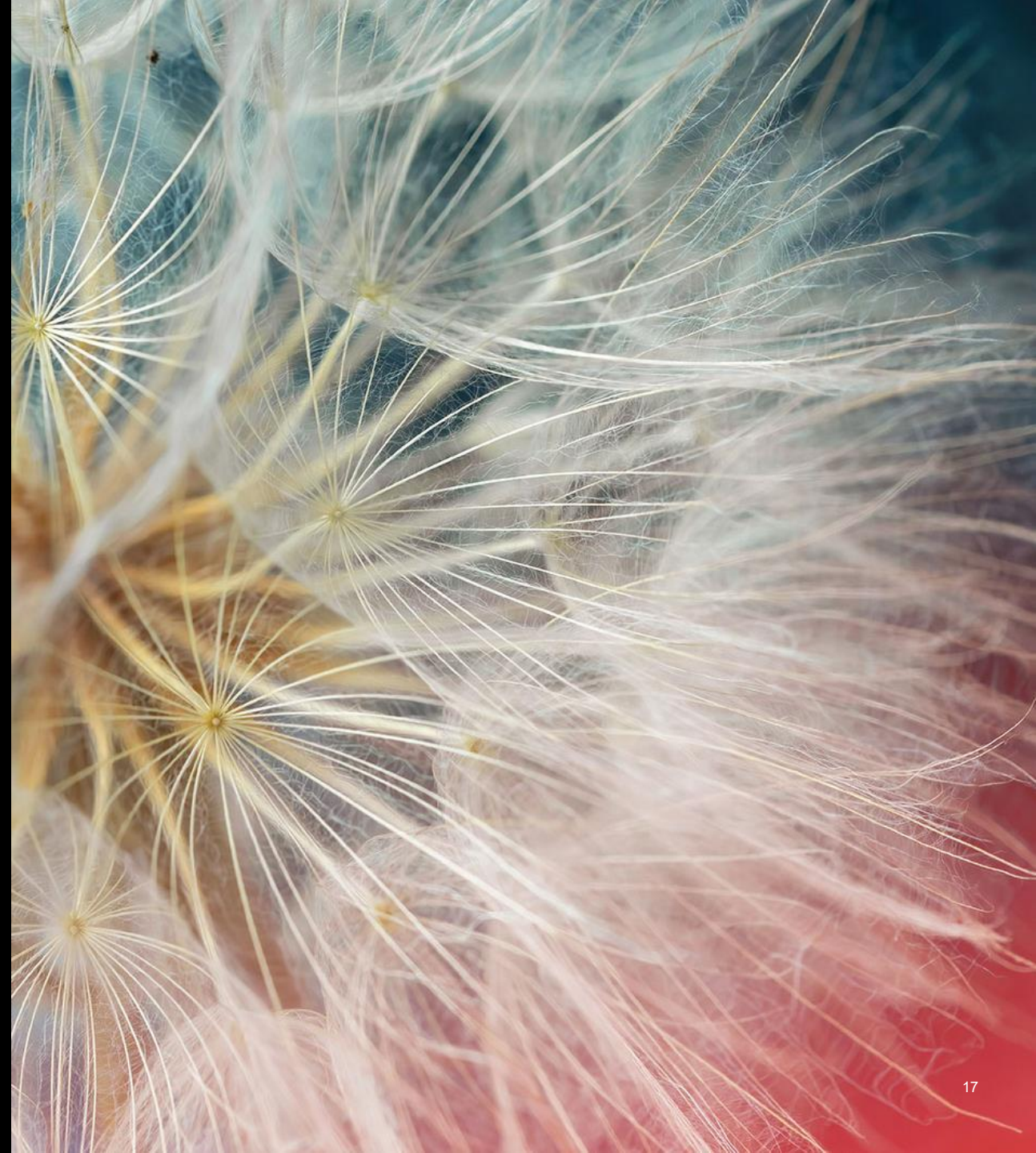


Proses WeITAG Cam 2 WeITAG Stage 2 Process

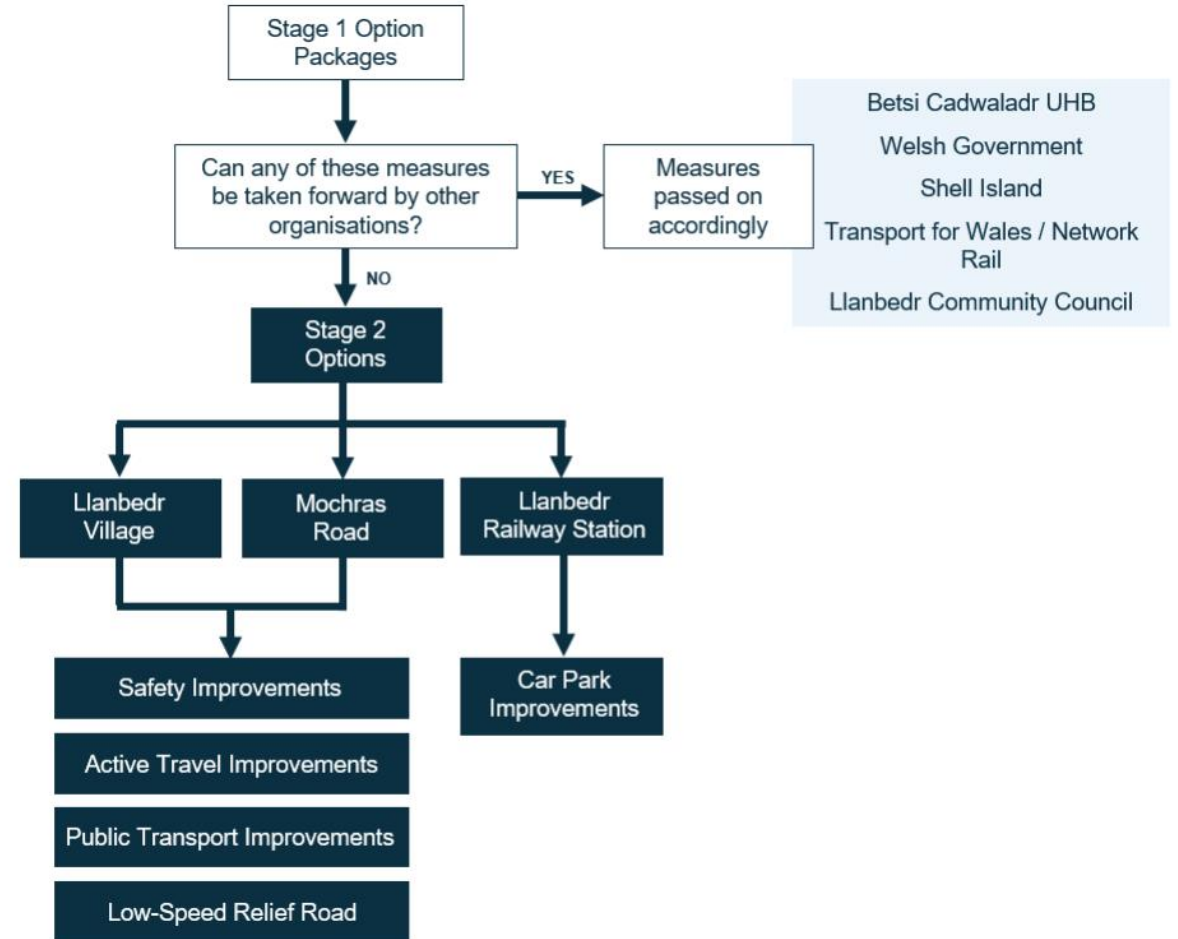
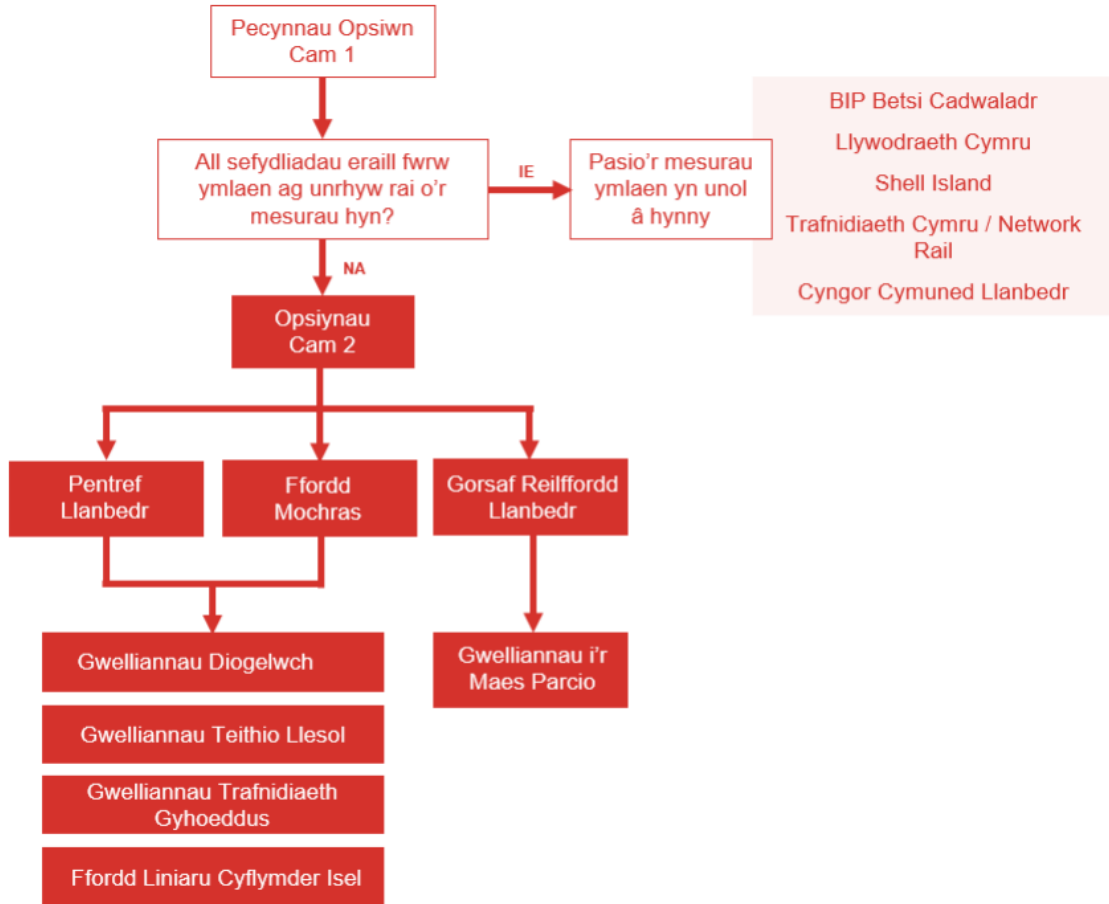
- Pwrpwas ein gwaith eleni yw datblygu astudiaeth Cam 2 WeITAG. The purpose of our work this year has been to progress the WeITAG Stage 2 study.
- Y bwriad yw argymhell cynllun dewisol i'w weithredu. The aim is to provide a recommendation of a preferred scheme to be taken forward to implementation.
- Dangosir proses eang astudiaeth Cam 2 WeITAG i'r dde – datblygu opsiynau, gwerthuso, argymhellion ac ymgysylltu â rhanddeiliaid / y cyhoedd drwyddi draw. The broad process of the WeITAG Stage 2 study is shown to the right – option development, appraisal, recommendations and stakeholder / public engagement throughout.



