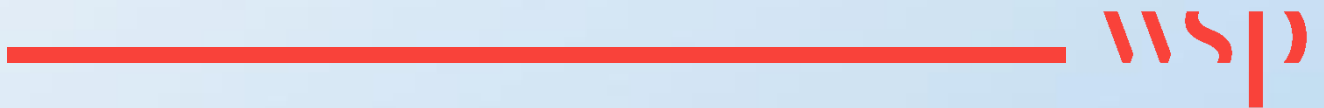


# Atodiad A

**DEWISLEN O'R OPSIYNAU**



Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Comments
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	The Roads Review Panel suggested consideration of limiting development at Llanbedr Airfield to aerospace activities, due to the car-dependent nature of the location. The proposed development at Llanbedr Airfield, in its current form, would increase traffic demand in the area and require improved access to the A496.
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	
LP3	Non-Transport	WelTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	
LP4	Freight & Logistics	WelTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	
BC2	Active Travel	WelTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	A community cycle hire scheme would offer local people and visitors an opportunity to loan cycles or e-cycles at a low-cost. This scheme would likely be managed by the local community and Shell Island, if implemented in this location.
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	
BC5	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	
BC7	Public Transport	WelTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	The location for cycle parking could be impacted by the implementation of a low-speed relief road, as this could enable a reallocation of road space.
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	Signage locations may need to change if a low-speed relief road is implemented, to maximise interaction with the village.
BC9	Non-Transport	WelTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	
BC10	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	
BC11	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gynradd Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	
BC12	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	
BC13	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	The requirement for residential parking permits could change if a low-speed relief road is constructed that routes the majority of through-traffic away from Llanbedr.
BC14	Behaviour Change	Roads Review	Road-User Charging	Introduce a modest road-user charge across the region.	LT	No	
BC15	Behaviour Change	WelTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	A rural mobility hub is a location that supports and enables sustainable transport in rural communities. This could include other measures, including the provision of shared working space (LP3), community cycle hire (BC2), public transport information (BC11), and a pop-up GP surgery (BC9).
BC16	Behaviour Change	WelTAG Stage One 2024	School Street - Ysgol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ysgol Gynradd Llanbedr at the start and end of the school day.	MT	No	

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BC17	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	
BC18	Behaviour Change	WelTAG Stage One 2024	Sustainable Transport Incentives - Ardudwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Ardudwy Corridor to travel by sustainable modes.	MT	No	
BC19	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	
BC20	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	
BC21	Behaviour Change	Quick Wins	Travel Planning - Ysgol Gynradd Llanbedr	Develop and implement a Travel Plan at Ysgol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	
BC22	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	This would enable revenue to be generated which could be invested in sustainable transport improvements.
BC23	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Ardudwy region.	LT	No	This would enable revenue to be generated which could be invested in sustainable transport improvements.
SS1	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Artro)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Artro Bridge, adjacent to The Old Bakery.	ST	Yes	The layout of the existing A496 could change with the implementation of a low-speed relief road - such as converting the route to one-way (BU4) - which would impact this measure.
SS2	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Artro)	Provide a new bus northbound bus stop opposite Hafan Artro, to the south of the A496 Afon Artro Bridge.	ST	Yes	The layout of the existing A496 could change with the implementation of a low-speed relief road - such as converting the route to one-way (BU4) - which would impact this measure.
SS3	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	
SS4	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	
SS5	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	
SS6	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	
SS7	Public Transport	WelTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	
SS8	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	If this measure was to be extended to Llanbedr village, the route may need to be changed if Mochras Road is closed (BU28).
SS9	Public Transport	WelTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	
SS10	Public Transport	WelTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	
SS11	Behaviour Change	WelTAG Stage One 2024	Community Transport - Ardudwy Corridor	Establish a Community Transport scheme along the Ardudwy Corridor, incorporating Llanbedr.	MT	No	Community transport services offer transport for people who would otherwise be disadvantaged because of age, mobility, disability, or location, and includes elements such as car clubs. This is of particular relevance for rural areas that suffer from a lack of sustainable transport access.
SS12	Public Transport	Roads Review	Fflecsi Bus Service	Provide a fflecsi bus service for Llanbedr and surrounding areas.	MT	No	There is currently a fflecsi service that operates in Dolgellau and this could potentially be extended to cover Llanbedr, or a new service could be introduced.
SS13	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	A low-speed relief road would provide more effective access to the transport network from Llanbedr Airfield, which could impact on freight movements.

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SS14	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	A low-speed relief road would provide more effective access to the transport network from Llanbedr Airfield, which could impact on freight movements.
SS15	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	
SS16	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	
SS17	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	
SS18	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	
SS19	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	
BU1	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ysgol Gynradd Llanbedr.	MT	No	Although no survey data is available, it is considered likely that a zebra crossing would be most suitable, in line with Table 12.1 of the Active Travel Act Guidance.
BU2	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	Traffic flows would be significantly reduced through Llanbedr with a low-speed relief road implemented, which could reduce the requirement for parking restrictions in the vicinity of key junctions.  The potential for summer-only parking restrictions could also be considered.
BU3	Road Safety	WelTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	
BU4	Public Realm	WelTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	A low-speed relief road would provide a parallel route for A-road traffic, which would not be the case at present.
BU5	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	It is considered likely that a zebra crossing could be suitable, in line with Table 12.1 of the Active Travel Act Guidance. This could be impacted by a low-speed relief road, as this would lower traffic demand through the village and mean different types of crossings (uncontrolled) could be provided.
BU6	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	The number of HGVs who will require access through Llanbedr with a low-speed relief road would likely be significantly reduced.
BU7	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	A low-speed relief road would significantly reduce the traffic demand along Mochras Road, which could impact on speeds.
BU8	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	A low-speed relief road would significantly reduce the traffic demand along the existing A496 through Llanbedr, which could provide further opportunities for reallocation of road space for traffic calming measures within the village.
BU9	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	Traffic flows would be significantly reduced along Mochras Road with a low-speed relief road implemented, which could reduce the requirement for traffic signals.
BU10	Public Realm	Roads Review	A496 Afon Artro Bridge - Closure	Close the A496 Afon Artro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	A low-speed relief road would provide a parallel route for A-road traffic, which would not be the case at present.
BU11	Road Safety	WelTAG Stage One 2024	A496 Afon Artro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Artro Bridge.	ST	No	
BU12	Public Realm	WelTAG Stage One 2024	A496 Afon Artro Bridge - Raised Table	Provide a raised table at the A496 Afon Artro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	A low-speed relief road would significantly reduce the traffic demand along the existing A496 through Llanbedr and downgrade the status of the route from a principal A-road, which could increase the suitability of urban realm-type interventions.



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BU13	Active Travel	WelTAG Stage One 2024	A496 Afon Artro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Artro bridge to provide a wider footway for users.	MT	Yes	A low-speed relief road would significantly reduce the traffic demand along the existing A496 through Llanbedr, which could provide opportunities for more significant reallocation of road space on the A496 Afon Artro Bridge.
BU14	Road Safety	Roads Review	A496 Afon Artro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Artro Bridge.	MT	Yes	There are alternative options for active travel routes across the Afon Artro (BU18, NI12, and NI13), which should be considered alongside this measure. Traffic flows would be reduced through Llanbedr with a low-speed relief road implemented, which could reduce the need for this measure.
BU15	Traffic Flow	Previous WelTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	The traffic demand along Mochras Road will likely reduce significantly if a low-speed relief road is implemented, with only a small number of heavy vehicles likely to require access. This measure would likely require either demolishing of adjacent buildings, changes to the A496 Afon Artro Bridge, and/or culverting the river to enable a realignment.
BU16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	The traffic flow would likely be significantly reduced along Mochras Road with the implementation of a low-speed relief road. There are alternative options for this active travel route which could be suitable (NI6, and NI7).
BU17	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	A low-speed relief road would significantly reduce the traffic demand along the existing A496 through Llanbedr, which could provide further opportunities for reallocation of road space along this route, compared to existing.
BU18	Active Travel	Stakeholders	Active Travel Route - Afon Artro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	A low-speed relief road would significantly reduce the traffic demand along the existing A496 through Llanbedr, which could provide further opportunities for reallocation of road space along this route. There are alternative options for active travel routes across the Afon Artro (BU13, NI12, and NI13), which should be considered alongside this measure.
BU19	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (NCN8)	Improve the current NCN8 route to provide a safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section).	LT	Yes	A low-speed relief road would significantly reduce the traffic demand along the existing A496 through Llanbedr, which could reallocation of road space to support the NCN8 route through the village. There are alternative options for this active travel route which could be suitable (NI2, NI3, and NI4).
BU20	Active Travel	WelTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	There are currently footways along much of the route and therefore improvements to the current provision, and reallocation of road space, should be prioritised above the construction of new infrastructure.
BU21	Active Travel	WelTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	
BU23	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	The proposed development at Llanbedr Airfield, in its current form, would increase traffic demand in the area and require improved access to the A496.
BU24	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	
BU25	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	This measure could also enable the car park to be used as a 'park and cycle' location.

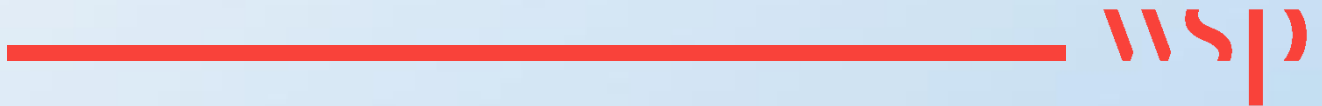
Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Comments
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	Traffic flows would be significantly reduced along Mochras Road with a low-speed relief road implemented, which could reduce the requirement for parking restrictions.  The potential for summer-only parking restrictions should be considered.
BU28	Road Safety	WelTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	Access to Llanbedr Railway Station and Llanbedr Airfield could be achieved via the low-speed relief road, as opposed to having to use Mochras Road, as at present.
BU29	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	A low-speed relief road would significantly reduce the traffic demand along Mochras Road and the route may therefore be suitable for a full closure (BU28). This could impact the suitability for a 20-mph speed limit extension.
BU30	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	A low-speed relief road would significantly reduce the traffic demand along Mochras Road, which could provide further opportunities for reallocation of road space for traffic calming measures within the village.
BU31	Behaviour Change	WelTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	
BU32	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	
BU33	Active Travel	WelTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	A low-speed relief road would sever some of the existing public rights of way to the west of Llanbedr, and therefore any upgrades would need to be tied-in with this.
BU34	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Bridleway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	
BU35	Active Travel	WelTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	The location of suitable parking sites could change if such a site is implemented as part of a low-speed relief road scheme.
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Comments
NI1a	Road Safety	Stakeholders	Low-Speed Relief Road - A496 North to Mochras Road (Artro Lodges Access)	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village, combined with a new access through the Artro Lodges site to the A496 to the south of the Afon Artro.	LT	-	This would restrict traffic to southbound only across the A496 Afon Artro bridge, with left-turn into Mochras Road the only movement available in this location.
NI1b	Road Safety	Previous WeITAG	Low-Speed Relief Road - A496 North to Mochras Road	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village.	LT	-	This option is similar to NI1a, with the exception that no new access will be provided to the south of Mochras Road.
NI1c	Road Safety	Previous WeITAG	Low-Speed Relief Road - A496 South to Mochras Road	Provide a low-speed relief road between the A496 to the south of Llanbedr and Mochras Road to the west of the village.	LT	-	
NI1d	Road Safety	Previous WeITAG	Low-Speed Relief Road - West of Llanbedr	Provide a low-speed relief road to the west of Llanbedr.	LT	-	This option would broadly follow the route of the previously approved Llanbedr Access Improvements road.
NI1e	Road Safety	Previous WeITAG	Low-Speed Relief Road - West of Llanbedr Railway Station	Provide a low-speed relief road to the west of Llanbedr Railway Station.	LT	-	
NI1f	Road Safety	Previous WeITAG	Low-Speed Relief Road - East of Llanbedr	Provide a low-speed relief road to the east of Llanbedr.	LT	-	
NI1g	Road Safety	Previous WeITAG	Low-Speed Relief Road - One-Way	Provide a one-way low-speed relief road away from the village centre.	LT	-	This option would retain one-way traffic along the existing A496 through Llanbedr.

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NI2	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	A low-speed relief road would significantly reduce the traffic demand along the existing A496 through Llanbedr, which could provide further opportunities for reallocation of road space.  There are alternative options for this active travel route which could be suitable (BU19, NI3, and NI4).
NI3	Active Travel	WelTAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	Yes	This measure requires the low-speed relief road to be implemented.  There are alternative options for this active travel route which could be suitable (BU19, NI2, and NI4).
NI4	Active Travel	WelTAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	A low-speed relief road would sever some of the existing public rights of way to the west of Llanbedr, and therefore any upgrades would need to be tied-in with this.  There are alternative options for this active travel route which could be suitable (BU19, NI2, and NI3).
NI5	Active Travel	Stakeholders	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	MT	No	
NI6	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	The traffic flow would likely be significantly reduced along Mochras Road with the implementation of a low-speed relief road.  There are alternative options for this active travel route which could be suitable (BU16, and NI7).
NI7	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	MT	Yes	The traffic flow would likely be significantly reduced along Mochras Road with the implementation of a low-speed relief road. This measure would require a new crossing of the Afon Artro at the western end of the route.  There are alternative options for this active travel route which could be suitable (BU16, and NI6).
NI8	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	
NI9	Road Safety	Previous WelTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	The eastern extent of Mochras Road would not require improvement if a low-speed relief road is implemented. This measure is considered to be required to support development of the Llanbedr Airfield site.
NI10	Road Safety	Previous WelTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	If a low-speed relief road is provided, access by HGV's could be achieved more effectively than present at the current access point.
NI11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	
NI12	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Artro bridge.	LT	Yes	A low-speed relief road would significantly reduce the traffic demand along the existing A496 through Llanbedr, which could provide further opportunities for reallocation of road space along this route.  There are alternative options for active travel routes across the Afon Artro (BU13, BU18, and NI13), which should be considered alongside this measure.
NI13	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	LT	Yes	A low-speed relief road would significantly reduce the traffic demand along the existing A496 through Llanbedr, which could provide further opportunities for reallocation of road space along this route.  There are alternative options for active travel routes across the Afon Artro (BU13, BU18, and NI12), which should be considered alongside this measure.
NI14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	A low-speed relief road would significantly reduce the traffic demand along the existing A496 through Llanbedr, which would reduce the number of vehicles in conflict with parked cars.

# Atodiad B

**TABL CRYNHOI'R ARFARNIAD -  
ADDASRWYDD STRATEGOL  
(MESURAU)**





## OPSIYNAU Ffordd Liniaru Cyflymder ISEL

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Ref	Type	Source	Title	Description	Timescale	Llywyr Newydd: Priority 2 - Bring services to people to reduce the need to travel	Llywyr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llywyr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales	
N11a	Road Safety	Stakeholders	Low-Speed Relief Road - A496 North to Mochras Road (Arno Lodges Access)	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village, combined with a new access through the Arno Lodges site to the A496 to the south of the Afon Arno.	LT	This option will not impact on the need for people to travel.	<p>This option could reduce traffic demand along the existing A496 through Llanbedr by routing northbound traffic to the west of the village centre, enabling active travel journeys to be undertaken more safely and effectively within the village, whilst also reducing journey time delay for bus services.</p> <p>A road in this location could also assist in adapting the road network to deal with climate change, as it routes through a flood zone and could incorporate measures to reduce the risk of flooding.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	++	<p>This option could contribute slightly to a modal shift for journeys to and from Llanbedr, and within the village, through reducing traffic demand along the existing A496, which would make local active travel journeys and journeys by bus more attractive.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	+
N11b	Road Safety	Previous WeITAG	Low-Speed Relief Road - A496 North to Mochras Road	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village.	LT	This option will not impact on the need for people to travel.	<p>Whilst this option could slightly reduce traffic demand along the existing A496 through Llanbedr by enabling Llanbedr Airfield and Shell Island (west of village) traffic from the north to avoid the village centre, enabling active travel journeys to be undertaken more safely and effectively within the village and reducing journey time delay for bus services, it is considered that the majority of traffic will likely continue to route along the existing A496. Therefore the benefits to active travel and public transport are less significant than for the comparable N11a.</p> <p>A road in this location could also assist in adapting the road network to deal with climate change, as it routes through a flood zone and could incorporate measures to reduce the risk of flooding.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	+	<p>Although this option could reduce traffic demand slightly along the existing A496 through Llanbedr, which would make local active travel journeys and journeys by bus more attractive, the magnitude of change is not considered to be significant and therefore the impact is considered likely to be negligible.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	0
N11c	Road Safety	Previous WeITAG	Low-Speed Relief Road - A496 South to Mochras Road	Provide a low-speed relief road between the A496 to the south of Llanbedr and Mochras Road to the west of the village.	LT	This option will not impact on the need for people to travel.	<p>Whilst this option could slightly reduce traffic demand along the existing A496 through Llanbedr by enabling Llanbedr Airfield and Shell Island (west of village) traffic from the south to avoid the village centre, enabling active travel journeys to be undertaken more safely and effectively within the village and reducing journey time delay for bus services, it is considered that the majority of traffic will likely continue to route along the existing A496.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	+	<p>Although this option could reduce traffic demand slightly along the existing A496 through Llanbedr, which would make local active travel journeys and journeys by bus more attractive, the magnitude of change is not considered to be significant and therefore the impact is considered likely to be negligible.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	0
N11d	Road Safety	Previous WeITAG	Low-Speed Relief Road - West of Llanbedr	Provide a low-speed relief road to the west of Llanbedr.	LT	This option will not impact on the need for people to travel.	<p>This option could reduce traffic demand along the existing A496 through Llanbedr by routing all traffic to the west of the village, enabling active travel journeys to be undertaken more safely and effectively within the village, whilst also reducing journey time delay for bus services.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	++	<p>This option could contribute slightly to a modal shift for journeys to and from Llanbedr, and within the village, through reducing traffic demand along the existing A496, which would make local active travel journeys and journeys by bus more attractive.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	+
N11e	Road Safety	Previous WeITAG	Low-Speed Relief Road - West of Llanbedr Railway Station	Provide a low-speed relief road to the west of Llanbedr Railway Station.	LT	This option will not impact on the need for people to travel.	<p>This option could reduce traffic demand along the existing A496 through Llanbedr by routing all traffic to the west of the village, enabling active travel journeys to be undertaken more safely and effectively within the village, whilst also reducing journey time delay for bus services.</p> <p>A road to the north of the Afon Arno could also assist in adapting the road network to deal with climate change, as it routes through a flood zone and could incorporate measures to reduce the risk of flooding.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	++	<p>This option could contribute slightly to a modal shift for journeys to and from Llanbedr, and within the village, through reducing traffic demand along the existing A496, which would make local active travel journeys and journeys by bus more attractive.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	+
N11f	Road Safety	Previous WeITAG	Low-Speed Relief Road - East of Llanbedr	Provide a low-speed relief road to the east of Llanbedr.	LT	This option will not impact on the need for people to travel.	<p>This option could reduce traffic demand along the existing A496 through Llanbedr by routing all traffic to the east of the village, enabling active travel journeys to be undertaken more safely and effectively within the village, whilst also reducing journey time delay for bus services.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	+	<p>This option could contribute slightly to a modal shift for journeys to and from Llanbedr, and within the village, through reducing traffic demand along the existing A496, which would make local active travel journeys and journeys by bus more attractive.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	+
N11g	Road Safety	Previous WeITAG	Low-Speed Relief Road - One-Way	Provide a one-way low-speed relief road away from the village centre.	LT	This option will not impact on the need for people to travel.	<p>This option could reduce traffic demand along the existing A496 through Llanbedr by routing either northbound or southbound traffic away from the village centre, enabling active travel journeys to be undertaken more safely and effectively within the village, whilst also reducing journey time delay for bus services.</p> <p>A road in this location could also assist in adapting the road network to deal with climate change, as it routes through a flood zone and could incorporate measures to reduce the risk of flooding.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	++	<p>This option could contribute slightly to a modal shift for journeys to and from Llanbedr, and within the village, through reducing traffic demand along the existing A496, which would make local active travel journeys and journeys by bus more attractive.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	+

Ref	Type	Source	Title	Description	Timescale	Future Wales: The National Plan 2040	Mid Wales Joint Local Transport Plan 2015	Cyngor Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031
N11a	Road Safety	Stakeholders	Low-Speed Relief Road - A496 North to Mochras Road (Arrio Lodges Access)	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village, combined with a new access through the Arrio Lodges site to the A496 to the south of the Afon Arrio.	LT	<p>This option could support journeys by sustainable modes (Outcome 7) and improve the quality of life for residents in Llanbedr (Outcome 1), whilst also supporting the creation of new employment opportunities at Llanbedr Airfield, contributing to the vibrancy of the rural area (Outcome 2).</p> <p>Despite this, this measure would require the loss of some ancient woodland to the south-west of the village centre, which would have an adverse impact on biodiversity and ecosystems (Outcome 10). Whilst this is considered to be a significant barrier, the overall impact on Future Wales is considered to be neutral, on the basis that the potential other benefits could balance this adverse impact.</p>	<p>In order to improve access to employment and services, a new road in the vicinity of Llanbedr is included as a Regional Priority Project within the Mid Wales Joint Local Transport Plan.</p> <p>Alongside this, this option could encourage more people to travel by sustainable modes (Outcome 3), whilst also improving road safety (Outcome 4) and improving access to key destinations and markets in the region (Outcome 1).</p>	<p>This option could support a modal shift, supporting the aspirations for a 'Green Gwynedd', whilst also improving access to a strategic development site at Llanbedr Airfield, which could strengthen the local economy (A Prosperous Gwynedd).</p>	<p>This option could support aspirations of the LDP in relation to accessibility and inclusion through supporting a modal shift and routing some traffic away from the village centre, which is noted as a key element to improve road safety.</p> <p>In addition, this option could support development at Llanbedr Airfield, which is outlined as part of the 'Snowdonia Enterprise Zone' (Policy 27). The LDP outlines that the National Park Authority would support any appropriate development at the site which leads to employment opportunities that would sustainable and enhance the local work force.</p>
N11b	Road Safety	Previous WeITAG	Low-Speed Relief Road - A496 North to Mochras Road	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village.	LT	<p>This option could contribute to a slight improvement in the quality of life of people living in Llanbedr (Outcome 1), whilst also supporting the creation of new employment opportunities at Llanbedr Airfield, contributing to the vibrancy of the rural area (Outcome 2).</p>	<p>In order to improve access to employment and services, a new road in the vicinity of Llanbedr is included as a Regional Priority Project within the Mid Wales Joint Local Transport Plan.</p> <p>Alongside this, this option could also improve road safety (Outcome 4) and improve access to key destinations and markets in the region (Outcome 1).</p>	<p>This option could improve access to the strategic development site at Llanbedr Airfield, which could strength the local economy (A Prosperous Gwynedd).</p>	<p>This option could support aspirations of the LDP in relation to accessibility and inclusion through routing some traffic away from the village centre, which is noted as a key element to improve road safety.</p> <p>In addition, this option could support development at Llanbedr Airfield, which is outlined as part of the 'Snowdonia Enterprise Zone' (Policy 27). The LDP outlines that the National Park Authority would support any appropriate development at the site which leads to employment opportunities that would sustainable and enhance the local work force.</p>
N11c	Road Safety	Previous WeITAG	Low-Speed Relief Road - A496 South to Mochras Road	Provide a low-speed relief road between the A496 to the south of Llanbedr and Mochras Road to the west of the village.	LT	<p>This option could contribute to a slight improvement in the quality of life of people living in Llanbedr (Outcome 1), whilst also supporting the creation of new employment opportunities at Llanbedr Airfield, contributing to the vibrancy of the rural area (Outcome 2).</p>	<p>In order to improve access to employment and services, a new road in the vicinity of Llanbedr is included as a Regional Priority Project within the Mid Wales Joint Local Transport Plan.</p> <p>Alongside this, this option could also improve road safety (Outcome 4) and improve access to key destinations and markets in the region (Outcome 1).</p>	<p>This option could improve access to the strategic development site at Llanbedr Airfield, which could strength the local economy (A Prosperous Gwynedd).</p>	<p>This option could support development at Llanbedr Airfield, which is outlined as part of the 'Snowdonia Enterprise Zone' (Policy 27). The LDP outlines that the National Park Authority would support any appropriate development at the site which leads to employment opportunities that would sustainable and enhance the local work force.</p>
N11d	Road Safety	Previous WeITAG	Low-Speed Relief Road - West of Llanbedr	Provide a low-speed relief road to the west of Llanbedr.	LT	<p>This option could support journeys by sustainable modes (Outcome 7) and improve the quality of life for residents in Llanbedr (Outcome 1), whilst also supporting the creation of new employment opportunities at Llanbedr Airfield, contributing to the vibrancy of the rural area (Outcome 3).</p>	<p>In order to improve access to employment and services, a new road in the vicinity of Llanbedr is included as a Regional Priority Project within the Mid Wales Joint Local Transport Plan.</p> <p>Alongside this, this option could encourage more people to travel by sustainable modes (Outcome 3), whilst also improving road safety (Outcome 4) and improving access to key destinations and markets in the region (Outcome 1).</p>	<p>This option could support a modal shift, supporting the aspirations for a 'Green Gwynedd', whilst also improving access to a strategic development site at Llanbedr Airfield, which could strengthen the local economy (A Prosperous Gwynedd).</p>	<p>This option could support aspirations of the LDP in relation to accessibility and inclusion through supporting a modal shift and routing the vast majority of traffic away from the village centre, which is noted as a key element to improve road safety.</p> <p>In addition, this option could support development at Llanbedr Airfield, which is outlined as part of the 'Snowdonia Enterprise Zone' (Policy 27). The LDP outlines that the National Park Authority would support any appropriate development at the site which leads to employment opportunities that would sustainable and enhance the local work force.</p>
N11e	Road Safety	Previous WeITAG	Low-Speed Relief Road - West of Llanbedr Railway Station	Provide a low-speed relief road to the west of Llanbedr Railway Station.	LT	<p>This option could support journeys by sustainable modes (Outcome 7) and improve the quality of life for residents in Llanbedr (Outcome 1), whilst also supporting the creation of new employment opportunities at Llanbedr Airfield, contributing to the vibrancy of the rural area (Outcome 2).</p>	<p>In order to improve access to employment and services, a new road in the vicinity of Llanbedr is included as a Regional Priority Project within the Mid Wales Joint Local Transport Plan.</p> <p>Alongside this, this option could encourage more people to travel by sustainable modes (Outcome 3), whilst also improving road safety (Outcome 4) and improving access to key destinations and markets in the region (Outcome 1).</p>	<p>This option could support a modal shift, supporting the aspirations for a 'Green Gwynedd', whilst also improving access to a strategic development site at Llanbedr Airfield, which could strengthen the local economy (A Prosperous Gwynedd).</p>	<p>This option could support aspirations of the LDP in relation to accessibility and inclusion through supporting a modal shift and routing the vast majority of traffic away from the village centre, which is noted as a key element to improve road safety.</p> <p>In addition, this option could support development at Llanbedr Airfield, which is outlined as part of the 'Snowdonia Enterprise Zone' (Policy 27). The LDP outlines that the National Park Authority would support any appropriate development at the site which leads to employment opportunities that would sustainable and enhance the local work force.</p>
N11f	Road Safety	Previous WeITAG	Low-Speed Relief Road - East of Llanbedr	Provide a low-speed relief road to the east of Llanbedr.	LT	<p>This option could support journeys by sustainable modes (Outcome 7) and improve the quality of life for residents in Llanbedr (Outcome 1), whilst also supporting the creation of new employment opportunities at Llanbedr Airfield, contributing to the vibrancy of the rural area (Outcome 2).</p> <p>Despite this, this measure would require the loss of some ancient woodland to the east of the village, which would have an adverse impact on biodiversity and ecosystems (Outcome 10). Whilst this is considered to be a significant barrier, the overall impact on Future Wales is considered to be neutral, on the basis that the potential other benefits could balance this adverse impact.</p>	<p>In order to improve access to employment and services, a new road in the vicinity of Llanbedr is included as a Regional Priority Project within the Mid Wales Joint Local Transport Plan. It is however considered that this option would not achieve this, as it would route to the east of Llanbedr, not improving access to and from Llanbedr Airfield.</p> <p>This option could however encourage more people to travel by sustainable modes (Outcome 3), whilst also improving road safety (Outcome 4) and improving access to key destinations and markets in the region (Outcome 1).</p>	<p>This option could support a modal shift, supporting the aspirations for a 'Green Gwynedd'.</p>	<p>This option could support aspirations of the LDP in relation to accessibility and inclusion through supporting a modal shift and routing the vast majority of traffic away from the village centre, which is noted as a key element to improve road safety.</p>
N11g	Road Safety	Previous WeITAG	Low-Speed Relief Road - One Way	Provide a one-way low-speed relief road away from the village centre.	LT	<p>This option could support journeys by sustainable modes (Outcome 7) and improve the quality of life for residents in Llanbedr (Outcome 1), whilst also supporting the creation of new employment opportunities at Llanbedr Airfield, contributing to the vibrancy of the rural area (Outcome 2). It is however considered that retaining one-way flow of traffic within the village centre would reduce the effectiveness of this option in meeting the Future Wales outcomes, compared with other options.</p>	<p>In order to improve access to employment and services, a new road in the vicinity of Llanbedr is included as a Regional Priority Project within the Mid Wales Joint Local Transport Plan.</p> <p>Alongside this, this option could encourage more people to travel by sustainable modes (Outcome 3), whilst also improving road safety (Outcome 4) and improving access to key destinations and markets in the region (Outcome 1).</p>	<p>This option could support a modal shift, supporting the aspirations for a 'Green Gwynedd', whilst also improving access to a strategic development site at Llanbedr Airfield, which could strengthen the local economy (A Prosperous Gwynedd).</p>	<p>This option could support aspirations of the LDP in relation to accessibility and inclusion through supporting a modal shift and routing some traffic away from the village centre, which is noted as a key element to improve road safety.</p> <p>In addition, this option could support development at Llanbedr Airfield, which is outlined as part of the 'Snowdonia Enterprise Zone' (Policy 27). The LDP outlines that the National Park Authority would support any appropriate development at the site which leads to employment opportunities that would sustainable and enhance the local work force.</p>





## SENARIO HEB FFORDD LINIARU CYFLYMDER ISEL

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Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Llywyf Newydd: Priority 1 - Bring services to people in order to reduce the need to travel	Llywyf Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llywyf Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales				
001	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	The Llanbedr Airfield site has been identified as an enterprise zone by Welsh Government where development should be encouraged. The site is in close proximity to a railway station, and within cycle distance of Llanbedr village, and therefore restricting development of the site would mean that local people have to continue travelling longer distances for work. However, it is noted that access by bus is unlikely to be possible without a low-speed relief road and therefore the suitability of the site for large scale development at present is unclear.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	The Llanbedr Airfield site has been identified as an enterprise zone by Welsh Government where development should be encouraged. Whilst the site is in close proximity to a railway station and within cycle distance of Llanbedr village, it is noted that access by bus is unlikely to be possible without a low-speed relief road and therefore the site could be considered as not being in a sustainable location, as per Policy 34 of Net Zero Wales and highlighted by the Road Review Panel. Restricting development in this location could therefore contribute towards the targets of Net Zero Wales.	+
002	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'minor' remote working hubs within villages along the A496.	MT	No	This measure could reduce the need for people to travel longer distances for work.	++	Through reducing distances some people are required to travel to work, this measure could allow more people to travel by sustainable modes.	+	This measure could encourage some people to make the change to sustainable transport modes for journeys to work.	+	This could reduce the number of car miles undertaken by people for work in the surrounding area and has the potential to contribute to Policy 30 - to enable people to work at or near to home.	+
003	Non-Transport	WtTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	This measure could reduce the need for people to travel to work every day, although it is likely that it will not completely remove the need for people to travel for employment.	++	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to more sustainable transport services.	0	This could reduce the number of car miles undertaken by people for work in the surrounding area and has the potential to contribute to Policy 30 - to enable people to work at or near to home.	+
004	Freight & Logistics	WtTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	This could reduce the need for people living in Llanbedr to travel to nearby locations to collect parcels and deliveries.	++	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This could reduce the number of car miles undertaken by people when collecting parcels and deliveries in the surrounding area, whilst also reducing the number of door-to-door deliveries being made, reducing emissions associated with local freight (Policy 33).	+
005	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	+	This measure could encourage more people to travel by sustainable modes, reducing the number of car miles travelled.	+
006	Active Travel	WtTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could reduce the need for people to use cars / vans for deliveries.	++	This measure could enable those who cannot afford to own a personal cycle to travel by sustainable transport.	+	This measure could encourage people to switch to more sustainable modes of transport by making cycling more accessible to people.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
007	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	This measure could reduce the need for people to travel if current broadband speeds and mobile phone coverage are poor.	+	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure could contribute to enabling people to work at or near to home, as per Policy 30.	+
008	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to travel by public transport by making it easier to switch between different modes.	++	This measure could encourage people to switch to more sustainable transport services by making purchasing multi-modal tickets easier.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
009	Public Transport	WtTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could make enable people to travel door-to-door by sustainable modes, through enabling active travel journeys for first and last mile journeys.	++	This measure could encourage behaviour change by improving the ease of cycling to Llanbedr Railway Station.	+	This measure could encourage an increase in the proportion of trips made by active travel to Llanbedr Railway Station, and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
010	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure will could encourage more people to utilise Llanbedr Railway Station and therefore travel by rail.	+	This measure could encourage more people to travel by rail, contributing to Policy 32 - to increase trip mode share of public transport.	+
011	Public Transport	WtTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to travel by cycle to Llanbedr.	+	This measure could encourage behaviour change by improving the ease of cycling to Llanbedr.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
012	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
013	Non-Transport	WtTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	This measure could reduce the people in Llanbedr village to travel outside of the village to see a GP.	++	This measure could allow enable some people to travel by active modes to their GP appointment.	+	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This could reduce the number of car miles undertaken by people to access health services.	+
014	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable those who cannot afford to own a personal cycle to travel by sustainable transport.	+	This measure could encourage people to switch to more sustainable modes of transport by making cycling more accessible to people.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
015	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at 'Ysgol Gynradd Llanbedr', community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	This measure could reduce the people in Llanbedr village to travel to find information by having it posted online. Furthermore, information provided may reduce their need to travel by private car on a daily basis.	+	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage behaviour change through provide information on sustainable transport services.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
016	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage behaviour change through provide information on sustainable transport services.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
017	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage behaviour change by restricting the availability of parking for non-residents within Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
018	Behaviour Change	Roads Review	Road User Charging	Introduce a modest road user charge across the region.	LT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to directly impact on the potential for people to travel by sustainable modes.	0	This measure could significantly encourage people to travel by sustainable modes for all trips across the region.	+++	This measure could contribute to reducing the number of car miles undertaken throughout the region by encouraging modal shift.	+++
019	Behaviour Change	WtTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could provide a location where sustainable transport services and information are centred, encouraging people to travel by more sustainable modes.	++	This measure could increase the proportion of trips made by sustainable travel modes (public transport and active travel) and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31) and public transport (Policy 32).	+
020	Behaviour Change	WtTAG Stage One 2024	School Street - 'Ysgol Gynradd Llanbedr'	Provide temporary restrictions on motorised traffic in the vicinity of 'Ysgol Gynradd Llanbedr' at the start and end of the school day.	MT	No	This measure will not impact on the need for people to travel.	0	This could enable more people to travel by active modes to school, particularly those with accessibility constraints.	+	This measure could encourage more people to travel by active travel to school.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
021	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to move easily by sustainable travel, particularly tourists.	++	This measure could encourage behaviour change by identifying ways to promote sustainable transport to tourists.	++	This measure could contribute to reducing the number of car miles undertaken throughout the region by encouraging modal shift.	++
022	Behaviour Change	WtTAG Stage One 2024	Sustainable Transport Incentives - Advisory Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Arduway Corridor to travel by sustainable modes.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable those who cannot afford to currently travel by public transport to do so.	++	This measure could encourage more people to travel by public transport by making it more affordable.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to increasing trip mode share of public transport (Policy 32).	++
023	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable those who cannot afford to currently travel by public transport to do so.	++	This measure could encourage more people to travel by public transport by making it more affordable.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to increasing trip mode share of public transport (Policy 32).	++
024	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to directly impact on the potential for people to travel by sustainable modes.	0	This measure could encourage people to travel by sustainable modes to the site.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport and active travel) and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31) and public transport (Policy 32).	+
025	Behaviour Change	Quick Wins	Travel Planning - 'Ysgol Gynradd Llanbedr'	Develop and implement a Travel Plan at 'Ysgol Gynradd Llanbedr' to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to directly impact on the potential for people to travel by sustainable modes.	0	This measure could encourage people to travel by sustainable modes to the site.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport and active travel) and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31) and public transport (Policy 32).	+

Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low-speed relief road?	Future Wales: The National Plan 2040	Mid Wales Joint Local Transport Plan 2015	Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031
016	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	It has been recommended by the Roads Review Panel that development at Llanbedr Airfield should be restricted to meet Future Wales aspirations, namely Outcome 2 which sets out that a balance should be found between development and preserving the character of rural Wales. As the site is only partially accessible by sustainable modes without a low-speed relief road, it is considered that this measure could support the outcomes of Future Wales.	Although access to Llanbedr Airfield is set out as a regional priority scheme, it is not considered that changes to the actual proposed development will have any impact on the Mid Wales Joint LTP.	The measure could reduce the number of high-quality jobs being produced in Gwynedd, conflicting with the aspiration to develop a 'prosperous Gwynedd'.	The Eryri LDP outlines that the National Park Authority would support any appropriate development at Llanbedr Airfield, with it being located within the Snowdonia Enterprise Zone. The LDP lists a number of uses which would be accepted (Policy 21), and therefore further limiting development of the site is considered to conflict with the Eryri LDP.
017	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	This measure could support the rural economy through improving access to employment opportunities in the area, supporting Outcome 2 of Future Wales.	This measure could reduce the number of car miles undertaken by people for work, reducing the impact of the transport network on the environment (Outcome 5).	This measure is unlikely to impact on the Gwynedd Plan.	This measure could promote accessibility and inclusion through providing remote working locations within communities that are accessible to all by sustainable modes.
018	Non-Transport	WtTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	This measure could support the rural economy through improving access to employment opportunities in the area, supporting Outcome 2 of Future Wales.	This measure could reduce the number of car miles undertaken by people for work, reducing the impact of the transport network on the environment (Outcome 5).	This measure could offer more flexibility to workers, improving employment opportunities locally, supporting the aspiration to develop a 'prosperous Gwynedd'.	The measure could support the rural economy, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy.
019	Freight & Logistics	WtTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	This measure is unlikely to impact on the Future Wales outcomes.	The provision of secure delivery lockers in Llanbedr, could reduce the distance of local people travelling to collect parcels and deliveries, reducing the impact of the transport network on the environment (Outcome 5).	This measure is unlikely to impact on the Gwynedd Plan.	This measure is unlikely to directly impact on the policies of the Eryri LDP.
020	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could reduce the number of car miles undertaken by people for work, reducing the impact of the transport network on the environment (Outcome 5).	Car free days could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd'.	Car free days could encourage more people to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
021	Active Travel	WtTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to cycle for local journeys, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	This measure could encourage more people to travel by cycle, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
022	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	This measure could contribute to Outcome 8 by providing comprehensive coverage of superfast and progressing to ultra-fast fibre.	This measure is unlikely to impact on the Mid Wales Joint LTP.	Improved digital connectivity could ensure that the local community are able to reach opportunities digitally (A Prosperous Gwynedd), whilst also reducing the need to travel and contributing to a 'green Gwynedd'.	This measure could reduce the need for some people to travel for work and other services, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
023	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to travel by public transport, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	This measure could encourage more people to travel by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
024	Public Transport	WtTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to cycle for their first and last-mile journeys when travelling by rail, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	This measure could encourage more people to cycle for their first and last-mile journeys when travelling by rail, contributing to a modal shift in line with the aspirations of Strategic Policy L: Accessibility and Transport.
025	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure is unlikely to impact on the Future Wales outcomes.	This measure is unlikely to impact on the Mid Wales Joint LTP.	Rebranding Llanbedr Railway Station could encourage more visitors to the area to travel by rail through improving user experience and contributing to the visitor economy (A Prosperous Gwynedd).	This measure could encourage more people to travel by rail, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
026	Public Transport	WtTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to cycle for local journeys, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	This measure could encourage more people to travel by cycle, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
027	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This measure could contribute to Outcome 1 by providing accessible services for the community and helping people to lead healthy lives.	This measure is unlikely to impact on the Mid Wales Joint LTP.	This measure could encourage more people to walk for journeys within Llanbedr, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd). This could also support the regeneration of the village, through encouraging more visitors to interact with the local community (A Prosperous Gwynedd).	Improvements to the public realm within Llanbedr could enhance the setting of the village, contributing to an enhanced cultural and historic environment within the National Park.
028	Non-Transport	WtTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could reduce the number of car miles undertaken by people to access key services, reducing the impact of the transport network on the environment (Outcome 5).	This measure could support meet the healthcare needs of the local community, ensuring healthcare is accessible to all (A Caring Gwynedd).	Through providing an occasional GP surgery within the village, a key service will be located closer to the local community, minimising the need to travel for some people, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
029	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to cycle for local journeys, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	This measure could enable more people to travel by cycle, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
030	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at 'flag' Generalist Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	Public transport information provision could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd'.	This measure could encourage more people to travel by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting visitors to travel by sustainable modes (Strategic Policy I: Tourism).
031	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by public transport modes, encouraging more local people and visitors to travel by sustainable modes, contributing to a 'green Gwynedd'.	This measure could encourage more people to travel by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting visitors to travel by sustainable modes (Strategic Policy I: Tourism).
032	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	This measure could contribute to Outcome 7 by reducing the availability of parking, which could reduce the reliance on private motor vehicles.	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through discouraging use of the private car (Outcome 5).	Managing residential parking could reduce the impact of the visitor economy on Llanbedr through more effectively managing on-street parking, contributing to a 'homey' and 'prosperous' Gwynedd.	This measure could reduce the impact of the visitor economy on Llanbedr through more effectively managing on-street parking and support access to the proposed development at Llanbedr Airfield, which will support the local economy (Strategic Policy H: A Sustainable Rural Economy).
033	Behaviour Change	Roads Review	Road User Charging	Introduce a modest road user charge across the region.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	A road-user charge could contribute to a significant modal shift, whilst also raising additional revenue for investment into sustainable transport projects, supporting a 'green Gwynedd'.	A road-user charge could contribute to a significant modal shift, whilst also raising additional revenue for investment into sustainable transport projects, supporting the aspirations of Strategic Policy L: Accessibility and Transport.
034	Behaviour Change	WtTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	The measure could encourage people to travel on-foot to school (Outcome 7), whilst also supporting access within this rural setting to a key service (Outcome 5).	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	This measure could encourage more people to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting visitors to travel by sustainable modes (Strategic Policy I: Tourism).
035	Behaviour Change	WtTAG Stage One 2024	School Street - 'Ygol Gynradd' Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of 'Ygol Gynradd' Llanbedr at the start and end of the school day.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also contribute to sustainable growth in the region (Outcome 3) <small>and also have the potential to support the local economy (A Prosperous Gwynedd)</small>	This measure could increase the number of active travel journeys being made in the local area (Outcome 3).	This measure could ensure that school children are able to safely access education (Tomorrow's Gwynedd), whilst also embedding active travel journeys as the primary mode of choice for local journeys (A Green Gwynedd).	This measure could improve access on-foot and by cycle to a key local facility ('Ygol Gynradd Llanbedr'), supporting Strategic Policy L: Accessibility and Transport.
036	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could improve access to the visitor economy, which is a key market for the region (Outcome 3).	A Sustainable Tourism Strategy could contribute significantly the local economy (A Prosperous Gwynedd), whilst also ensuring that access by sustainable modes are prioritised for both visitors and local people (A Green Gwynedd).	A Sustainable Tourism Strategy could encourage visitors to the region to travel by more sustainable modes (Strategic Policy L: Accessibility and Transport), support the retention of jobs within the rural economy (Strategic Policy H: A Sustainable Rural Economy), and enable the development of sustainable tourism in the region (Strategic Policy I: Tourism).
037	Behaviour Change	WtTAG Stage One 2024	Sustainable Transport Incentives - Ardsley Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Ardsley Corridor to travel by sustainable modes.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could encourage significantly more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting access by sustainable modes to high-quality jobs for people from more deprived communities (A Prosperous Gwynedd).	This measure could encourage a modal shift for people living along the A496 Ardsley Corridor (Strategic Policy L: Accessibility and Transport).
038	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	This measure could promote sustainable modes of transport for visitors to the area (Strategic Policy I: Tourism), reducing the impact of transport on the environment.
039	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could encourage more visitors to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	This measure could promote sustainable modes of transport for visitors to Shell Island (Strategic Policy I: Tourism), reducing the impact of transport on the environment and Llanbedr.
040	Behaviour Change	Quick Wins	Travel Planning - 'Ygol Gynradd' Llanbedr	Develop and implement a Travel Plan at 'Ygol Gynradd' Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to travel by sustainable modes (A Green Gwynedd), whilst also outlining measures to support access for school children to education by active modes (Tomorrow's Gwynedd).	This measure could encourage more people to travel by sustainable modes and improve access on-foot and by cycle to a key local facility ('Ygol Gynradd Llanbedr'), supporting Strategic Policy L: Accessibility and Transport.

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Llwyer Newydd: Priority 1 - Bring services to people in order to reduce the need to travel		Llwyer Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services		Llwyer Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services		Net Zero Wales	
4011	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage people to travel by sustainable modes for journeys along Mochras Road to avoid the charge.	++	This measure could contribute to reducing the number of car journeys undertaken along Mochras Road by encouraging modal shift.	+
4012	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Ardsuday region.	LT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to directly impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to directly encourage people to make the change to more sustainable transport services.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
4013	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Arto)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Arto Bridge, adjacent to The Old Bakery.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by bus.	+	This measure could encourage more people to travel by bus by making it more attractive for users and improving their experience.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
4014	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Arto)	Provide a new bus northbound bus stop opposite Hafan Arto, to the south of the A496 Afon Arto Bridge.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by bus.	+	This measure could encourage more people to travel by bus by making it more attractive for users and improving their experience.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
4015	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable travel by making it easier for people to switch between modes of sustainable transport.	+	This measure could encourage more people to travel by cycle for first and last mile journeys.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport and active travel) and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31) and public transport (Policy 32).	+
4016	Public Transport	WetTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by bus.	++	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
4017	Public Transport	WetTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by bus.	++	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
4018	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport.	++	This measure could encourage more people to travel end-to-end by sustainable transport.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
4019	Public Transport	WetTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport.	++	This measure could encourage more people to travel end-to-end by sustainable transport.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
4020	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport.	++	This measure could encourage more people to travel end-to-end by sustainable transport.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
4021	Public Transport	WetTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport in the peak summer months.	++	This measure could encourage more people to travel end-to-end by sustainable transport in the peak summer months.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
4022	Public Transport	WetTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people, particularly disabled users, to travel by bus.	+	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
4023	Behaviour Change	WetTAG Stage One 2024	Community Transport - Ardsuday Corridor	Establish a Community Transport scheme along the Ardsuday Corridor, incorporating Llanbedr.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel by sustainable transport, particularly in the rural area surrounding Llanbedr.	++	This measure could encourage more people to travel by sustainable transport through a community-led scheme.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
4024	Public Transport	Roads Review	Ffifocs Bus Service	Provide a Ffifocs bus service for Llanbedr and surrounding areas.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel by sustainable travel by extending the geographical reach of public transport services.	++	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
4025	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could allow goods to move easier by more sustainable transport to and from Llanbedr Airfield.	++	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure has the potential to reduce emissions from freight and logistics, in line with Policy 33.	+
4026	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could allow goods to move easier by more sustainable transport to and from Llanbedr Airfield.	++	This measure is unlikely to encourage people to make the change to sustainable transport.	0	Although this measure could increase emissions due to the need to construct a new port facility, it could reduce emissions from freight and logistics (Policy 33) over the long term. The overall impact has however been scored as neutral at this stage.	0
4027	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to move easier by sustainable travel by ensuring that the station facilities are accessible to all.	+	This could encourage more people to utilise Llanbedr Railway Station and therefore travel by sustainable travel.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
4028	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to travel more easily by sustainable travel for the last-legs of journeys to Llanbedr.	+	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
4029	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by rail.	+++	This measure could encourage more people to travel by rail through making it more convenient.	++	This measure could increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
4030	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by rail.	++	This measure could encourage more people to travel by rail through making it more convenient.	++	This measure could increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
4031	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to move easier by sustainable travel by ensuring that buses are accessible to all.	+	This measure could encourage more people to travel by bus by making it more attractive for users and improving their experience.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+

ID	Type	Source	Title	Description	Timescale	Potentially Impacted by a low-speed relief road?	Future Wales: The National Plan 2040		Mid Wales Joint Local Transport Plan 2015		Cynidr Gwynedd Plan 2023-2028		Eryri Local Development Plan 2016 - 2031	
1011	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5). This being said, it would adversely impact access to key destinations along Mochras Road (Outcome 1) and therefore could have an overall adverse impact.	-	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could encourage more people to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also encouraging visitors to travel by sustainable modes (Strategic Policy I: Tourism).	++
1012	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Ardudwy region.	LT	No	This measure could contribute to sustainable growth in the region (Outcome 3) and enhance the promotion of local culture (Outcome 6).	++	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	This measure could support a sustainable visitor economy in the region (A Prosperous Gwynedd).	++	This measure could support the visitor economy, in line with the aspirations of Strategic Policy I: Tourism.	+
1013	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Arto)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Arto Bridge, adjacent to The Old Bakery.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
1014	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Arto)	Provide a new bus northbound bus stop opposite Hafan Arto, to the south of the A496 Afon Arto Bridge.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
1015	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by active travel (Outcome 3) and reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to make end-to-end journeys by sustainable modes, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in making end-to-end journeys by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
1016	Public Transport	WetTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++
1017	Public Transport	WetTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++
1018	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to make end-to-end journeys by sustainable modes, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in making end-to-end journeys by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
1019	Public Transport	WetTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to make end-to-end journeys by sustainable modes, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in making end-to-end journeys by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
1020	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	A direct shuttle between Shell Island and Llanbedr Railway Station could encourage more visitors to travel by public transport when in the area, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could encourage more visitors to travel by sustainable modes (Strategic Policy I: Tourism), whilst also supporting the rural economy (Strategic Policy H: A Sustainable Rural Economy).	++
1021	Public Transport	WetTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could encourage more visitors to travel by sustainable modes (Strategic Policy I: Tourism), whilst also supporting the rural economy (Strategic Policy H: A Sustainable Rural Economy).	++
1022	Public Transport	WetTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also improve access for accessible users by sustainable transport modes (Outcome 1).	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+	This measure could support disabled users in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
1023	Behaviour Change	WetTAG Stage One 2024	Community Transport - Ardudwy Corridor	Establish a Community Transport scheme along the Ardudwy Corridor, incorporating Llanbedr.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also improve access for accessible users by sustainable transport modes (Outcome 1).	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd'.	+	This measure could encourage more people in the area to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
1024	Public Transport	Roads Review	Ffifys Bus Service	Provide a ffifys bus service for Llanbedr and surrounding areas.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
1025	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	This measure could contribute to a decarbonised economy through enabling goods to be transported by a more sustainable method (Outcome 11).	+	This measure could enable goods to be transported by a more sustainable mode of transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure is unlikely to impact on the Cynidr Gwynedd Plan.	0	Reducing the impact of freight on the transport network could enable development at Llanbedr Airfield, which is a site that can contribute significantly to the local economy, as part of the Snowdonia Enterprise Zone (Development Policy 27). It is however noted that the Development Policy outlines that any proposals should not have a significant effect on the landscape, and therefore this should be considered in the design of this measure.	+
1026	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	This measure could contribute to a decarbonised economy through enabling goods to be transported by a more sustainable method (Outcome 11).	+	This measure could enable goods to be transported by a more sustainable mode of transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure requires part of a Site of Special Scientific Interest to be implemented, which would conflict with a 'green Gwynedd' through reducing biodiversity and losing some natural habitat.	-	Although this measure could reduce the impact of freight on the transport network and support development at Llanbedr Airfield, which is a site that can contribute significantly to the local economy, as part of the Snowdonia Enterprise Zone (Development Policy 27), it would likely have a significant impact on the landscape, which conflicts with this Development Policy. In addition, it would require the loss of some area of a Site of Special Scientific Interest and developing part of the 'undeveloped coast', conflicting with Strategic Policy D: Natural Environment.	-
1027	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also improve access for accessible users by sustainable transport modes (Outcome 1).	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by rail by improving user experience and making the station more accessible, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
1028	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could enable more visitors to travel by public transport for the last leg of their journey, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could encourage more visitors to travel by sustainable modes (Strategic Policy I: Tourism), whilst also supporting the rural economy (Strategic Policy H: A Sustainable Rural Economy).	+
1029	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++
1030	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++
1031	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also improve access for accessible users by sustainable transport modes (Outcome 1).	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+	This measure could encourage more people in the area to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Llywyf Newydd: Priority 1 - Bring services to people in order to reduce the need to travel	Llywyf Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llywyf Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales			
001	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Tŷgof Gyrnadd Llanbedr.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to walk and cycle within Llanbedr.	+	This measure could encourage more people to walk and cycle for local journeys through providing effective infrastructure.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.
002	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage more people to travel by sustainable transport through reducing the availability of parking within Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.
003	Road Safety	WuTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for local journeys through reducing vehicle speeds in Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.
004	Public Realm	WuTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could significantly reduce the potential to travel by bus in one direction along the A496 corridor.	--	Through not enabling buses to travel in one direction, this measure could significantly discourage people from travelling by sustainable modes.	--	This measure could significantly increase the number of car miles undertaken by people travelling along the A496 corridor.
005	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more people to walk and cycle within Llanbedr.	++	This measure could encourage more people to walk and cycle for local journeys through providing effective infrastructure.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.
006	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure could increase emissions from freight and logistics through increasing journey distances for deliveries along the A496 corridor, which conflicts with Policy 31.
007	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for local journeys through reducing vehicle speeds in Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.
008	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for local journeys through reducing the dominance of the private car.	+	This measure is unlikely to impact on the targets of Net Zero Wales.
009	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could increase the gaps in traffic along the A496 and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for local journeys.	+	This measure is unlikely to impact on the targets of Net Zero Wales.
010	Public Realm	Roads Review	A496 Afon Arthro Bridge - Closure	Close the A496 Afon Arthro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could significantly reduce the potential to travel by bus along the A496 corridor.		Through not enabling buses to travel in one direction, this measure could significantly discourage people from travelling by sustainable modes.		This measure could significantly increase the number of car miles undertaken by people travelling along the A496 corridor.
011	Road Safety	WuTAG Stage One 2024	A496 Afon Arthro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Arthro Bridge.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.
012	Public Realm	WuTAG Stage One 2024	A496 Afon Arthro Bridge - Raised Table	Provide a raised table at the A496 Afon Arthro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more journeys on-foot in the centre of Llanbedr.	+	This measure could encourage more people to walk for local journeys.	+	This measure is unlikely to impact on the targets of Net Zero Wales.
013	Active Travel	WuTAG Stage One 2024	A496 Afon Arthro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Arthro bridge to provide a wider footway for users.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to move more easily on-foot across the A496 Afon Arthro bridge.	+	This measure could encourage more people to walk for local journeys.	+	This measure is unlikely to impact on the targets of Net Zero Wales.
014	Road Safety	Roads Review	A496 Afon Arthro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Arthro Bridge.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for local journeys through improving connectivity across the A496 Afon Arthro bridge.	+	This measure is unlikely to impact on the targets of Net Zero Wales.
015	Traffic Flow	Previous WuTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.
016	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely between Llanbedr and the Railway Station.	++	This measure could encourage more people to travel by sustainable transport for end-to-end journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).
017	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely through Llanbedr.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).
018	Active Travel	Stakeholders	Active Travel Route - Afon Arthro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely in Llanbedr.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).
019	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (NCN8)	Improve the current NCN8 route to provide a safe active travel route parallel to the A496 between Llanedwyn in the north and Barmouth in the south (Marlech to Dyffryn Ardudwy section).	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to cycle safely for journeys along the A496 corridor.	++	This measure could encourage more people to travel by cycle in the local area.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) to and from the surrounding area and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.
020	Active Travel	WuTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Tŷgof Gyrnadd Llanbedr, along or parallel to the unnamed road.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely in Llanbedr.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).
021	Active Travel	WuTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk safely in the local area.	+	This measure could encourage more people to travel on-foot for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).

Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low-speed relief road?	Future Wales: The National Plan 2040	Mid Wales Joint Local Transport Plan 2015	Cynfor Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031
001	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ysgol Gynradd Llanbedr.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ysgol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	+ This measure could encourage more people in the area to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
002	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr by improving the flow of traffic within the village, contributing to Outcome 2.	+ This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through discouraging use of the private car (Outcome 5).	+ This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+ This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy I: Tourism.
003	Road Safety	WutTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+ This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+ This measure could support journeys by active modes through lowering speeds, contributing to a 'green Gwynedd'.	+ This measure could improve the local environment for active travel journeys, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
004	Public Realm	WutTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	This measure could significantly reduce the ability of people to travel in the local area, impacting on the rural community and economy in Llanbedr (Outcomes 1 and 2).	-- This measure could significantly increase journey distances along the A496 corridor, which would increase the impact of the transport network on the environment (Outcome 5), whilst also restricting access to key locations and services (Outcomes 1 and 2).	-- This measure would require vehicles to route along adjacent routes which are unsuitable for larger vehicles. It is considered that this would lead to an increase in carbon emissions through increased journey lengths (A Green Gwynedd), whilst also having an adverse impact on the local economy and visitor economy (A Prosperous Gwynedd).	-- This measure conflicts with the aspirations of the Eryri LDP through significantly increasing journey distances in the local area, increasing carbon emissions (Strategic Policy L: Accessibility and Transport) and adversely impacting the rural economy (Strategic Policy H: A Sustainable Rural Economy).
005	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ysgol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	+ This measure could encourage more people in the area to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
006	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	This measure could have on the rural economy in the area through restricting HGV movements along the A496 corridor (Outcome 2).	- This measure could significantly increase journey distances along the A496 corridor for HGVs, which would increase the impact of the transport network on the environment (Outcome 5).	- This measure would require vehicles to route along adjacent routes which are unsuitable for larger vehicles, or via longer-distance alternative routes (such as the A470). It is considered that this would lead to an increase in carbon emissions through increased journey lengths (A Green Gwynedd).	-- This measure conflicts with the aspirations of the Eryri LDP through significantly increasing journey distances in the local area for HGVs, increasing carbon emissions (Strategic Policy L: Accessibility and Transport) and adversely impacting the rural economy (Strategic Policy H: A Sustainable Rural Economy).
007	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+ This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+ This measure could support journeys by active modes through lowering speeds, contributing to a 'green Gwynedd'.	+ This measure could support journeys by active modes through lowering speeds, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
008	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as gley way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+ This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+ This measure could support journeys by active modes through lowering speeds, contributing to a 'green Gwynedd'.	+ This measure could support journeys by active modes through lowering speeds, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
009	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	Although this measure could increase gaps in traffic, supporting journeys on foot within Llanbedr (Outcome 7), it is likely to increase speeds within the village and could have safety impacts, which could adversely impact the local community (Outcome 2).	- This measure could increase speeds along the A496 within Llanbedr, adversely impacting safety (Outcome 4).	-- This measure could support journeys by active modes within Llanbedr through increasing gaps in traffic, contributing to a 'green Gwynedd'.	+ This measure could support journeys by active modes within Llanbedr through increasing gaps in traffic, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
010	Public Realm	Roads Review	A496 Afon Arto Bridge - Closure	Close the A496 Afon Arto Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	This measure could significantly reduce the ability of people to travel in the local area, impacting on the rural community and economy in Llanbedr (Outcomes 1 and 2).	-- This measure could significantly increase journey distances along the A496 corridor, which would increase the impact of the transport network on the environment (Outcome 5), whilst also restricting access to key locations and services (Outcomes 1 and 2).	-- This measure would require vehicles to route along adjacent routes which are unsuitable for larger vehicles. It is considered that this would lead to an increase in carbon emissions through increased journey lengths (A Green Gwynedd), whilst also having an adverse impact on the local economy and visitor economy (A Prosperous Gwynedd).	-- This measure conflicts with the aspirations of the Eryri LDP through significantly increasing journey distances in the local area, increasing carbon emissions (Strategic Policy L: Accessibility and Transport) and adversely impacting the rural economy (Strategic Policy H: A Sustainable Rural Economy).
011	Road Safety	WutTAG Stage One 2024	A496 Afon Arto Bridge - Give-way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Arto Bridge.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+ This measure could improve safety at the A496 Afon Arto bridge (Outcome 4).	+ This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+ This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy I: Tourism.
012	Public Realm	WutTAG Stage One 2024	A496 Afon Arto Bridge - Raised Table	Provide a raised table at the A496 Afon Arto Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr, contributing to Outcome 2.	+ This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+ This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+ This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also improving the attractiveness of the village centre, encouraging more people to visit the local area (Strategic Policy I: Tourism).
013	Active Travel	WutTAG Stage One 2024	A496 Afon Arto Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Arto Bridge to provide a wider footway for users.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+ This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+ This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
014	Road Safety	Roads Review	A496 Afon Arto Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Arto Bridge.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+ This measure could improve safety at the A496 Afon Arto bridge (Outcome 4).	+ This measure could enable pedestrians to safely cross the A496 Afon Arto Bridge, contributing to a 'green Gwynedd', whilst also reducing the impact of increased traffic associated with the visitor economy on the village (A Prosperous Gwynedd).	++ This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting access to Shell Island, which is a key local site for the visitor economy (Strategic Policy I: Tourism).
015	Traffic Flow	Previous WutTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+ This measure could improve safety at the A496 / Mochras Road junction (Outcome 4).	+ Realignment of the A496/Mochras Road junction could support caravans and larger vehicles accessing Shell Island and Llanbedr Airfield, respectively, supporting the local and visitor economy (A Prosperous Wales).	++ Realignment of the A496/Mochras Road junction could support caravans and larger vehicles accessing Shell Island and Llanbedr Airfield, which are key sites for the visitor economy (Strategic Policy I: Tourism) and rural economy (Strategic Policy H: A Sustainable Rural Economy), respectively.
016	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ Although this could support journeys by active modes within Llanbedr (A Green Gwynedd), it could impact on the ability for people to access Llanbedr Airfield and Shell Island safely, potentially impacting on the local and visitor economy (A Prosperous Gwynedd).	- Whilst this measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport, it would likely impact on access to Shell Island and the proposed development at Llanbedr Airfield, which are key sites for the visitor economy (Strategic Policy I: Tourism) and rural economy (Strategic Policy H: A Sustainable Rural Economy), respectively.
017	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	Although this measure could contribute to Outcome 7 by encouraging sustainable travel, it would require significant reallocation of the road space on the A496, which would adversely impact on the local community through increasing congestion along the local high street (Outcome 2).	- Whilst this measure could increase the number of people walking and cycling in the local area (Outcome 3), it is likely to have a significant impact on other traffic along the A496 and therefore adversely impact access to key locations and services in the region (Outcomes 1 and 2).	- Although this could support journeys by active modes within Llanbedr (A Green Gwynedd), it could impact on the ability for people to travel through the village, impacting on access to Llanbedr Airfield and Shell Island, potentially impacting on the local and visitor economy (A Prosperous Gwynedd).	- Whilst this measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport, it would likely impact on the ability for vehicles to travel through Llanbedr, and impact access to Shell Island and the proposed development at Llanbedr Airfield, which are key sites for the visitor economy (Strategic Policy I: Tourism) and rural economy (Strategic Policy H: A Sustainable Rural Economy), respectively.
018	Active Travel	Stakeholders	Active Travel Route - Afon Arto Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ysgol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	++ This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
019	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (NCNB)	Improve the current NCNB route to provide a safe active travel route parallel to the A496 between Llanfawr in the north and Barmouth in the south (in reach to Dyffryn Ardudwy section).	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ Improvements to NCNB could enable more people to walk and cycle for journeys in the local area, contributing to a 'green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	++ This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also providing a longer distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy I: Tourism).
020	Active Travel	WutTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ysgol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	+ This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.
021	Active Travel	WutTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+ This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Llwyer Newydd: Priority 1 - Bring services to people in order to reduce the need to travel	Llwyer Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llwyer Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales		
0001	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to travel using ultra-low emission vehicles.	+ This measure could encourage more people to own an electric vehicle.	+ This measure could contribute to the ambition to provide a comprehensive network of electric vehicle charging points, and for a proportion of passenger car travel to be zero emission. This aligns with Policy 36: plan for and invest in EV charging infrastructure.	++
0002	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	This measure could reduce the need for travel by car / van around Llanbedr Airfield	+	This measure could enable goods to move more easily by more sustainable modes.	+ This measure is unlikely to encourage people to make the change to sustainable transport.	0 This measure has the potential to reduce emissions from freight and logistics, in line with Policy 33.	+
0003	Public Transport	WetTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable disabled users to park at Llanbedr Railway Station and travel by rail.	+ This measure could encourage accessible users to utilise Llanbedr Railway Station and travel by rail.	+ This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) by providing improved access, and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
0004	Public Transport	WetTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to park at Llanbedr Railway Station and travel by rail.	+ This measure could encourage accessible users to utilise Llanbedr Railway Station and travel by rail.	+ This measure could contribute to Policy 32 to increase trip mode share of public transport through improving access to rail, whilst it could also contribute to the ambition to provide a comprehensive network of electric vehicle charging points (Policy 36).	+
0005	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could improve safety on Mochras Road and enable more people to safely travel on-foot or by cycle.	+ This measure could encourage more people to walk and cycle for journeys to and from Shell Island through reducing vehicle speeds.	+ This measure is unlikely to impact on the targets of Net Zero Wales.	0
0007	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0 This measure could encourage more people to travel by sustainable transport through reducing the availability of parking within Llanbedr.	+ This measure is unlikely to impact on the targets of Net Zero Wales.	0
0008	Road Safety	WetTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more people to move easier and more safely by active travel.	++ This measure could encourage more people to walk and cycle for journeys to and from Shell Island.	+ This measure would restrict access for private cars, which could contribute to reducing the number of car miles undertaken by people travelling along Mochras Road.	+
0009	Road Safety	Quick Wins	Mochras Road - Extend 20 mph Speed Limit	Extend the 20 mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety on Mochras Road and enable more people to safely travel on-foot or by cycle.	+ This measure could encourage more people to walk and cycle for journeys to and from Shell Island through reducing vehicle speeds.	+ This measure is unlikely to impact on the targets of Net Zero Wales.	0
0010	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety on Mochras Road and enable more people to safely travel on-foot or by cycle.	+ This measure could encourage more people to walk and cycle along Mochras Road through reducing the dominance of the private car.	+ This measure is unlikely to impact on the targets of Net Zero Wales.	0
0011	Behaviour Change	WetTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to travel using ultra-low emission vehicles.	+ This measure could encourage more people to own an electric vehicle.	+ This measure could contribute to the ambition to provide a comprehensive network of electric vehicle charging points, and for a proportion of passenger car travel to be zero emission. This aligns with Policy 36: plan for and invest in EV charging infrastructure.	++
0012	Active Travel	WetTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk safely in the local area.	+ This measure could encourage more people to travel on-foot for local journeys.	+ This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
0013	Active Travel	WetTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk safely in the local area.	+ This measure could encourage more people to travel on-foot for local journeys.	+ This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
0014	Active Travel	WetTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Brideway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk safely in the local area.	+ This measure could encourage more people to travel on-foot for local journeys.	+ This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
0015	Active Travel	WetTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk safely in the local area.	+ This measure could encourage more people to travel on-foot for local journeys.	+ This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
0016	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk and cycle safely in the local area.	+ This measure could encourage more people to travel on-foot and by cycle for local journeys.	+ This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
0017	Traffic Flow	Stakeholders	Shell Island - Total Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0 This measure is unlikely to encourage people to make the change to sustainable transport.	0 This measure is unlikely to impact on the targets of Net Zero Wales.	0
0018	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0 This measure could encourage more people to walk to and within Llanbedr.	+ This measure could encourage more people to walk in Llanbedr, which could contribute to increasing trip mode share of active travel (Policy 31).	+
0019	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0 This measure is unlikely to encourage people to make the change to sustainable transport.	0 This measure is unlikely to impact on the targets of Net Zero Wales.	0
0020	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0 This measure is unlikely to encourage people to make the change to sustainable transport.	0 This measure is unlikely to impact on the targets of Net Zero Wales.	0
0021	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llanedwyn in the north and Barmouth in the south (Marches to Dyffryn Ardudwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to cycle safely for journeys along the A496 corridor.	++ This measure could encourage more people to travel by cycle in the local area.	+ This measure could increase the proportion of trips made by sustainable travel modes (active travel) to and from the surrounding area and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+



Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low-speed relief road?	Future Wales: The National Plan 2040	Mid Wales Joint Local Transport Plan 2015	Cynfor Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031				
0001	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	This measure supports Outcome 7 by promoting low and zero-emission vehicles by providing electric vehicle charging infrastructure.	+	This measure could increase the attractiveness of electric vehicle ownership, reducing the impact of the transport network on the environment (Outcome 5).	+	Providing electric vehicle charging points could enable more people to travel to the area by this zero-carbon mode of travel, reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure is unlikely to directly impact on the policies of the Eryri LDP.	0
0002	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	This measure could support the sustainable development of Llanbedr Airfield (Outcome 3).	+	This measure could support access to the Llanbedr Airfield development, which is a potential key employment site in the area (Outcome 1), whilst also improving the safety of potential additional trips in the area (Outcome 4).	++	This measure could support development at Llanbedr Airfield, which would provide high-quality jobs in close proximity to Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could reduce the impact of traffic from the proposed development at Llanbedr Airfield on the transport network, supporting development of the site which is part of the Snowdonia Enterprise Zone (Development Policy 27).	+
0003	Public Transport	WetTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel, whilst it could also improve access for accessible users by sustainable transport modes (Outcome 1).	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could enable disabled users and older people to effectively access the public transport network at Llanbedr Railway Station, contributing to both a 'safe' and 'green' Gwynedd.	+	This measure could support journeys for disabled users by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0004	Public Transport	WetTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel, whilst it could also improve access for accessible users by sustainable transport modes (Outcome 1).	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
0005	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes to and from a significant site for the visitor economy through lowering speeds, contributing to a 'green' and 'prosperous' Gwynedd.	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
0007	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr by improving the flow of traffic within the village, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through discouraging use of the private car (Outcome 5).	+	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could support people in accessing Shell Island from Mochras Road, which is a key site for the visitor economy (Strategic Policy I: Tourism).	+
0008	Road Safety	WetTAG Stage One 2024	Mochras Road - Close / One Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	Although this measure could contribute to Outcome 7 by encouraging sustainable travel, it would significantly adversely impact on the rural economy (Outcome 2).	-	This measure would significantly impact people in accessing Shell Island and Llanbedr Airfield, both of which are key destinations in the local area (Outcome 1).		This measure would sever Shell Island and Llanbedr Airfield from the transport network, making access to the sites not possible without the construction of an alternative route. This could have significant adverse impacts on the local and visitor economy (A Prosperous Gwynedd).		This measure would sever Shell Island and Llanbedr Airfield from the transport network, making access to the sites not possible without the construction of an alternative route. This would badly have a detrimental impact on both sites, adversely impacting the visitor economy (Strategic Policy I: Tourism) and potential future economy (Strategic Policy H: A Sustainable Rural Economy).	
0009	Road Safety	Quick Wins	Mochras Road - Extend 20 mph Speed Limit	Extend the 20 mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes to Llanbedr Railway Station, contributing to a 'green Gwynedd'.	+	This measure could support more local people and in travelling by sustainable modes for end-to-end journeys, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0010	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes to Llanbedr Railway Station, Llanbedr Airfield, and Shell Island, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0011	Behaviour Change	WetTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	This measure supports Outcome 7 by promoting low and zero-emission vehicles by providing electric vehicle charging infrastructure.	+	This measure could increase the attractiveness of electric vehicle ownership, reducing the impact of the transport network on the environment (Outcome 5).	+	Providing a communal electric vehicle charging point could enable more local people to own a zero-carbon car, reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure is unlikely to directly impact on the policies of the Eryri LDP.	0
0012	Active Travel	WetTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes in the area, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0013	Active Travel	WetTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes in the area, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0014	Active Travel	WetTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Brideway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes in the area, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0015	Active Travel	WetTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd', whilst also improving access to Ysgol Gyrfadri Llanbedr for school aged children (Tomorrow's Gwynedd).	++	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0016	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0017	Traffic Flow	Stakeholders	Shell Island - Total Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	This measure could support the local economy, contributing to the vibrancy of the rural community in Llanbedr (Outcome 2).	+	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy I: Tourism.	+
0018	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	This measure could contribute to Outcome 7 by supporting people in walking within the local community.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd', whilst also encouraging more people to visit the village (A Prosperous Gwynedd).	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
0019	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety at the A496 Afon Arbro bridge (Outcome 4).	+	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy I: Tourism.	+
0020	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety at the A496 Afon Arbro bridge (Outcome 4).	+	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy I: Tourism.	+
0021	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llanedeyrn in the north and Barmouth in the south (Parleach to Dyffryn Ardudwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	Although this measure could contribute to Outcome 7 by encouraging sustainable travel, it would require significant reallocation of the road space on the A496, which would adversely impact on the local community through increasing congestion along the local high street (Outcome 2).	-	Whilst this measure could increase the number of people walking and cycling in the local area (Outcome 3), it is likely to have a significant impact on other traffic along the A496 and therefore adversely impact access to key locations and services in the region (Outcomes 1 and 2).	-	An active travel route along the A496 could enable more people to walk and cycle for journeys in the local area, contributing to a 'green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also providing a longer-distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy I: Tourism).	++

Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low- speed relief road?	Llwybr Newydd: Priority 1 - Bring services to people in order to reduce the need to travel	Llwybr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llwybr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales				
W1	Active Travel	WuTAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Parfatch to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	-	-	-	-	-				
W2	Active Travel	WuTAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Parfatch to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to cycle safely for journeys along the A496 corridor.	++	This measure could encourage more people to travel by cycle in the local area.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) to and from the surrounding area and therefore has the potential to contribute to Policy 31, to increase trip mode share of active travel.	+
W3	Active Travel	Stakeholders	Active Travel Route - Maes Ardro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Ardro site.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely in Llanbedr.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
W4	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely between Llanbedr and the Railway Station.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
W5	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Ardro, parallel to Mochras Road.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely between Llanbedr and the Railway Station.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
W6	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely between Shell Island and the Railway Station.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
W7	Road Safety	Previous WuTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGVs (if required), to Llanbedr Airfield.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
W8	Road Safety	Previous WuTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
W9	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to park at Llanbedr Railway Station and travel by rail.	+	This measure could encourage accessible users to utilise Llanbedr Railway Station and travel by rail.	+	This measure could contribute to Policy 32 to increase trip mode share of public transport through improving access to rail, whilst it could also contribute to the ambition to provide a comprehensive network of electric vehicle charging points (Policy 36).	++
W10	Active Travel	Stakeholders	New Active Travel Afon Ardro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Ardro bridge.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely in Llanbedr.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
W11	Active Travel	Stakeholders	New Active Travel Afon Ardro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Ardro bridge.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely in Llanbedr.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
W12	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafon Ardro, to the rear of the properties to the north of the Afon Ardro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure could contribute to the ambition to provide a comprehensive network of electric vehicle charging points, and for a proportion of passenger car travel to be zero emission. This aligns with Policy 36 - plan for and invest in EV charging infrastructure.	+

Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low-speed relief road?	Future Wales: The National Plan 2040	Mid Wales Joint Local Transport Plan 2015	Cynfor Gwynedd Plan 2023-2028	Erwyl Local Development Plan 2016 - 2031				
141	Active Travel	WuTAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Parlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	-	-	-	-	-				
142	Active Travel	WuTAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Parlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	An active travel route parallel to the A496, utilising upgraded public rights of way adjacent to Llanbedr, could enable more people to walk and cycle for journeys in the local area, contributing to a 'green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also providing a longer-distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy I: Tourism).	++
143	Active Travel	Stakeholders	Active Travel Route - Maes Arto	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Arto site.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
144	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
145	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Arto, parallel to Mochras Road	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
146	Active Travel	Stakeholders	Active Travel Route - Shell Island	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could improve access by active modes between Llanbedr, Shell Island, and the railway station, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
147	Road Safety	Previous WuTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	This measure could support the sustainable development of Llanbedr Airfield (Outcome 3).	+	This measure could support access to the Llanbedr Airfield development, which is a potential key employment site in the area (Outcome 1).	+	Improvements to access along Mochras Road could improve access to the Llanbedr Airfield development site and Shell Island, contributing to the local and visitor economy (A Prosperous Gwynedd).	+	The measure could support the development of Llanbedr Airfield, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy, whilst also improving access to Shell Island, which is a key site for the visitor economy (Strategic Policy I: Tourism).	++
148	Road Safety	Previous WuTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	This measure could support the sustainable development of Llanbedr Airfield (Outcome 3).	+	This measure could support access to the Llanbedr Airfield development, which is a potential key employment site in the area (Outcome 1).	+	This measure could improve access to the Llanbedr Airfield development site, contributing to the local economy (A Prosperous Gwynedd).	+	The measure could support the development of Llanbedr Airfield, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy.	+
149	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel, whilst it could also improve access for accessible users by sustainable transport modes (Outcome 1).	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could enable more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++
150	Active Travel	Stakeholders	New Active Travel Afon Arto Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Arto bridge.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ygol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	++	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
151	Active Travel	Stakeholders	New Active Travel Afon Arto Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Arto bridge.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ygol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	++	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
152	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafon Arto, to the rear of the properties to the north of the Afon Arto, and/or to the south of the Unnamet Road to the east of the village.	MT	Yes	This measure supports Outcome 7 by promoting low and zero-emission vehicles by providing electric vehicle charging infrastructure.	+	Whilst this could improve traffic flow through Llanbedr, it may increase vehicle speeds and contribute adversely to safety (Outcome 4). However, the overall impact of this measure is considered neutral at this stage.	+	Although this measure could reduce the impact of the visitor economy on Llanbedr (A Prosperous Gwynedd), in isolation it could cause increased speeds along the A496 and present a barrier for journeys on-foot through the village, discouraging people from travelling by active modes (A Green Gwynedd). At this stage, the overall impact is unclear and therefore has been scored neutral.	0	Although this measure could reduce the impact of the visitor economy on Llanbedr (Strategic Policy I: Tourism), in isolation it could cause increased speeds along the A496 and present a barrier for journeys on-foot through the village, discouraging people from travelling by active modes, conflicting with Strategic Policy L: Accessibility and Transport.	0



## SENARIO GYDA Ffordd LINIARU CYFLYMDER ISEL

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Rd	Type	Source	Title	Description	Timescale	Potentially impacted by a low speed relief road?	Llywyb Newydd: Priority 1 - Bring services to people to reduce the need to travel	Llywyb Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llywyb Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales				
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	The Llanbedr Airfield site has been identified as an enterprise zone by Welsh Government where development should be encouraged. The site is in close proximity to a railway station, and within cycle distance of Llanbedr village, and therefore restricting development of the site would mean that local people have to continue travelling longer distances for work. A low-speed relief road could also enable bus services to access the site, and therefore restricting development of the site is considered to conflict with Priority 1 of Llywyb Newydd.	--	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	The Llanbedr Airfield site has been identified as an enterprise zone by Welsh Government where development should be encouraged. The site is in close proximity to a railway station, within cycle distance of Llanbedr village, and likely to be accessible by bus. If a low-speed relief road is developed, This measure would therefore mean that local employment opportunities are restricted and people will have to continue travelling longer distances for work, which is against the targets of Net Zero Wales.	-
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	This measure could reduce the need for people to travel longer distances for work.	+++	Through reducing distances some people are required to travel to work, this measure could allow more people to travel by sustainable modes.	+	This measure could encourage some people to make the change to sustainable transport modes for journeys to work.	+	This could reduce the number of car miles undertaken by people for work in the surrounding area and has the potential to contribute to Policy 30 - to enable people to work at or near to home.	+
LP3	Non-Transport	WetTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sectors, to adopt remote working policies where possible.	ST	No	This measure could reduce the need for people to travel to work every day, although it is likely that it will not completely remove the need for people to travel for employment.	++	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to more sustainable transport services.	0	This could reduce the number of car miles undertaken by people for work in the surrounding area and has the potential to contribute to Policy 30 - to enable people to work at or near to home.	+
LP4	Freight & Logistics	WetTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	This could reduce the need for people living in Llanbedr to travel to nearby locations to collect parcels and deliveries.	++	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This could reduce the number of car miles undertaken by people when collecting parcels and deliveries in the surrounding area, whilst also reducing the number of door-to-door deliveries being made, reducing emissions associated with local freight (Policy 33).	+
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	+	This measure could encourage more people to travel by sustainable modes, reducing the number of car miles travelled.	+
BC2	Active Travel	WetTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could reduce the need for people to use cars / vans for deliveries.	++	This measure could enable those who cannot afford to own a personal cycle to travel by sustainable transport.	+	This measure could encourage people to switch to more sustainable modes of transport by making cycling more accessible to people.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	This measure could reduce the need for people to travel if current broadband speeds and mobile phone coverage are poor.	+	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure could contribute to enabling people to work at or near to home, as per Policy 30.	+
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to travel by public transport by making it easier to switch between different modes.	++	This measure could encourage people to switch to more sustainable transport services by making purchasing multi-modal tickets easier.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
BC5	Public Transport	WetTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could make enable people to travel door-to-door by sustainable modes, through enabling active travel journeys for first and last mile journeys.	++	This measure could encourage behaviour change by improving the ease of cycling to Llanbedr Railway Station.	+	This measure could encourage an increase in the proportion of trips made by active travel to Llanbedr Railway Station, and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure will could encourage more people to utilise Llanbedr Railway Station and therefore travel by rail.	+	This measure could encourage more people to travel by rail, contributing to Policy 32 - to increase trip mode share of public transport.	+
BC7	Public Transport	WetTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to travel by cycle to Llanbedr.	+	This measure could encourage behaviour change by improving the ease of cycling to Llanbedr.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BC9	Non-Transport	WetTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	This measure could reduce the people in Llanbedr village to travel outside of the village to see a GP.	++	This measure could allow enable some people to travel by active modes to their GP appointment.	+	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This could reduce the number of car miles undertaken by people to access health services.	+
BC10	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable those who cannot afford to own a personal cycle to travel by sustainable transport.	+	This measure could encourage people to switch to more sustainable modes of transport by making cycling more accessible to people.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
BC11	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gyfnadr Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	This measure could reduce the people in Llanbedr village to travel to find information by having it posted online. Furthermore, information provided may reduce their need to travel by private car on a daily basis.	+	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage behaviour change through provide information on sustainable transport services.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
BC12	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage behaviour change through provide information on sustainable transport services.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
BC13	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage behaviour change by restricting the availability of parking for non-residents within Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BC14	Behaviour Change	Roads Review	Road User Charging	Introduce a modest road user charge across the region.	LT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to directly impact on the potential for people to travel by sustainable modes.	0	This measure could significantly encourage people to travel by sustainable modes for all trips across the region.	+++	This measure could contribute to reducing the number of car miles undertaken throughout the region by encouraging modal shift.	+++
BC15	Behaviour Change	WetTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could provide a location where sustainable transport services and information are centred, encouraging people to travel by more sustainable modes.	++	This measure could increase the proportion of trips made by sustainable travel modes (public transport and active travel) and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31) and public transport (Policy 32).	+

Rd#	Type	Source	Title	Description	Timescale	Potentially impacted by a low speed relief road?	Future Wales: The National Plan 2040	North Wales Joint Local Transport Plan 2013	Cynwr Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031				
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	Outcome 2 sets out that job opportunities and community services will be supported in rural areas to help attract and retain people. It is therefore considered that this measure conflicts with this, particularly as Llanbedr Airfield will be fully accessible by sustainable modes with the introduction of a low-speed relief road.	-	Although access to Llanbedr Airfield is set out as a regional priority scheme, it is not considered that changes to the actual proposed development will have any impact on the Mid Wales Joint LTP.	0	The measure could reduce the number of high-quality jobs being produced in Gwynedd, conflicting with the aspiration to develop a 'prosperous Gwynedd'.	-	The Eryri LDP outlines that the National Park Authority would support any appropriate development at Llanbedr Airfield, with it being located within the Snowdonia Enterprise Zone. The LDP lists a number of uses which would be accepted (Policy 27), and therefore further lending development of the site is considered to conflict with the Eryri LDP.	-
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	This measure could support the rural economy through improving access to employment opportunities in the area, supporting Outcome 2 of Future Wales.	+	This measure could reduce the number of car miles undertaken by people for work, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure is unlikely to impact on the Cynwr Gwynedd Plan.	0	This measure could promote accessibility and inclusion through providing remote working locations within communities that are accessible to all by sustainable modes.	+
LP3	Non-Transport	WetTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sectors, to adopt remote working policies where possible.	ST	No	This measure could support the rural economy through improving access to employment opportunities in the area, supporting Outcome 2 of Future Wales.	+	This measure could reduce the number of car miles undertaken by people for work, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could offer more flexibility to workers, improving employment opportunities locally, supporting the aspiration to develop a 'prosperous Gwynedd'.	+	The measure could support the rural economy, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy.	+
LP4	Freight & Logistics	WetTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	This measure is unlikely to impact on the Future Wales outcomes.	0	The provision of secure delivery lockers in Llanbedr, could reduce the distance of local people travelling to collect parcels and deliveries, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure is unlikely to impact on the Cynwr Gwynedd Plan.	0	This measure is unlikely to directly impact on the policies of the Eryri LDP.	0
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could reduce the number of car miles undertaken by people for work, reducing the impact of the transport network on the environment (Outcome 5).	+	Car free days could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd'.	+	Car free days could encourage more people to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
BC2	Active Travel	WetTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to cycle for local journeys, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure could encourage more people to travel by cycle, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	This measure could contribute to Outcome 8 by providing comprehensive coverage of superfast and progressing to ultra-fast fibre.	+	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	Improved digital connectivity could ensure that the local community are able to reach opportunities digitally (A Prosperous Gwynedd), whilst also reducing the need to travel and contributing to a 'green Gwynedd'.	+	This measure could reduce the need for some people to travel for work and other services, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by public transport, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	++	This measure could encourage more people to travel by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	++
BC5	Public Transport	WetTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to cycle for their first and last-mile journeys when travelling by rail, contributing to a modal shift in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+	This measure could encourage more people to cycle for their first and last-mile journeys when travelling by rail, contributing to a modal shift in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure is unlikely to impact on the Future Wales outcomes.	0	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	Rebranding Llanbedr Railway Station could encourage more visitors to the area to travel by rail through improving user experience and contributing to the visitor economy (A Prosperous Gwynedd).	+	This measure could encourage more people to travel by rail, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
BC7	Public Transport	WetTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to cycle for local journeys, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure could encourage more people to travel by cycle, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This measure could contribute to Outcome 1 by providing accessible services for the community and helping people to lead healthy lives.	+	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	This measure could encourage more people to walk for journeys within Llanbedr, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd). This could also support the regeneration of the village, through encouraging more visitors.	+	Improvements to the public realm within Llanbedr could enhance the setting of the village, contributing to an enhanced cultural and historic environment within the National Park.	+
BC9	Non-Transport	WetTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could reduce the number of car miles undertaken by people to access key services, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could support meet the healthcare needs of the local community, ensuring healthcare is accessible to all (A Caring Gwynedd).	+	Through providing an occasional GP surgery within the village, a key service will be located closer to the local community, minimising the need to travel for some people, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
BC10	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to cycle for local journeys, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure could enable more people to travel by cycle, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
BC11	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gynradd Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	Public transport information provision could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd'.	+	This measure could encourage more people to travel by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting visitors to travel by sustainable modes (Strategic Policy L: Tourism).	+
BC12	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by public transport modes, encouraging more local people and visitors to travel by sustainable modes, contributing to a 'green Gwynedd'.	+	This measure could encourage more people to travel by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting visitors to travel by sustainable modes (Strategic Policy L: Tourism).	+
BC13	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	This measure could contribute to Outcome 7 by reducing the availability of parking, which could reduce the reliance on private motor vehicles.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through discouraging use of the private car (Outcome 5).	+	Managing residential parking could reduce the impact of the visitor economy on Llanbedr through more effectively managing on-street parking, contributing to a 'homely' and 'prosperous' Gwynedd.	++	This measure could reduce the impact of the visitor economy on Llanbedr through more effectively managing on-street parking and support access to the proposed development at Llanbedr Airfield, which will support the local economy (Strategic Policy H: A Sustainable Rural Economy).	++
BC14	Behaviour Change	Roads Review	Road User Charging	Introduce a modest road user charge across the region.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	A road user charge could contribute to a significant modal shift, whilst also raising additional revenue for reinvestment into sustainable transport projects, supporting a 'green Gwynedd'.	++	A road user charge could contribute to a significant modal shift, whilst also raising additional revenue for reinvestment into sustainable transport projects, supporting the aspirations of Strategic Policy L: Accessibility and Transport.	+++
BC15	Behaviour Change	WetTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	The measure could encourage people to travel on-foot to school (Outcome 7), whilst also supporting access within this rural setting to a key service (Outcome 2).	++	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could encourage more people to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting visitors to travel by sustainable modes (Strategic Policy L: Tourism).	++

Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low speed relief road?	Llwybr Newydd: Priority 1 - Bring services to people to reduce the need to travel	Llwybr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llwybr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales				
BC16	Behaviour Change	WefTAG Stage One 2024	School Street - Ygol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ygol Gynradd Llanbedr at the start and end of the school day	MT	No	This measure will not impact on the need for people to travel.	0	This could enable more people to travel by active modes to school, particularly those with accessibility constraints.	+	This measure could encourage more people to travel by active travel to school.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BC17	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to move easily by sustainable travel, particularly tourists.	++	This measure could encourage behaviour change by identifying ways to promote sustainable transport to tourists.	++	This measure could contribute to reducing the number of car miles undertaken throughout the region by encouraging modal shift.	++
BC18	Behaviour Change	WefTAG Stage One 2024	Sustainable Transport Incentives - Arduwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Arduwy Corridor to travel by sustainable modes.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable those who cannot afford to currently travel by public transport to do so.	++	This measure could encourage more people to travel by public transport by making it more affordable.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to increasing trip mode share of public transport (Policy 32).	++
BC19	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable those who cannot afford to currently travel by public transport to do so.	++	This measure could encourage more people to travel by public transport by making it more affordable.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to increasing trip mode share of public transport (Policy 32).	++
BC20	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to directly impact on the potential for people to travel by sustainable modes.	0	This measure could encourage people to travel by sustainable modes to the site.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport and active travel) and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31) and public transport (Policy 32).	+
BC21	Behaviour Change	Quick Wins	Travel Planning - Ygol Gynradd Llanbedr	Develop and implement a Travel Plan at Ygol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to directly impact on the potential for people to travel by sustainable modes.	0	This measure could encourage people to travel by sustainable modes to the site.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport and active travel) and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31) and public transport (Policy 32).	+
BC22	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage people to travel by sustainable modes for journeys along Mochras Road to avoid the charge.	++	This measure could contribute to reducing the number of car journeys undertaken along Mochras Road by encouraging modal shift.	+
BC23	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Arduwy region.	LT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to directly impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to directly encourage people to make the change to more sustainable transport services.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
S51	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Arto)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Arto Bridge, adjacent to The Old Bakery.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by bus.	+	This measure could encourage more people to travel by bus by making it more attractive for users and improving their experience.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
S52	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Arto)	Provide a new bus northbound bus stop opposite Hafan Arto, to the south of the A496 Afon Arto Bridge.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by bus.	+	This measure could encourage more people to travel by bus by making it more attractive for users and improving their experience.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
S53	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable travel by making it easier for people to switch between modes of sustainable transport.	+	This measure could encourage more people to travel by cycle for first and last mile journeys.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport and active travel) and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31) and public transport (Policy 32).	+
S54	Public Transport	WefTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by bus.	++	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
S55	Public Transport	WefTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by bus.	++	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
S56	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport.	++	This measure could encourage more people to travel end-to-end by sustainable transport.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
S57	Public Transport	WefTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport.	++	This measure could encourage more people to travel end-to-end by sustainable transport.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
S58	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport.	++	This measure could encourage more people to travel end-to-end by sustainable transport.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+

Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low speed relief road?	Future Wales: The National Plan 2040	North Wales Joint Local Transport Plan 2013	Cynon Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031				
BC16	Behaviour Change	WetTAG Stage One 2024	School Street - Ysgol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ysgol Gynradd Llanbedr at the start and end of the school day.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also contribute to sustainable growth in the region (Outcome 3) and enhance the promotion of local culture (Outcome 6).	++	This measure could increase the number of active travel journeys being made in the local area (Outcome 3).	+	This measure could ensure that school children are able to safely access education (Tomorrow's Gwynedd), whilst also embedding active travel journeys as the primary mode of choice for local journeys (A Green Gwynedd).	++	This measure could improve access on foot and by cycle to a key local facility (Ysgol Gynradd Llanbedr), supporting Strategic Policy L: Accessibility and Transport.	+
BC17	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could improve access to the visitor economy, which is a key market for the region (Outcome 1).	++	A Sustainable Tourism Strategy could contribute significantly the local economy (A Prosperous Gwynedd), whilst also ensuring that access by sustainable modes are prioritised for both visitors and local people (A Green Gwynedd).	+++	A Sustainable Tourism Strategy could encourage visitors to the region to travel by more sustainable modes (Strategic Policy L: Accessibility and Transport), support the retention of jobs within the rural economy (Strategic Policy H: A Sustainable Rural Economy), and enable the development of sustainable tourism in the region (Strategic Policy I: Tourism).	+++
BC18	Behaviour Change	WetTAG Stage One 2024	Sustainable Transport Incentives - Ardudwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Ardudwy Corridor to travel by sustainable modes.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage significantly more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting access to sustainable modes to high quality jobs for people from more deprived communities (A Prosperous Gwynedd).	++	This measure could encourage a modal shift for people living along the A496 Ardudwy Corridor (Strategic Policy L: Accessibility and Transport).	++
BC19	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could promote sustainable modes of transport for visitors to the area (Strategic Policy I: Tourism), reducing the impact of transport on the environment.	++
BC20	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more visitors to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	+	This measure could promote sustainable modes of transport for visitors to Shell Island (Strategic Policy I: Tourism), reducing the impact of transport on the environment and Llanbedr.	+
BC21	Behaviour Change	Quick Wins	Travel Planning - Ysgol Gynradd Llanbedr	Develop and implement a Travel Plan at Ysgol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by sustainable modes (A Green Gwynedd), whilst also outlining measures to support access for school children to education by active modes (Tomorrow's Gwynedd).	+	This measure could encourage more people to travel by sustainable modes and improve access on foot and by cycle to a key local facility (Ysgol Gynradd Llanbedr), supporting Strategic Policy L: Accessibility and Transport.	+
BC22	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5). This being said, it would adversely impact access to key destinations along Mochras Road (Outcome 1) and therefore could have an overall adverse impact.	-	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could encourage more people to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also encouraging visitors to travel by sustainable modes (Strategic Policy I: Tourism).	++
BC23	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Ardudwy region.	LT	No	This measure could contribute to sustainable growth in the region (Outcome 3) and enhance the promotion of local culture (Outcome 6).	++	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	This measure could support a sustainable visitor economy in the region (A Prosperous Gwynedd).	++	This measure could support the visitor economy, in line with the aspirations of Strategic Policy I: Tourism.	+
S51	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Arto)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Arto Bridge, adjacent to The Old Bakery.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
S52	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Arto)	Provide a new bus northbound bus stop opposite Hafan Arto, to the south of the A496 Afon Arto Bridge.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
S53	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by active travel (Outcome 3) and reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to make end-to-end journeys by sustainable modes, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in making end-to-end journeys by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
S54	Public Transport	WetTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++
S55	Public Transport	WetTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++
S56	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to make end-to-end journeys by sustainable modes, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in making end-to-end journeys by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
S57	Public Transport	WetTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to make end-to-end journeys by sustainable modes, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in making end-to-end journeys by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
S58	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	A direct shuttle between Shell Island and Llanbedr Railway Station could encourage more visitors to travel by public transport when in the area, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could encourage more visitors to travel by sustainable modes (Strategic Policy I: Tourism), whilst also supporting the rural economy (Strategic Policy H: A Sustainable Rural Economy).	++



Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low speed relief road?	Llwybr Newydd: Priority 1 - Bring services to people to reduce the need to travel	Llwybr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llwybr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales				
SS9	Public Transport	WuTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport in the peak summer months.	++	This measure could encourage more people to travel end-to-end by sustainable transport in the peak summer months.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
SS10	Public Transport	WuTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people, particularly disabled users, to travel by bus.	+	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
SS11	Behaviour Change	WuTAG Stage One 2024	Community Transport - Ardudwy Corridor	Establish a Community Transport scheme along the Ardudwy Corridor, incorporating Llanbedr.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel by sustainable transport, particularly in the rural area surrounding Llanbedr.	++	This measure could encourage more people to travel by sustainable transport through a community- led scheme.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
SS12	Public Transport	Roads Review	Pflicci Bus Service	Provide a pflicci bus service for Llanbedr and surrounding areas.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel by sustainable travel by extending the geographical reach of public transport services.	++	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
SS13	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could allow goods to move easier by more sustainable transport to and from Llanbedr Airfield.	++	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure has the potential to reduce emissions from freight and logistics, in line with Policy 31.	+
SS14	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could allow goods to move easier by more sustainable transport to and from Llanbedr Airfield.	++	This measure is unlikely to encourage people to make the change to sustainable transport.	0	Although this measure could increase emissions due to the need to construct a new port facility, it could reduce emissions from freight and logistics (Policy 33) over the long-term. The overall impact has however been scored as neutral at this stage.	0
SS15	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to travel more easily by sustainable travel by ensuring that the station facilities are accessible to all.	+	This could encourage more people to utilise Llanbedr Railway Station and therefore travel by sustainable travel.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
SS16	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last- legs of journeys to be undertaken by sustainable transport.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to travel more easily by sustainable travel for the last legs of journeys to Llanbedr.	+	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
SS17	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by rail.	+++	This measure could encourage more people to travel by rail through making it more convenient.	++	This measure could increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
SS18	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by rail.	++	This measure could encourage more people to travel by rail through making it more convenient.	++	This measure could increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
SS19	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to move easier by sustainable travel by ensuring that buses are accessible to all.	+	This measure could encourage more people to travel by bus by making it more attractive for users and improving their experience.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
BU1	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ynallt Gynradd Llanbedr.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to walk and cycle within Llanbedr.	+	This measure could encourage more people to walk and cycle for local journeys through providing effective infrastructure.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
BU2	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage more people to travel by sustainable transport through reducing the availability of parking within Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU3	Road Safety	WuTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for local journeys through reducing vehicle speeds in Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU4	Public Realm	WuTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could significantly improve safety within Llanbedr and enable a reallocation of road space that allows people to walk or cycle more effectively along the A496.	++	This measure could encourage more people to walk and cycle for local journeys through providing effective infrastructure.	+	Although this could slightly increase car miles for people who drive to and from Llanbedr, it could encourage more people to walk and cycle safely in the local area and encourage more people to travel by sustainable modes (Policies 31 and 32).	+
BU5	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more people to walk and cycle within Llanbedr.	++	This measure could encourage more people to walk and cycle for local journeys through providing effective infrastructure.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+

Rd#	Type	Source	Title	Description	Timescale	Potentially Impacted by a low speed relief road?	Future Wales: The National Plan 2040	North Wales Joint Local Transport Plan 2013	Cynwr Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031
S59	Public Transport	WefTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++ This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+ This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++ This measure could encourage more visitors to travel by sustainable modes (Strategic Policy I: Tourism), whilst also supporting the rural economy (Strategic Policy H: A Sustainable Rural Economy).
S510	Public Transport	WefTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also improve access for accessible users by sustainable transport modes (Outcome 1).	+ This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+ This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+ This measure could support disabled users in travelling by public transport, in line with the aspirations of Strategic Policy I: Accessibility and Transport.
S511	Behaviour Change	WefTAG Stage One 2024	Community Transport - Ardudwy Corridor	Establish a Community Transport scheme along the Ardudwy Corridor, incorporating Llanbedr.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also improve access for accessible users by sustainable transport modes (Outcome 1).	++ This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+ This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd'.	+ This measure could encourage more people in the area to travel by sustainable modes, in line with the aspirations of Strategic Policy I: Accessibility and Transport.
S512	Public Transport	Roads Review	Fflicci Bus Service	Provide a fflicci bus service for Llanbedr and surrounding areas.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+ This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+ This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy I: Accessibility and Transport and Strategic Policy I: Tourism.
S513	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	This measure could contribute to a decarbonised economy through enabling goods to be transported by a more sustainable method (Outcome 11).	+ This measure could enable goods to be transported by a more sustainable mode of transport, reducing the impact of the transport network on the environment (Outcome 5).	+ This measure is unlikely to impact on the Cynwr Gwynedd Plan.	0 Reducing the impact of freight on the transport network could enable development at Llanbedr Airfield, which is a site that can contribute significantly to the local economy, as part of the Snowdonia Enterprise Zone (Development Policy 27). It is however noted that the Development Policy outlines that any proposals should not have a significant effect on the landscape, and therefore this should be considered in the design of this measure.
S514	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	This measure could contribute to a decarbonised economy through enabling goods to be transported by a more sustainable method (Outcome 11).	+ This measure could enable goods to be transported by a more sustainable mode of transport, reducing the impact of the transport network on the environment (Outcome 5).	+ This measure requires part of a Site of Special Scientific Interest to be implemented, which would conflict with a 'green Gwynedd' through reducing biodiversity and losing some natural habitat.	-- Although this measure could reduce the impact of freight on the transport network and support development at Llanbedr Airfield, which is a site that can contribute significantly to the local economy, as part of the Snowdonia Enterprise Zone (Development Policy 27), it is likely that the Development Policy will require the loss of some area of a Site of Special Scientific Interest and development part of the 'undeveloped coast', conflicting with Strategic Policy D: Natural Environment.
S515	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also improve access for accessible users by sustainable transport modes (Outcome 1).	+ This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+ This measure could encourage more people to travel by rail by improving user experience and making the station more accessible, contributing to a 'green Gwynedd'.	+ This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy I: Accessibility and Transport and Strategic Policy I: Tourism.
S516	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+ This measure could enable more visitors to travel by public transport for the last leg of their journeys, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++ This measure could encourage more visitors to travel by sustainable modes (Strategic Policy I: Tourism), whilst also supporting the rural economy (Strategic Policy H: A Sustainable Rural Economy).
S517	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++ This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++ This measure could encourage more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++ This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy I: Accessibility and Transport and Strategic Policy I: Tourism.
S518	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++ This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++ This measure could encourage more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++ This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy I: Accessibility and Transport and Strategic Policy I: Tourism.
S519	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also improve access for accessible users by sustainable transport modes (Outcome 1).	+ This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+ This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+ This measure could encourage more people in the area to travel by sustainable modes, in line with the aspirations of Strategic Policy I: Accessibility and Transport.
BUI1	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ygol Gynradd Llanbedr.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ygol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	+ This measure could encourage more people in the area to travel by sustainable modes, in line with the aspirations of Strategic Policy I: Accessibility and Transport.
BUI2	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr by improving the flow of traffic within the village, contributing to Outcome 2.	+ This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through discouraging use of the private car (Outcome 5).	+ This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+ This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy I: Tourism.
BUI3	Road Safety	WefTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+ This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+ This measure could support journeys by active mode through lowering speeds, contributing to a 'green Gwynedd'.	+ This measure could improve the local environment for active travel journeys, in line with the aspirations of Strategic Policy I: Accessibility and Transport.
BUI4	Public Realm	WefTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and improving the vibrancy of the local community (Outcome 2).	+ This measure could encourage short journeys in Llanbedr to be undertaken on-foot or by cycle (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ This measure could encourage people to travel by active modes in the community through restricting vehicle movements in one direction, contributing to a 'green Gwynedd'.	+ This measure could improve the local environment for active travel journeys, in line with the aspirations of Strategic Policy I: Accessibility and Transport.
BUI5	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ygol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	+ This measure could encourage more people in the area to travel by sustainable modes, in line with the aspirations of Strategic Policy I: Accessibility and Transport.