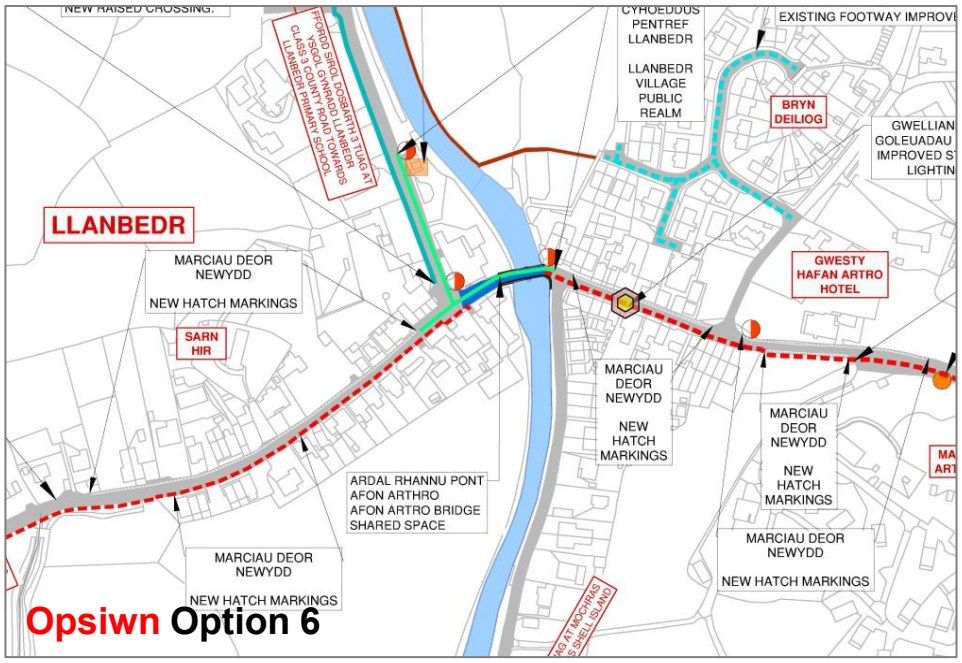
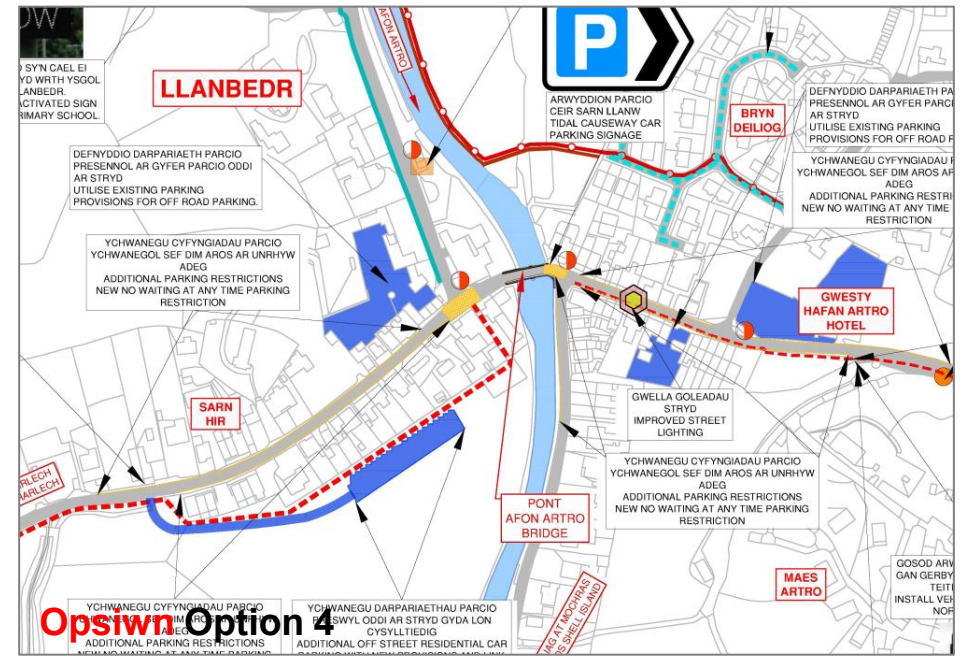
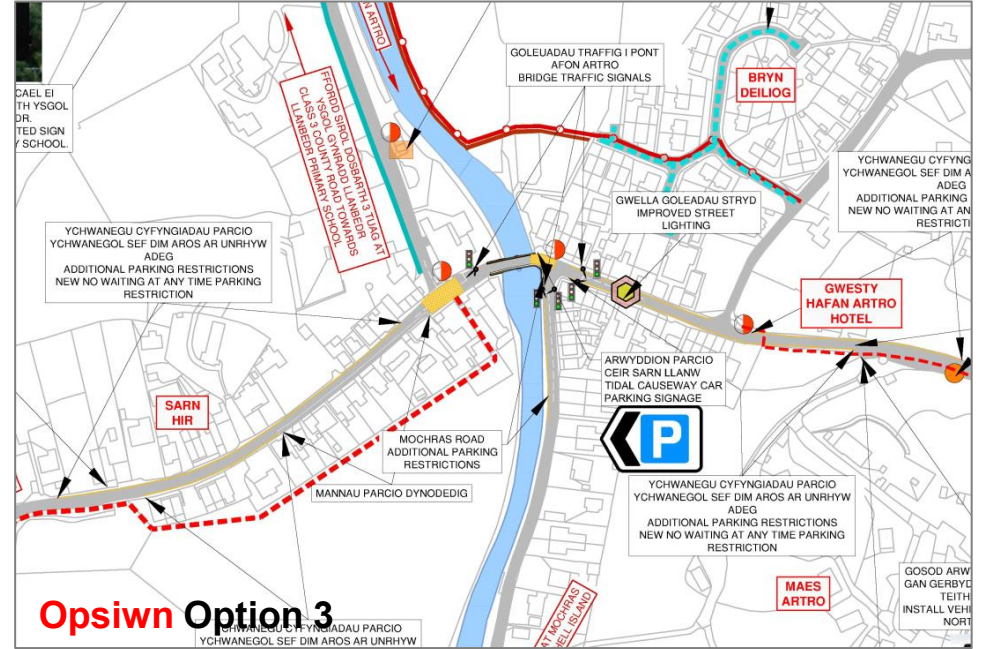
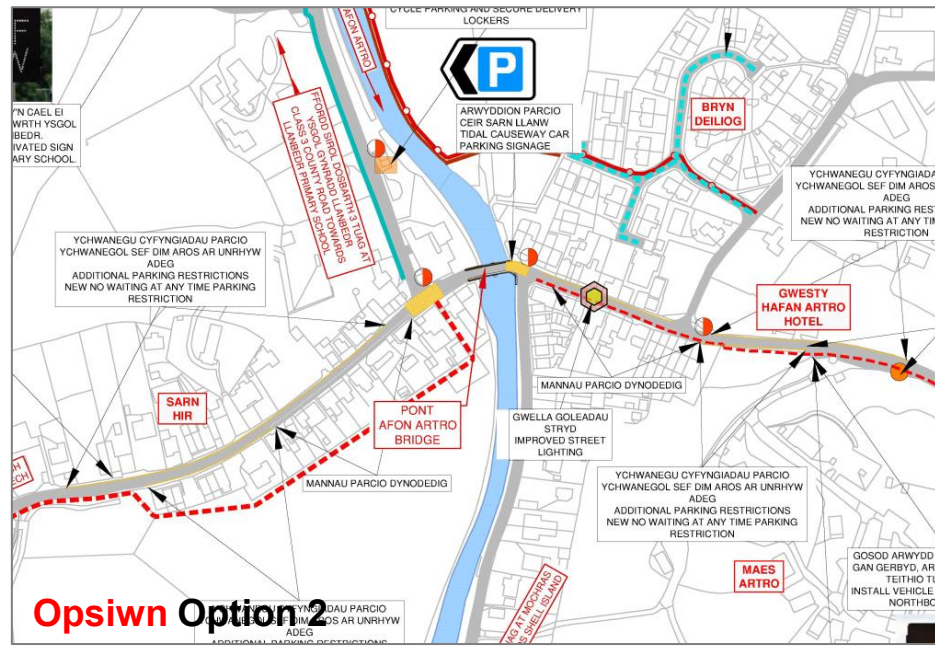
OPSIYNAU OPTIONS