Rd	Type	Source	Title	Description	Timescale	Potentially Impacted by a live speed relief road?	Llywyb Newydd: Priority 1 - Bring services to people to reduce the need to travel	Llywyb Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llywyb Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales		
BU6	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU7	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU8	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU9	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could increase the gaps in traffic along the A496 and enable more people to safely travel on-foot or by cycle.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU10	Public Realm	Roads Review	A496 Afon Atro Bridge - Closure	Close the A496 Afon Atro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could significantly improve safety within Llanbedr and enable a walking and cycling journey to be undertaken safely across the A496 Afon Atro bridge.	++	Although this could slightly increase car miles for people who drive to and from Llanbedr, it could encourage more people to walk and cycle safely in the local area and encourage more people to travel by sustainable modes (Policies 31 and 32).	+
BU11	Road Safety	WuTAG Stage One 2024	A496 Afon Atro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Atro Bridge.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU12	Public Realm	WuTAG Stage One 2024	A496 Afon Atro Bridge - Raised Table	Provide a raised table at the A496 Afon Atro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more journeys on-foot in the centre of Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU13	Active Travel	WuTAG Stage One 2024	A496 Afon Atro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Atro bridge to provide a wider footway for users.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to move more easily on-foot across the A496 Afon Atro bridge.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU14	Road Safety	Roads Review	A496 Afon Atro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Atro Bridge.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU15	Traffic Flow	Previous WuTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely between Llanbedr and the Railway Station.	++	This measure could encourage more people to travel by sustainable transport for end-to-end journeys.	+
BU17	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely through Llanbedr.	++	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
BU18	Active Travel	Stakeholders	Active Travel Route - Afon Atro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely in Llanbedr.	++	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
BU19	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (NCNB)	Improve the current NCNB route to provide a safe active travel route parallel to the A496 between Llandudwen in the north and Barmouth in the south (Pierleach to Dyffryn Ardudwy section).	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to cycle safely for journeys along the A496 corridor.	++	This measure could increase the proportion of trips made by sustainable travel modes (active travel) to and from the surrounding area and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
BU20	Active Travel	WuTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ygol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely in Llanbedr.	++	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
BU21	Active Travel	WuTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk safely in the local area.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to travel using ultra-low emission vehicles.	+	This measure could contribute to the ambition to provide a comprehensive network of electric vehicle charging points, and for a proportion of passenger car travel to be zero emission. This aligns with Policy 36 - plan for and invest in EV charging infrastructure.	++

Rd	Type	Source	Title	Description	Timescale	Potentially Impacted by a low speed relief road?	Future Wales: The National Plan 2040	North Wales Joint Local Transport Plan 2013	Cymor Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031			
BU6	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could encourage people to travel by active modes in the community through restricting HGVs, contributing to a 'green Gwynedd'.	+	This measure could improve the local environment for active travel journeys, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU7	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes through lowering speeds, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes through lowering speeds, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU8	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes through lowering speeds, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes through lowering speeds, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU9	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	Although this measure could increase gaps in traffic, supporting journeys on-foot within Llanbedr (Outcome 7), it is likely to increase speeds within the village and could have safety impacts, which could adversely impact the local community (Outcome 2).	-	This measure could increase speeds along the A496 within Llanbedr, adversely impacting safety (Outcome 4).	-	This measure could support journeys by active modes within Llanbedr through increasing gaps in traffic, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr through increasing gaps in traffic, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU10	Public Realm	Roads Review	A496 Afon Arthro Bridge - Closure	Close the A496 Afon Arthro bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and improving the vibrancy of the local community (Outcome 2).	++	This measure could encourage short journeys in Llanbedr to be undertaken on-foot or by cycle (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage people to travel by active modes in the community through restricting vehicle movements across the A496 Afon Arthro bridge, contributing to a 'green Gwynedd'.	+	This measure could improve the local environment for active travel journeys, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU11	Road Safety	WuTAG Stage One 2024	A496 Afon Arthro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Arthro bridge.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety at the A496 Afon Arthro bridge (Outcome 4).	+	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy I: Tourism.
BU12	Public Realm	WuTAG Stage One 2024	A496 Afon Arthro Bridge - Raised Table	Provide a raised table at the A496 Afon Arthro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also improving the attractiveness of the village centre, encouraging more people to visit the local area (Strategic Policy I: Tourism).
BU13	Active Travel	WuTAG Stage One 2024	A496 Afon Arthro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Arthro bridge to provide a wider footway for users.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU14	Road Safety	Roads Review	A496 Afon Arthro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Arthro Bridge.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety at the A496 Afon Arthro bridge (Outcome 4).	+	This measure could enable pedestrians to safely cross the A496 Afon Arthro Bridge, contributing to a 'green Gwynedd', whilst also reducing the impact of increased traffic associated with the visitor economy on the village (A Prosperous Gwynedd).	++	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting access to Shell Island, which is a key local site for the visitor economy (Strategic Policy I: Tourism).
BU15	Traffic Flow	Previous WuTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety at the A496 / Mochras Road junction (Outcome 4).	+	Realignment of the A496/Mochras Road junction could support caravans and larger vehicles accessing Shell Island and Llanbedr Airfield, respectively, supporting the local and visitor economy (A Prosperous Wales).	++	Realignment of the A496/Mochras Road junction could support caravans and larger vehicles accessing Shell Island and Llanbedr Airfield, which are key sites for the visitor economy (Strategic Policy I: Tourism) and rural economy (Strategic Policy H: A Sustainable Rural Economy), respectively.
BU16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	Although this could support journeys by active modes within Llanbedr (A Green Gwynedd), it could impact on the ability for people to access Llanbedr Airfield and Shell Island safely, potentially impacting on the local and visitor economy (A Prosperous Gwynedd).	-	Whilst this measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport, it would likely impact on access to Shell Island and the proposed development at Llanbedr Airfield, which are key sites for the visitor economy (Strategic Policy I: Tourism) and rural economy (Strategic Policy H: A Sustainable Rural Economy), respectively.
BU17	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	Although this measure could contribute to Outcome 7 by encouraging sustainable travel, it would require significant reallocation of the road space on the A496, which would adversely impact on the local community through increasing congestion along the local high street (Outcome 2).	-	Whilst this measure could increase the number of people walking and cycling in the local area (Outcome 3), it is likely to have a significant impact on other traffic along the A496 and therefore adversely impact access to key locations and services in the region (Outcomes 1 and 2).	-	Although this could support journeys by active modes within Llanbedr (A Green Gwynedd), it could impact on the ability for people to travel through the village, impacting on access to Llanbedr Airfield and Shell Island, potentially impacting on the local and visitor economy (A Prosperous Gwynedd).	-	Whilst this measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport, it would likely impact on the ability for vehicles to travel through Llanbedr, and impact access to Shell Island and the proposed development at Llanbedr Airfield, which are key sites for the visitor economy (Strategic Policy I: Tourism) and rural economy (Strategic Policy H: A Sustainable Rural Economy), respectively.
BU18	Active Travel	Stakeholders	Active Travel Route - Afon Arthro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ysgol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	++	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU19	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (NCHS)	Improve the current NCHS route to provide a safe active travel route parallel to the A496 between Llanddwyn in the north and Barmouth in the south (Pierhead to Dyffryn Ardudwy section).	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	Improvements to NCHS could enable more people to walk and cycle for journeys in the local area, contributing to a 'green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also providing a longer-distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy I: Tourism).
BU20	Active Travel	WuTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ysgol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.
BU21	Active Travel	WuTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	This measure supports Outcome 7 by promoting low and zero-emission vehicles by providing electric vehicle charging infrastructure.	+	This measure could increase the attractiveness of electric vehicle ownership, reducing the impact of the transport network on the environment (Outcome 5).	+	Providing electric vehicle charging points could enable more people to travel to the area by this zero-carbon mode of travel, reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure is unlikely to directly impact on the policies of the Eryri DDP.

Rd	Type	Source	Title	Description	Timescale	Potentially Impacted by a low speed relief road?	Llywyb Newydd: Priority 1 - Bring services to people to reduce the need to travel	Llywyb Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llywyb Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales				
BU23	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	This measure could reduce the need for travel by car / van around Llanbedr Airfield	+	This measure could enable goods to move more easily by more sustainable modes.	+	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure has the potential to reduce emissions from freight and logistics, in line with Policy 33.	+
BU24	Public Transport	WetTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable disabled users to park at Llanbedr Railway Station and travel by rail.	+	This measure could encourage accessible users to utilise Llanbedr Railway Station and travel by rail.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) by providing improved access, and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
BU25	Public Transport	WetTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to park at Llanbedr Railway Station and travel by rail.	+	This measure could encourage accessible users to utilise Llanbedr Railway Station and travel by rail.	+	This measure could contribute to Policy 32 to increase trip mode share of public transport through improving access to rail, whilst it could also contribute to the ambition to provide a comprehensive network of electric vehicle charging points (Policy 36).	+
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could improve safety on Mochras Road and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for journeys to and from Shell Island through reducing vehicle speeds.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage more people to travel by sustainable transport through reducing the availability of parking within Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU28	Road Safety	WetTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more people to move easier and more safely by active travel.	++	This measure could encourage more people to walk and cycle for journeys to and from Shell Island.	+	This measure would restrict access for private cars, which could contribute to reducing the number of car miles undertaken by people travelling along Mochras Road.	+
BU29	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety on Mochras Road and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for journeys to and from Shell Island through reducing vehicle speeds.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU30	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety on Mochras Road and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle along Mochras Road through reducing the dominance of the private car.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU31	Behaviour Change	WetTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to travel using ultra-low emission vehicles.	+	This measure could encourage more people to own an electric vehicle.	+	This measure could contribute to the ambition to provide a comprehensive network of electric vehicle charging points, and for a proportion of passenger car travel to be zero emission. This aligns with Policy 36 - plan for and invest in EV charging infrastructure.	++
BU32	Active Travel	WetTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk safely in the local area.	+	This measure could encourage more people to travel on-foot for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
BU33	Active Travel	WetTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk safely in the local area.	+	This measure could encourage more people to travel on-foot for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
BU34	Active Travel	WetTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Brideway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk safely in the local area.	+	This measure could encourage more people to travel on-foot for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
BU35	Active Travel	WetTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk safely in the local area.	+	This measure could encourage more people to travel on-foot for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk and cycle safely in the local area.	+	This measure could encourage more people to travel on-foot and by cycle for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage more people to walk to and within Llanbedr.	+	This measure could encourage more people to walk in Llanbedr, which could contribute to increasing trip mode share of active travel (Policy 31).	+
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
N12	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandudno in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to cycle safely for journeys along the A496 corridor.	++	This measure could encourage more people to travel by cycle in the local area.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) to and from the surrounding area and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
N13	Active Travel	WetTAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandudno in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to cycle safely for journeys along the A496 corridor.	++	This measure could encourage more people to travel by cycle in the local area.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) to and from the surrounding area and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	++
N14	Active Travel	WetTAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandudno in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to cycle safely for journeys along the A496 corridor.	++	This measure could encourage more people to travel by cycle in the local area.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) to and from the surrounding area and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
N15	Active Travel	Stakeholders	Active Travel Route - Maes Arddu	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Arddu site.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely in Llanbedr.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
N16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely between Llanbedr and the Railway Station.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+

## Strategic Fit Appraisal (Measures) - With Low Speed Relief Road Scenario

Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low speed relief road?	Future Wales: The National Plan 2040	North Wales Joint Local Transport Plan 2013	Cynwr Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031			
BU23	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	This measure could support the sustainable development of Llanbedr Airfield (Outcome 3).	+	This measure could support access to the Llanbedr Airfield development, which is a potential key employment site in the area (Outcome 1), whilst also improving the safety of potential additional trips in the area (Outcome 4).	++	This measure could support development at Llanbedr Airfield, which would provide high-quality jobs in close proximity to Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could reduce the impact of traffic from the proposed development at Llanbedr Airfield on the transport network, supporting development of the site which is part of the Snowdonia Enterprise Zone (Development Policy 27).
BU24	Public Transport	WtTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel, whilst it could also improve access for accessible users by sustainable transport modes (Outcome 1).	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could enable disabled users and older people to effectively access the public transport network at Llanbedr Railway Station, contributing to both a 'caring' and 'green' Gwynedd.	+	This measure could support journeys for disabled users by sustainable modes, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.
BU25	Public Transport	WtTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel, whilst it could also improve access for accessible users by sustainable transport modes (Outcome 1).	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy 1: Accessibility and Transport and Strategic Policy 1: Tourism.
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes to and from a significant site for the visitor economy through lowering speeds, contributing to a 'green' and 'prosperous' Gwynedd.	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy 1: Accessibility and Transport and Strategic Policy 1: Tourism.
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr by improving the flow of traffic within the village, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through discouraging use of the private car (Outcome 5).	+	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could support people in accessing Shell Island from Mochras Road, which is a key site for the visitor economy (Strategic Policy 1: Tourism).
BU28	Road Safety	WtTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	Although this measure could contribute to Outcome 7 by encouraging sustainable travel, it would significantly adversely impact on the rural economy (Outcome 2).	-	This measure would significantly impact people in accessing Shell Island and Llanbedr Airfield, both of which are key destinations in the local area (Outcome 1).		This measure would sever Shell Island and Llanbedr Airfield from the transport network, making access to the sites not possible without the construction of an alternative route. This would likely have a detrimental impact on both sites, adversely impacting the visitor economy (Strategic Policy 1: Tourism) and potential future economy (Strategic Policy 1: A Sustainable Rural Economy).		
BU29	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes to Llanbedr Railway Station, contributing to a 'green Gwynedd'.	+	This measure could support more local people and in travelling by sustainable modes for end-to-end journeys, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.
BU30	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes to Llanbedr Railway Station, Llanbedr Airfield, and Shell Island, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.
BU31	Behaviour Change	WtTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	This measure supports Outcome 7 by promoting low and zero-emission vehicles by providing electric vehicle charging infrastructure.	+	This measure could increase the attractiveness of electric vehicle ownership, reducing the impact of the transport network on the environment (Outcome 5).	+	Providing a communal electric vehicle charging point could enable more local people to own a zero-carbon car, reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure is unlikely to directly impact on the policies of the Eryri LDP.
BU32	Active Travel	WtTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes in the area, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.
BU33	Active Travel	WtTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes in the area, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.
BU34	Active Travel	WtTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Bridleway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes in the area, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.
BU35	Active Travel	WtTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd', whilst also improving access to 'saffron' Llanbedr for school aged children (Tomorrow's Gwynedd).	++	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on foot to be undertaken safely.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	This measure could support the local economy, contributing to the vibrancy of the rural community in Llanbedr (Outcome 2).	+	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy 1: Tourism.
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	This measure could contribute to Outcome 7 by supporting people in walking within the local community.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd', whilst also encouraging more people to visit the village (A Prosperous Gwynedd).	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy 1: Accessibility and Transport and Strategic Policy 1: Tourism.
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety at the A496 A50n Atrio bridge (Outcome 4).	+	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy 1: Tourism.
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety at the A496 A50n Atrio bridge (Outcome 4).	+	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy 1: Tourism.
N12	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llanddwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	An active travel route along the A496 could enable more people to walk and cycle for journeys in the local area, contributing to a 'green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy 1: Accessibility and Transport, whilst also providing a longer-distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy 1: Tourism).
N13	Active Travel	WtTAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llanddwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	An active travel route along the A496 could enable more people to walk and cycle for journeys in the local area, contributing to a 'green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy 1: Accessibility and Transport, whilst also providing a longer-distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy 1: Tourism).
N14	Active Travel	WtTAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llanddwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	An active travel route parallel to the A496, utilising upgraded public rights of way adjacent to Llanbedr, could enable more people to walk and cycle for journeys in the local area, contributing to a 'green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy 1: Accessibility and Transport, whilst also providing a longer-distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy 1: Tourism).
N15	Active Travel	Stakeholders	Active Travel Route - Maes Atrio	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Atrio site.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy 1: Accessibility and Transport and Strategic Policy 1: Tourism.
N16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy 1: Accessibility and Transport and Strategic Policy 1: Tourism.

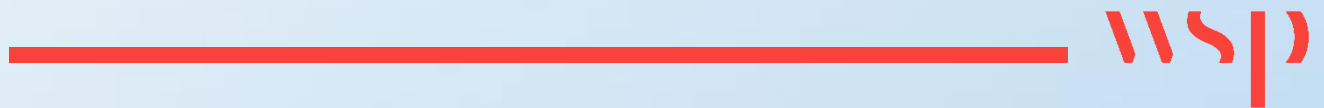
Rd	Type	Source	Title	Description	Timescale	Potentially impacted by a low speed relief road?	Llwybr Newydd: Priority 1 - Bring services to people to reduce the need to travel	Llwybr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llwybr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales				
N17	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Arto, parallel to Mochras Road	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely between Llanbedr and the Railway Station.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31)	+
N18	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely between Shell Island and the Railway Station.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31)	+
N19	Road Safety	Previous WaitTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
N110	Road Safety	Previous WaitTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
N11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to park at Llanbedr Railway Station and travel by rail.	+	This measure could encourage accessible users to utilise Llanbedr Railway Station and travel by rail.	+	This measure could contribute to Policy 32 to increase trip mode share of public transport through improving access to rail, whilst it could also contribute to the ambition to provide a comprehensive network of electric vehicle charging points (Policy 36).	++
N12	Active Travel	Stakeholders	New Active Travel Afon Arto Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Arto bridge.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely in Llanbedr.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31)	+
N13	Active Travel	Stakeholders	New Active Travel Afon Arto Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Arto bridge.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely in Llanbedr.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31)	+
N14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Arto, to the rear of the properties to the north of the Afon Arto, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure could contribute to the ambition to provide a comprehensive network of electric vehicle charging points, and for a proportion of passenger car travel to be zero emission. This aligns with Policy 36 - plan for and invest in EV charging infrastructure.	+

Rd#	Type	Source	Title	Description	Timescale	Potentially Impacted by a low speed relief road?	Future Wales: The National Plan 2040	North Wales Joint Local Transport Plan 2013	Cynwyl Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031			
N17	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Arto, parallel to Mochras Road	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.
N18	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could improve access by active modes between Llanbedr, Shell Island, and the railway station, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.
N19	Road Safety	Previous WaitTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	This measure could support the sustainable development of Llanbedr Airfield (Outcome 3).	+	This measure could support access to the Llanbedr Airfield development, which is a potential key employment site in the area (Outcome 1).	+	Improvements to access along Mochras Road could improve access to the Llanbedr Airfield development site and Shell Island, contributing to the local and visitor economy (A Prosperous Gwynedd).	+	The measure could support the development of Llanbedr Airfield, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy, whilst also improving access to Shell Island, which is a key site for the visitor economy (Strategic Policy L: Tourism).
N110	Road Safety	Previous WaitTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	This measure could support the sustainable development of Llanbedr Airfield (Outcome 3).	+	This measure could support access to the Llanbedr Airfield development, which is a potential key employment site in the area (Outcome 1).	+	This measure could improve access to the Llanbedr Airfield development site, contributing to the local economy (A Prosperous Gwynedd).	+	The measure could support the development of Llanbedr Airfield, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy.
N11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel, whilst it could also improve access for accessible users by sustainable transport modes (Outcome 1).	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could enable more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.
N12	Active Travel	Stakeholders	New Active Travel Afon Arto Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Arto bridge.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ysgol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	++	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.
N13	Active Travel	Stakeholders	New Active Travel Afon Arto Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Arto bridge.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ysgol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	++	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
N14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Arto, to the rear of the properties to the north of the Afon Arto, and/or to the south of the Unnauer Road to the east of the village.	MT	Yes	This measure supports Outcome 7 by promoting low and zero-emission vehicles by providing electric vehicle charging infrastructure.	+	Whilst this could improve traffic flow through Llanbedr, it may increase vehicle speeds and contribute adversely to safety (Outcome 4). However, the overall impact of this measure is considered neutral at this stage.	+	Although this measure could reduce the impact of the visitor economy on Llanbedr (A Prosperous Gwynedd), in isolation it could cause increased speeds along the A496 and present a barrier for journeys on foot through the village, discouraging people from travelling by active modes (A Green Gwynedd). At this stage, the overall impact is unclear and therefore has been scored neutral.	0	Although this measure could reduce the impact of the visitor economy on Llanbedr (Strategic Policy I: Tourism), in isolation it could cause increased speeds along the A496 and present a barrier for journeys on foot through the village, discouraging people from travelling by active modes, conflicting with Strategic Policy L: Accessibility and Transport.



# Atodiad C

**TABL CRYNHOI'R ARFARNIAD -  
LLESIANT (MESURAU)**





## OPSIYNAU Ffordd Liniaru Cyflymder IseL

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Ref	Type	Source	Title	Description	Timescale	People and Communities	Environment	Places and the Economy	Culture and the Welsh Language				
NI1a	Road Safety	Stakeholders	Low-Speed Relief Road - A496 North to Mochras Road (Arthro Lodges Access)	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village, combined with a new access through the Arthro Lodges site to the A496 to the south of the Afon Arthro.	LT	<p>This option would benefit people and communities by reducing vehicle traffic within the village centre, reducing air and noise pollution in this location. It would however increase vehicles travelling via the Arthro Lodges site, increasing air and noise pollution in this location.</p> <p>By reducing traffic in the village centre however, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes. This would however adversely impact residents of the Arthro Lodges site.</p>	0	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. There could also be some impacts on biodiversity, particularly noting it would impact the area of ancient woodland located to the north of the Arthro Lodges site.</p>	--	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment. It is however noted that the requirement to route via the Arthro Lodges site could have a detrimental impact on this location, which is a key site for the local economy.</p>	0	<p>Whilst this option could improve the setting in the village centre of grade-listed buildings - including the Grade II Listed Arthro River Bridge - it would likely have a detrimental impact on the setting of the scheduled monument (Medieval Ecclesiastical Structure) which is located to the west of the existing A496.</p>	-
NI1b	Road Safety	Previous WeITAG	Low-Speed Relief Road - A496 South to Mochras Road	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village.	LT	<p>This option would benefit people and communities by reducing some vehicle traffic within the village centre, reducing air and noise pollution in this location. By reducing traffic in the village centre, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes.</p> <p>It is however noted that all traffic travelling through Llanbedr would remain along the existing A496, which would reduce any potential benefit to people and communities.</p>	+	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. There could also be some impacts on biodiversity, although it would not impact on any specific areas of nature conservation.</p>	-	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment. It is however noted that through-traffic would still be required to travel through the village centre, reducing any potential benefit associated with this option.</p>	+	<p>Whilst this option could improve the setting in the village centre of grade-listed buildings - including the Grade II Listed Arthro River Bridge - it would likely have a detrimental impact on the setting of the scheduled monument (Medieval Ecclesiastical Structure) which is located to the west of the existing A496.</p>	-
NI1c	Road Safety	Previous WeITAG	Low-Speed Relief Road - A496 South to Mochras Road	Provide a low-speed relief road between the A496 to the south of Llanbedr and Mochras Road to the west of the village.	LT	<p>This option would benefit people and communities by reducing some vehicle traffic from the A496 to the south of the River Arthro, reducing air and noise pollution in this location. By reducing traffic in this location, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes.</p> <p>It is however noted that all traffic travelling through Llanbedr would remain along the existing A496, which would reduce any potential benefit to people and communities.</p>	+	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. There could also be some impacts on biodiversity, although it would not impact on any specific areas of nature conservation.</p>	-	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment. It is however noted that through-traffic would still be required to travel through the village centre, reducing any potential benefit associated with this option.</p>	+	<p>This option could provide a slight benefit to the historic environment through removing some traffic from Llanbedr village centre, where there are several listed buildings present.</p>	+
NI1d	Road Safety	Previous WeITAG	Low-Speed Relief Road - West of Llanbedr	Provide a low-speed relief road to the west of Llanbedr.	LT	<p>This option would benefit people and communities by removing through vehicle traffic within the village centre, reducing air and noise pollution in this location. By reducing traffic in the village centre, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes.</p>	++	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. There could also be some impacts on biodiversity, although it would not impact on any specific areas of nature conservation.</p>	-	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment.</p>	++	<p>This option could provide a notable benefit to the historic environment through removing through-traffic from Llanbedr village centre, where there are several listed buildings present.</p>	++
NI1e	Road Safety	Previous WeITAG	Low-Speed Relief Road - West of Llanbedr Railway Station	Provide a low-speed relief road to the west of Llanbedr Railway Station.	LT	<p>This option would benefit people and communities by removing through vehicle traffic within the village centre, reducing air and noise pollution in this location. By reducing traffic in the village centre, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes.</p>	++	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. It is noted that the route length is significantly longer than all other options (except for NI1f) and therefore this impact would likely be larger. There could also be some impacts on biodiversity, noting that the option would route closer to the Site of Special Scientific interest to the north-west.</p>	--	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment.</p>	++	<p>This option could provide a notable benefit to the historic environment through removing through-traffic from Llanbedr village centre, where there are several listed buildings present.</p>	++
NI1f	Road Safety	Previous WeITAG	Low-Speed Relief Road - East of Llanbedr	Provide a low-speed relief road to the east of Llanbedr.	LT	<p>This option would benefit people and communities by removing through vehicle traffic within the village centre, reducing air and noise pollution in this location. By reducing traffic in the village centre, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes.</p>	++	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. It is noted that the route length is significantly longer than all other options (except for NI1e) and therefore this impact would likely be larger. There could also be some significant impacts on biodiversity, noting the presence of ancient woodland along the potential route, as well as the likely requirement for significant cuttings into the landscape.</p>	---	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment.</p>	++	<p>This option could provide a notable benefit to the historic environment through removing through-traffic from Llanbedr village centre, where there are several listed buildings present.</p>	++
NI1g	Road Safety	Previous WeITAG	Low-Speed Relief Road - One-Way	Provide a one-way low-speed relief road away from the village centre.	LT	<p>This option would benefit people and communities by reducing some vehicle traffic from the village centre, reducing air and noise pollution in this location. By reducing traffic in this location, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes.</p> <p>It is however noted that all traffic in one direction would remain along the existing A496, which would reduce any potential benefit to people and communities.</p>	+	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. There could also be some impacts on biodiversity, although it would not impact on any specific areas of nature conservation.</p>	-	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment. It is however noted that through-traffic would still be required to travel through the village centre in one direction, reducing any potential benefit associated with this option.</p>	+	<p>This option could provide a slight benefit to the historic environment through removing some traffic from Llanbedr village centre, where there are several listed buildings present.</p>	+



## SENARIO HEB FFORDD LINIARU CYFLYMDER ISEL

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Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities		Environment	
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	This measure could limit any future potential air quality issues and environmental noise associated with development at Llanbedr.	+	This measure could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	By reducing the need to travel and shortening journey distances, this measure could improve air quality associated with the transport network in Llanbedr.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
LP3	Non-Transport	WelTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST		By reducing the need to travel and shortening journey distances, this measure could improve air quality associated with the transport network in Llanbedr.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
LP4	Freight & Logistics	WelTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST		By reducing the need to travel and shortening journey distances, this measure could improve air quality associated with the transport network in Llanbedr.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST		This measure could encourage people to travel by non-car modes, which could improve air quality associated with the transport network in Llanbedr. This could also improve the confidence of people in using the sustainable transport system, through demonstrating that journeys can be made in the local area without a car.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC2	Active Travel	WelTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could improve air quality associated with the transport network in Llanbedr, whilst also contributing to higher activity levels.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	By reducing the need to travel for some journeys, this measure could improve air quality and reduce the environmental noise associated with the transport network in Llanbedr.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	Integrated ticketing could promote a more accessible and inclusive public transport system by removing economic barriers. It could improve air quality associated with the transport network in Llanbedr by promoting the use of sustainable transport modes and a shift away from private vehicles. The provision of integrated ticketing could also improve user confidence in interchanging between modes and making use of modes that they might not usually use.	+++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC5	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure could improve air quality associated with the transport network in Llanbedr, whilst also contributing to higher activity levels.	+	By encouraging modal shift, this could slightly contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure is unlikely to impact on people and communities.	0	This measure is unlikely to impact on the environment.	0
BC7	Public Transport	WelTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure could improve air quality associated with the transport network in Llanbedr, whilst also contributing to higher activity levels.	+	By encouraging modal shift, this could slightly contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This option could contribute to higher activity levels through more people walking and cycling, and creating a safer environment.	+	This measure could seek to enhance local biodiversity.	+
BC9	Non-Transport	WelTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	This could improve access to services for all, promoting accessibility and inclusion. By reducing the need to travel and shortening journey distance, this measure could also slightly improve air quality associated with the transport network in Llanbedr.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC10	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	This measure could improve air quality associated with the transport network in Llanbedr, whilst also contributing to higher activity levels.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC11	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gynradd Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	This measure could improve air quality associated with the transport network in Llanbedr by promoting the use of sustainable transport modes and a shift away from private vehicles. The provision of information could also improve user confidence in interchanging between modes and making use of modes that they might not usually use.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy		Culture and the Welsh Language	
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	This could limit the potential for sustainable development.	-	Limiting development could reduce any potential impact on the historic environment and protected areas in Llanbedr, especially given the Airfield's placement in the Eryri National Park.	+
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	This measure has the potential to support the local economy, meeting the needs of the local community.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
LP3	Non-Transport	WelTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST		This measure has the potential to support the local economy, meeting the needs of the local community.	+	This measure could encourage more people to live locally, supporting the Welsh language to thrive in an area with a high proportion of Welsh speakers.	+
LP4	Freight & Logistics	WelTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST		This measure could introduce a more sustainable way of distributing goods, especially for last-mile deliveries.	+	This measure could encourage more people to live locally, supporting the Welsh language to thrive in an area with a high proportion of Welsh speakers.	+
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST		This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
BC2	Active Travel	WelTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy. It could also make the sustainable transport offer more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	This measure has the potential to support the local economy, meeting the needs of the local community.	+	This measure could encourage more people to live locally, supporting the Welsh language to thrive in an area with a high proportion of Welsh speakers.	+
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	This measure could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy. It could also make the sustainable transport offer more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
BC5	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
BC7	Public Transport	WelTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure could improve community cohesion by enabling local people to undertake journeys by cycle to the village centre.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
BC9	Non-Transport	WelTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	This measure could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy. It could also make the sustainable transport offer more affordable.	++	This measure is unlikely to impact on culture and the Welsh Language.	0
BC10	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT		This measure could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy. It could also make the sustainable transport offer more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC11	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gynradd Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST		This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities	Environment		
BC12	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	This measure could improve air quality associated with the transport network in Llanbedr by promoting the use of sustainable transport modes and a shift away from private vehicles. The provision of information could also improve user confidence in interchanging between modes and making use of modes that they might not usually use.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC13	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	This measure could ensure that disabled users are able to park adjacent to their homes in Llanbedr.	+	This measure is unlikely to impact on the environment.	0
BC14	Behaviour Change	Roads Review	Road-User Charging	Introduce a modest road-user charge across the region.	LT	No	This could encourage a shift to sustainable modes in replacement of private car travel, and therefore could improve air quality and associated with the transport network in Llanbedr. Additional revenue could also be reinvested into sustainable transport projects.	++	By encouraging modal shift, this could contribute to delivering a significant reduction in greenhouse gas emissions from transport.	+++
BC15	Behaviour Change	WelTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	This measure could promote accessible and inclusive transport options, by removing physical, attitudinal and economic barriers to sustainable transport modes. This could encourage a shift to sustainable modes in replacement of private car travel, and therefore could improve air quality associated with the transport network in Llanbedr. It could also contribute to higher activity levels by promoting the use of, and access to, active modes.	+++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC16	Behaviour Change	WelTAG Stage One 2024	School Street - Ysgol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ysgol Gynradd Llanbedr at the start and end of the school day.	MT	No	By restricting access by motorised vehicles, this could increase the uptake of active modes for the use of drop off/pick-up journeys to school. For this reason, the measure could improve air quality associated with journeys made at these times of day.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC17	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	This measure could promote accessible transport and sustainable transport modes that reduce the impact on people and communities, thus encouraging modal shift. This could also increase activity levels locally and contribute to reduce adverse air quality.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC18	Behaviour Change	WelTAG Stage One 2024	Sustainable Transport Incentives - Arduwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Arduwy Corridor to travel by sustainable modes.	MT	No	This measure could promote a more accessible and inclusive public transport system by removing economic barriers. It could improve air quality associated with the transport network in Llanbedr by promoting the use of sustainable transport modes and it could contribute to higher activity levels by promoting the use of, and access to, active modes.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC19	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	This measure could promote a more accessible and inclusive public transport system by removing economic barriers. It could improve air quality associated with the transport network in Llanbedr by promoting the use of sustainable transport modes and it could contribute to higher activity levels by promoting the use of, and access to, active modes.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC20	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	By promoting the use of sustainable modes, this has the potential to improve air quality associated with tourist traffic. It could also contribute to higher activity levels through more people walking and cycling.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC21	Behaviour Change	Quick Wins	Travel Planning - Ysgol Gynradd Llanbedr	Develop and implement a Travel Plan at Ysgol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	By promoting the use of sustainable modes, this has the potential to improve air quality associated with school traffic. It could also contribute to higher activity levels through more people walking and cycling.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC22	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	This could encourage a shift to sustainable modes in replacement of private car travel along Mochras Road, and therefore could improve air quality associated with transport along this route. Additional revenue could then be reinvested into sustainable transport projects.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC23	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Arduwy region.	LT	No	This could encourage a shift to sustainable modes in replacement of private car travel in the region, and therefore could improve air quality and reduce environmental noise associated with transport. Additional revenue could then be reinvested into sustainable transport projects.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS1	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Artro)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Artro Bridge, adjacent to The Old Bakery.	ST	Yes	This has the potential to promote an accessible and inclusive transport network in Llanbedr by removing physical barriers to the sustainable transport network, whilst also promoting a shift to sustainable modes.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy		Culture and the Welsh Language	
BC12	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC13	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	This measure could improve community cohesion by supporting access for local people.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
BC14	Behaviour Change	Roads Review	Road-User Charging	Introduce a modest road-user charge across the region.	LT	No	This measure could create additional revenue to be reinvested into the sustainable transport network, improving its affordability.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park. This would be done through reinvesting any revenue raised in the sustainable transport network.	+
BC15	Behaviour Change	WelTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	This option could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC16	Behaviour Change	WelTAG Stage One 2024	School Street - Ysgol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ysgol Gynradd Llanbedr at the start and end of the school day.	MT	No	This option could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy.	+	This measure could improve access to a Welsh language primary school in the village.	+
BC17	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	This measure could improve community cohesion through introducing elements to improve access by sustainable modes through Llanbedr, whilst also developing measures to improve the affordability of the transport network.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
BC18	Behaviour Change	WelTAG Stage One 2024	Sustainable Transport Incentives - Arduwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Arduwy Corridor to travel by sustainable modes.	MT	No	This option could make the sustainable transport offer more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
BC19	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	This option could make the sustainable transport offer more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
BC20	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	This option could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC21	Behaviour Change	Quick Wins	Travel Planning - Ysgol Gynradd Llanbedr	Develop and implement a Travel Plan at Ysgol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	This option could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy.	+	This measure could improve access to a Welsh language primary school in the village.	+
BC22	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	Mochras Road is a key link in the local area and access is required by the local community towards Llanbedr Airfield and Shell Island. This could therefore have a significant adverse impact on community cohesion.	---	This measure is unlikely to impact on culture and the Welsh Language.	0
BC23	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Arduwy region.	LT	No	This measure could create additional revenue to be reinvested into the sustainable transport network, improving its affordability.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park. This would be done through reinvesting any revenue raised in the sustainable transport network.	+
SS1	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Artro)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Artro Bridge, adjacent to The Old Bakery.	ST	Yes	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+



Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities		Environment	
SS2	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Artro)	Provide a new bus northbound bus stop opposite Hafan Artro, to the south of the A496 Afon Artro Bridge.	ST	Yes	This has the potential to promote an accessible and inclusive transport network in Llanbedr by removing physical barriers to the sustainable transport network, whilst also promoting a shift to sustainable modes.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS3	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	This has the potential to promote an accessible and inclusive transport network by removing physical barriers to the sustainable transport network, whilst also promoting a shift to sustainable modes.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS4	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS5	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS6	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS7	Public Transport	WelTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS8	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS9	Public Transport	WelTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS10	Public Transport	WelTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	This has the potential to promote an accessible and inclusive transport network in Llanbedr by removing physical barriers to the sustainable transport network, whilst also promoting a shift to sustainable modes.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS11	Behaviour Change	WelTAG Stage One 2024	Community Transport - Arduwy Corridor	Establish a Community Transport scheme along the Arduwy Corridor, incorporating Llanbedr.	MT	No	This measure could encourage a modal shift, improving air quality associated with the transport network, whilst also improving the accessibility and inclusiveness of sustainable transport.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	++
SS12	Public Transport	Roads Review	Fflecsi Bus Service	Provide a fflecsi bus service for Llanbedr and surrounding areas.	MT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS13	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	This measure could reduce the number of HGVs travelling through Llanbedr, improving air quality associated with transport.	++	This measure significantly reduce greenhouse gas emissions from transport through ensuring any freight associated with the Llanbedr Airfield site is undertaken by rail.	++
SS14	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	This measure could reduce the number of HGVs travelling through Llanbedr, improving air quality associated with transport.	++	This measure would require utilising a Site of Special Scientific Interest, which could have significant adverse impacts on the environment.	---
SS15	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network, whilst also improving the accessibility and inclusiveness of sustainable transport.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS16	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS17	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS18	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy		Culture and the Welsh Language	
SS2	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Artro)	Provide a new bus northbound bus stop opposite Hafan Artro, to the south of the A496 Afon Artro Bridge.	ST	Yes	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS3	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS4	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
SS5	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
SS6	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS7	Public Transport	WelTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS8	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS9	Public Transport	WelTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
SS10	Public Transport	WelTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS11	Behaviour Change	WelTAG Stage One 2024	Community Transport - Arduwly Corridor	Establish a Community Transport scheme along the Arduwly Corridor, incorporating Llanbedr.	MT	No	This measure could help meet the needs of the local community, whilst also making sustainable transport services more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
SS12	Public Transport	Roads Review	Fflecsi Bus Service	Provide a fflecsi bus service for Llanbedr and surrounding areas.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS13	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	This option could introduce a more sustainable way of distributing goods, and could contribute to aspirations for Wales to be a centre for innovative technology that reduces emissions from transport.	+++	This measure could have a notable adverse impact on the local landscape, which is part of the Eryri National Park, due to its scale.	-
SS14	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	This option could introduce a more sustainable way of distributing goods, and could contribute to aspirations for Wales to be a centre for innovative technology that reduces emissions from transport.	+++	This measure could have a significant adverse impact on the local landscape, which is part of the Eryri National Park and undeveloped coast, due to its scale.	---
SS15	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	This measure could improve the built environment in Llanbedr.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS16	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS17	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
SS18	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities		Environment	
SS19	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU1	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ysgol Gynradd Llanbedr.	MT	No	This measure could improve the accessibility of the local active travel network, improving access for disabled users.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU2	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	This measure is unlikely to impact on the environment.	0
BU3	Road Safety	WelTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.	+
BU4	Public Realm	WelTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre, whilst also improving air quality and noise from the transport network. It could however reduce the ability for people who have to travel by car to access key services.	0	Given that without a low-speed relief road, one-way through the village would mean a long diversion, this could have a negative impact on greenhouse gas emissions.	--
BU5	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU6	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre, whilst also improving air quality and noise from the transport network.	+	Given that without a low-speed relief road, this would mean a long diversion, this could have a negative impact on greenhouse gas emissions.	--
BU7	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.	+
BU8	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.	+
BU9	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	This measure may improve safety and improve the confidence of pedestrians walking within the village centre, however it could increase the number of queuing vehicles on the A496, adversely impacting air quality.	0	This measure is unlikely to impact on the environment.	0
BU10	Public Realm	Roads Review	A496 Afon Artro Bridge - Closure	Close the A496 Afon Artro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre, whilst also improving air quality and noise from the transport network. It could however reduce the ability for people who have to travel by car to access key services.	0	Given that without a low-speed relief road, this would mean a long diversion, this could have a negative impact on greenhouse gas emissions.	---
BU11	Road Safety	WelTAG Stage One 2024	A496 Afon Artro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Artro Bridge.	ST	No	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	This measure is unlikely to impact on the environment.	0
BU12	Public Realm	WelTAG Stage One 2024	A496 Afon Artro Bridge - Raised Table	Provide a raised table at the A496 Afon Artro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	This measure is unlikely to impact on the environment.	0
BU13	Active Travel	WelTAG Stage One 2024	A496 Afon Artro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Artro bridge to provide a wider footway for users.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	This measure is unlikely to impact on the environment.	0
BU14	Road Safety	Roads Review	A496 Afon Artro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Artro Bridge.	MT	Yes	This measure may improve safety and improve the confidence of pedestrians walking within the village centre, however it could increase the number of queuing vehicles on the A496, adversely impacting air quality.	0	This measure is unlikely to impact on the environment.	0
BU15	Traffic Flow	Previous WelTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	This could have a significant adverse impact on biodiversity, with this likely to require some form of build-out over the River Artro.	--
BU16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU17	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU18	Active Travel	Stakeholders	Active Travel Route - Afon Artro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy		Culture and the Welsh Language	
SS19	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU1	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ysgol Gynradd Llanbedr.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure could improve access to a Welsh language primary school in the village.	+
BU2	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+
BU3	Road Safety	WelTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	This measure could improve the built environment in Llanbedr.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
BU4	Public Realm	WelTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	This measure would likely have a significant adverse impact on community cohesion, as it would effectively isolate the village from key services due to lack of access.	--	Whilst this measure could improve setting of listed buildings in Llanbedr village centre, enhancing the local historic environment, it could significantly impact on bus services, meaning access to sites in the wider area by sustainable modes could be adverse impacted.	-
BU5	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU6	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	Whilst this could improve the built environment in Llanbedr, it could adversely impact on the distribution of goods.	-	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+
BU7	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
BU8	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	This measure could improve the built environment in Llanbedr.	++	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+
BU9	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	Whilst this could improve the built environment in Llanbedr, it could significantly adversely impact on access to key services and subsequently community cohesion.	--	Whilst this measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment, it could significantly impact on bus services, meaning access to sites in the wider area by sustainable modes could be adverse impacted.	-
BU10	Public Realm	Roads Review	A496 Afon Artro Bridge - Closure	Close the A496 Afon Artro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	Whilst this could improve the built environment in Llanbedr, it could significantly adversely impact on access to key services and subsequently community cohesion.	---	This measure could support the Grade II Listed Afon Artro bridge, enhancing the local historic environment.	++
BU11	Road Safety	WelTAG Stage One 2024	A496 Afon Artro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Artro Bridge.	ST	No	This measure could improve the built environment in Llanbedr.	+	This measure could support the Grade II Listed Afon Artro bridge, enhancing the local historic environment.	+
BU12	Public Realm	WelTAG Stage One 2024	A496 Afon Artro Bridge - Raised Table	Provide a raised table at the A496 Afon Artro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+
BU13	Active Travel	WelTAG Stage One 2024	A496 Afon Artro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Artro bridge to provide a wider footway for users.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could support the Grade II Listed Afon Artro bridge, enhancing the local historic environment.	+
BU14	Road Safety	Roads Review	A496 Afon Artro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Artro Bridge.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could support the Grade II Listed Afon Artro bridge, enhancing the local historic environment.	+
BU15	Traffic Flow	Previous WelTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure would require realigning Mochras Road closer to the Grade II Listed Afon Artro bridge, which could have an adverse impact on the historic environment.	--
BU16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
BU17	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU18	Active Travel	Stakeholders	Active Travel Route - Afon Artro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities		Environment	
BU19	Active Travel	Roads Review	Active Travel Route - Arduwy Green Corridor (NCN8)	Improve the current NCN8 route to provide a safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section).	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU20	Active Travel	WelTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU21	Active Travel	WelTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	This measure could improve accessibility on routes where there is currently no hardstanding.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	This measure could increase the confident of people in travelling by electric vehicle in the local area, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU23	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	This measure could reduce the number of HGVs travelling through Llanbedr, improving air quality associated with transport.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU24	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	This could make the public transport network in Llanbedr more accessible and inclusive, by providing for disabled persons access to sustainable modes.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU25	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.	+
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	This measure is unlikely to impact on the environment.	0
BU28	Road Safety	WelTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	Closing Mochras Road would limit access to Shell Island and the train station and require a long diversion route, impact on accessibility of the sustainable transport network.	-	Closing Mochras Road would limit access to Shell Island and the train station and require a long diversion route, increasing Journey distance and therefore greenhouse gas emissions.	--
BU29	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.	+
BU30	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.	+
BU31	Behaviour Change	WelTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	This measure could increase the confident of people in travelling by electric vehicle in the local area, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU32	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	This measure could improve accessibility on routes where there is currently no hardstanding.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU33	Active Travel	WelTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north west of Llanbedr to Active Travel standards.	MT	Yes	This measure could improve accessibility on routes where there is currently no hardstanding.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU34	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Bridleway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	This measure could improve accessibility on routes where there is currently no hardstanding.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU35	Active Travel	WelTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	This measure could improve accessibility within Llanbedr village centre.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	This measure could improve accessibility within Llanbedr village centre.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	This measure is unlikely to impact on people and communities.	0	This measure is unlikely to impact on the environment.	0
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	This measure could improve safety on the highway network.	+	This measure is unlikely to impact on the environment.	0
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	This measure could improve safety on the highway network.	+	This measure is unlikely to impact on the environment.	0
NI2	Active Travel	Roads Review	Active Travel Route - Arduwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy		Culture and the Welsh Language	
BU19	Active Travel	Roads Review	Active Travel Route - Arduwy Green Corridor (NCN8)	Improve the current NCN8 route to provide a safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section).	LT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU20	Active Travel	WelTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	This measure could improve the built environment in Llanbedr.	+	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU21	Active Travel	WelTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	This measure could help meet the needs of the local community, through supporting technological and digital innovations that enable and encourage more people to use ultra-low emission vehicles.	+	This measure has the potential to enable more people to access cultural sites using zero-emission vehicles, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU23	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	This measure could introduce a more sustainable way of distributing goods.	++	This measure is unlikely to impact on culture and the Welsh Language.	0
BU24	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to travel by rail to access cultural and recreational facilities.	+
BU25	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	This measure could improve community cohesion by introducing a solution to support journeys by rail, as onward connections to the wider area would likely need to be undertaken by car.	+	This measure has the potential to enable more people to travel by rail to access cultural and recreational facilities.	+
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could support the Grade II Listed Afon Artro bridge, enhancing the local historic environment.	+
BU28	Road Safety	WelTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	Mochras Road is a key link in the local area and access is required by the local community towards Llanbedr Airfield and Shell Island. This could therefore have a significant adverse impact on community cohesion.	---	This measure is unlikely to impact on culture and the Welsh Language.	0
BU29	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
BU30	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
BU31	Behaviour Change	WelTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	This measure could help meet the needs of the local community, through supporting technological and digital innovations that enable and encourage more people to use ultra-low emission vehicles.	+	This measure has the potential to enable more people to access cultural sites using zero-emission vehicles, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU32	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU33	Active Travel	WelTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU34	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Bridleway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU35	Active Travel	WelTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	This measure could improve the built environment in Llanbedr.	+	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	This measure could improve the built environment in Llanbedr.	+	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	This measure could improve community cohesion by addressing the known local constraint of vehicles parking along the A496 during high-tide for access to Shell Island. This could also improve the built environment in the village centre.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+
N12	Active Travel	Roads Review	Active Travel Route - Arduwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities		Environment	
NI3	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	-	-	-	-	-
NI4	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
NI5	Active Travel	Stakeholders	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	MT	No	This measure could improve accessibility on routes where there is currently no hardstanding.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
NI6	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
NI7	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	MT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
NI8	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
NI9	Road Safety	Previous WelTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	This could improve safety for people travelling along Mochras Road, improving confidence in utilising the local transport network.	++	This measure could require the need for some vegetation and habitat loss adjacent to Mochras Road, which could mean a slight adverse impact on biodiversity.	-
NI10	Road Safety	Previous WelTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	This could significantly reduce HGV demand along Mochras Road, improving air quality and reducing noise in this location.	++	This measure could require significant works in the surrounding area, which could adversely impact on biodiversity and produce notable greenhouse gas emissions during construction.	--
NI11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport. It is however noted that there would be the need for some significant construction works, which could produce carbon and therefore minimise any potential greenhouse gas emission benefits from use emissions.	0
NI12	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Artro bridge.	LT	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport. However, since this is proposed over the Afon Artro river, there may be a slight adverse impact on biodiversity and the environment. Given the dual impact, this has been scored neutral.	0
NI13	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	LT	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport. However, since this is proposed over the Afon Artro river, there may be a slight adverse impact on biodiversity and the environment. Given the dual impact, this has been scored neutral.	0
NI14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	This measure could provide a safe and accessible access to private properties without the need to utilise the existing A496, benefitting safety and also improving the accessibility of the transport network.	++	This measure would require construction of a new car park to the rear of properties on currently undeveloped land, which could produce notable carbon emissions.	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy	Culture and the Welsh Language		
NI3	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	-	-	-		
NI4	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	This measure is unlikely to impact on places and the economy.	0 This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+	
NI5	Active Travel	Stakeholders	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	MT	No	This measure could improve the built environment in Llanbedr.	+	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
NI6	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
NI7	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
NI8	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
NI9	Road Safety	Previous WelTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
NI10	Road Safety	Previous WelTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	By removing traffic from accessing the Airfield via Mochras Road, this measure could benefit the built environment and community cohesion in the village centre.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
NI11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure could improve community cohesion by introducing a solution to support journeys by rail, as onward connections to the wider area would likely need to be undertaken by car.	+	This measure has the potential to enable more people to travel by rail to access cultural and recreational facilities.	+
NI12	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Artro bridge.	LT	Yes	This measure could adversely impact the built environment through impacting on the Grade II Listed Afon Artro bridge.	-	A new bridge in this location could adversely impact on the setting of the Grade II Listed Afon Artro bridge.	-
NI13	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	LT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
NI14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+





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Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities		Environment	
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	This measure could limit any future potential air quality issues and environmental noise associated with development at Llanbedr.	+	This measure could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	By reducing the need to travel and shortening journey distances, this measure could improve air quality associated with the transport network in Llanbedr.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
LP3	Non-Transport	WelTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	By reducing the need to travel and shortening journey distances, this measure could improve air quality associated with the transport network in Llanbedr.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
LP4	Freight & Logistics	WelTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	By reducing the need to travel and shortening journey distances, this measure could improve air quality associated with the transport network in Llanbedr.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	This measure could encourage people to travel by non-car modes, which could improve air quality associated with the transport network in Llanbedr. This could also improve the confidence of people in using the sustainable transport system, through demonstrating that journeys can be made in the local area without a car.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC2	Active Travel	WelTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could improve air quality associated with the transport network in Llanbedr, whilst also contributing to higher activity levels.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	By reducing the need to travel for some journeys, this measure could improve air quality and reduce the environmental noise associated with the transport network in Llanbedr.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	Integrated ticketing could promote a more accessible and inclusive public transport system by removing economic barriers. It could improve air quality associated with the transport network in Llanbedr by promoting the use of sustainable transport modes and a shift away from private vehicles. The provision of integrated ticketing could also improve user confidence in interchanging between modes and making use of modes that they might not usually use.	+++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC5	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure could improve air quality associated with the transport network in Llanbedr, whilst also contributing to higher activity levels.	+	By encouraging modal shift, this could slightly contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure is unlikely to impact on people and communities.	0	This measure is unlikely to impact on the environment.	0
BC7	Public Transport	WelTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure could improve air quality associated with the transport network in Llanbedr, whilst also contributing to higher activity levels.	+	By encouraging modal shift, this could slightly contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This option could contribute to higher activity levels through more people walking and cycling, and creating a safer environment.	+	This measure could seek to enhance local biodiversity.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy		Culture and the Welsh Language	
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	This measure could limit the opportunity to provide a number of jobs in the local area, having an adverse impact on community cohesion.	--	Limiting development could reduce any potential impact on the historic environment and protected areas in Llanbedr, especially given the Airfield's placement in the Eryri National Park.	+
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	This measure has the potential to support the local economy, meeting the needs of the local community.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
LP3	Non-Transport	WelTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	This measure has the potential to support the local economy, meeting the needs of the local community.	+	This measure could encourage more people to live locally, supporting the Welsh language to thrive in an area with a high proportion of Welsh speakers.	+
LP4	Freight & Logistics	WelTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	This measure could introduce a more sustainable way of distributing goods, especially for last-mile deliveries.	+	This measure could encourage more people to live locally, supporting the Welsh language to thrive in an area with a high proportion of Welsh speakers.	+
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
BC2	Active Travel	WelTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy. It could also make the sustainable transport offer more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	This measure has the potential to support the local economy, meeting the needs of the local community.	+	This measure could encourage more people to live locally, supporting the Welsh language to thrive in an area with a high proportion of Welsh speakers.	+
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	This measure could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy. It could also make the sustainable transport offer more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
BC5	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
BC7	Public Transport	WelTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure could improve community cohesion by enabling local people to undertake journeys by cycle to the village centre.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure is unlikely to impact on culture and the Welsh Language.	0

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities	Environment		
BC9	Non-Transport	WelTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	This could improve access to services for all, promoting accessibility and inclusion. By reducing the need to travel and shortening journey distance, this measure could also slightly improve air quality associated with the transport network in Llanbedr.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC10	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	This measure could improve air quality associated with the transport network in Llanbedr, whilst also contributing to higher activity levels.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC11	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gynradd Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	This measure could improve air quality associated with the transport network in Llanbedr by promoting the use of sustainable transport modes and a shift away from private vehicles. The provision of information could also improve user confidence in interchanging between modes and making use of modes that they might not usually use.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC12	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	This measure could improve air quality associated with the transport network in Llanbedr by promoting the use of sustainable transport modes and a shift away from private vehicles. The provision of information could also improve user confidence in interchanging between modes and making use of modes that they might not usually use.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC13	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	This measure could ensure that disabled users are able to park adjacent to their homes in Llanbedr.	+	This measure is unlikely to impact on the environment.	0
BC14	Behaviour Change	Roads Review	Road-User Charging	Introduce a modest road-user charge across the region.	LT	No	This could encourage a shift to sustainable modes in replacement of private car travel, and therefore could improve air quality and associated with the transport network in Llanbedr. Additional revenue could also be reinvested into sustainable transport projects.	++	By encouraging modal shift, this could contribute to delivering a significant reduction in greenhouse gas emissions from transport.	+++
BC15	Behaviour Change	WelTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	This measure could promote accessible and inclusive transport options, by removing physical, attitudinal and economic barriers to sustainable transport modes. This could encourage a shift to sustainable modes in replacement of private car travel, and therefore could improve air quality associated with the transport network in Llanbedr. It could also contribute to higher activity levels by promoting the use of, and access to, active modes.	+++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC16	Behaviour Change	WelTAG Stage One 2024	School Street - Ysgol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ysgol Gynradd Llanbedr at the start and end of the school day.	MT	No	By restricting access by motorised vehicles, this could increase the uptake of active modes for the use of drop off/pick-up journeys to school. For this reason, the measure could improve air quality associated with journeys made at these times of day.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC17	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	This measure could promote accessible transport and sustainable transport modes that reduce the impact on people and communities, thus encouraging modal shift. This could also increase activity levels locally and contribute to reduce adverse air quality.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC18	Behaviour Change	WelTAG Stage One 2024	Sustainable Transport Incentives - Arduwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Arduwy Corridor to travel by sustainable modes.	MT	No	This measure could promote a more accessible and inclusive public transport system by removing economic barriers. It could improve air quality associated with the transport network in Llanbedr by promoting the use of sustainable transport modes and it could contribute to higher activity levels by promoting the use of, and access to, active modes.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC19	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	This measure could promote a more accessible and inclusive public transport system by removing economic barriers. It could improve air quality associated with the transport network in Llanbedr by promoting the use of sustainable transport modes and it could contribute to higher activity levels by promoting the use of, and access to, active modes.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC20	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	By promoting the use of sustainable modes, this has the potential to improve air quality associated with tourist traffic. It could also contribute to higher activity levels through more people walking and cycling.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy		Culture and the Welsh Language	
BC9	Non-Transport	WelTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	This measure could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy. It could also make the sustainable transport offer more affordable.	++	This measure is unlikely to impact on culture and the Welsh Language.	0
BC10	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	This measure could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy. It could also make the sustainable transport offer more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC11	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gynradd Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC12	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC13	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	This measure could improve community cohesion by supporting access for local people.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
BC14	Behaviour Change	Roads Review	Road-User Charging	Introduce a modest road-user charge across the region.	LT	No	This measure could create additional revenue to be reinvested into the sustainable transport network, improving its affordability.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park. This would be done through reinvesting any revenue raised in the sustainable transport network.	+
BC15	Behaviour Change	WelTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	This option could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC16	Behaviour Change	WelTAG Stage One 2024	School Street - Ysgol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ysgol Gynradd Llanbedr at the start and end of the school day.	MT	No	This option could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy.	+	This measure could improve access to a Welsh language primary school in the village.	+
BC17	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	This measure could improve community cohesion through introducing elements to improve access by sustainable modes through Llanbedr, whilst also developing measures to improve the affordability of the transport network.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
BC18	Behaviour Change	WelTAG Stage One 2024	Sustainable Transport Incentives - Arduwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Arduwy Corridor to travel by sustainable modes.	MT	No	This option could make the sustainable transport offer more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
BC19	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	This option could make the sustainable transport offer more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
BC20	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	This option could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities		Environment	
BC21	Behaviour Change	Quick Wins	Travel Planning - Ysgol Gynradd Llanbedr	Develop and implement a Travel Plan at Ysgol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	By promoting the use of sustainable modes, this has the potential to improve air quality associated with school traffic. It could also contribute to higher activity levels through more people walking and cycling.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC22	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	This could encourage a shift to sustainable modes in replacement of private car travel along Mochras Road, and therefore could improve air quality associated with transport along this route. Additional revenue could then be reinvested into sustainable transport projects.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC23	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Arduwy region.	LT	No	This could encourage a shift to sustainable modes in replacement of private car travel in the region, and therefore could improve air quality and reduce environmental noise associated with transport. Additional revenue could then be reinvested into sustainable transport projects.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS1	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Artro)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Artro Bridge, adjacent to The Old Bakery.	ST	Yes	This has the potential to promote an accessible and inclusive transport network in Llanbedr by removing physical barriers to the sustainable transport network, whilst also promoting a shift to sustainable modes.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS2	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Artro)	Provide a new bus northbound bus stop opposite Hafan Artro, to the south of the A496 Afon Artro Bridge.	ST	Yes	This has the potential to promote an accessible and inclusive transport network in Llanbedr by removing physical barriers to the sustainable transport network, whilst also promoting a shift to sustainable modes.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS3	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	This has the potential to promote an accessible and inclusive transport network by removing physical barriers to the sustainable transport network, whilst also promoting a shift to sustainable modes.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS4	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS5	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS6	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS7	Public Transport	WelTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS8	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS9	Public Transport	WelTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS10	Public Transport	WelTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	This has the potential to promote an accessible and inclusive transport network in Llanbedr by removing physical barriers to the sustainable transport network, whilst also promoting a shift to sustainable modes.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS11	Behaviour Change	WelTAG Stage One 2024	Community Transport - Arduwy Corridor	Establish a Community Transport scheme along the Arduwy Corridor, incorporating Llanbedr.	MT	No	This measure could encourage a modal shift, improving air quality associated with the transport network, whilst also improving the accessibility and inclusiveness of sustainable transport.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	++

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy		Culture and the Welsh Language	
BC21	Behaviour Change	Quick Wins	Travel Planning - Ysgol Gynradd Llanbedr	Develop and implement a Travel Plan at Ysgol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	This option could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy.	+	This measure could improve access to a Welsh language primary school in the village.	+
BC22	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	Mochras Road is a key link in the local area and access is required by the local community towards Llanbedr Airfield and Shell Island. This could therefore have a significant adverse impact on community cohesion.	---	This measure is unlikely to impact on culture and the Welsh Language.	0
BC23	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Arduwy region.	LT	No	This measure could create additional revenue to be reinvested into the sustainable transport network, improving its affordability.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park. This would be done through reinvesting any revenue raised in the sustainable transport network.	+
SS1	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Artro)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Artro Bridge, adjacent to The Old Bakery.	ST	Yes	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS2	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Artro)	Provide a new bus northbound bus stop opposite Hafan Artro, to the south of the A496 Afon Artro Bridge.	ST	Yes	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS3	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS4	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
SS5	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
SS6	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS7	Public Transport	WelTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS8	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS9	Public Transport	WelTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
SS10	Public Transport	WelTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS11	Behaviour Change	WelTAG Stage One 2024	Community Transport - Arduwy Corridor	Establish a Community Transport scheme along the Arduwy Corridor, incorporating Llanbedr.	MT	No	This measure could help meet the needs of the local community, whilst also making sustainable transport services more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++

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SS12	Public Transport	Roads Review	Fflecsi Bus Service	Provide a fflecsi bus service for Llanbedr and surrounding areas.	MT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS13	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	This measure could reduce the number of HGVs travelling through Llanbedr, improving air quality associated with transport.	++	This measure significantly reduce greenhouse gas emissions from transport through ensuring any freight associated with the Llanbedr Airfield site is undertaken by rail.	++
SS14	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	This measure could reduce the number of HGVs travelling through Llanbedr, improving air quality associated with transport.	++	This measure would require utilising a Site of Special Scientific Interest, which could have significant adverse impacts on the environment.	---
SS15	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network, whilst also improving the accessibility and inclusiveness of sustainable transport.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS16	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS17	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS18	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
SS19	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU1	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ysgol Gynradd Llanbedr.	MT	No	This measure could improve the accessibility of the local active travel network, improving access for disabled users.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU2	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	This measure is unlikely to impact on people and communities.	0	This measure is unlikely to impact on the environment.	0
BU3	Road Safety	WelTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.	+
BU4	Public Realm	WelTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre. It could also improve air quality and reduce noise associated with the transport network within the village centre.	++	This measure could encourage more people to walk and cycle for local journeys, slightly reducing the amount of greenhouse gas emissions produced from the transport network.	+
BU5	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU6	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre. It could also improve air quality and reduce noise associated with the transport network within the village centre.	+	This measure is unlikely to impact on the environment.	0
BU7	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.	+
BU8	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.	+
BU9	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	This measure may improve safety and improve the confidence of pedestrians walking within the village centre, however it could increase the number of queuing vehicles on the A496, adversely impacting air quality.	0	This measure is unlikely to impact on the environment.	0



Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy		Culture and the Welsh Language	
SS12	Public Transport	Roads Review	Fflecsi Bus Service	Provide a fflecsi bus service for Llanbedr and surrounding areas.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS13	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	This option could introduce a more sustainable way of distributing goods, and could contribute to aspirations for Wales to be a centre for innovative technology that reduces emissions from transport.	+++	This measure could have a notable adverse impact on the local landscape, which is part of the Eryri National Park, due to its scale.	-
SS14	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	This option could introduce a more sustainable way of distributing goods, and could contribute to aspirations for Wales to be a centre for innovative technology that reduces emissions from transport.	+++	This measure could have a significant adverse impact on the local landscape, which is part of the Eryri National Park and undeveloped coast, due to its scale.	---
SS15	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	This measure could improve the built environment in Llanbedr.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS16	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
SS17	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
SS18	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
SS19	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU1	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ysgol Gynradd Llanbedr.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure could improve access to a Welsh language primary school in the village.	+
BU2	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+
BU3	Road Safety	WelTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	This measure could improve the built environment in Llanbedr.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
BU4	Public Realm	WelTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	This measure could help improve community cohesion through improving the built environment in Llanbedr.	++	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	++
BU5	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU6	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	This measure is unlikely to impact on places and the economy.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
BU7	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
BU8	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	This measure could improve the built environment in Llanbedr.	++	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+
BU9	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	Whilst this could improve the built environment in Llanbedr, it could adversely impact on access to key services and subsequently community cohesion.	-	Whilst this measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment, it could significantly impact on bus services, meaning access to sites in the wider area by sustainable modes could be adverse impacted.	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities		Environment	
BU10	Public Realm	Roads Review	A496 Afon Arthro Bridge - Closure	Close the A496 Afon Arthro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre. It could also therefore contribute to increasing activity levels.	+	By encouraging people to travel on-foot and by cycle for journeys within the village, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU11	Road Safety	WelTAG Stage One 2024	A496 Afon Arthro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Arthro Bridge.	ST	No	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	This measure is unlikely to impact on the environment.	0
BU12	Public Realm	WelTAG Stage One 2024	A496 Afon Arthro Bridge - Raised Table	Provide a raised table at the A496 Afon Arthro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	This measure is unlikely to impact on the environment.	0
BU13	Active Travel	WelTAG Stage One 2024	A496 Afon Arthro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Arthro bridge to provide a wider footway for users.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	This measure is unlikely to impact on the environment.	0
BU14	Road Safety	Roads Review	A496 Afon Arthro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Arthro Bridge.	MT	Yes	This measure may improve safety and improve the confidence of pedestrians walking within the village centre, however it could increase the number of queuing vehicles on the A496, adversely impacting air quality.	0	This measure is unlikely to impact on the environment.	0
BU15	Traffic Flow	Previous WelTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	This could have a significant adverse impact on biodiversity, with this likely to require some form of build-out over the River Arthro.	--
BU16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU17	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU18	Active Travel	Stakeholders	Active Travel Route - Afon Arthro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU19	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (NCN8)	Improve the current NCN8 route to provide a safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section).	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU20	Active Travel	WelTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU21	Active Travel	WelTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	This measure could improve accessibility on routes where there is currently no hardstanding.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	This measure could increase the confidence of people in travelling by electric vehicle in the local area, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU23	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	This measure could reduce the number of HGVs travelling through Llanbedr, improving air quality associated with transport.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU24	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	This could make the public transport network in Llanbedr more accessible and inclusive, by providing for disabled persons access to sustainable modes.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU25	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy		Culture and the Welsh Language	
BU10	Public Realm	Roads Review	A496 Afon Arthro Bridge - Closure	Close the A496 Afon Arthro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	This measure could significantly improve the built environment in Llanbedr.	++	This measure could support the Grade II Listed Afon Arthro bridge, enhancing the local historic environment.	++
BU11	Road Safety	WelTAG Stage One 2024	A496 Afon Arthro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Arthro Bridge.	ST	No	This measure could improve the built environment in Llanbedr.	+	This measure could support the Grade II Listed Afon Arthro bridge, enhancing the local historic environment.	+
BU12	Public Realm	WelTAG Stage One 2024	A496 Afon Arthro Bridge - Raised Table	Provide a raised table at the A496 Afon Arthro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+
BU13	Active Travel	WelTAG Stage One 2024	A496 Afon Arthro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Arthro bridge to provide a wider footway for users.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could support the Grade II Listed Afon Arthro bridge, enhancing the local historic environment.	+
BU14	Road Safety	Roads Review	A496 Afon Arthro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Arthro Bridge.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could support the Grade II Listed Afon Arthro bridge, enhancing the local historic environment.	+
BU15	Traffic Flow	Previous WelTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure would require realigning Mochras Road closer to the Grade II Listed Afon Arthro bridge, which could have an adverse impact on the historic environment.	--
BU16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
BU17	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU18	Active Travel	Stakeholders	Active Travel Route - Afon Arthro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU19	Active Travel	Roads Review	Active Travel Route - Arduwgy Green Corridor (NCN8)	Improve the current NCN8 route to provide a safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwgy section).	LT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU20	Active Travel	WelTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	This measure could improve the built environment in Llanbedr.	+	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU21	Active Travel	WelTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	This measure could help meet the needs of the local community, through supporting technological and digital innovations that enable and encourage more people to use ultra-low emission vehicles.	+	This measure has the potential to enable more people to access cultural sites using zero-emission vehicles, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU23	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	This measure could introduce a more sustainable way of distributing goods.	++	This measure is unlikely to impact on culture and the Welsh Language.	0
BU24	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to travel by rail to access cultural and recreational facilities.	+
BU25	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	This measure could improve community cohesion by introducing a solution to support journeys by rail, as onward connections to the wider area would likely need to be undertaken by car.	+	This measure has the potential to enable more people to travel by rail to access cultural and recreational facilities.	+
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities		Environment	
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	This measure is unlikely to impact on the environment.	0
BU28	Road Safety	WelTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	This measure could encourage more people to walk and cycle for journeys along Mochras Road, including to Llanbedr Railway Station. Through encouraging a modal shift, it could also improve air quality associated with the transport network.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU29	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.	+
BU30	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.	+
BU31	Behaviour Change	WelTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	This measure could increase the confidence of people in travelling by electric vehicle in the local area, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU32	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	This measure could improve accessibility on routes where there is currently no hardstanding.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU33	Active Travel	WelTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	This measure could improve accessibility on routes where there is currently no hardstanding.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU34	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Bridleway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	This measure could improve accessibility on routes where there is currently no hardstanding.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU35	Active Travel	WelTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	This measure could improve accessibility within Llanbedr village centre.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	This measure could improve accessibility within Llanbedr village centre.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	This measure is unlikely to impact on people and communities.	0	This measure is unlikely to impact on the environment.	0
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	This measure could improve safety on the highway network.	+	This measure is unlikely to impact on the environment.	0
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	This measure could improve safety on the highway network.	+	This measure is unlikely to impact on the environment.	0
NI2	Active Travel	Roads Review	Active Travel Route - Arduwyl Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwyl section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
NI3	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwyl Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwyl section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy		Culture and the Welsh Language	
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could support the Grade II Listed Afon Artro bridge, enhancing the local historic environment.	+
BU28	Road Safety	WelTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	This measure could enable road space to be reallocated along Mochras Road and improve the built environment along the route.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
BU29	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
BU30	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
BU31	Behaviour Change	WelTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	This measure could help meet the needs of the local community, through supporting technological and digital innovations that enable and encourage more people to use ultra-low emission vehicles.	+	This measure has the potential to enable more people to access cultural sites using zero-emission vehicles, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU32	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU33	Active Travel	WelTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU34	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Bridleway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU35	Active Travel	WelTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	This measure could improve the built environment in Llanbedr.	+	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	This measure could improve the built environment in Llanbedr.	+	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+
NI2	Active Travel	Roads Review	Active Travel Route - Arudwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arudwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
NI3	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arudwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities		Environment	
N14	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
N15	Active Travel	Stakeholders	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	MT	No	This measure could improve accessibility on routes where there is currently no hardstanding.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
N16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
N17	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	MT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
N18	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
N19	Road Safety	Previous WelTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	This could improve safety for people travelling along Mochras Road, improving confidence in utilising the local transport network.	++	This measure could require the need for some vegetation and habitat loss adjacent to Mochras Road, which could mean a slight adverse impact on biodiversity.	-
N110	Road Safety	Previous WelTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	This could significantly reduce HGV demand along Mochras Road, improving air quality and reducing noise in this location.	++	This measure could require significant works in the surrounding area, which could adversely impact on biodiversity and produce notable greenhouse gas emissions during construction.	--
N111	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport. It is however noted that there would be the need for some significant construction works, which could produce carbon and therefore minimise any potential greenhouse gas emission benefits from use emissions.	0
N112	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Artro bridge.	LT	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport. However, since this is proposed over the Afon Artro river, there may be a slight adverse impact on biodiversity and the environment. Given the dual impact, this has been scored neutral.	0
N113	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	LT	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport. However, since this is proposed over the Afon Artro river, there may be a slight adverse impact on biodiversity and the environment. Given the dual impact, this has been scored neutral.	0
N114	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	This measure could provide a safe and accessible access to private properties without the need to utilise the existing A496, benefitting safety and also improving the accessibility of the transport network.	++	This measure would require construction of a new car park to the rear of properties on currently undeveloped land, which could produce notable carbon emissions.	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy		Culture and the Welsh Language	
N14	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
N15	Active Travel	Stakeholders	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	MT	No	This measure could improve the built environment in Llanbedr.	+	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
N16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
N17	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
N18	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
N19	Road Safety	Previous WelTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
N110	Road Safety	Previous WelTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	By removing traffic from accessing the Airfield via Mochras Road, this measure could benefit the built environment and community cohesion in the village centre.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
N111	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure could improve community cohesion by introducing a solution to support journeys by rail, as onward connections to the wider area would likely need to be undertaken by car.	+	This measure has the potential to enable more people to travel by rail to access cultural and recreational facilities.	+
N112	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Artro bridge.	LT	Yes	This measure could adversely impact the built environment through impacting on the Grade II Listed Afon Artro bridge.	-	A new bridge in this location could adversely impact on the setting of the Grade II Listed Afon Artro bridge.	-
N113	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	LT	Yes	This measure is unlikely to impact on places and the economy.	0	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.	+
N114	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.	+