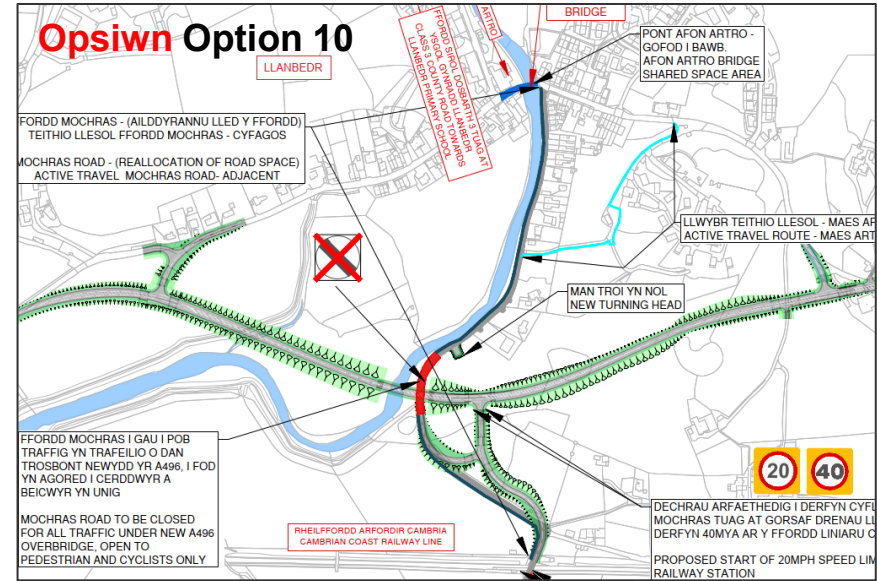
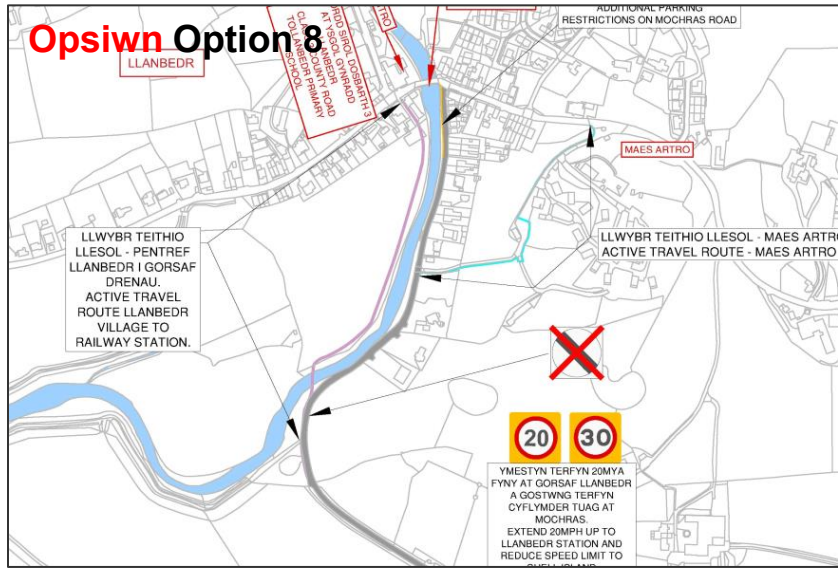


Datblygu Opsiynau Option Development



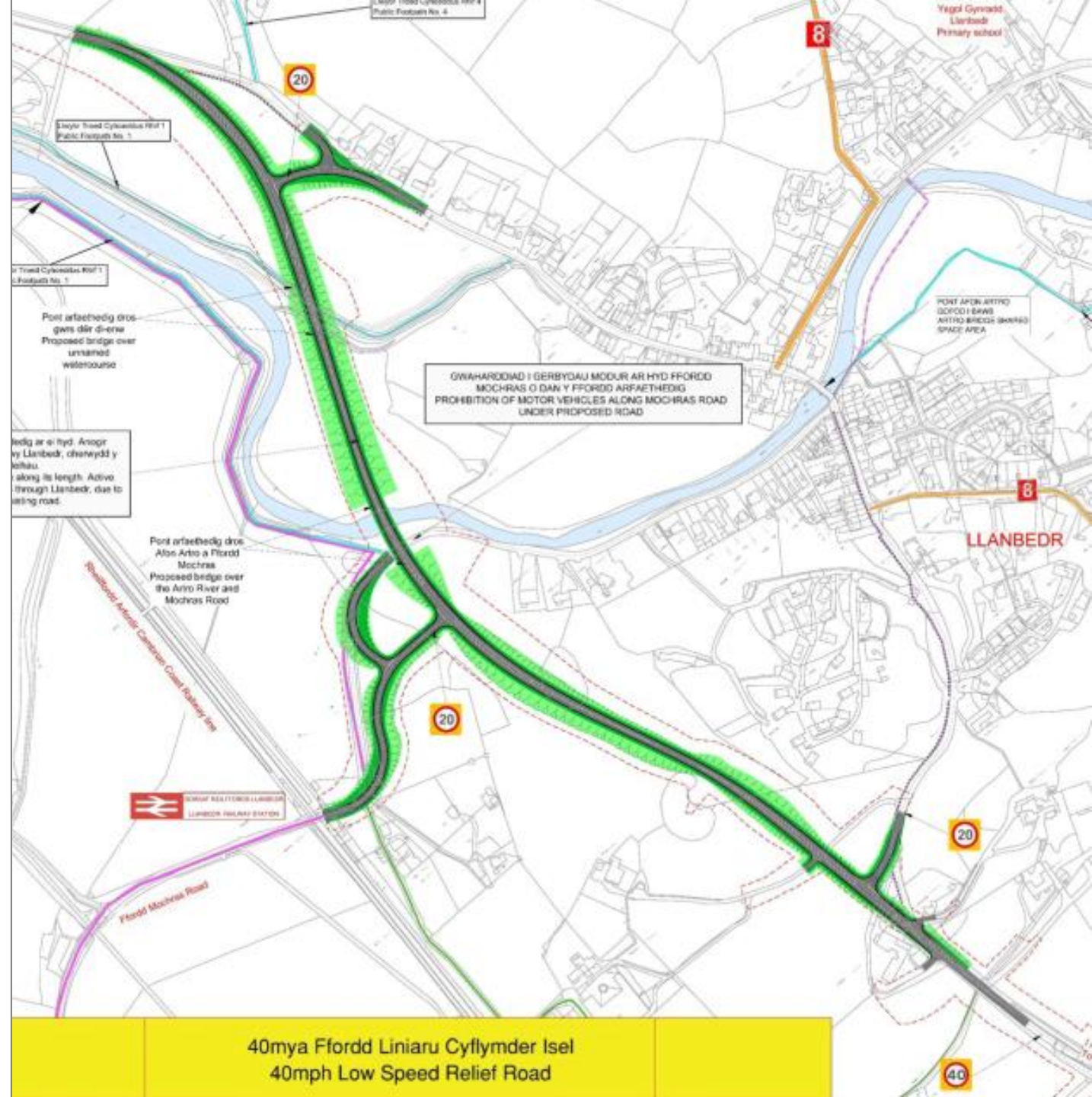
1. **Pentref Llanbedr:** Gwelliannau diogelwch.
 2. **Pentref Llanbedr:** Gwelliannau diogelwch, teithio llesol a thrafnidiaeth gyhoeddus.
 3. **Pentref Llanbedr:** Gwelliannau diogelwch, teithio llesol, trafndiaeth gyhoeddus a signalau traffig.
 4. **Pentref Llanbedr:** Gwelliannau diogelwch, teithio llesol, trafndiaeth gyhoeddus a pharcio oddi ar y stryd.
 5. **Pentref Llanbedr:** Gwelliannau diogelwch a ffordd liniaru cyflymder isel.
 6. **Pentref Llanbedr:** Gwelliannau diogelwch, teithio llesol, trafndiaeth gyhoeddus a ffordd liniaru cyflymder isel.
 7. **Ffordd Mochras:** Gwelliannau diogelwch.
 8. **Ffordd Mochras:** Gwelliannau diogelwch a theithio llesol.
 9. **Ffordd Mochras:** Gwelliannau diogelwch a ffordd liniaru cyflymder isel.
 10. **Ffordd Mochras:** Gwelliannau diogelwch, teithio llesol a ffordd liniaru cyflymder isel.
 11. **Gorsaf Reilffordd Llanbedr:** Gwelliannau i'r maes parcio presennol (gellir ei ddatblygu gyda ffordd liniaru cyflymder isel neu hebddi).
 12. **Gorsaf Reilffordd Llanbedr:** Maes parcio newydd (gellir ei ddatblygu gyda ffordd liniaru cyflymder isel neu hebddi).
1. **Llanbedr Village:** Safety improvements.
 2. **Llanbedr Village:** Safety, active travel & public transport improvements.
 3. **Llanbedr Village:** Safety, active travel, public transport improvements & traffic signals.
 4. **Llanbedr Village:** Safety, active travel, public transport improvements & off-street parking.
 5. **Llanbedr Village:** Safety improvements & a low-speed relief road.
 6. **Llanbedr Village:** Safety, active travel, public transport improvements & a low-speed relief road.
 7. **Mochras Road:** Safety improvements.
 8. **Mochras Road:** Safety & active travel improvements.
 9. **Mochras Road:** Safety improvements & a low-speed relief road.
 10. **Mochras Road:** Safety, active travel improvements & a low-speed relief road.
 11. **Llanbedr Railway Station:** Improvements to the existing car park (with or without a low-speed relief road).
 12. **Llanbedr Railway Station:** New car park (with or without a low-speed relief road).





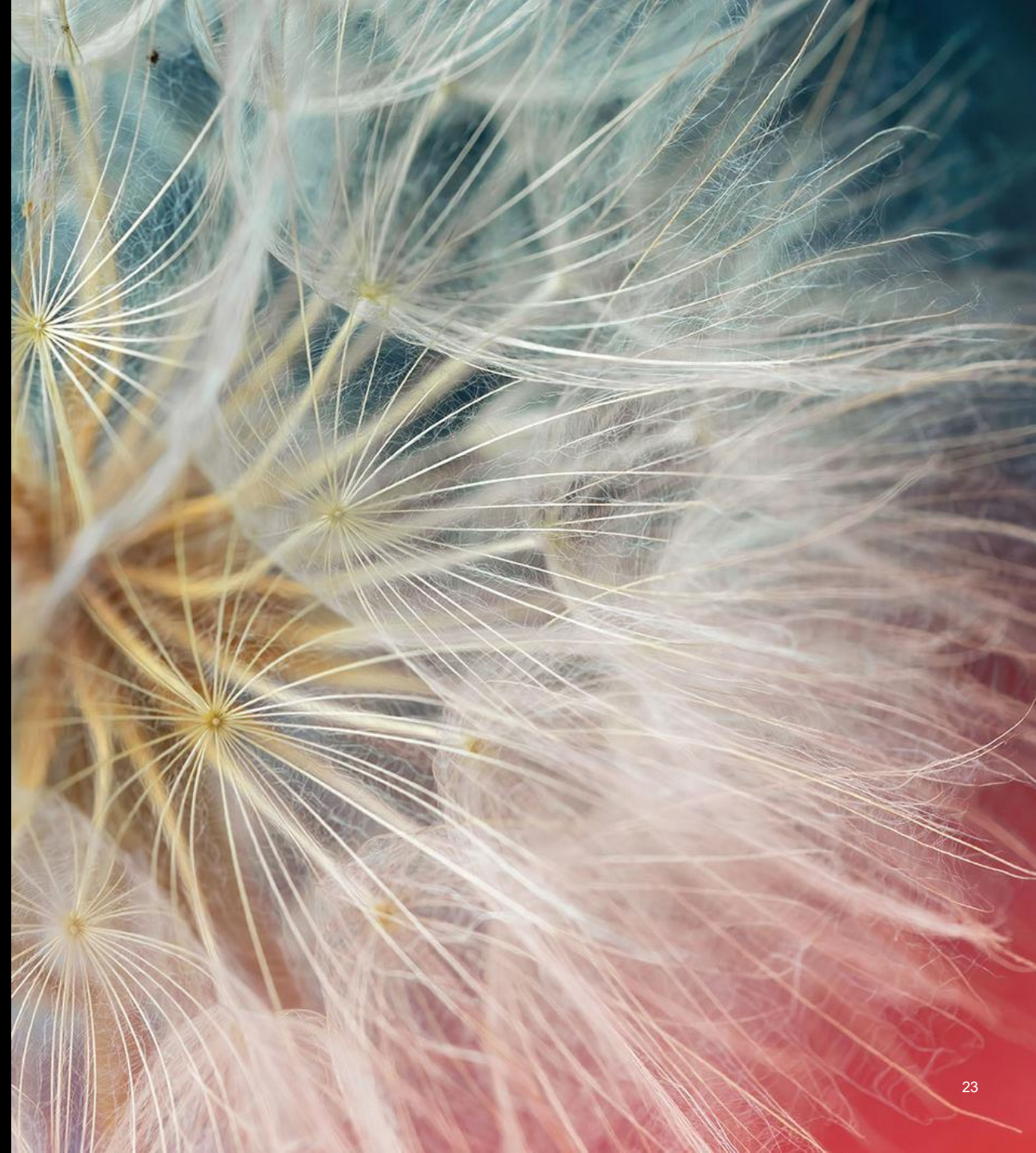
Ffordd Liniaru Cyflymder Isel Low-Speed Relief Road

- Nododd y dadansoddiad a gynhaliwyd yng Ngham 1 mai aliniad i'r gorllewin o Lanbedr yw'r llwybr mwyaf addas ar gyfer ffordd liniaru cyflymder isel. The analysis undertaken at Stage 1 identified that an alignment to the West of Llanbedr is the most suitable route for a low-speed relief road.
- Hefyd yn asesu a fyddai cyflymder dyluniad o 30mya neu 40mya yn fwy priodol, gan ddod i'r casgliad mai'r cyflymder dyluniad a ffeirir yw 40mya. Also assessed whether the design speed of 30mph or 40mph would be more appropriate, concluding that the preferred design speed is 40mph.





Y DULL GWERTHUSO APPRAISAL APPROACH





Amcanion yr Astudiaeth Study Objectives

Lleoliad Location	Rhif yr opsiwn Option No.	Disgrifiad o'r opsiwn Option Description	CI LSRR	1 – Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyfogaeth 1 – Reduce the need to travel for key services and employment	2 – Gwella diogelwch ar gyfer pob modd teithio 2 – Improve safety for all transport modes	3 – Blaenoriaethu teithiau ar droed ac ar feic o fewn pentref Llanbedr 3 – Prioritise journeys on-foot and by cycle within Llanbedr village	4 – Gwella mynediad drwy foddau cynaliadwy i Lanbedr ac ardaloedd l'r gorllewin o'r pentref ac oddi yno 4 – Improve access by sustainable modes to and from Llanbedr and areas to the west of the village
Pentref Llanbedr Llanbedr Village	1	Gwelliannau diogelwch Safety improvements	Heb Ffordd Liniaru CI Without LSRR	0	+	0	0
	2	Gwelliannau diogelwch, teithio llesol a thrafnidiaeth gyhoeddus Safety, active travel and public transport improvements		+	+	+	+
	3	Gwelliannau diogelwch, teithio llesol, trafndiaeth gyhoeddus a signalau traffig Safety, active travel, public transport improvements and traffic signals		+	+	+	+
	4	Gwelliannau diogelwch, teithio llesol, trafndiaeth gyhoeddus a pharcio oddi ar y stryd Safety, active travel, public transport improvements and off-street parking		+	+	+	+
	5	Gwelliannau diogelwch Safety improvements	Gyda Ffordd Liniaru CI With LSRR	0	+++	0	+
	6	Gwelliannau diogelwch, teithio llesol, trafndiaeth cyhoeddus Safety, active travel, public transport improvements	+	+++	+++	+++	
Ffordd Mochras Mochras Road	7	Gwelliannau diogelwch Safety improvements	Heb Ffordd Liniaru CI Without LSRR	0	+	0	0
	8	Gwelliannau diogelwch a theithio llesol Safety and active travel improvements		0	+	0	++
	9	Gwelliannau diogelwch Safety improvements	Gyda Ffordd Liniaru CI With LSRR	0	++	0	+
	10	Gwelliannau Diogelwch a theithio llesol Safety and active travel improvements		0	++	0	+++
Gorsaf Reilffordd Llanbedr Railway Station	11	Gwelliannau i'r Maes Parcio Presennol Improvements to Existing Car Park	Heb a gyda Ffordd Liniaru CI Without and with LSRR	0	0	0	++
	12	Maes Parcio Newydd New Car Park		0	0	0	++