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**TABL CRYNHOI'R ARFARNIAD -  
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CYFLAWNADWYEDD A RHEOLI  
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Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
NI1a	Road Safety	Stakeholders	Low-Speed Relief Road - A496 North to Mochras Road (Artro Lodges Access)	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village, combined with a new access through the Artro Lodges site to the A496 to the south of the Afon Artro.	LT	-	High	<p>This option would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It also routes through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner. It is however noted that feedback has been received by the landowner objecting to the use of this land and therefore a Compulsory Purchase Order may be required in this location.</p> <p>As the route also crosses the Afon Artro, a new structure would be required in this location, which has potential environmental implications.</p> <p>This option would also require planning permission, that would need to consider remediation measures to reduce any impacts on the local environment and community.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
NI1b	Road Safety	Previous WelTAG	Low-Speed Relief Road - A496 North to Mochras Road	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village.	LT	-	High	<p>This option would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It also routes through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>As the route also crosses the Afon Artro, a new structure would be required in this location, which has potential environmental implications.</p> <p>This option would also require planning permission, that would need to consider remediation measures to reduce any impacts on the local environment and community.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
NI1c	Road Safety	Previous WelTAG	Low-Speed Relief Road - A496 South to Mochras Road	Provide a low-speed relief road between the A496 to the south of Llanbedr and Mochras Road to the west of the village.	LT	-	High	<p>This option would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It also routes through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>This option would also require planning permission, that would need to consider remediation measures to reduce any impacts on the local environment and community. It is however noted that this option would not route through a floor risk area and therefore the potential remediation measures could be less significant than other options.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
NI1d	Road Safety	Previous WelTAG	Low-Speed Relief Road - West of Llanbedr	Provide a low-speed relief road to the west of Llanbedr.	LT	-	High	<p>This option would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It also routes through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>As the route also crosses the Afon Artro, a new structure would be required in this location, which has potential environmental implications.</p> <p>This option would also require planning permission, that would need to consider remediation measures to reduce any impacts on the local environment and community.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
NI1e	Road Safety	Previous WelTAG	Low-Speed Relief Road - West of Llanbedr Railway Station	Provide a low-speed relief road to the west of Llanbedr Railway Station.	LT	-	High	<p>This option would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It also routes through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>As the route also crosses the Afon Artro, a new structure would be required in this location, which has potential environmental implications. There would also be a requirement for two new structures over the Cambrian Coast Line, which would require agreement with Network Rail, as the body responsible for managing the rail network in the UK.</p> <p>This option would also require planning permission, that would need to consider remediation measures to reduce any impacts on the local environment and community. It is noted that this potential route is located close to the Morfa Dyffryn SSSI and therefore this could be a challenge to the deliverability of this option.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
NI1f	Road Safety	Previous WelTAG	Low-Speed Relief Road - East of Llanbedr	Provide a low-speed relief road to the east of Llanbedr.	LT	-	High	<p>This option would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It also routes through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>This option would also require planning permission, that would need to consider remediation measures to reduce any impacts on the local environment and community. It is noted that this option would likely route through an area of ancient woodland, which could be a significant barrier to deliverability.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
NI1g	Road Safety	Previous WelTAG	Low-Speed Relief Road - One-Way	Provide a one-way low-speed relief road away from the village centre.	LT	-	High	<p>This option would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Any new carriageway construction would route through third-party land, and therefore the land would either need to be purchased or an agreement made with the landowner, whilst planning permission would be required.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>



## SENARIO HEB FFORDD LINIARU CYFLYMDER ISEL

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Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	High	This measure would require agreement with the partner at Llanbedr Airfield, alongside Welsh Government and the Eryri National Park Authority, as the site forms part of the Snowdonia Enterprise Zone.	<b>Delivery Body:</b> Welsh Government, Cyngor Gwynedd, and Eryri National Park Authority. <b>Maintenance/Management Responsibility:</b> N/A.
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	Moderate	This would require identification of suitable locations for remote working hubs, which could mean leasing third-party space if no suitable location under public ownership is identified.	<b>Delivery Body:</b> Cyngor Gwynedd / Welsh Government. <b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd / Welsh Government.
LP3	Non-Transport	WelTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	Low	This measure is reliant on agreement with both public and private sector employers. It may also be required to develop local guidance on the policy of Cyngor Gwynedd and/or Welsh Government to remote working, to clearly set out opportunities and benefits in relation to this.	<b>Delivery Body:</b> Cyngor Gwynedd / Welsh Government. <b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd / Welsh Government.
LP4	Freight & Logistics	WelTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	Low	This measure would require an agreement with a private supplier to deliver and operate the delivery lockers.  This measure could also potentially have some impact on the listed structures in Llanbedr, and therefore may require a Heritage Impact Assessment.	<b>Delivery Body:</b> Cyngor Gwynedd and Private Operator. <b>Maintenance/Management Responsibility:</b> Private Operator.
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	Low	This measure could be delivered by the local community, with support from Cyngor Gwynedd.	<b>Delivery Body:</b> Llanbedr Community Council / Cyngor Gwynedd. <b>Maintenance/Management Responsibility:</b> Llanbedr Community Council / Cyngor Gwynedd.
BC2	Active Travel	WelTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	Low	This measure could be delivered by the local community, with funding support from Cyngor Gwynedd and/or Welsh Government.	<b>Delivery Body:</b> Llanbedr Community Council / Cyngor Gwynedd. <b>Maintenance/Management Responsibility:</b> Llanbedr Community Council / Cyngor Gwynedd.
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	High	The installation of infrastructure required to support improved digital connectivity - such as overhead and underground cabling - may be difficult to deliver due to the location of the study area within the Eryri National Park.  It is also considered that the measure would likely need to be delivered by a third-party broadband / mobile phone provider.	<b>Delivery Body:</b> Private Supplier, with support from Welsh Government and Cyngor Gwynedd. <b>Maintenance/Management Responsibility:</b> Private Supplier.
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	High	This measure requires a roll-out across a wider area than the study area by Transport for Wales, as the rail operator in Wales. It is however noted that there could be an opportunity to implement a pilot scheme in the Gwynedd region, if considered appropriate.	<b>Delivery Body:</b> Transport for Wales. <b>Maintenance/Management Responsibility:</b> Transport for Wales.
BC5	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	Low	This measure would need to be delivered by Transport for Wales, as the local rail operator, with support from Cyngor Gwynedd.  There may also be a requirement for third-party land to facilitate this measure, due to limited space at the existing railway station.	<b>Delivery Body:</b> Transport for Wales, with support from Cyngor Gwynedd. <b>Maintenance/Management Responsibility:</b> Transport for Wales.
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	Low	This measure would require agreement with Network Rail and the Office of Rail and Road, as the bodies responsible for managing the rail network in the UK.  This measure would need to be delivered by Transport for Wales, as the local rail operator, with support from Cyngor Gwynedd.	<b>Delivery Body:</b> Transport for Wales, with support from Cyngor Gwynedd. <b>Maintenance/Management Responsibility:</b> N/A.

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
BC7	Public Transport	WelTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	Low	<p>This measure would likely be delivered by Cynfor Gwynedd, as the Local Highway Authority, with support from the local community.</p> <p>This measure may however require the use of third-party land and could potentially have some impact on the listed structures in Llanbedr, and therefore may require a Heritage Impact Assessment.</p>	<p><b>Delivery Body:</b> Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cynfor Gwynedd.</p>
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	Moderate	<p>This measure would likely be delivered by Cynfor Gwynedd, as the Local Highway Authority, in collaboration with the local community.</p> <p>This measure could potentially have some impact on the listed structures in Llanbedr, and therefore may require a Heritage Impact Assessment.</p>	<p><b>Delivery Body:</b> Cynfor Gwynedd and Llanbedr Community Council.</p> <p><b>Maintenance/Management Responsibility:</b> Cynfor Gwynedd and Llanbedr Community Council.</p>
BC9	Non-Transport	WelTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	Low	<p>This measure would need to be delivered and implemented in conjunction with Betsi Cadwaladr University Health Board, as the healthcare provider in the region.</p> <p>There could be an opportunity to develop a pilot scheme as part of this measure initially.</p>	<p><b>Delivery Body:</b> Betsi Cadwaladr University Health Board, with support from Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Betsi Cadwaladr University Health Board.</p>
BC10	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	Low	<p>This measure would need to be developed by a private supplier and could require third-party land to facilitate on-street infrastructure.</p>	<p><b>Delivery Body:</b> Cynfor Gwynedd, with support from Private Operator.</p> <p><b>Maintenance/Management Responsibility:</b> Private Operator.</p>
BC11	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gynradd Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	Low	<p>This measure would require agreement with the local community and local organisations to support the distribution of information.</p>	<p><b>Delivery Body:</b> Cynfor Gwynedd, with support from Local Community.</p> <p><b>Maintenance/Management Responsibility:</b> Llanbedr Community Council.</p>
BC12	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	Low	<p>This measure would need to be delivered by Transport for Wales, as the local rail operator, with support from Cynfor Gwynedd. It would also require agreement with the local community and local organisations to ensure that the departure boards are provided in appropriate locations. It is likely that the departure boards will be provided on third-party land.</p> <p>This measure could also potentially have some impact on the listed structures in Llanbedr, and therefore may require a Heritage Impact Assessment.</p>	<p><b>Delivery Body:</b> Transport for Wales, with support from Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>
BC13	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	Low	<p>This measure would need to be delivered by Cynfor Gwynedd, as the Local Highway Authority, in collaboration with the local community.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p><b>Delivery Body:</b> Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cynfor Gwynedd.</p>
BC14	Behaviour Change	Roads Review	Road-User Charging	Introduce a modest road-user charge across the region.	LT	No	High	<p>As this is a measure which would affect the wider region, this would likely need to be developed by Welsh Government, or the UK Government, with Cynfor Gwynedd and the Eryri National Park Authority providing local input.</p>	<p><b>Delivery Body:</b> Welsh Government / UK Government.</p> <p><b>Maintenance/Management Responsibility:</b> Welsh Government / UK Government.</p>
BC15	Behaviour Change	WelTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	Low	<p>This measure would require establishing a hub within an existing building in the local community - such as the Llanbedr Community Hall - and would need to be managed by the local community.</p>	<p><b>Delivery Body:</b> Llanbedr Community Council, with support from Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Llanbedr Community Council.</p>

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BC16	Behaviour Change	WelTAG Stage One 2024	School Street - Ysgol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ysgol Gynradd Llanbedr at the start and end of the school day.	MT	No	Low	This measure would need to be delivered by Cynor Gwynedd, as the Local Highway Authority, in collaboration with Ysgol Gynradd Llanbedr.	<b>Delivery Body:</b> Cynor Gwynedd. <b>Maintenance/Management Responsibility:</b> Ysgol Gynradd Llanbedr and Cynor Gwynedd.
BC17	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	Low	This measure would need to be jointly delivered by Cynor Gwynedd and the Eryri National Park Authority, including potentially Conwy County Borough Council.  It is also noted that the Gwynedd and Eryri Sustainable Visitor Economy Strategic Plan (2023) sets out a vision to develop 'a visitor economy for the benefit and well-being of the people, environment, language and culture of Gwynedd and Eryri'. As part of this, an Action Plan is being developed to deliver upon this vision by Cynor Gwynedd and the Eryri National Park Authority.	<b>Delivery Body:</b> Cynor Gwynedd and Eryri National Park Authority. <b>Maintenance/Management Responsibility:</b> Cynor Gwynedd and Eryri National Park Authority.
BC18	Behaviour Change	WelTAG Stage One 2024	Sustainable Transport Incentives - Arudwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Arudwy Corridor to travel by sustainable modes.	MT	No	Moderate	This measure would need to be jointly delivered by Cynor Gwynedd and Transport for Wales, as this would involve incentives to utilise the public transport network, as well as active travel modes.  It is considered that this measure could be delivered as a pilot scheme, if required.	<b>Delivery Body:</b> Transport for Wales and Cynor Gwynedd. <b>Maintenance/Management Responsibility:</b> Transport for Wales and Cynor Gwynedd.
BC19	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	Moderate	This measure would need to be jointly delivered by Cynor Gwynedd and Transport for Wales, as this would involve incentives to utilise the public transport network, as well as active travel modes.  It is considered that this measure could be delivered as a pilot scheme, if required.	<b>Delivery Body:</b> Transport for Wales and Cynor Gwynedd. <b>Maintenance/Management Responsibility:</b> Transport for Wales and Cynor Gwynedd.
BC20	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	Low	This measure would need to be delivered and managed by Shell Island, as the private business it relates to. It is however noted that support for establishing and managing the Travel Plan could be provided by Cynor Gwynedd.  It is considered that this measure could be delivered as a pilot scheme, if required.	<b>Delivery Body:</b> Shell Island, with support from Cynor Gwynedd. <b>Maintenance/Management Responsibility:</b> Shell Island, with support from Cynor Gwynedd.
BC21	Behaviour Change	Quick Wins	Travel Planning - Ysgol Gynradd Llanbedr	Develop and implement a Travel Plan at Ysgol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	Low	This measure would need to be delivered and managed by Ysgol Gynradd Llanbedr. It is however noted that support for establishing and managing the Travel Plan could be provided by Cynor Gwynedd.  It is considered that this measure could be delivered as a pilot scheme, if required.	<b>Delivery Body:</b> Ysgol Gynradd Llanbedr, with support from Cynor Gwynedd. <b>Maintenance/Management Responsibility:</b> Ysgol Gynradd Llanbedr, with support from Cynor Gwynedd.
BC22	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	Moderate	It is considered that there could be deliverability challenges associated with this measure as it would likely be opposed by Shell Island and Llanbedr Airfield, due to it effectively charging people to access these facilities.  This measure would need to be delivered by Cynor Gwynedd, as the Local Highway Authority.	<b>Delivery Body:</b> Cynor Gwynedd. <b>Maintenance/Management Responsibility:</b> Cynor Gwynedd.
BC23	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Arudwy region.	LT	No	High	It is likely that this measure would need to be introduced at a national or regional level, and requires legal powers of taxation. On this basis, Welsh Government would likely need to deliver this measure.	<b>Delivery Body:</b> Welsh Government. <b>Maintenance/Management Responsibility:</b> Welsh Government.

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SS1	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Artro)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Artro Bridge, adjacent to The Old Bakery.	ST	Yes	Low	<p>The Department for Transport's Inclusive Mobility guidance outlines that a footway width of at least 3m should be provided to effectively incorporate a bus stop and suitable rear footway width. It is unlikely that this is achievable in this location without a departure from standards in terms of road lane widths.</p> <p>It is also noted that this measure could have some impact on nearby listed structures, which could require a Heritage Impact Assessment.</p> <p>As the Local Highway Authority, Cyngor Gwynedd would be responsible for delivering and managing this measure.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
SS2	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Artro)	Provide a new bus northbound bus stop opposite Hafan Artro, to the south of the A496 Afon Artro Bridge.	ST	Yes	Low	<p>As the Local Highway Authority, Cyngor Gwynedd would be responsible for delivering and managing this measure. The location of the bus stop requires further consideration, as there could be some potential impact on the ancient woodland adjacent to the A496.</p> <p>It is also noted that this measure could have some impact on nearby listed structures, which could require a Heritage Impact Assessment.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
SS3	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	Moderate	<p>This measure would likely need to be delivered by Transport for Wales as part of renewing the bus fleet through implementation of the Bus Services (Wales) Bill network.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p><b>Delivery Body:</b> Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>
SS4	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	Moderate	<p>This measure would likely need to be delivered by Transport for Wales as part of implementation of the Bus Services (Wales) Bill network.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p><b>Delivery Body:</b> Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>
SS5	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	Moderate	<p>This measure would likely need to be delivered by Transport for Wales as part of implementation of the Bus Services (Wales) Bill network.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p><b>Delivery Body:</b> Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>
SS6	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	Moderate	<p>As this measure would increase bus journey times by around 5 minutes in either direction, it is not considered that routing bus services along Mochras Road to Llanbedr Railway Station is realistically feasible.</p> <p>If implemented, it is considered that any new bus services would need to be delivered and managed by Transport for Wales, due to implementation of the Bus Services (Wales) Bill.</p>	<p><b>Delivery Body:</b> Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>
SS7	Public Transport	WelTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	Low	<p>This measure would likely need to be delivered by Transport for Wales as part of implementation of the Bus Services (Wales) Bill network.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p><b>Delivery Body:</b> Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>
SS8	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	Low	<p>This measure would need to be delivered in collaboration with Shell Island, as they would be responsible for operating this measure.</p> <p>It is considered that this measure could be delivered as a pilot scheme with support from Cyngor Gwynedd, if required.</p>	<p><b>Delivery Body:</b> Shell Island (Private Operator), with support from Cyngor Gwynedd / Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Shell Island (Private Operator).</p>
SS9	Public Transport	WelTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	Moderate	<p>This measure would likely need to be delivered by Transport for Wales as part of implementation of the Bus Services (Wales) Bill network.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p><b>Delivery Body:</b> Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>



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SS10	Public Transport	WelTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	Low	<p>The Department for Transport's Inclusive Mobility provides guidance in terms of accessible transport infrastructure, including raised boarding areas. It considered that this measure could have some impact on nearby listed structures, which could require a Heritage Impact Assessment.</p> <p>As the Local Highway Authority, Cyngor Gwynedd would be responsible for delivering and managing this measure.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
SS11	Behaviour Change	WelTAG Stage One 2024	Community Transport - Arudwy Corridor	Establish a Community Transport scheme along the Arudwy Corridor, incorporating Llanbedr.	MT	No	Moderate	<p>This measure would need to be managed by the local community, with support from Cyngor Gwynedd and other relevant organisations.</p>	<p><b>Delivery Body:</b> Llanbedr Community Council / Community Group, with support from Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Llanbedr Community Council / Community Group.</p>
SS12	Public Transport	Roads Review	Fflecsi Bus Service	Provide a fflecsi bus service for Llanbedr and surrounding areas.	MT	No	Moderate	<p>This measure would need to be delivered and managed by Transport for Wales, in collaboration with Cyngor Gwynedd, as the operator of the fflecsi bus service.</p>	<p><b>Delivery Body:</b> Transport for Wales, in collaboration with Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>
SS13	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	High	<p>As this measure would form part of the development of Llanbedr Airfield, it is considered that it would need to be delivered and managed by the Llanbedr Airfield developer.</p> <p>Due to the scale of this measure, there could be some impacts on the landscape which would require engagement and collaboration with the Eryri National Park Authority, as the Local Planning Authority.</p>	<p><b>Delivery Body:</b> Llanbedr Airfield Developer.</p> <p><b>Maintenance/Management Responsibility:</b> Llanbedr Airfield Developer.</p>
SS14	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	High	<p>As this measure would form part of the development of Llanbedr Airfield, it is considered that it would need to be delivered and managed by the Llanbedr Airfield developer.</p> <p>Due to the scale of this measure, there could be some impacts on the landscape which would require engagement and collaboration with the Eryri National Park Authority, as the Local Planning Authority.</p> <p>It is also noted that Llanbedr Airfield is surrounded by a Site of Special Scientific Interest and therefore it is unlikely that this measure would be deliverable in the context of the potential environmental impacts.</p>	<p><b>Delivery Body:</b> Llanbedr Airfield Developer.</p> <p><b>Maintenance/Management Responsibility:</b> Llanbedr Airfield Developer.</p>
SS15	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	Low	<p>This measure would need to be delivered by Transport for Wales, as the local rail operator, with support from Cyngor Gwynedd where required.</p> <p>There may also be a requirement for third-party land to facilitate this measure, due to limited space at the existing railway station.</p>	<p><b>Delivery Body:</b> Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>
SS16	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	Moderate	<p>This measure would need to be delivered by Cyngor Gwynedd, in collaboration with businesses and organisations located along the A496 Arudwy Corridor.</p> <p>There may also be a requirement for third-party land to facilitate this measure, if no suitable locations under public ownership can be identified.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
SS17	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	High	<p>This measure would need to be delivered by Transport for Wales, as the rail operator in the region.</p> <p>It is understood that consideration about changes to rail service frequencies along the Cambrian Coast Line are currently under consideration by Transport for Wales as part of a separate workstream, following the recommendations of the North Wales Transport Commission.</p>	<p><b>Delivery Body:</b> Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>

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SS18	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	High	<p>This measure would need to be delivered by Transport for Wales, as the rail operator in the region.</p> <p>It is understood that consideration about changes to rail service frequencies along the Cambrian Coast Line are currently under consideration by Transport for Wales as part of a separate workstream, following the recommendations of the North Wales Transport Commission.</p>	<p><b>Delivery Body:</b> Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>
SS19	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is noted that there are currently no bus services which route along this road, with no current plans to introduce a service along this route.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU1	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ysgol Gynradd Llanbedr.	MT	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU2	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU3	Road Safety	WelTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU4	Public Realm	WelTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community. Due to the potential disruption associated with this measure, it is likely that there would be significant local opposition to the measure.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU5	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered that this measure would likely require some reallocation of road space, due to the absence of pedestrian footways along the A496 at present. The ability to reallocate road space along the existing road is however considered to be limited, due to the existing space constraints.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU6	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered likely that local businesses would object to this measure, on the basis that travel distances for HGVs would increase significantly for some organisations.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU7	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU8	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered that this measure would likely require some reallocation of road space. The ability to reallocate road space along the existing road is however considered to be limited, due to the existing space constraints.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>

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BU9	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered unlikely that this measure would be deliverable as there are significant safety and operational concerns associated with the potential distance between signal heads as part of a system for the village.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU10	Public Realm	Roads Review	A496 Afon Artro Bridge - Closure	Close the A496 Afon Artro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	Low	<p>This measure would need to be delivered by Cyngor Gwynedd, as the Local Highway Authority. This measure would likely need to be delivered through implementation of a 'stopping-up order' (Highways Act), which would remove the right of access for the public.</p> <p>It is considered likely that there would be significant local objection to this measure, on the basis that travel distances would increase significantly for the local community.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd / Eryri National Park Authority.</p>
BU11	Road Safety	WelTAG Stage One 2024	A496 Afon Artro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Artro Bridge.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is noted that Chapter 3 of the Traffic Signs Manual outlines that this signage should only be utilised 'when vehicles at each end of the priority section are clearly visible to each other and speeds are not high'. In this location, visibility may not be achievable to implement this measure, and therefore this could require a departure from standards.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU12	Public Realm	WelTAG Stage One 2024	A496 Afon Artro Bridge - Raised Table	Provide a raised table at the A496 Afon Artro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure could also potentially have some impact on the A496 Afon Artro listed structure, and therefore may require a Heritage Impact Assessment.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU13	Active Travel	WelTAG Stage One 2024	A496 Afon Artro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Artro bridge to provide a wider footway for users.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to enable this reallocation of road space, it is likely that the carriageway will need to be changed to a priority system where only one vehicle is able to cross the bridge at once, similar to BU11. If this is done, the footway width could potentially be increased to approximately 1.7m, which is more than the absolute minimum set out in the Active Travel Act Guidance (DE101).</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU14	Road Safety	Roads Review	A496 Afon Artro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Artro Bridge.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure could also potentially have some impact on the A496 Afon Artro listed structure, and therefore may require a Heritage Impact Assessment.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU15	Traffic Flow	Previous WelTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is likely that this measure could have significant impact on the A496 Afon Artro listed structure, and therefore may require a Heritage Impact Assessment.</p> <p>In addition, realigning the road would require either demolition of some properties on the southern side of Mochras Road, or constructing over the Afon Artro, which is likely to be challenging.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, changes to the highway will be required, such as only one lane of traffic is provided at pinch-points and changes to on-street parking, to enable an active travel route to be implemented. It is considered unlikely that these changes are achievable with the current demand along Mochras Road, particularly during the visitor season, as they would likely require departures from standards.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
BU17	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered unlikely that this measure is deliverable along the existing A496, as the carriageway widths would need to reduce significantly below standards to accommodate any active travel infrastructure set out by the Active Travel Act Guidance. This is not considered appropriate at present, as the existing A496 is a principal route which accommodates a notable proportion of heavy goods vehicles.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU18	Active Travel	Stakeholders	Active Travel Route - Afon Artro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	High	<p>This measure would require third-party land and agreement with the owner of the current bridge over the Afon Artro. It is considered likely that Cyngor Gwynedd, as the Local Highway Authority, would be responsible for delivering this measure, and maintaining the route post-implementation.</p> <p>It is also noted that the adjoining route would traverse a field which is within a flood zone, and therefore flood alleviation measures may be required.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU19	Active Travel	Roads Review	Active Travel Route - Arduwy Green Corridor (NCN8)	Improve the current NCN8 route to provide a safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section).	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered likely that departures from standards, or the acquisition of third-party land, may be required at pinch-points in the network where there is not suitable space to accommodate suitable cycle provision.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU20	Active Travel	WelTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is likely that this measure could require third-party land adjacent to the Unnamed Road.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU21	Active Travel	WelTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>The Public Right of Way routes along third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	Low	<p>As the existing car parks within Llanbedr and at Shell Island are under the ownership of private businesses, it is likely that they would be responsible for delivering and managing this measure.</p>	<p><b>Delivery Body:</b> Private Businesses.</p> <p><b>Maintenance/Management Responsibility:</b> Private Businesses.</p>
BU23	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	Low	<p>As this measure would form part of the development of Llanbedr Airfield, it is considered that it would need to be delivered and managed by the Llanbedr Airfield developer. It is however likely that agreement with Cyngor Gwynedd on the Plan would be required, as the Local Highway Authority.</p>	<p><b>Delivery Body:</b> Llanbedr Airfield Developer.</p> <p><b>Maintenance/Management Responsibility:</b> Llanbedr Airfield Developer.</p>
BU24	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	Low	<p>This measure would need to be delivered by Transport for Wales, as the local rail operator, with support from Cyngor Gwynedd where required.</p> <p>There may also be a requirement for third-party land to facilitate this measure, due to limited space at the existing railway station.</p>	<p><b>Delivery Body:</b> Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>
BU25	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	Low	<p>It is understood the existing car park is managed by Cyngor Gwynedd, and therefore any improvements in this location would need to be delivered by Transport for Wales, as the local rail operator, in collaboration with Cyngor Gwynedd.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd and Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd and Transport for Wales.</p>
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cynfor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p><b>Delivery Body:</b> Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cynfor Gwynedd.</p>
BU28	Road Safety	WelTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cynfor Gwynedd, as the Local Highway Authority.</p> <p>It is however considered that this measure is undeliverable at present as no alternative means of access is available to Llanbedr Railway Station, Llanbedr Airfield, or Shell Island.</p>	<p><b>Delivery Body:</b> Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cynfor Gwynedd.</p>
BU29	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	Low	<p>This measure would need to be delivered and managed by Cynfor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p><b>Delivery Body:</b> Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cynfor Gwynedd.</p>
BU30	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cynfor Gwynedd, as the Local Highway Authority.</p> <p>It is considered that this measure would likely require some reallocation of road space. The ability to reallocate road space along the existing road is however considered to be limited, due to the existing space constraints. If required however, third-party land could be acquired to support delivery of this measure.</p>	<p><b>Delivery Body:</b> Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cynfor Gwynedd.</p>
BU31	Behaviour Change	WelTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	Low	<p>This measure could be delivered and managed by Llanbedr Community Council, as representatives of the local community, with support from Cynfor Gwynedd as the Local Highway Authority.</p> <p>It is also noted that this measure could have some impact on nearby listed structures, which could require a Heritage Impact Assessment, whilst agreement on the use of third-party land may be required.</p>	<p><b>Delivery Body:</b> Llanbedr Community Council, with support from Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Llanbedr Community Council, with support from Cynfor Gwynedd.</p>
BU32	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	Low	<p>This measure would need to be delivered and managed by Cynfor Gwynedd, as the Local Highway Authority.</p> <p>The Public Rights of Ways route along third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner. It is also noted that the rights of way route through areas of ancient woodland and therefore it may be difficult to deliver this measure without felling any trees of significance.</p>	<p><b>Delivery Body:</b> Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cynfor Gwynedd.</p>
BU33	Active Travel	WelTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cynfor Gwynedd, as the Local Highway Authority.</p> <p>The Public Rights of Ways route along third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>It is also noted that the routes traverse areas within a flood zone, and therefore flood alleviation measures may be required.</p>	<p><b>Delivery Body:</b> Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cynfor Gwynedd.</p>
BU34	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Bridleway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	Low	<p>This measure would need to be delivered and managed by Cynfor Gwynedd, as the Local Highway Authority.</p> <p>The Public Right of Way routes along third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>It is also noted that the route traverses areas within a flood zone, and therefore flood alleviation measures may be required.</p>	<p><b>Delivery Body:</b> Cynfor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cynfor Gwynedd.</p>

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BU35	Active Travel	WelTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered that this measure would likely require some reallocation of road space. The ability to reallocate road space within the village is however considered to be limited, due to the existing space constraints.</p> <p>It should also be noted that any notable changes could have impacts on listed structures within the village, and therefore a Heritage Impact Assessment could be required.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Eryri National Park Authority have published Supplementary Planning Guidance in relation to Light Pollution, and therefore any additional street lighting will need to take into account this guidance to preserve the Dark Sky Reserve status of Eryri.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	Low	<p>This measure would need to be delivered by Shell Island in collaboration with Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is likely that some of the suitable car parking locations identified could be under third-party ownership, and therefore agreement with relevant parties could be required.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd and Shell Island.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd and Shell Island.</p>
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	Low	<p>This measure could be delivered by the local community, most likely through Llanbedr Community Council, with support from Cyngor Gwynedd, as the Local Highway Authority, in implementing the measure.</p>	<p><b>Delivery Body:</b> Llanbedr Community Council, with support from Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Although the impact is likely to be small, this measure could impact on the A496 Afon Artro listed structure, and therefore may require a Heritage Impact Assessment.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Although the impact is likely to be small, this measure could impact on the A496 Afon Artro listed structure, and therefore may require a Heritage Impact Assessment.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
NI2	Active Travel	Roads Review	Active Travel Route - Arduwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered unlikely that this measure is deliverable along the existing A496 within Llanbedr, as the carriageway widths would need to reduce significantly below standards to accommodate any active travel infrastructure set out by the Active Travel Act Guidance. This is not considered appropriate at present, as the existing A496 is a principal route which accommodates a notable proportion of heavy goods vehicles.</p> <p>Away from Llanbedr, it is likely that this measure would require a reallocation of road space at pinch-points, as well as potentially third-party land, to accommodate an active travel route.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
NI3	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	-			

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
N14	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwly Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwly section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>The Public Rights of Ways in the vicinity of Llanbedr route along third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner. It is also noted that the routes traverse areas within a flood zone, and therefore flood alleviation measures may be required.</p> <p>Away from Llanbedr, it is likely that this measure would require a reallocation of road space at pinch-points, as well as potentially third-party land, to accommodate an active travel route.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
N15	Active Travel	Stakeholders	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	MT	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure routes through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>It is also noted that the route traverses an area of ancient woodland, however there is an existing track in this location and therefore an active travel route could likely be introduced without felling any trees.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
N16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Due to its location, the route could impact on the Afon Artro and therefore some earthworks could be required, as well as potentially the loss of some vegetation. There could also be impacts on the A496 Afon Artro listed structure, and therefore a Heritage Impact Assessment may be required.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
N17	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	MT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure routes through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner. It also routes along areas within a flood zone adjacent to the Afon Artro, and therefore flood alleviation measures may be required.</p> <p>A new structure would also be required across the Afon Artro to the west of the village, to enable the route to link with Mochras Road.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
N18	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure would likely route through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>It also routes along areas within a flood zone, and therefore flood alleviation measures may be required. The western end of the route would also border a Site of Special Scientific Interest, although it is unlikely that there would be an impact on this.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
N19	Road Safety	Previous WelTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	Moderate	<p>As this measure would form part of developing the Llanbedr Airfield site, it is likely that it would be delivered by the site developer. The management and maintenance of the route would likely revert to Cyngor Gwynedd, once the route is adopted.</p> <p>It is likely that this measure would require a combination of reallocation of road space and some adjoining third-party land at pinch-points.</p>	<p><b>Delivery Body:</b> Llanbedr Airfield Developer.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
N110	Road Safety	Previous WelTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	High	<p>As this measure would form part of developing the Llanbedr Airfield site, it is likely that it would be delivered by the site developer. The management and maintenance of the route would likely remain with the developer, as the route would likely not be adopted.</p> <p>This measure would likely route through a flood zone and therefore relevant flood alleviation measures could be required.</p>	<p><b>Delivery Body:</b> Llanbedr Airfield Developer.</p> <p><b>Maintenance/Management Responsibility:</b> Llanbedr Airfield Developer.</p>

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
NI11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	Moderate	<p>This measure would need to be delivered by Transport for Wales, as the local rail operator, with support from Cyngor Gwynedd where required.</p> <p>There would likely be a requirement for third-party land to facilitate this measure, due to limited space at the existing railway station.</p>	<p><b>Delivery Body:</b> Transport for Wales.</p> <p><b>Maintenance/Management Responsibility:</b> Transport for Wales.</p>
NI12	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Artro bridge.	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered likely that Cadw would object to the construction of a new active travel crossing in this location, due to the potential adverse impact on the setting of the A496 Afon Artro listed structure.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
NI13	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure would require third-party land and therefore land would either need to be purchased, or an agreement made with the landowner. It also routes along areas within a flood zone adjacent to the Afon Artro, and therefore flood alleviation measures may be required.</p> <p>A new structure would also be required across the Afon Artro in the vicinity of the public toilets.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>
NI14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	Moderate	<p>In collaboration with the local community, this measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure would require third-party land and therefore land would either need to be purchased, or an agreement made with the relevant landowner.</p> <p>It is also noted that the potential car park location to the rear of properties to the north of the Afon Artro is within a flood zone and therefore supplementary flood alleviation measures may be required.</p>	<p><b>Delivery Body:</b> Cyngor Gwynedd.</p> <p><b>Maintenance/Management Responsibility:</b> Cyngor Gwynedd.</p>





## SENARIO GYDA Ffordd LINIARU CYFLYMDER ISEL

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Affordability, Deliverability,Management Dimensions (Measures) - With Low-Speed Relief Road



Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	High	This measure would require agreement with the partner at Llanbedr Airfield, alongside Welsh Government and the Eryri National Park Authority, as the site forms part of the Snowdonia Enterprise Zone.	Delivery Body: Welsh Government, Cyngor Gwynedd, and Eryri National Park Authority. Maintenance/Management Responsibility: N/A.
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	Moderate	This would require identification of suitable locations for remote working hubs, which could mean leasing third-party space if no suitable location under public ownership is identified.	Delivery Body: Cyngor Gwynedd / Welsh Government. Maintenance/Management Responsibility: Cyngor Gwynedd / Welsh Government.
LP3	Non-Transport	WelTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	Low	This measure is reliant on agreement with both public and private sector employers. It may also be required to develop local guidance on the policy of Cyngor Gwynedd and/or Welsh Government to remote working, to clearly set out opportunities and benefits in relation to this.	Delivery Body: Cyngor Gwynedd / Welsh Government. Maintenance/Management Responsibility: Cyngor Gwynedd / Welsh Government.
LP4	Freight & Logistics	WelTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	Low	This measure would require an agreement with a private supplier to deliver and operate the delivery lockers. This measure could also potentially have some impact on the listed structures in Llanbedr, and therefore may require a Heritage Impact Assessment.	Delivery Body: Cyngor Gwynedd and Private Operator. Maintenance/Management Responsibility: Private Operator.
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	Low	This measure could be delivered by the local community, with support from Cyngor Gwynedd.	Delivery Body: Llanbedr Community Council / Cyngor Gwynedd. Maintenance/Management Responsibility: Llanbedr Community Council / Cyngor Gwynedd.
BC2	Active Travel	WelTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	Low	This measure could be delivered by the local community, with funding support from Cyngor Gwynedd and/or Welsh Government.	Delivery Body: Llanbedr Community Council / Cyngor Gwynedd. Maintenance/Management Responsibility: Llanbedr Community Council / Cyngor Gwynedd.
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	High	The installation of infrastructure required to support improved digital connectivity - such as overhead and underground cabling - may be difficult to deliver due to the location of the study area within the Eryri National Park. It is also considered that the measure would likely need to be delivered by a third-party broadband / mobile phone provider.	Delivery Body: Private Supplier, with support from Welsh Government and Cyngor Gwynedd. Maintenance/Management Responsibility: Private Supplier.
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	High	This measure requires a roll-out across a wider area than the study area by Transport for Wales, as the rail operator in Wales. It is however noted that there could be an opportunity to implement a pilot scheme in the Gwynedd region, if considered appropriate.	Delivery Body: Transport for Wales. Maintenance/Management Responsibility: Transport for Wales.
BC5	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	Low	This measure would need to be delivered by Transport for Wales, as the local rail operator, with support from Cyngor Gwynedd. There may also be a requirement for third-party land to facilitate this measure, due to limited space at the existing railway station.	Delivery Body: Transport for Wales, with support from Cyngor Gwynedd. Maintenance/Management Responsibility: Transport for Wales.
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	Low	This measure would require agreement with Network Rail and the Office of Rail and Road, as the bodies responsible for managing the rail network in the UK. This measure would need to be delivered by Transport for Wales, as the local rail operator, with support from Cyngor Gwynedd.	Delivery Body: Transport for Wales, with support from Cyngor Gwynedd. Maintenance/Management Responsibility: N/A.
BC7	Public Transport	WelTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	Low	This measure would likely be delivered by Cyngor Gwynedd, as the Local Highway Authority, with support from the local community. This measure may however require the use of third-party land and could potentially have some impact on the listed structures in Llanbedr, and therefore may require a Heritage Impact Assessment.	Delivery Body: Cyngor Gwynedd. Maintenance/Management Responsibility: Cyngor Gwynedd.