Amcanion yr Astudiaeth Study Objectives

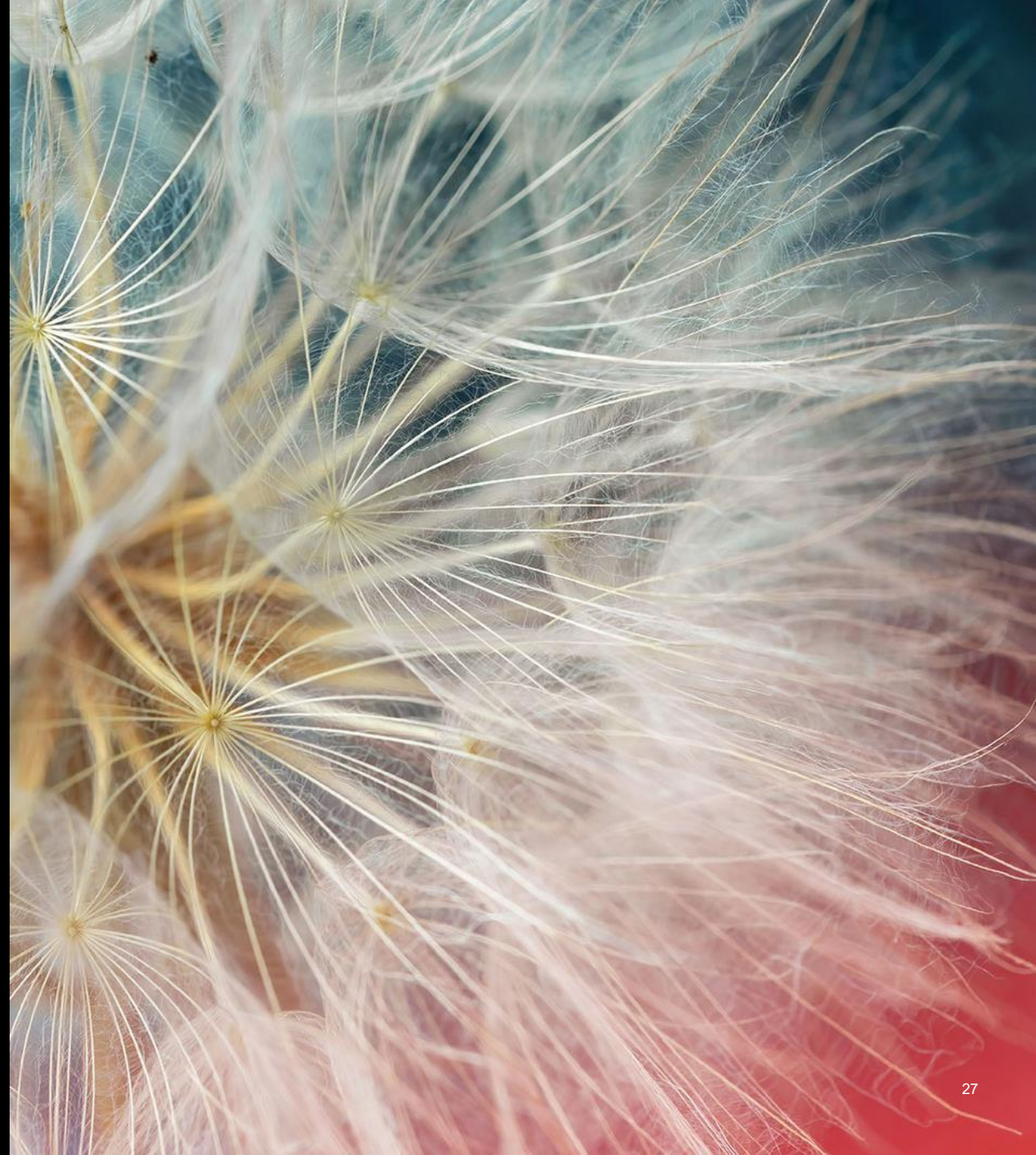
Lleoliad Location	Rhif yr opsiwn Option No.	Disgrifiad o'r opsiwn Option Description	CI LSRR	5 – Gwella'r amgylchedd adeiledig i wella'r ymdeimlad o le a chyfrannu tuag at egni'r pentref 5 – Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village	6 – Lleihau'r effaith ar yr economi ymwelwyr ar y rhwydwaith ffyrdd lleol 6 – Reduce the impact of the visitor economy on the local road network	7 – Gwella cydnerthedd y rhwydwaith trafnidiaeth yn Llanbedr ac o'i gwmpas 7 – Improve the resilience of the transport network in and around Llanbedr	8 – Lleihau effaith newid hinsawdd ar y gymuned leol 8 – Reduce the impact of climate change on the local community
Pentref Llanbedr Llanbedr Village	1	Gwelliannau diogelwch Safety improvements	Heb Ffordd Liniaru CI Without LSRR	0	-	0	0
	2	Gwelliannau diogelwch, teithio llesol a thrafnidiaeth gyhoeddus Safety, active travel and public transport improvements		+	-	+	-
	3	Gwelliannau diogelwch, teithio llesol, trafnidiaeth gyhoeddus a signalau traffig Safety, active travel, public transport improvements and traffic signals		+	-	++	-
	4	Gwelliannau diogelwch, teithio llesol, trafnidiaeth gyhoeddus a pharcio oddi ar y stryd Safety, active travel, public transport improvements and off-street parking		+	-	+	-
	5	Gwelliannau diogelwch Safety improvements	Gyda Ffordd Liniaru CI With LSRR	++	++	+++	0
	6	Gwelliannau diogelwch, teithio llesol, trafnidiaeth cyhoeddus Safety, active travel, public transport improvements	+++	++	+++	0	
Ffordd Mochras Mochras Road	7	Gwelliannau diogelwch Safety improvements	Heb Ffordd Liniaru CI Without LSRR	0	-	0	0
	8	Gwelliannau diogelwch a theithio llesol Safety and active travel improvements		0	-	0	0
	9	Gwelliannau diogelwch Safety improvements	Gyda Ffordd Liniaru CI With LSRR	+	++	+++	0
	10	Gwelliannau Diogelwch a theithio llesol Safety and active travel improvements		+	++	+++	0
Gorsaf Reilffordd Llanbedr Railway Station	11	Gwelliannau i'r Maes Parcio Presennol Improvements to Existing Car Park	Heb a gyda Ffordd Liniaru CI Without and with LSRR	0	+	0	0
	12	Maes Parcio Newydd New Car Park		0	+	0	-



Llesiant Well-Being

Lleoliad Location	Rhif yr opsiwn Option No.	Disgrifiad o'r opsiwn Option Description	CI LSRR	Pobl a Chymunedau People & Communities	Amgylchedd Environment	Economi a Lleoedd Economy & Places	Diwylliant a'r Gymraeg Culture & Welsh Language
Pentref Llanbedr Llanbedr Village	1	Gwelliannau diogelwch Safety improvements	Heb Ffordd Liniaru CI Without LSRR	0	0	0	0
	2	Gwelliannau diogelwch, teithio llesol a thrafnidiaeth gyhoeddus Safety, active travel and public transport improvements		+	0	+	+
	3	Gwelliannau diogelwch, teithio llesol, trafndiaeth gyhoeddus a signalau traffig Safety, active travel, public transport improvements and traffic signals		+	+	+	+
	4	Gwelliannau diogelwch, teithio llesol, trafndiaeth gyhoeddus a pharcio oddi ar y stryd Safety, active travel, public transport improvements and off-street parking		+	+	+	+
	5	Gwelliannau diogelwch Safety improvements	Gyda Ffordd Liniaru CI With LSRR	++	-	+	0
	6	Gwelliannau diogelwch, teithio llesol, trafndiaeth cyhoeddus Safety, active travel, public transport improvements	+++	-	++	+	
Ffordd Mochras Mochras Road	7	Gwelliannau diogelwch Safety improvements	Heb Ffordd Liniaru CI Without LSRR	+	0	0	0
	8	Gwelliannau diogelwch a theithio llesol Safety and active travel improvements		+	0	+	+
	9	Gwelliannau diogelwch Safety improvements	Gyda Ffordd Liniaru CI With LSRR	++	-	+	0
	10	Gwelliannau Diogelwch a theithio llesol Safety and active travel improvements		++	-	++	+
Gorsaf Reilffordd Llanbedr Railway Station	11	Gwelliannau i'r Maes Parcio Presennol Improvements to Existing Car Park	Heb a gyda Ffordd Liniaru CI Without and with LSRR	+	0	0	+
	12	Maes Parcio Newydd New Car Park	+	0	0	+	

YMGYSYLLTU Â RHANDDEILIAID STAKEHOLDER ENGAGEMENT



Mae'r astudiaeth hon wedi'i llywio gan ymgysylltu â rhanddeiliaid allweddol a'r cyhoedd. Mae'r gweithgareddau ymgysylltu allweddol a gynhaliwyd wedi'u nodi fel a ganlyn:

- **Ymgysylltu â'r cyhoedd**
- **Adborth ysgrifenedig**
- **Ymgysylltu uniongyrchol â rhanddeiliaid**
- **Diweddariadau cylchlythyr**

This study has been informed by engagement with key stakeholders and the public. The key engagement activities undertaken are set out as follows:

- **Public Engagement**
- **Written Feedback**
- **Direct engagement with stakeholders**
- **Newsletter updates**

Arolwg

- 77% gytundeb ag amcanion y prosiect.
- Mae mwyafrif sylweddol o'r ymatebwyr - 80% - yn credu bod angen gwelliannau i'r A496 a'r rhwydwaith ffyrdd lleol
- 85% o blaid ffordd liniaru cyflymder isel, ac 80% o blaid terfyn cyflymder 40mya ar hyd y ffordd liniaru cyflymder isel arfaethedig.
- Mae'r mwyafrif o'r ymatebwyr yn gwrthwynebu cau Pont Afon Artro i gerbydau modur, gyda 61% yn mynegi anghytuno â'r cynnig.
- O ran cau Ffordd Mochras i gerbydau modur, roedd 55% o'r ymatebwyr o blaid hyn ac roedd 45% nad oeddynt yn cefnogi hyn.

Opsiwn a Ffefrir

- Yr opsiwn mwyaf poblogaidd oedd Opsiwn 5, a ffafriwyd gan 44% o'r ymatebwyr, ac yna Opsiwn 6, a ffafriwyd gan 40%.
- Ar gyfer Ffordd Mochras, Opsiwn 9 a 10 (gyda ffordd liniaru cyflymder isel) - cefnogaeth 38% a 35% yn y drefn honno.
- Mewn cyferbyniad, Opsiwn 7 ac 8 (heb ffordd liniaru cyflymder isel) oedd y lleiaf ffafriol, gyda dim ond 9% a 7% o gefnogaeth.
- Roedd 57% o'r ymatebwyr yn cefnogi Opsiwn 12 a 55% o blaid Opsiwn 11.
- Roedd opsiwn ar gyfer y ffordd liniaru cyflymder isel yn unig (Opsiwn 0). Derbyniodd hyn gefnogaeth o 35%.

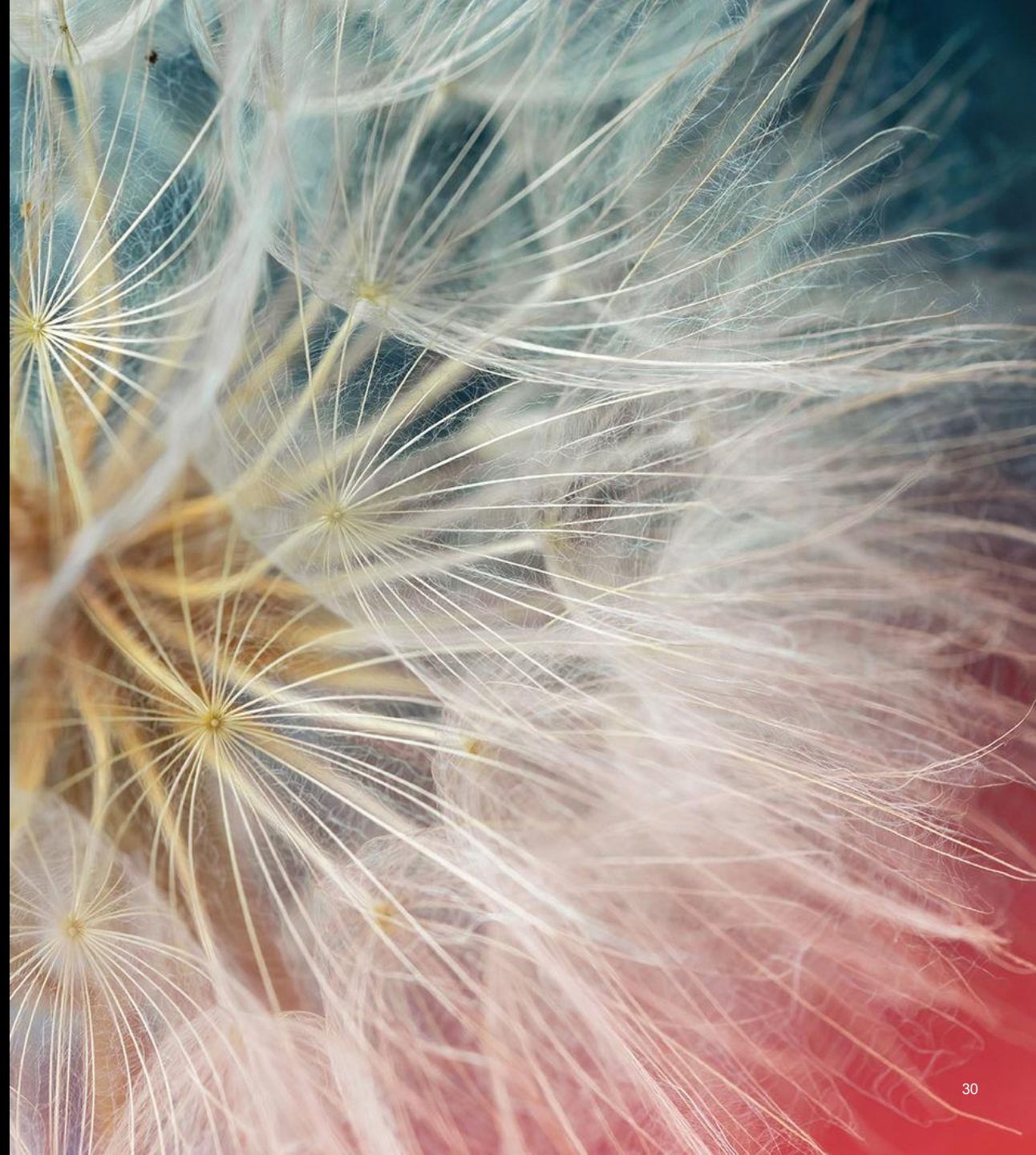
Survey

- 77% expressed agreement with the project's objectives.
- A significant majority of respondents - 80% - believe that improvements are needed to the A496 and the local road network.
- 85% in support of a low-speed relief road, and 80% in support of a 40mph speed limit along the proposed low-speed relief road.
- The majority of respondents are opposed to closing the Artro River Bridge to motor vehicles, with 61% expressing disagreement with the proposal.
- Regarding the closure of Mochras Road to motor vehicles, 55% of respondents were in favour of this and 45% not in support.

Preferred Option

- The most popular option was Option 5, favoured by 44% of respondents, followed by Option 6, favoured by 40%.
- For Mochras Road, Option 9 and 10 (with low-speed relief road) - 38% and 35% support respectively.
- By contrast, Option 7 and 8 (without low-speed relief road) were the least favoured, with only 9% and 7% support.
- 57% support for Option 12 and 55% for Option 11.
- There was an option for the low-speed relief road alone (Option 0). This received 35% support.

FFORDDIADYWEDD AFFORDABILITY



Amcangyfrifon o Gostau Cost Estimates (Q1 2025)

Opsiwn Option	Disgrifiad o'r Opsiwn Option Description	Amcangyfrif on o Gostau Estimated Cost
1	Pentref Llanbedr: Gwelliannau diogelwch Llanbedr Village: Safety improvements	£67,415
2	Pentref Llanbedr: Gwelliannau diogelwch, teithio llesol & thrafnidiaeth gyhoeddus Llanbedr Village: Safety, active travel & public transport improvements	£6,328,536
3	Pentref Llanbedr: Gwelliannau diogelwch, teithio llesol, trafndiaeth gyhoeddus & signalau traffig Llanbedr Village: Safety, active travel, public transport improvements & traffic signals.	£6,642,655
4	Pentref Llanbedr: Gwelliannau diogelwch, teithio llesol, trafndiaeth gyhoeddus & pharcio oddi ar y stryd Llanbedr Village: Safety, active travel, public transport improvements & off-street parking	£9,013,867
5	Pentref Llanbedr: Gwelliannau diogelwch & ffordd liniaru cyflymder isel. Llanbedr Village: Safety improvements & a low-speed relief road.	£39,498,511
6	Pentref Llanbedr: Gwelliannau diogelwch, teithio llesol, trafndiaeth gyhoeddus & ffordd liniaru cyflymder isel. Llanbedr Village: Safety, active travel, public transport improvements & a low-speed relief road.	£46,776,829
7	Ffordd Mochras: Gwelliannau diogelwch Mochras Road: Safety improvements	£70,512
8	Ffordd Mochras: Gwelliannau diogelwch a theithio llesol Mochras Road: Safety and active travel improvements	£5,123,981
9	Ffordd Mochras: Gwelliannau diogelwch a ffordd liniaru cyflymder isel Mochras Road: Safety improvements & a low-speed relief road.	£39,517,796
10	Ffordd Mochras: Gwelliannau diogelwch, teithio llesol & ffordd liniaru cyflymder isel Mochras Road: Safety, active travel improvements & a low-speed relief road.	£44,106,502
11	Gorsaf Reilffordd Llanbedr: Gwelliannau i'r Maes Parcio Presennol Llanbedr Railway Station: Improvements to the existing car park.	£1,463,903
12	Gorsaf Reilffordd Llanbedr: Maes Parcio Newydd Llanbedr Railway Station: New car park.	£1,811,928

Ffynonellau a Dyrannu Cyllid

Funding Allocation & Sources

Mae'n debygol y bydd angen cyllid o nifer o wahanol ffynonellau.