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	Moderate	<p>This measure would likely be delivered by Cyngor Gwynedd, as the Local Highway Authority, in collaboration with the local community.</p> <p>This measure could potentially have some impact on the listed structures in Llanbedr, and therefore may require a Heritage Impact Assessment.</p>	<p>Delivery Body: Cyngor Gwynedd and Llanbedr Community Council.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd and Llanbedr Community Council.</p>
BC9	Non-Transport	WelTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	Low	<p>This measure would need to be delivered and implemented in conjunction with Betsi Cadwaladr University Health Board, as the healthcare provider in the region.</p> <p>There could be an opportunity to develop a pilot scheme as part of this measure initially.</p>	<p>Delivery Body: Betsi Cadwaladr University Health Board, with support from Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Betsi Cadwaladr University Health Board.</p>
BC10	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	Low	<p>This measure would need to be developed by a private supplier and could require third-party land to facilitate on-street infrastructure.</p>	<p>Delivery Body: Cyngor Gwynedd, with support from Private Operator.</p> <p>Maintenance/Management Responsibility: Private Operator.</p>
BC11	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gynradd Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	Low	<p>This measure would require agreement with the local community and local organisations to support the distribution of information.</p>	<p>Delivery Body: Cyngor Gwynedd, with support from Local Community.</p> <p>Maintenance/Management Responsibility: Llanbedr Community Council.</p>
BC12	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	Low	<p>This measure would need to be delivered by Transport for Wales, as the local rail operator, with support from Cyngor Gwynedd. It would also require agreement with the local community and local organisations to ensure that the departure boards are provided in appropriate locations. It is likely that the departure boards will be provided on third-party land.</p> <p>This measure could also potentially have some impact on the listed structures in Llanbedr, and therefore may require a Heritage Impact Assessment.</p>	<p>Delivery Body: Transport for Wales, with support from Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>
BC13	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	Low	<p>This measure would need to be delivered by Cyngor Gwynedd, as the Local Highway Authority, in collaboration with the local community.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BC14	Behaviour Change	Roads Review	Road-User Charging	Introduce a modest road-user charge across the region.	LT	No	High	<p>As this is a measure which would affect the wider region, this would likely need to be developed by Welsh Government, or the UK Government, with Cyngor Gwynedd and the Eryri National Park Authority providing local input.</p>	<p>Delivery Body: Welsh Government / UK Government.</p> <p>Maintenance/Management Responsibility: Welsh Government / UK Government.</p>
BC15	Behaviour Change	WelTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	Low	<p>This measure would require establishing a hub within an existing building in the local community - such as the Llanbedr Community Hall - and would need to be managed by the local community.</p>	<p>Delivery Body: Llanbedr Community Council, with support from Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Llanbedr Community Council.</p>
BC16	Behaviour Change	WelTAG Stage One 2024	School Street - Ysgol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ysgol Gynradd Llanbedr at the start and end of the school day.	MT	No	Low	<p>This measure would need to be delivered by Cyngor Gwynedd, as the Local Highway Authority, in collaboration with Ysgol Gynradd Llanbedr.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Ysgol Gynradd Llanbedr and Cyngor Gwynedd.</p>
BC17	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	Low	<p>This measure would need to be jointly delivered by Cyngor Gwynedd and the Eryri National Park Authority, including potentially Conwy County Borough Council.</p> <p>It is also noted that the Gwynedd and Eryri Sustainable Visitor Economy Strategic Plan (2023) sets out a vision to develop 'a visitor economy for the benefit and well-being of the people, environment, language and culture of Gwynedd and Eryri'. As part of this, an Action Plan is being developed to deliver upon this vision by Cyngor Gwynedd and the Eryri National Park Authority.</p>	<p>Delivery Body: Cyngor Gwynedd and Eryri National Park Authority.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd and Eryri National Park Authority.</p>

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
BC18	Behaviour Change	WelTAG Stage One 2024	Sustainable Transport Incentives - Arduwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Arduwy Corridor to travel by sustainable modes.	MT	No	Moderate	<p>This measure would need to be jointly delivered by Cyngor Gwynedd and Transport for Wales, as this would involve incentives to utilise the public transport network, as well as active travel modes.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p>Delivery Body: Transport for Wales and Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Transport for Wales and Cyngor Gwynedd.</p>
BC19	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	Moderate	<p>This measure would need to be jointly delivered by Cyngor Gwynedd and Transport for Wales, as this would involve incentives to utilise the public transport network, as well as active travel modes.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p>Delivery Body: Transport for Wales and Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Transport for Wales and Cyngor Gwynedd.</p>
BC20	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	Low	<p>This measure would need to be delivered and managed by Shell Island, as the private business it relates to. It is however noted that support for establishing and managing the Travel Plan could be provided by Cyngor Gwynedd.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p>Delivery Body: Shell Island, with support from Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Shell Island, with support from Cyngor Gwynedd.</p>
BC21	Behaviour Change	Quick Wins	Travel Planning - Ysgol Gynradd Llanbedr	Develop and implement a Travel Plan at Ysgol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	Low	<p>This measure would need to be delivered and managed by Ysgol Gynradd Llanbedr. It is however noted that support for establishing and managing the Travel Plan could be provided by Cyngor Gwynedd.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p>Delivery Body: Ysgol Gynradd Llanbedr, with support from Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Ysgol Gynradd Llanbedr, with support from Cyngor Gwynedd.</p>
BC22	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	Moderate	<p>It is considered that there could be deliverability challenges associated with this measure as it would likely be opposed by Shell Island and Llanbedr Airfield, due to it effectively charging people to access these facilities.</p> <p>This measure would need to be delivered by Cyngor Gwynedd, as the Local Highway Authority.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BC23	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Arduwy region.	LT	No	High	<p>It is likely that this measure would need to be introduced at a national or regional level, and requires legal powers of taxation. On this basis, Welsh Government would likely need to deliver this measure.</p>	<p>Delivery Body: Welsh Government.</p> <p>Maintenance/Management Responsibility: Welsh Government.</p>
SS1	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Artro)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Artro Bridge, adjacent to The Old Bakery.	ST	Yes	Low	<p>The Department for Transport's Inclusive Mobility guidance outlines that a footway width of at least 3m should be provided to effectively incorporate a bus stop and suitable rear footway width. It is unlikely that this is achievable in this location without a departure from standards in terms of road lane widths.</p> <p>It is also noted that this measure could have some impact on nearby listed structures, which could require a Heritage Impact Assessment.</p> <p>As the Local Highway Authority, Cyngor Gwynedd would be responsible for delivering and managing this measure.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
SS2	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Artro)	Provide a new bus northbound bus stop opposite Hafan Artro, to the south of the A496 Afon Artro Bridge.	ST	Yes	Low	<p>As the Local Highway Authority, Cyngor Gwynedd would be responsible for delivering and managing this measure. The location of the bus stop requires further consideration, as there could be some potential impact on the ancient woodland adjacent to the A496.</p> <p>It is also noted that this measure could have some impact on nearby listed structures, which could require a Heritage Impact Assessment.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
SS3	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	Moderate	<p>This measure would likely need to be delivered by Transport for Wales as part of renewing the bus fleet through implementation of the Bus Services (Wales) Bill network.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p>Delivery Body: Transport for Wales.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>
SS4	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	Moderate	<p>This measure would likely need to be delivered by Transport for Wales as part of implementation of the Bus Services (Wales) Bill network.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p>Delivery Body: Transport for Wales.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
SS5	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	Moderate	<p>This measure would likely need to be delivered by Transport for Wales as part of implementation of the Bus Services (Wales) Bill network.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p>Delivery Body: Transport for Wales.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>
SS6	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	Moderate	<p>As this measure would increase bus journey times by around 5 minutes in either direction, it is not considered that routing bus services along Mochras Road to Llanbedr Railway Station is realistically feasible.</p> <p>If implemented, it is considered that any new bus services would need to be delivered and managed by Transport for Wales, due to implementation of the Bus Services (Wales) Bill.</p>	<p>Delivery Body: Transport for Wales.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>
SS7	Public Transport	WelTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	Low	<p>This measure would likely need to be delivered by Transport for Wales as part of implementation of the Bus Services (Wales) Bill network.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p>Delivery Body: Transport for Wales.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>
SS8	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	Low	<p>This measure would need to be delivered in collaboration with Shell Island, as they would be responsible for operating this measure.</p> <p>It is considered that this measure could be delivered as a pilot scheme with support from Cynogor Gwynedd, if required.</p>	<p>Delivery Body: Shell Island (Private Operator), with support from Cynogor Gwynedd / Transport for Wales.</p> <p>Maintenance/Management Responsibility: Shell Island (Private Operator).</p>
SS9	Public Transport	WelTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	Moderate	<p>This measure would likely need to be delivered by Transport for Wales as part of implementation of the Bus Services (Wales) Bill network.</p> <p>It is considered that this measure could be delivered as a pilot scheme, if required.</p>	<p>Delivery Body: Transport for Wales.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>
SS10	Public Transport	WelTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	Low	<p>The Department for Transport's Inclusive Mobility provides guidance in terms of accessible transport infrastructure, including raised boarding areas. It is considered that this measure could have some impact on nearby listed structures, which could require a Heritage Impact Assessment.</p> <p>As the Local Highway Authority, Cynogor Gwynedd would be responsible for delivering and managing this measure.</p>	<p>Delivery Body: Cynogor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cynogor Gwynedd.</p>
SS11	Behaviour Change	WelTAG Stage One 2024	Community Transport - Arduwy Corridor	Establish a Community Transport scheme along the Arduwy Corridor, incorporating Llanbedr.	MT	No	Moderate	<p>This measure would need to be managed by the local community, with support from Cynogor Gwynedd and other relevant organisations.</p>	<p>Delivery Body: Llanbedr Community Council / Community Group, with support from Cynogor Gwynedd.</p> <p>Maintenance/Management Responsibility: Llanbedr Community Council / Community Group.</p>
SS12	Public Transport	Roads Review	Fflecsi Bus Service	Provide a fflecsi bus service for Llanbedr and surrounding areas.	MT	No	Moderate	<p>This measure would need to be delivered and managed by Transport for Wales, in collaboration with Cynogor Gwynedd, as the operator of the fflecsi bus service.</p>	<p>Delivery Body: Transport for Wales, in collaboration with Cynogor Gwynedd.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>
SS13	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	High	<p>As this measure would form part of the development of Llanbedr Airfield, it is considered that it would need to be delivered and managed by the Llanbedr Airfield developer.</p> <p>Due to the scale of this measure, there could be some impacts on the landscape which would require engagement and collaboration with the Eryri National Park Authority, as the Local Planning Authority.</p>	<p>Delivery Body: Llanbedr Airfield Developer.</p> <p>Maintenance/Management Responsibility: Llanbedr Airfield Developer.</p>
SS14	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	High	<p>As this measure would form part of the development of Llanbedr Airfield, it is considered that it would need to be delivered and managed by the Llanbedr Airfield developer.</p> <p>Due to the scale of this measure, there could be some impacts on the landscape which would require engagement and collaboration with the Eryri National Park Authority, as the Local Planning Authority.</p> <p>It is also noted that Llanbedr Airfield is surrounded by a Site of Special Scientific Interest and therefore it is unlikely that this measure would be deliverable in the context of the potential environmental impacts.</p>	<p>Delivery Body: Llanbedr Airfield Developer.</p> <p>Maintenance/Management Responsibility: Llanbedr Airfield Developer.</p>

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SS15	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	Low	<p>This measure would need to be delivered by Transport for Wales, as the local rail operator, with support from Cyngor Gwynedd where required.</p> <p>There may also be a requirement for third-party land to facilitate this measure, due to limited space at the existing railway station.</p>	<p>Delivery Body: Transport for Wales.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>
SS16	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	Moderate	<p>This measure would need to be delivered by Cyngor Gwynedd, in collaboration with businesses and organisations located along the A496 Arduwy Corridor.</p> <p>There may also be a requirement for third-party land to facilitate this measure, if no suitable locations under public ownership can be identified.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
SS17	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	High	<p>This measure would need to be delivered by Transport for Wales, as the rail operator in the region.</p> <p>It is understood that consideration about changes to rail service frequencies along the Cambrian Coast Line are currently under consideration by Transport for Wales as part of a separate workstream, following the recommendations of the North Wales Transport Commission.</p>	<p>Delivery Body: Transport for Wales.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>
SS18	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	High	<p>This measure would need to be delivered by Transport for Wales, as the rail operator in the region.</p> <p>It is understood that consideration about changes to rail service frequencies along the Cambrian Coast Line are currently under consideration by Transport for Wales as part of a separate workstream, following the recommendations of the North Wales Transport Commission.</p>	<p>Delivery Body: Transport for Wales.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>
SS19	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is noted that there are currently no bus services which route along this road, with no current plans to introduce a service along this route.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU1	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ysgol Gynradd Llanbedr.	MT	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU2	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU3	Road Safety	WelTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU4	Public Realm	WelTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU5	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered that this measure would likely require some reallocation of road space, due to the absence of pedestrian footways along the A496 at present. It is however considered that there are additional opportunities to reallocate road space with the introduction of a low-speed relief road, due to the likely reduction in traffic through the village.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
BU6	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Allowing access for HGV's to local businesses is likely to be required, with the CCF business receiving several deliveries by heavy goods vehicles per week.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU7	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority. It is however considered that further consideration of the suitability of speed management measures should be undertaken at the next stage, on the basis that the traffic demand through the village would likely reduce significantly with the introduction of a low-speed relief road.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU8	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered that this measure would likely require some reallocation of road space. It is however considered that there are additional opportunities to reallocate road space with the introduction of a low-speed relief road, due to the likely reduction in traffic through the village.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU9	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered unlikely that this measure would be deliverable as there are significant safety and operational concerns associated with the potential distance between signal heads as part of a system for the village.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU10	Public Realm	Roads Review	A496 Afon Artro Bridge - Closure	Close the A496 Afon Artro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	Low	<p>This measure would need to be delivered by Cyngor Gwynedd, as the Local Highway Authority. This measure would likely need to be delivered through implementation of a 'stopping-up order' (Highways Act), which would remove the right of access for the public.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd / Eryri National Park Authority.</p>
BU11	Road Safety	WelTAG Stage One 2024	A496 Afon Artro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Artro Bridge.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is noted that Chapter 3 of the Traffic Signs Manual outlines that this signage should only be utilised 'when vehicles at each end of the priority section are clearly visible to each other and speeds are not high'. In this location, visibility may not be achievable to implement this measure, and therefore this could require a departure from standards.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU12	Public Realm	WelTAG Stage One 2024	A496 Afon Artro Bridge - Raised Table	Provide a raised table at the A496 Afon Artro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure could also potentially have some impact on the A496 Afon Artro listed structure, and therefore may require a Heritage Impact Assessment.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU13	Active Travel	WelTAG Stage One 2024	A496 Afon Artro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Artro bridge to provide a wider footway for users.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to enable this reallocation of road space, it is likely that the carriageway will need to be changed to a priority system where only one vehicle is able to cross the bridge at once, similar to BU11. If this is done, the footway width could potentially be increased to approximately 1.7m, which is more than the absolute minimum set out in the Active Travel Act Guidance (DE101).</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU14	Road Safety	Roads Review	A496 Afon Artro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Artro Bridge.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure could also potentially have some impact on the A496 Afon Artro listed structure, and therefore may require a Heritage Impact Assessment.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
BU15	Traffic Flow	Previous WelTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is likely that this measure could have significant impact on the A496 Afon Artro listed structure, and therefore may require a Heritage Impact Assessment.</p> <p>In addition, realigning the road would require either demolition of some properties on the southern side of Mochras Road, or constructing over the Afon Artro, which is likely to be challenging.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, changes to the highway will be required, such as only one lane of traffic is provided at pinch-points and changes to on-street parking, to enable an active travel route to be implemented.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU17	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to facilitate this measure, a reallocation of road space will be required, which would likely lead to narrow lane widths being provided. Although this could require a departure from standards, it is considered that this measure could still be deliverable as the introduction of a low-speed relief road would significantly reduce traffic demand through the village, compared to existing.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU18	Active Travel	Stakeholders	Active Travel Route - Afon Artro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	High	<p>This measure would require third-party land and agreement with the owner of the current bridge over the Afon Artro. It is considered likely that Cyngor Gwynedd, as the Local Highway Authority, would be responsible for delivering this measure, and maintaining the route post-implementation.</p> <p>It is also noted that the adjoining route would traverse a field which is within a flood zone, and therefore flood alleviation measures may be required.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU19	Active Travel	Roads Review	Active Travel Route - Arduwgy Green Corridor (NCN8)	Improve the current NCN8 route to provide a safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwgy section).	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered likely that departures from standards, or the acquisition of third-party land, may be required at pinch-points in the network where there is not suitable space to accommodate suitable cycle provision.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU20	Active Travel	WelTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is likely that this measure could require third-party land adjacent to the Unnamed Road.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU21	Active Travel	WelTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>The Public Right of Way routes along third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	Low	<p>As the existing car parks within Llanbedr and at Shell Island are under the ownership of private businesses, it is likely that they would be responsible for delivering and managing this measure.</p>	<p>Delivery Body: Private Businesses.</p> <p>Maintenance/Management Responsibility: Private Businesses.</p>
BU23	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	Low	<p>As this measure would form part of the development of Llanbedr Airfield, it is considered that it would need to be delivered and managed by the Llanbedr Airfield developer. It is however likely that agreement with Cyngor Gwynedd on the Plan would be required, as the Local Highway Authority.</p>	<p>Delivery Body: Llanbedr Airfield Developer.</p> <p>Maintenance/Management Responsibility: Llanbedr Airfield Developer.</p>



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BU24	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	Low	<p>This measure would need to be delivered by Transport for Wales, as the local rail operator, with support from Cyngor Gwynedd where required.</p> <p>There may also be a requirement for third-party land to facilitate this measure, due to limited space at the existing railway station.</p>	<p>Delivery Body: Transport for Wales.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>
BU25	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	Low	<p>It is understood the existing car park is managed by Cyngor Gwynedd, and therefore any improvements in this location would need to be delivered by Transport for Wales, as the local rail operator, in collaboration with Cyngor Gwynedd.</p>	<p>Delivery Body: Cyngor Gwynedd and Transport for Wales.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd and Transport for Wales.</p>
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU28	Road Safety	WelTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure would likely need to be delivered through implementation of a 'stopping-up order' (Highways Act), which would remove the right of access for the public.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU29	Road Safety	Quick Wins	Mochras Road - Extend 20 mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>In order to deliver this measure, it is likely that a new Traffic Regulation Order will be required, which could require consultation with the local community.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU30	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered that this measure would likely require some reallocation of road space. The ability to reallocate road space along the existing road is however considered to be limited, due to the existing space constraints, although the traffic flow would reduce significantly with the introduction of a low-speed relief road, which could enable a greater reallocation of road space.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU31	Behaviour Change	WelTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	Low	<p>This measure could be delivered and managed by Llanbedr Community Council, as representatives of the local community, with support from Cyngor Gwynedd as the Local Highway Authority.</p> <p>It is also noted that this measure could have some impact on nearby listed structures, which could require a Heritage Impact Assessment, whilst agreement on the use of third-party land may be required.</p>	<p>Delivery Body: Llanbedr Community Council, with support from Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Llanbedr Community Council, with support from Cyngor Gwynedd.</p>
BU32	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>The Public Rights of Ways route along third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner. It is also noted that the rights of way route through areas of ancient woodland and therefore it may be difficult to deliver this measure without felling any trees of significance.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>

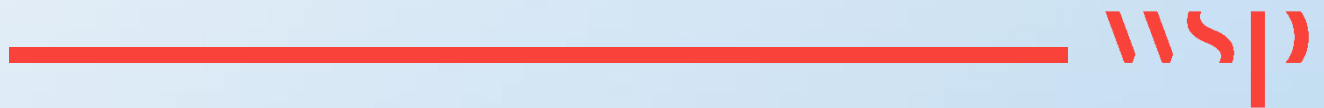
Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
BU33	Active Travel	WelTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>The Public Rights of Ways route along third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner. The routes would also need to cross the proposed low-speed relief road, and therefore suitable crossings would need to be constructed.</p> <p>It is also noted that the routes traverse areas within a flood zone, and therefore flood alleviation measures may be required.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU34	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Bridleway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>The Public Right of Way routes along third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>It is also noted that the route traverses areas within a flood zone, and therefore flood alleviation measures may be required.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU35	Active Travel	WelTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered that this measure would likely require some reallocation of road space. The ability to reallocate road space within the village is however considered to be limited, due to the existing space constraints.</p> <p>It should also be noted that any notable changes could have impacts on listed structures within the village, and therefore a Heritage Impact Assessment could be required.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Eryri National Park Authority have published Supplementary Planning Guidance in relation to Light Pollution, and therefore any additional street lighting will need to take into account this guidance to preserve the Dark Sky Reserve status of Eryri.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	Low	<p>This measure would need to be delivered by Shell Island in collaboration with Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is likely that some of the suitable car parking locations identified could be under third-party ownership, and therefore agreement with relevant parties could be required.</p>	<p>Delivery Body: Cyngor Gwynedd and Shell Island.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd and Shell Island.</p>
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	Low	<p>This measure could be delivered by the local community, most likely through Llanbedr Community Council, with support from Cyngor Gwynedd, as the Local Highway Authority, in implementing the measure.</p>	<p>Delivery Body: Llanbedr Community Council, with support from Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Although the impact is likely to be small, this measure could impact on the A496 Afon Artro listed structure, and therefore may require a Heritage Impact Assessment.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Although the impact is likely to be small, this measure could impact on the A496 Afon Arthro listed structure, and therefore may require a Heritage Impact Assessment.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N12	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Through the village of Llanbedr, this measure would require notable reallocation of road space to accommodate a suitable active travel route. Although this could reduce lane widths below DMRB standards, it is considered that this measure could still be deliverable as the introduction of a low-speed relief road would significantly reduce traffic demand through the village, compared to existing.</p> <p>Away from Llanbedr, it is likely that this measure would require a reallocation of road space at pinch-points, as well as potentially third-party land, to accommodate an active travel route.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N13	Active Travel	WelTAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	Yes	0	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Away from Llanbedr, it is likely that this measure would require a reallocation of road space at pinch-points, as well as potentially third-party land, to accommodate an active travel route.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N14	Active Travel	WelTAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>The Public Rights of Ways in the vicinity of Llanbedr route along third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner. It is also noted that the routes traverse areas within a flood zone, and therefore flood alleviation measures may be required.</p> <p>Away from Llanbedr, it is likely that this measure would require a reallocation of road space at pinch-points, as well as potentially third-party land, to accommodate an active travel route.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N15	Active Travel	Stakeholders	Active Travel Route - Maes Arthro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Arthro site.	MT	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure routes through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>It is also noted that the route traverses an area of ancient woodland, however there is an existing track in this location and therefore an active travel route could likely be introduced without felling any trees.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Due to its location, the route could impact on the Afon Arthro and therefore some earthworks could be required, as well as potentially the loss of some vegetation. There could also be impacts on the A496 Afon Arthro listed structure, and therefore a Heritage Impact Assessment may be required.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N17	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Arthro, parallel to Mochras Road	MT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure routes through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner. It also routes along areas within a flood zone adjacent to the Afon Arthro, and therefore flood alleviation measures may be required.</p> <p>A new structure would also be required across the Afon Arthro to the west of the village, to enable the route to link with Mochras Road.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
N18	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure would likely route through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>It also routes along areas within a flood zone, and therefore flood alleviation measures may be required. The western end of the route would also border a Site of Special Scientific Interest, although it is unlikely that there would be an impact on this.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N19	Road Safety	Previous WellTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	Moderate	<p>As this measure would form part of developing the Llanbedr Airfield site, it is likely that it would be delivered by the site developer. The management and maintenance of the route would likely revert to Cyngor Gwynedd, once the route is adopted.</p> <p>It is likely that this measure would require a combination of reallocation of road space and some adjoining third-party land at pinch-points.</p>	<p>Delivery Body: Llanbedr Airfield Developer.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N10	Road Safety	Previous WellTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	High	<p>As this measure would form part of developing the Llanbedr Airfield site, it is likely that it would be delivered by the site developer. The management and maintenance of the route would likely remain with the developer, as the route would likely not be adopted.</p> <p>This measure would likely route through a flood zone and therefore relevant flood alleviation measures could be required.</p>	<p>Delivery Body: Llanbedr Airfield Developer.</p> <p>Maintenance/Management Responsibility: Llanbedr Airfield Developer.</p>
N11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	Moderate	<p>This measure would need to be delivered by Transport for Wales, as the local rail operator, with support from Cyngor Gwynedd where required.</p> <p>There would likely be a requirement for third-party land to facilitate this measure, due to limited space at the existing railway station.</p>	<p>Delivery Body: Transport for Wales.</p> <p>Maintenance/Management Responsibility: Transport for Wales.</p>
N12	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Artro bridge.	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered likely that Cadw would object to the construction of a new active travel crossing in this location, due to the potential adverse impact on the setting of the A496 Afon Artro listed structure.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N13	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure would require third-party land and therefore land would either need to be purchased, or an agreement made with the landowner. It also routes along areas within a flood zone adjacent to the Afon Artro, and therefore flood alleviation measures may be required.</p> <p>A new structure would also be required across the Afon Artro in the vicinity of the public toilets.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	Moderate	<p>In collaboration with the local community, this measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure would require third-party land and therefore land would either need to be purchased, or an agreement made with the relevant landowner.</p> <p>It is also noted that the potential car park location to the rear of properties to the north of the Afon Artro is within a flood zone and therefore supplementary flood alleviation measures may be required.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>

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Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
NI1a	Road Safety	Stakeholders	Low-Speed Relief Road - A496 North to Mochras Road (Artro Lodges Access)	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village, combined with a new access through the Artro Lodges site to the A496 to the south of the Afon Artro.	LT	-	No	Discount	This option could have a significant adverse impact on environmental well-being as it routes through an area of ancient woodland, whilst stakeholder feedback has suggested that the landowner would object to the use of any land adjacent to the Artro Lodges site. It has therefore been discounted.
NI1b	Road Safety	Previous WeITAG	Low-Speed Relief Road - A496 North to Mochras Road	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village.	LT	-	No	Discount	Whilst this could have an overall benefit to well-being and is broadly aligned with policy, it would only remove the need for traffic from the north of Llanbedr to travel through the village centre, which significantly reduces the effectiveness of the option in benefitting well-being. As Option 1d provides these benefits, this option has been discounted.
NI1c	Road Safety	Previous WeITAG	Low-Speed Relief Road - A496 South to Mochras Road	Provide a low-speed relief road between the A496 to the south of Llanbedr and Mochras Road to the west of the village.	LT	-	No	Discount	Whilst this could have an overall benefit to well-being and is broadly aligned with policy, it would only remove the need for traffic from the south of Llanbedr to travel through the village centre, which significantly reduces the effectiveness of the option in benefitting well-being. As Option 1d provides these benefits, this option has been discounted.
NI1d	Road Safety	Previous WeITAG	Low-Speed Relief Road - West of Llanbedr	Provide a low-speed relief road to the west of Llanbedr.	LT	-	Yes	WeITAG	-
NI1e	Road Safety	Previous WeITAG	Low-Speed Relief Road - West of Llanbedr Railway Station	Provide a low-speed relief road to the west of Llanbedr Railway Station.	LT	-	No	Discount	This option could have a more significant adverse impact on the environment, compared with other options, owing to the proposed length of the new road and its routing adjacent to the Morfa Dyffryn SSSI. It may also be difficult to deliver due to the requirement for new structures over the Cambrian Coast Line, which no other option requires. On this basis, this option has been discounted.
NI1f	Road Safety	Previous WeITAG	Low-Speed Relief Road - East of Llanbedr	Provide a low-speed relief road to the east of Llanbedr.	LT	-	No	Discount	It is considered unlikely that a low-speed relief road to the east of Llanbedr is deliverable without having a significant impact on environmental well-being, as the route would likely impact on ancient woodland and require significant engineering works into the slope. On this basis, this option has been discounted.
NI1g	Road Safety	Previous WeITAG	Low-Speed Relief Road - One-Way	Provide a one-way low-speed relief road away from the village centre.	LT	-	No	Discount	This option has been discounted as it is considered that the potential well-being benefits associated with a one-way arrangement would be less significant, compared with the other options, as a significant flow of traffic would continue along the existing A496.



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Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	Yes	Wider Consideration	Whilst this measure could reduce the impact of development at Llanbedr Airfield within Llanbedr without a low-speed relief road, it is considered to be a consideration for the developer of the site, as opposed to this WeITAG study.
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	Yes	WeITAG	-
LP3	Non-Transport	WeITAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	Yes	WeITAG	-
LP4	Freight & Logistics	WeITAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	Yes	WeITAG	-
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	Yes	WeITAG	-
BC2	Active Travel	WeITAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	Yes	WeITAG	-
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	Yes	Wider Consideration	This measure could improve the potential for local people to work from home, however it is dependent on third-party broadband / mobile phone providers to bring to fruition, alongside Welsh / UK Government, and therefore will not be further considered as part of this study.
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	Yes	Wider Consideration	Transport for Wales are currently considering integrated public transport ticketing options across Wales and therefore this will not be considered further as part of this study.
BC5	Public Transport	WeITAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	Yes	WeITAG	-
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	Yes	WeITAG	-
BC7	Public Transport	WeITAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	Yes	WeITAG	-
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	Yes	WeITAG	-
BC9	Non-Transport	WeITAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	Yes	WeITAG	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
BC10	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	Yes	WeITAG	-
BC11	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gynradd Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	Yes	WeITAG	-
BC12	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	Yes	WeITAG	-
BC13	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	Yes	WeITAG	-
BC14	Behaviour Change	Roads Review	Road-User Charging	Introduce a modest road-user charge across the region.	LT	No	Yes	Wider Consideration	This measure would impact upon the wider region and is therefore not considered to be suitable for further consideration as part of this study.
BC15	Behaviour Change	WeITAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	Yes	WeITAG	-
BC16	Behaviour Change	WeITAG Stage One 2024	School Street - Ysgol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ysgol Gynradd Llanbedr at the start and end of the school day.	MT	No	Yes	WeITAG	-
BC17	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	Yes	Wider Consideration	A Sustainable Tourism Strategy is being developed jointly by Cyngor Gwynedd and the Eryri National Park Authority, and therefore this measure will not be considered further as part of this study.
BC18	Behaviour Change	WeITAG Stage One 2024	Sustainable Transport Incentives - Arduwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Arduwy Corridor to travel by sustainable modes.	MT	No	Yes	WeITAG	-
BC19	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	Yes	WeITAG	-
BC20	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	Yes	WeITAG	-
BC21	Behaviour Change	Quick Wins	Travel Planning - Ysgol Gynradd Llanbedr	Develop and implement a Travel Plan at Ysgol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	Yes	WeITAG	-
BC22	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	No	Discount	Whilst this could contribute to a modal shift in the area, it would likely be unpopular with the local community, businesses, and visitors. It would also effectively charge visitors to Shell Island, who are unable to travel by other modes due to the nature of the trip purpose. This measure has therefore been discounted.