Oherwydd costau amcangyfrifedig nifer o'r opsiynau a ystyrir, y brif ffynhonnell ariannu fyddai **Llywodraeth Cymru** naill ai drwy gyllid cyfalaf uniongyrchol neu drwy **Gyd-bwyllgor Corfforedig Gogledd Cymru** a'r Cynllun Trafnidiaeth Rhanbarthol.

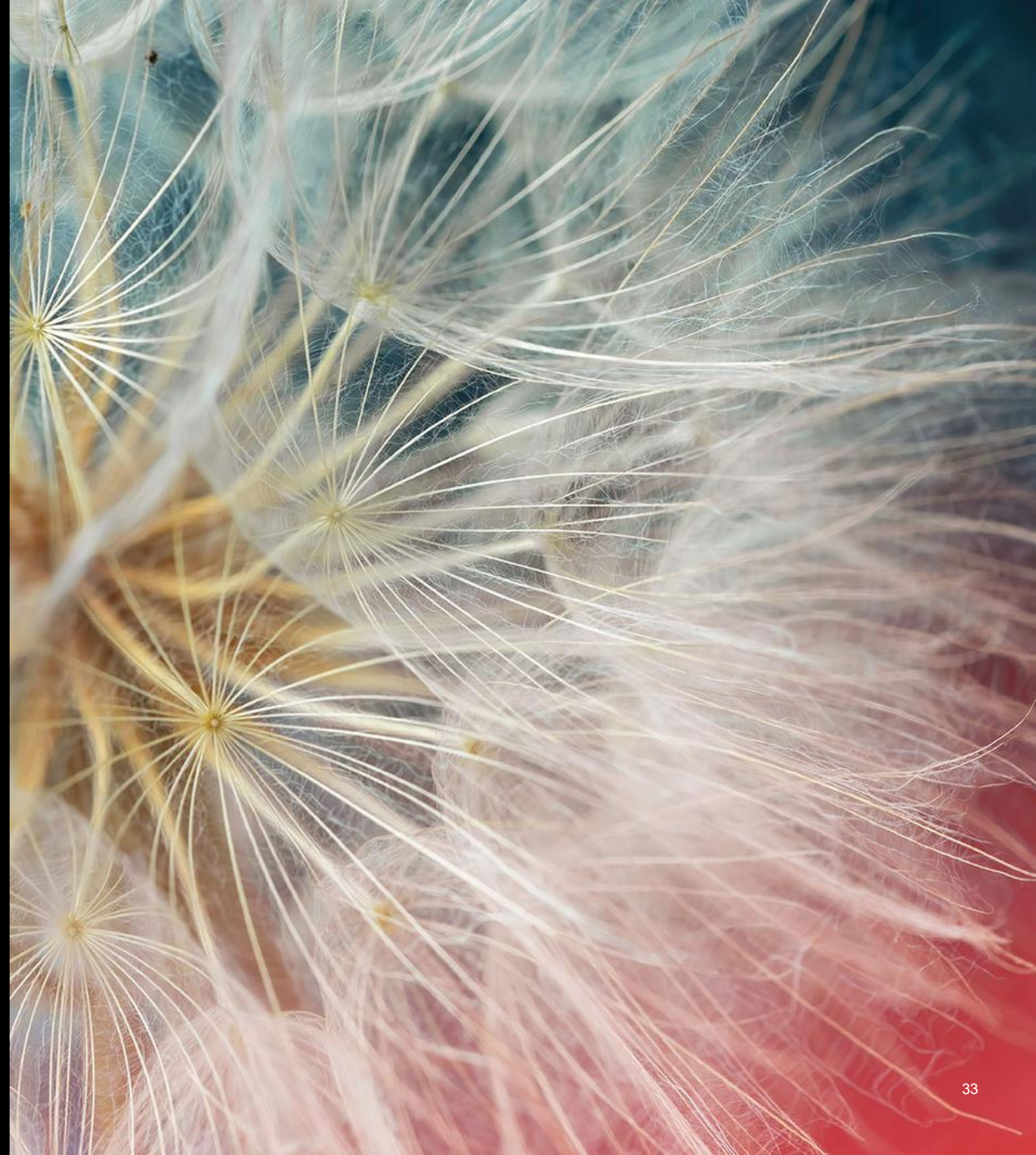
Mae hyd at £540,000 ar gael ar gyfer y flwyddyn ariannol Ebrill 2025 – Mawrth 2026, yn dilyn cais llwyddiannus i gronfa Trafnidiaeth Leol Llywodraeth Cymru, i gynnal astudiaeth Cam 3 WeITAG.

It is likely that funding from a number of different sources will be required.

Due to the estimated costs of several of the options considered, the primary source of funding would **be Welsh Government** either via direct Capital funding or through the **North Wales Corporate Joint Committee** and the **Regional Transport Plan**.

Up to £540,000 has been made available for the financial year April 2025 – March 2026, following a successful application to the Welsh Government Local Transport fund, to undertake a WeITAG Stage 3 study.

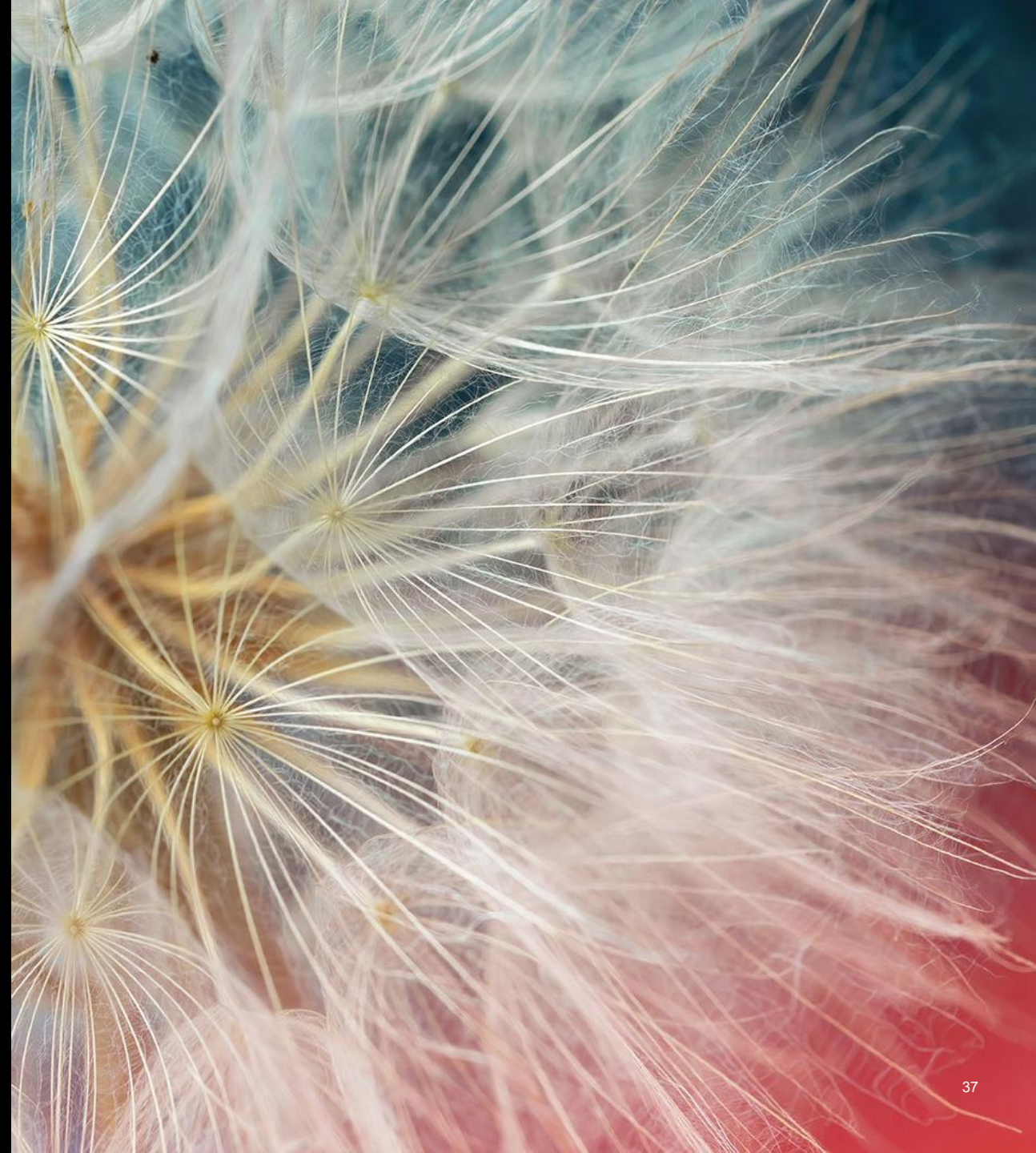
ARGYMHELLION RECOMMENDATIONS



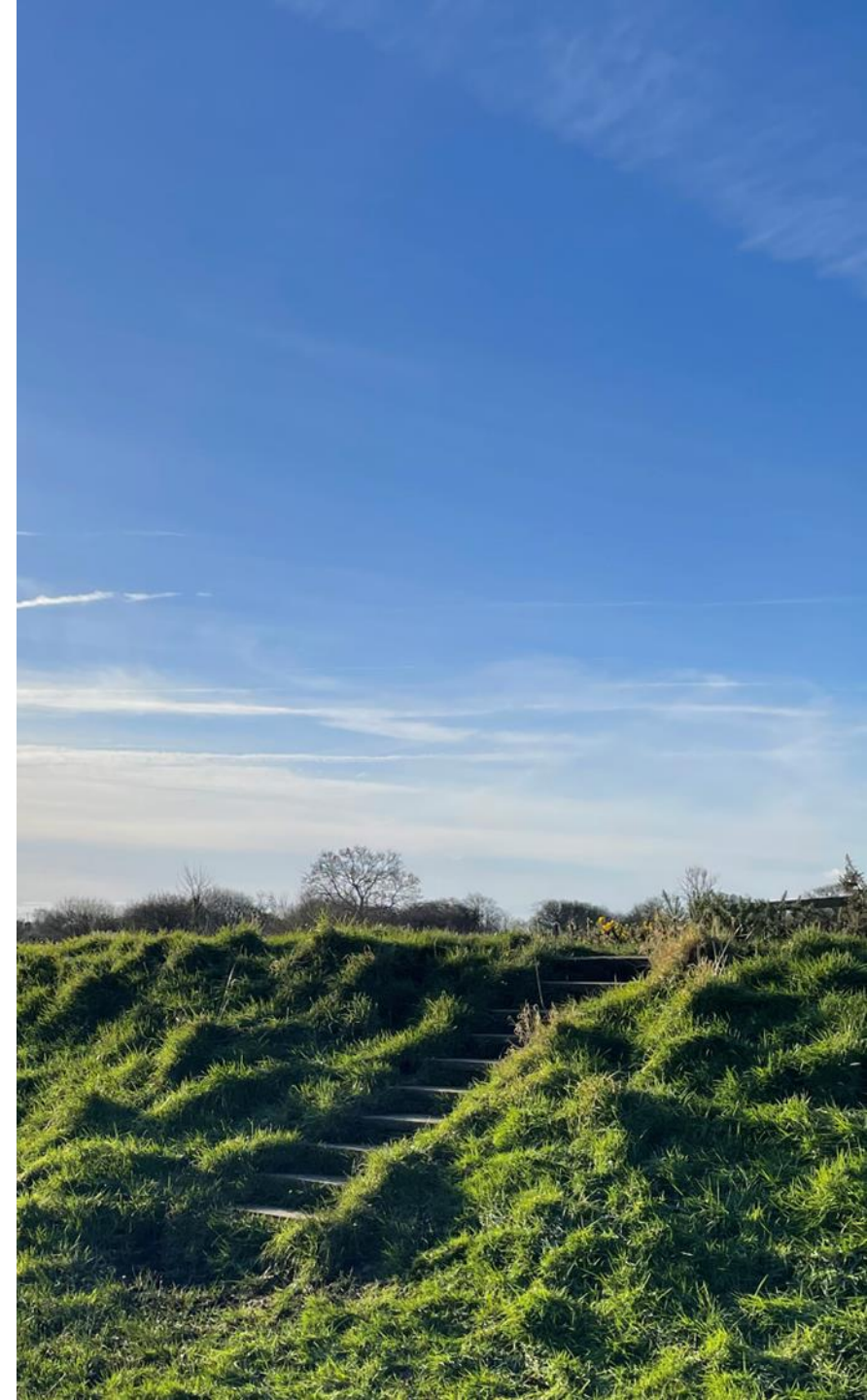
- Mae arfarniad WelTAG wedi dangos mai'r opsiynau sy'n perfformio orau yw'r rhai sy'n cyfuno ffordd liniaru cyflymder isel â mesurau sy'n gwella trafnidiaeth gynaliadwy.
- Felly, argymhellir bod Opsiwn 6 ac Opsiwn 10 yn cael eu symud ymlaen i'r cam nesaf o WelTAG i'w hystyried ymhellach.
- Codwyd pryderon ynghylch cael gwared ar barcio ar hyd yr A496, a chau Pont Afon Artro i gerbydau modur.
- Yng ngoleuni hyn, **dylid ystyried ymhellach ddyluniad y llwybr teithio llesol ar hyd yr A496 a'r gorfodi ar draws y bont, yn ystod y cam nesaf (Stage 3).**
- Argymhellir hefyd y dylid darparu maes parcio newydd yng Ngorsaf Reilffordd Llanbedr, yn unol ag Opsiwn 12.
- Y gost gyfunol gyffredinol o gyflawni Opsiwn 6 a 10 yw tua **£51.4 miliwn.**

- The WelTAG appraisal has demonstrated that the best performing options are those that combine a low-speed relief road with measures that enhance sustainable transport.
- It is therefore recommended that Option 6 and Option 10 are progressed to the next stage of WelTAG for further consideration.
- However, concerns have been raised around the removal of parking along the A496, and the closure of the Afon Artro Bridge to motor vehicles.
- In light of this, **further consideration should be given to the design of the active travel route along the A496 and the enforcement across the bridge during the next stage (Stage 3).**
- It is also recommended that a new car park is provided at Llanbedr Railway Station, as per Option 12.
- The overall combined cost of delivering Option 6 and 10 is circa **£51.4 million.**

CAMAU NESAF NEXT STEPS



- **Dylunio rhagarweiniol o Opsiynau 6 a 10, gydag ystyriaeth bellach o liniaru amgylcheddol.** Preliminary design of Options 6 and 10, with further consideration of environmental mitigation.
- **Trafodaeth barhaus a chytundeb ar gynllun a dyluniad terfynol y ffordd liniaru cyflymder isel arfaethedig, gan gynnwys pa lefel o ddarpariaeth teithio llesol y gellid ei gyflawni a'r newidiadau posibl i'r cysylltiad â'r pentref.** Continued discussion and agreement on the final layout and design of the proposed low-speed relief road, including what level of active travel provision could be achieved and the potential alterations to the tie-in to the village.
- **Adolygiad o lefel y ddarpariaeth teithio llesol y gellir ei ddarparu ar hyd yr A496, tra hefyd yn ystyried adborth ar ddarpariaeth parcio yn yr ardal hon.** Review of the level of active travel provision that can be provided along the A496, whilst also considering feedback on parking provision in this area.
- **Ymgysylltu pellach â thirfeddianwyr, y gymuned leol a defnyddwyr trafndiaeth gyhoeddus a grwpiau hygrychedd, yn enwedig y rhai a allai gael eu heffeithio gan yr opsiynau a'r ystyriaethau dylunio terfynol, neu a fyddai'n gyfrifol am eu rheoli.** Further engagement with landowners, the local community and public transport users and accessibility groups, particularly those who could be impacted by the options and final design considerations, or would be responsible for their management;
- **Ystyriaeth bellach o effeithiau posibl yr opsiynau a meintioli manwl pellach o'r manteision lle bo hynny'n bosibl.** Further consideration of the potential impacts of the options and further detailed quantification of the benefits where possible.
- **Gwerthuso parhaus o ffrydiau cyllido, a fydd yn parhau i fod yn ystyriaeth allweddol ac yn risg i'w cyflawni trwy gydol y cam nesaf.** Continued evaluation of funding streams, which will remain a key consideration and a risk to delivery throughout the next stage.
- **Datblygu Cynlluniau Rheoli Carbon a Monitro a Gwerthuso ar wahân.** Development of separate Carbon Management and Monitoring and Evaluation Plans.





**DIOLCH YN FAWR, UNRHYW
GWESTIYNAU PELLACH?
THANK YOU VERY MUCH, ANY
FURTHER QUESTIONS?**



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