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
BC23	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Arudwy region.	LT	No	Yes	Wider Consideration	This measure would impact upon the wider region and is therefore not considered to be suitable for further consideration as part of this study.
SS1	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Artro)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Artro Bridge, adjacent to The Old Bakery.	ST	Yes	No	Discount	This measure is not considered to be deliverable and therefore has been discounted.
SS2	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Artro)	Provide a new bus northbound bus stop opposite Hafan Artro, to the south of the A496 Afon Artro Bridge.	ST	Yes	Yes	WelTAG	-
SS3	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	Yes	Wider Consideration	The renewal of the bus fleet across Gwynedd and Wales is being considered by other workstreams within Cyngor Gwynedd and Transport for Wales, and therefore this measure will not be further considered as part of this study.
SS4	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	Yes	WelTAG	-
SS5	Public Transport	WelTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	Yes	WelTAG	-
SS6	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	No	Discount	Although this measure could contribute positively to well-being, it has been discounted as it is considered unlikely to be deliverable due to the significant re-routing of bus services that would be required, as well as the difficulty of this associated with the layout of Mochras Road.
SS7	Public Transport	WelTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	Yes	WelTAG	-
SS8	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	Yes	WelTAG	-
SS9	Public Transport	WelTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	Yes	WelTAG	-
SS10	Public Transport	WelTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	Yes	WelTAG	-
SS11	Behaviour Change	WelTAG Stage One 2024	Community Transport - Arudwy Corridor	Establish a Community Transport scheme along the Arudwy Corridor, incorporating Llanbedr.	MT	No	Yes	WelTAG	-
SS12	Public Transport	Roads Review	Fflecsi Bus Service	Provide a fflecsi bus service for Llanbedr and surrounding areas.	MT	No	Yes	WelTAG	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
SS13	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	Yes	Wider Consideration	Whilst this measure could reduce the impact of development at Llanbedr Airfield and contribute to policy targets in relation to rail freight, it is considered to be a consideration for the developer of the site, as opposed to this WelTAG study.
SS14	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	No	Discount	This measure would adversely impact the Morfa Dyffryn Site of Special Scientific Interest and would have a significant impact on the 'undeveloped coast', both of which conflict with the Eryri Local Development Plan. The measure has therefore been discounted.
SS15	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	Yes	WelTAG	-
SS16	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	Yes	Wider Consideration	Whilst this measure could contribute positively to well-being and is aligned with policy, local feedback has identified that it would be difficult to deliver due to a lack of parking provision in nearby locations and the availability of budgets. Whilst this measure could reduce the impact of development at Llanbedr Airfield and contribute to policy targets in relation to rail freight, it is considered to be a consideration for the developer of the site, as opposed to this WelTAG study.
SS17	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	Yes	Wider Consideration	Transport for Wales is responsible for rail services in the area and therefore any changes to rail services will not be considered further as part of this study.
SS18	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	Yes	Wider Consideration	Transport for Wales is responsible for rail services in the area and therefore any changes to rail services will not be considered further as part of this study.
SS19	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	No	Discount	As there are no current or planned bus services that route along this road, this measure has been discounted.
BU1	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ysgol Gynradd Llanbedr.	MT	No	Yes	WelTAG	-
BU2	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	Yes	WelTAG	-
BU3	Road Safety	WelTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	Yes	WelTAG	-
BU4	Public Realm	WelTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	No	Discount	This measure would likely have significant local opposition and could significantly increase journey distances along the Arudwy coast, having a negative strategic fit and a impacting well-being. It has therefore been discounted.
BU5	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	Yes	WelTAG	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
BU6	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	No	Discount	This measure would require vehicles to route along adjacent routes which are unsuitable for larger vehicles, or via longer-distance alternative routes, increasing carbon emissions and adversely impacting local business. It has therefore been discounted.
BU7	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	Yes	WelTAG	-
BU8	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	Yes	WelTAG	-
BU9	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	No	Discount	This measure is unlikely to be deliverable owing to the significant safety and operational challenges associated with the presence of parked cars and minor road junctions and therefore it has been discounted.
BU10	Public Realm	Roads Review	A496 Afon Artro Bridge - Closure	Close the A496 Afon Artro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	No	Discount	This measure would likely have significant local opposition and could significantly increase journey distances along the Ardudwy coast, having a negative strategic fit and a impacting well-being. It has therefore been discounted.
BU11	Road Safety	WelTAG Stage One 2024	A496 Afon Artro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Artro Bridge.	ST	No	Yes	WelTAG	-
BU12	Public Realm	WelTAG Stage One 2024	A496 Afon Artro Bridge - Raised Table	Provide a raised table at the A496 Afon Artro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	Yes	WelTAG	-
BU13	Active Travel	WelTAG Stage One 2024	A496 Afon Artro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Artro bridge to provide a wider footway for users.	MT	Yes	Yes	WelTAG	-
BU14	Road Safety	Roads Review	A496 Afon Artro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Artro Bridge.	MT	Yes	Yes	WelTAG	-
BU15	Traffic Flow	Previous WelTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	No	Discount	Realigning the A496 / Mochras Road junction could have an adverse impact on biodiversity within the Afon Artro, as well as impacting on the setting of the Grade II listed A496 Afon Artro bridge. This measure has therefore been discounted.
BU16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	No	Discount	Due to the moderate demand for traffic along Mochras Road and the lack of available road space owing to the presence of the Afon Artro, it is not considered that this measure is deliverable and it has therefore been discounted.
BU17	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	No	Discount	Due to the notable demand for traffic along the existing A496, the lack of available road space owing to the presence of direct frontages onto the road, and the presence of parked cars, it is not considered that this measure is deliverable and it has therefore been discounted.
BU18	Active Travel	Stakeholders	Active Travel Route - Afon Artro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	Yes	WelTAG	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
BU19	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (NCN8)	Improve the current NCN8 route to provide a safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section).	LT	Yes	Yes	WellTAG	-
BU20	Active Travel	WellTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	Yes	WellTAG	-
BU21	Active Travel	WellTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	Yes	WellTAG	-
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	Yes	WellTAG	-
BU23	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	Yes	Wider Consideration	Whilst this measure could reduce the impact of development at Llanbedr Airfield, it is considered to be a consideration for the developer of the site, as opposed to this WellTAG study.
BU24	Public Transport	WellTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	Yes	WellTAG	-
BU25	Public Transport	WellTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	Yes	WellTAG	-
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	Yes	WellTAG	-
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	Yes	WellTAG	-
BU28	Road Safety	WellTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	No	Discount	This measure could significantly impact the economic well-being of the local area through restricting access to Shell Island. It has therefore been discounted.
BU29	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	Yes	WellTAG	-
BU30	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	Yes	WellTAG	-
BU31	Behaviour Change	WellTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	Yes	WellTAG	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
BU32	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	No	Discount	Although this could improve active travel connectivity in the local area, it would likely have an impact on environmental well-being, namely an area of ancient woodland, and has therefore been discounted.
BU33	Active Travel	WelTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	Yes	WelTAG	-
BU34	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Bridleway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	Yes	WelTAG	-
BU35	Active Travel	WelTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	Yes	WelTAG	-
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	Yes	WelTAG	-
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	Yes	WelTAG	-
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	Yes	WelTAG	-
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	Yes	WelTAG	-
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	Yes	WelTAG	-
NI2	Active Travel	Roads Review	Active Travel Route - Arduwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	No	Discount	Due to the notable demand for traffic along the existing A496 through Llanbedr, the lack of available road space owing to the presence of direct frontages onto the road, and the presence of parked cars, it is not considered that this measure is deliverable and it has therefore been discounted.
NI3	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	-	-	-	-
NI4	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	Yes	WelTAG	-
NI5	Active Travel	Stakeholders	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	MT	No	Yes	WelTAG	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
NI6	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	Yes	WelTAG	-
NI7	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	MT	Yes	Yes	WelTAG	-
NI8	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	Yes	WelTAG	-
NI9	Road Safety	Previous WelTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	Yes	Wider Consideration	Whilst this measure could support the development of Llanbedr Airfield, it is considered to be a consideration for the developer of the site, as opposed to this WelTAG study.
NI10	Road Safety	Previous WelTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	Yes	Wider Consideration	Whilst this measure could support the development of Llanbedr Airfield and reduce its impact on the village of Llanbedr, it is considered to be a consideration for the developer of the site, as opposed to this WelTAG study.
NI11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	Yes	WelTAG	-
NI12	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Artro bridge.	LT	Yes	No	Discount	A new structure adjacent to the A496 Afon Artro bridge could impact on cultural well-being, through adversely effecting the Grade II listed existing bridge. This measure has therefore been discounted.
NI13	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	LT	Yes	Yes	WelTAG	-
NI14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	Yes	WelTAG	-





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Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	No	Discount	The development proposals at Llanbedr Airfield are supported by both the Gwynedd and Eryri Local Development Plans, and therefore restricting development of the site could conflict with policy and impact on economic well-being by restricting the creation of jobs. As a low-speed relief road would provide suitable access to the site, it is not considered that this measure is suitable and therefore it has been discounted.
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	Yes	WellTAG	-
LP3	Non-Transport	WellTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	Yes	WellTAG	-
LP4	Freight & Logistics	WellTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	Yes	WellTAG	-
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	Yes	WellTAG	-
BC2	Active Travel	WellTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	Yes	WellTAG	-
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	Yes	Wider Consideration	This measure could improve the potential for local people to work from home, however it is dependent on third-party broadband / mobile phone providers to bring to fruition, alongside Welsh / UK Government, and therefore will not be further considered as part of this study.
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	Yes	Wider Consideration	Transport for Wales are currently considering integrated public transport ticketing options across Wales and therefore this will not be considered further as part of this study.
BC5	Public Transport	WellTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	Yes	WellTAG	-
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	Yes	WellTAG	-
BC7	Public Transport	WellTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	Yes	WellTAG	-
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	Yes	WellTAG	-
BC9	Non-Transport	WellTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	Yes	WellTAG	-
BC10	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	Yes	WellTAG	-
BC11	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gynradd Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	Yes	WellTAG	-
BC12	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	Yes	WellTAG	-
BC13	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	Yes	WellTAG	-
BC14	Behaviour Change	Roads Review	Road-User Charging	Introduce a modest road-user charge across the region.	LT	No	Yes	Wider Consideration	This measure would impact upon the wider region and is therefore not considered to be suitable for further consideration as part of this study.
BC15	Behaviour Change	WellTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	Yes	WellTAG	-
BC16	Behaviour Change	WellTAG Stage One 2024	School Street - Ysgol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ysgol Gynradd Llanbedr at the start and end of the school day.	MT	No	Yes	WellTAG	-
BC17	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	Yes	Wider Consideration	A Sustainable Tourism Strategy is being developed jointly by Cyngor Gwynedd and the Eryri National Park Authority, and therefore this measure will not be considered further as part of this study.
BC18	Behaviour Change	WellTAG Stage One 2024	Sustainable Transport Incentives - Arduwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Arduwy Corridor to travel by sustainable modes.	MT	No	Yes	WellTAG	-
BC19	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	Yes	WellTAG	-
BC20	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	Yes	WellTAG	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
BC21	Behaviour Change	Quick Wins	Travel Planning - Ysgol Gynradd Llanbedr	Develop and implement a Travel Plan at Ysgol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	Yes	WellTAG	-
BC22	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	No	Discount	Whilst this could contribute to a modal shift in the area, it would likely be unpopular with the local community, businesses, and visitors. It would also effectively charge visitors to Shell Island, who are unable to travel by other modes due to the nature of the trip purpose. This measure has therefore been discounted.
BC23	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Arddudwy region.	LT	No	Yes	Wider Consideration	This measure would impact upon the wider region and is therefore not considered to be suitable for further consideration as part of this study.
SS1	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Artro)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Artro Bridge, adjacent to The Old Bakery.	ST	Yes	No	Discount	This measure is not considered to be deliverable and therefore has been discounted.
SS2	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Artro)	Provide a new bus northbound bus stop opposite Hafan Artro, to the south of the A496 Afon Artro Bridge.	ST	Yes	Yes	WellTAG	-
SS3	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	Yes	Wider Consideration	The renewal of the bus fleet across Gwynedd and Wales is being considered by other workstreams within Cyngor Gwynedd and Transport for Wales, and therefore this measure will not be further considered as part of this study.
SS4	Public Transport	WellTAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	Yes	WellTAG	-
SS5	Public Transport	WellTAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	Yes	WellTAG	-
SS6	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	No	Discount	Although this measure could contribute positively to well-being, it has been discounted as it is considered unlikely to be deliverable due to the significant re-routing of bus services that would be required, as well as the difficulty of this associated with the layout of Mochras Road.
SS7	Public Transport	WellTAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	Yes	WellTAG	-
SS8	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	Yes	WellTAG	-
SS9	Public Transport	WellTAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	Yes	WellTAG	-
SS10	Public Transport	WellTAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	Yes	WellTAG	-
SS11	Behaviour Change	WellTAG Stage One 2024	Community Transport - Arddudwy Corridor	Establish a Community Transport scheme along the Arddudwy Corridor, incorporating Llanbedr.	MT	No	Yes	WellTAG	-
SS12	Public Transport	Roads Review	Fflecsi Bus Service	Provide a fflecsi bus service for Llanbedr and surrounding areas.	MT	No	Yes	WellTAG	-
SS13	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	Yes	Wider Consideration	Whilst this measure could reduce the impact of development at Llanbedr Airfield and contribute to policy targets in relation to rail freight, it is considered to be a consideration for the developer of the site, as opposed to this WellTAG study.
SS14	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	No	Discount	This measure would adversely impact the Morfa Dyffryn Site of Special Scientific Interest and would have a significant impact on the 'undeveloped coast', both of which conflict with the Eryri Local Development Plan. The measure has therefore been discounted.
SS15	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	Yes	WellTAG	-
SS16	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	Yes	Wider Consideration	Whilst this measure could contribute positively to well-being and is aligned with policy, local feedback has identified that it would be difficult to deliver due to a lack of parking provision in nearby locations and the availability of budgets. Whilst this measure could reduce the impact of development at Llanbedr Airfield and contribute to policy targets in relation to rail freight, it is considered to be a consideration for the developer of the site, as opposed to this WellTAG study.
SS17	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	Yes	Wider Consideration	Transport for Wales is responsible for rail services in the area and therefore any changes to rail services will not be considered further as part of this study.

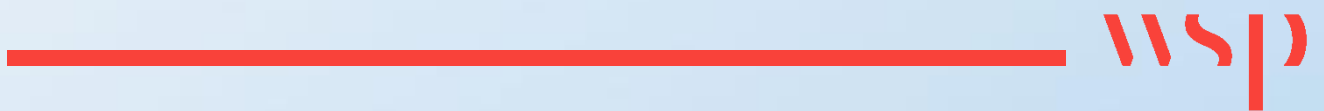
Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
SS18	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	Yes	Wider Consideration	Transport for Wales is responsible for rail services in the area and therefore any changes to rail services will not be considered further as part of this study.
SS19	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	No	Discount	As there are no current or planned bus services that route along this road, this measure has been discounted.
BU1	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ysgol Gynradd Llanbedr.	MT	No	Yes	WelTAG	-
BU2	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	Yes	WelTAG	-
BU3	Road Safety	WelTAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	Yes	WelTAG	-
BU4	Public Realm	WelTAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	Yes	WelTAG	-
BU5	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	Yes	WelTAG	-
BU6	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	Yes	WelTAG	-
BU7	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	Yes	WelTAG	-
BU8	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	Yes	WelTAG	-
BU9	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	No	Discount	This measure is unlikely to be deliverable owing to the significant safety and operational challenges associated with the presence of parked cars and minor road junctions and therefore it has been discounted.
BU10	Public Realm	Roads Review	A496 Afon Artro Bridge - Closure	Close the A496 Afon Artro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	Yes	WelTAG	-
BU11	Road Safety	WelTAG Stage One 2024	A496 Afon Artro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Artro Bridge.	ST	No	Yes	WelTAG	-
BU12	Public Realm	WelTAG Stage One 2024	A496 Afon Artro Bridge - Raised Table	Provide a raised table at the A496 Afon Artro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	Yes	WelTAG	-
BU13	Active Travel	WelTAG Stage One 2024	A496 Afon Artro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Artro bridge to provide a wider footway for users.	MT	Yes	Yes	WelTAG	-
BU14	Road Safety	Roads Review	A496 Afon Artro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Artro Bridge.	MT	Yes	Yes	WelTAG	-
BU15	Traffic Flow	Previous WelTAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	No	Discount	Realigning the A496 / Mochras Road junction could have an adverse impact on biodiversity within the Afon Artro, as well as impacting on the setting of the Grade II listed A496 Afon Artro bridge. This measure has therefore been discounted.
BU16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	Yes	WelTAG	-
BU17	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	Yes	WelTAG	-
BU18	Active Travel	Stakeholders	Active Travel Route - Afon Artro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	Yes	WelTAG	-
BU19	Active Travel	Roads Review	Active Travel Route - Arddudwy Green Corridor (NCN8)	Improve the current NCN8 route to provide a safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arddudwy section).	LT	Yes	Yes	WelTAG	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
BU20	Active Travel	WelTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	Yes	WelTAG	-
BU21	Active Travel	WelTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	Yes	WelTAG	-
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	Yes	WelTAG	-
BU23	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	Yes	Wider Consideration	Whilst this measure could reduce the impact of development at Llanbedr Airfield, it is considered to be a consideration for the developer of the site, as opposed to this WelTAG study.
BU24	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	Yes	WelTAG	-
BU25	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	Yes	WelTAG	-
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	Yes	WelTAG	-
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	Yes	WelTAG	-
BU28	Road Safety	WelTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	Yes	WelTAG	-
BU29	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	Yes	WelTAG	-
BU30	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	Yes	WelTAG	-
BU31	Behaviour Change	WelTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	Yes	WelTAG	-
BU32	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	No	Discount	Although this could improve active travel connectivity in the local area, it would likely have an impact on environmental well-being, namely an area of ancient woodland, and has therefore been discounted.
BU33	Active Travel	WelTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	Yes	WelTAG	-
BU34	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Bridleway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	Yes	WelTAG	-
BU35	Active Travel	WelTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	Yes	WelTAG	-
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	Yes	WelTAG	-
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	Yes	WelTAG	-
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	Yes	WelTAG	-
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	Yes	WelTAG	-
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	Yes	WelTAG	-
NI2	Active Travel	Roads Review	Active Travel Route - Arduwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	Yes	WelTAG	-
NI3	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	Yes	Yes	WelTAG	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
NI4	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	Yes	WelTAG	-
NI5	Active Travel	Stakeholders	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	MT	No	Yes	WelTAG	-
NI6	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	Yes	WelTAG	-
NI7	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	MT	Yes	Yes	WelTAG	-
NI8	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	Yes	WelTAG	-
NI9	Road Safety	Previous WelTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	Yes	Wider Consideration	Whilst this measure could support the development of Llanbedr Airfield, it is considered to be a consideration for the developer of the site, as opposed to this WelTAG study.
NI10	Road Safety	Previous WelTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	No	Discount	Whilst this measure could support the development of Llanbedr Airfield and reduce its impact on the village of Llanbedr, it is considered to be a consideration for the developer of the site, as opposed to this WelTAG study.
NI11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	Yes	WelTAG	-
NI12	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Artro bridge.	LT	Yes	No	Discount	A new structure adjacent to the A496 Afon Artro bridge could impact on cultural well-being, through adversely affecting the Grade II listed existing bridge. This measure has therefore been discounted.
NI13	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	LT	Yes	Yes	WelTAG	-
NI14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	Yes	WelTAG	-

# Atodiad F

**PECYNNAU DEWIS**





## FFORDD LINIARU CYFLYMDER ISEL – NODYN PECYN DEWIS

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## 70115176-WSP-GEN-LBR-RP-TR-0012

DYDDIAD:	11 Gorffennaf 2024	CYFRINACHEDD:	Cyfrinachol
PWNC:	Ffordd liniaru Cyflymder Isel - Pecyn Dewis		
PROSIECT:	Gwelliannau Trafnidiaeth Llanbedr - WelTAG Cam Un	AWDUR:	Abby Morris
GWIRIWYD:	Gwyn Davies	CYMERADWYWYD:	Jason Collins

## CYFLWYNIAD

Mae'r Nodyn Technegol hwn yn darparu crynodeb o Becyn Dewis 'Ffordd liniaru Cyflymder Isel', a gynigiwyd yn rhan o astudiaeth WelTAG Cam Un Gwelliannau Trafnidiaeth Llanbedr.

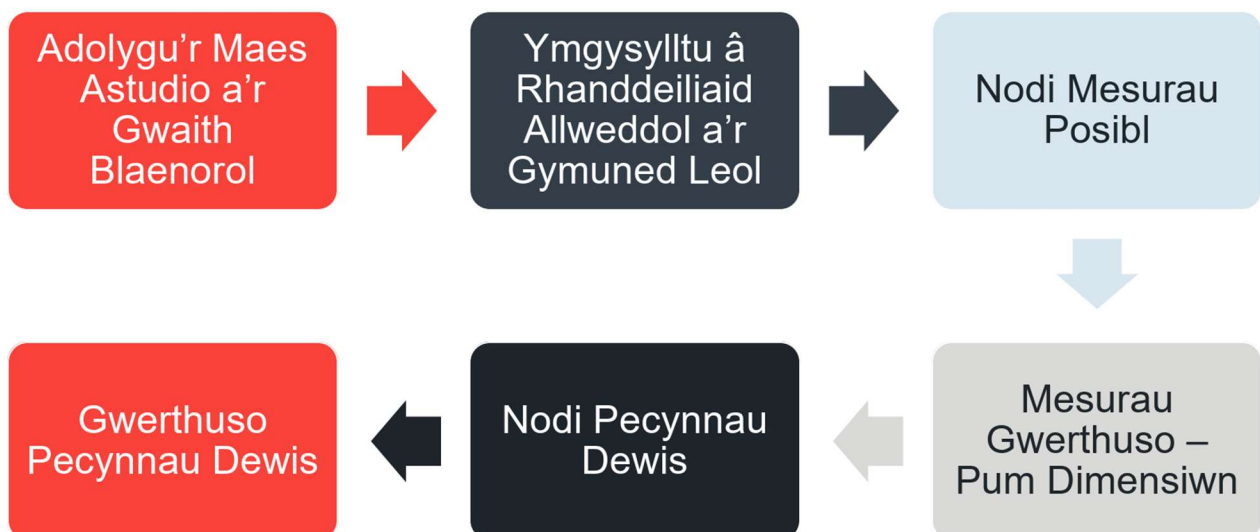
Mae'r Nodyn Technegol yn darparu crynodeb o'r ymarfer dilysu a wnaed i nodi'r llwybr(au) a ffefrir ar gyfer ffordd liniaru cyflymder isel, cyn darparu asesiad cychwynnol o'r posibilrwydd o ffordd liniaru cyflymder isel yng nghyd-destun amcanion yr astudiaeth a'r 'Dibenion a'r Amodau' a nodir gan y Panel Adolygu Ffyrdd at ddibenion buddsoddi mewn ffyrdd yng Nghymru yn y dyfodol.

Dylid nodi bod dewis ar gyfer ffordd liniaru cyflymder isel yn un o saith Pecyn Dewis a ystyrir yn rhan o astudiaeth WelTAG Gwelliannau Trafnidiaeth Llanbedr, a chrynhwir y Pecynnau Dewis eraill fel a ganlyn a darperir rhagor o fanylion yn y dogfennau y cyfeirir atynt:

- Lleihau'r Angen i Deithio (70115176-WSP-GEN-LBR-RP-TR-0013);
- Newid Ymddygiad (70115176-WSP-GEN-LBR-RP-TR-0014);
- Gwasanaethau Trafnidiaeth Cyhoeddus (70115176-WSP-GEN-LBR-RP-TR-0015);
- Gorsaf Reilffordd Llanbedr (70115176-WSP-GEN-LBR-RP-TR-0016);
- Gwelliannau i Bentref Llanbedr (70115176-WSP-GEN-LBR-RP-TR-0017); a
- Gwelliannau Ffordd Mochras (70115176-WSP-GEN-LBR-RP-TR-0018).

Darperir crynodeb o'r broses arfarnu a gynhaliwyd a lle mae'r Nodyn Technegol hwn yn y broses, yn **Ffigur 1**.

Ffigur 1 – Y Broses Arfanau



## DILYSU'R LLWYBR(AU) A FFEFRIR

### Trosolwg

Er bod cymeradwyaeth gynllunio wedi ei chael ar gyfer ffordd newydd i'r gorllewin o Lanbedr, oherwydd bod y llwybr hwn wedi ei seilio ar ganfyddiadau WelTAG a gynhaliwyd yn 2015, ac yng ngoleuni canfyddiadau y Panel Adolygu Ffyrdd<sup>1</sup> ystyriwyd ei bod yn briodol ailwerthuso'r llwybr a ffefrir ar gyfer ffordd newydd bosibl yn yr ardal leol.

Felly, mae nifer o ddewisiadau wedi eu gwerthuso'n ansoddol yng nghyd-destun pum dimensiwn WelTAG, er mwyn nodi a yw'r llwybr blaenorol a ffefrir yn dal i fod y mwyaf priodol, neu a yw dewisiadau eraill yn fwy priodol. Fel yr argymhellir gan y Panel Adolygu Ffyrdd, mae'r holl ddewisiadau llwybr posibl wedi eu hystyried ar gyfer 'ffordd liniaru cyflymder isel'. Byddai hyn yn golygu adeiladu ffordd 30 neu 40 mya yng nghyffiniau Llanbedr<sup>2</sup>.

### Y Dewisiadau a Ystyriwyd

Crynoir y dewisiadau llwybr posibl ar gyfer ffordd liniaru cyflymder isel yng nghyffiniau Llanbedr yn **Nhabl 1** ac fe'u darlunnir yn fras yn **Ffigur 2**. Dylid nodi bod Dewis 4 yn dilyn llwybr y cais cynllunio cymeradwy ar gyfer y ffordd arfaethedig yn fras (NP5/62/399).

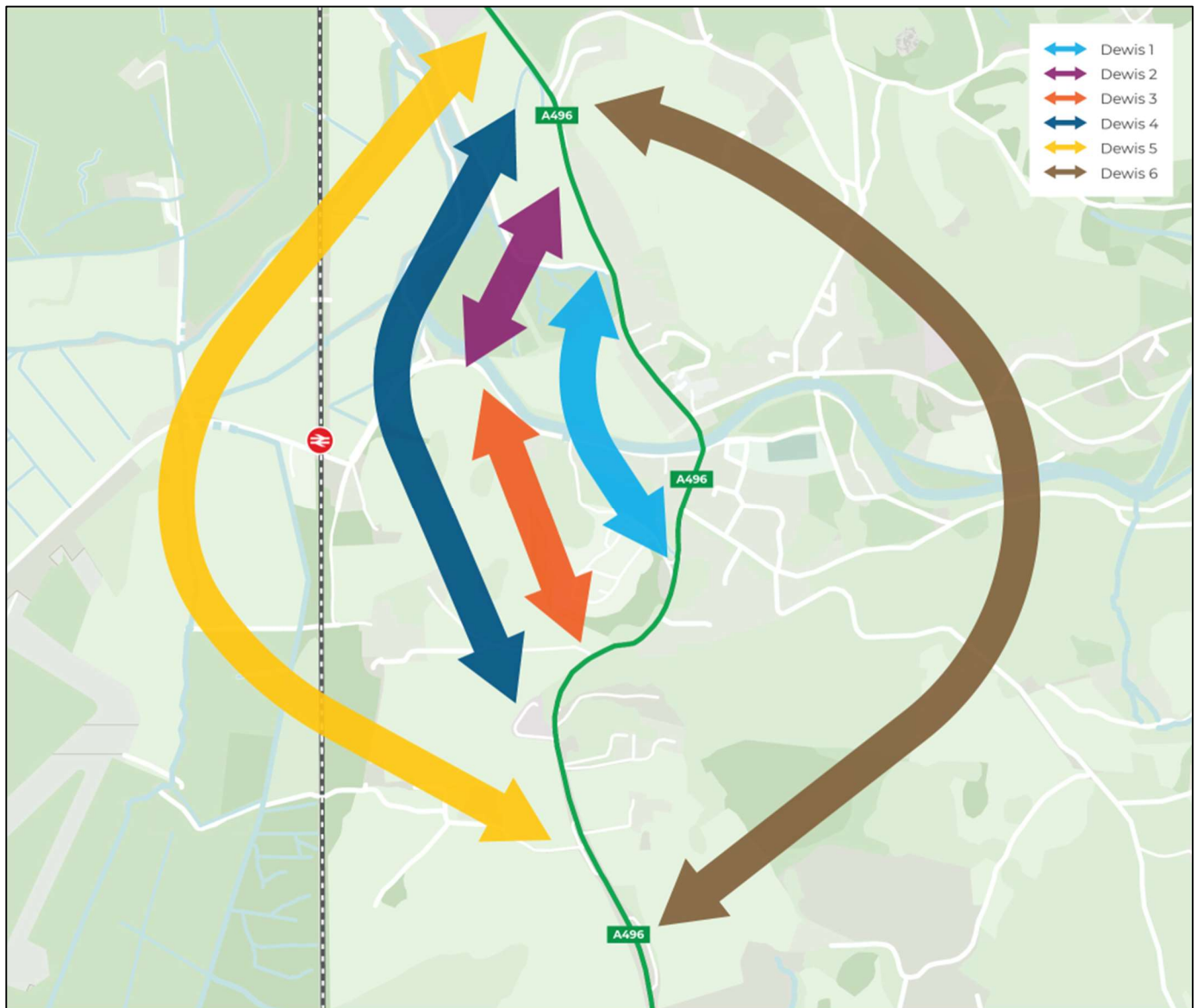
**Tabl 1 Dewisiadau Posibl ar gyfer Ffordd liniaru Cyflymder Isel**

Rhif	Dewis	Disgrifiad
1	Ffordd liniaru Cyflymder Isel – yr A496 i'r gogledd i Ffordd Mochras (Mynedfa Artro Lodges)	Darparu ffordd liniaru cyflymder isel rhwng yr A496 i'r gogledd o Lanbedr a Ffordd Mochras i'r gorllewin o'r pentref, ynghyd â mynedfa newydd drwy safle Artro Lodges i'r A496 i'r de o Afon Artro.
2	Ffordd liniaru Cyflymder Isel – yr A496 i'r gogledd i Ffordd Mochras	Darparu ffordd liniaru cyflymder isel rhwng yr A496 i'r gogledd o Lanbedr a Ffordd Mochras i'r gorllewin o'r pentref.
3	Ffordd liniaru Cyflymder Isel – yr A496 i'r de i Ffordd Mochras	Darparu ffordd liniaru cyflymder isel rhwng yr A496 i'r de o Lanbedr a Ffordd Mochras i'r gorllewin o'r pentref.
4	Ffordd liniaru Cyflymder Isel – l'r Gorllewin o Lanbedr	Darparu ffordd liniaru cyflymder isel i'r gorllewin o Lanbedr.
5	Ffordd liniaru Cyflymder Isel – l'r Gorllewin o Orsaf Reilffordd Llanbedr	Darparu ffordd liniaru cyflymder isel i'r gorllewin o Orsaf Reilffordd Llanbedr.
6	Ffordd liniaru Cyflymder Isel – l'r Dwyrain o Lanbedr	Darparu ffordd liniaru cyflymder isel i'r dwyrain o Lanbedr.
7	Ffordd liniaru Cyflymder Isel – Unffordd	Darparu ffordd liniaru cyflymder isel unffordd oddi wrth ganol y pentref.

<sup>1</sup> <https://www.llyw.cymru/panel-adolygu-ffyrdd-ffordd-osgoi-ffordd-fynediad-llanbedr.html>

<sup>2</sup> Bydd y cyflymder dylunio gwirioneddol ar gyfer ffordd liniaru cyflymder isel yn cael ei bennu yn rhan o WelTAG Cam Dau, os penderfynir mynd rhagddo â'r Pecyn Dewis.

**Ffigur 2 Dewisiadau Ffordd Liniaru Cyflymder Isel**



## Ffit Strategol a Llesiant

Nododd yr arfarniadau Ffit Strategol a Llesiant y gallai'r cysyniad o ffordd liniaru cyflymder isel yng nghyffiniau Llanbedr gyfrannu'n gadarnhaol tuag at flaenoriaethau polisi trafndiaeth a chael effaith buddiol cadarnhaol cyffredinol ar lesiant. O bwys penodol, nodwyd y gallai ailgyfeirio traffig oddi wrth ganol Llanbedr fod o fudd cadarnhaol i gydlyniant cymunedol yn y pentref, a fyddai'n gwella'r amgylchedd hanesyddol, yn gwella diogelwch ar hyd yr A496 bresennol, ac yn cefnogi datblygiad Maes Awyr Llanbedr, sy'n rhan o Barth Menter Eryri a neilltuwyd.

Wedi dweud hyn, nodwyd y gallai ffordd liniaru cyflymder isel gael rhai effeithiau andwyol posibl ar yr amgylchedd lleol, heb unrhyw fesurau lliniaru nac adfer wedi eu gweithredu, megis mesurau budd net bioamrywiaeth. Hefyd, pwysleisiwyd nad yw ffordd liniaru cyflymder isel yn ddewis addas i'w ystyried ar ei ben ei hun, oherwydd y bydd angen gwelliannau ar y rhwydwaith cyfagos, megis llwybrau teithio llesol, ailneilltuo lle ar y ffyrdd, a gwelliannau trafndiaeth cyhoeddus, er mwyn sicrhau bod dulliau trafndiaeth cynaliadwy yn cael eu blaenoriaethu ar gyfer teithiau lleol.

O ystyried hyn, ystyrir bod ffordd liniaru cyflymder isel yn ddewis y dylid ei ystyried ymhellach er mwyn mynd i'r afael â'r problemau trafndiaeth a nodwyd yn Llanbedr. Fodd bynnag, cydnabyddir y dylid bwrw ymlaen â hyn yng nghyd-destun canfyddiadau y Panel Adolygu Ffyrdd a amlinellodd y dylid ystyried ffordd liniaru cyflymder isel 'fel dewis olaf ar ôl rhoi cynnig ar yr holl atebion eraill'.

Darperir rhagor o fanylion am ganfyddiadau yr arfarniadau Ffit Strategol a Llesiant yn y Ffit Strategol (70115176-WSP-GEN-LBR-RP-TR-0009) a Llesiant (70115176-WSP-GEN-LBR-RP-TR-0010) Tablau Crynodeb Arfarnu.

## Y Llwybr(au) a Ffeirir

Yn seiliedig ar y dadansoddiad a gynhaliwyd, ystyrir mai **Dewis 4 (Ffordd Liniaru Cyflymder Isel – I'r Gorllewin o Lanbedr)** yw'r llwybr mwyaf addas y dylid ei ddatblygu ymhellach yn rhan o'r Pecyn Dewis hwn. Ystyrir mai'r llwybr hwn yw'r mwyaf addas am y rhesymau a ganlyn:

- Er bod pob dewis yn cael eu hystyried yn unol â pholisi rhanbarthol a lleol, Dewis 4 yw un o'r dewisiadau mwyaf effeithiol o ran darparu mynediad posibl i Faes Awyr Llanbedr, a nodir fel safle datblygu allweddol yng Nghynllun Datblygu Lleol Awdurdod Parc Cenedlaethol Eryri;
- Dewis 4 yw un o'r dewisiadau mwyaf effeithiol wrth wella cydnheredd y rhwydwaith trafndiaeth lleol a galluogi'r rhwydwaith i addasu i effeithiau posibl newid hinsawdd (Blaenoriaeth 2 Llwybr Newydd), drwy ddarparu llwybr newydd na fydd mewn cymaint o berygl o lifogydd arfordirol â'r A496 bresennol;
- Ni fydd y llwybr yn effeithio ar safleoedd amgylcheddol sensitif, ac mae ardaloedd coetir hynafol a Safle o Ddiddordeb Gwyddonol Arbennig (SoDdGA) gerllaw y mae dewisiadau eraill, yn enwedig Dewisiadau 1, 5, a 6, yn debygol o effeithio arnynt;
- Bydd Dewis 4 yn sicrhau na fydd angen mynediad ar yr holl draffig trwodd ar hyd yr A496 bresennol, gan alluogi lle ar y ffyrdd yn y pentref i gael ei ailddyrannu, a chan roi blaenoriaeth i ddulliau teithio llesol. Nid yw hyn yn wir am Ddewisiadau 2, 3, a 7, y bydd pob un ohonynt yn gofyn am i draffig barhau drwy'r pentref mewn un cyfeiriad o leiaf;
- Er bod llwybrau a fyddai'n gofyn am gerbyttffordd newydd sy'n fyrrach, gan leihau'r effaith amgylcheddol sy'n deillio o waith adeiladu, Dewis 4 yw'r llwybr byrraf a mwyaf cyflawnadwy a fyddai'n cael gwared ar yr holl draffig trwodd o ganol y pentref; a
- Dewis 4 yw'r mwyaf cyflawnadwy oherwydd y ffordd cymeradwy presennol ar hyd y llwybr, ac mae dewisiadau eraill yn anoddach eu cyflawni oherwydd yr angen am groesfannau rheilffordd (Dewis 5) a/neu waith peirianeg ychwanegol sylweddol posibl i'r dopograffeg i'r dwyrain o'r pentref (Dewis 6).

Cyflwynwyd canfyddiadau yr arfarniad o wahanol ddewisiadau llwybr i randdeiliaid lleol allweddol yn rhan o weithdy yn y cnawd a gynhaliwyd ar 4 Mehefin 2024. Cytunwyd yn gyffredinol mai Dewis 4 oedd y llwybr posibl mwyaf addas ar gyfer ffordd liniaru cyflymder isel yn yr ardal leol.

O ystyried hyn, mae **Dewis 4 (Ffordd liniaru Cyflymder Isel – I'r Gorllewin o Lanbedr)** wedi mynd rhagddo fel y llwybr a ffeirir ar gyfer ffordd liniaru cyflymder isel posibl yng nghyffiniau Llanbedr.

## Newidiadau Dyluniad Posibl

Ystyrir ei bod yn debygol y bydd angen nifer o newidiadau posibl i'r llwybr a gymeradwywyd yn flaenorol er mwyn sicrhau bod ffordd liniaru cyflymder isel yn y lleoliad hwn yn gydnaws â pholisi. Bydd dyluniad y ffordd yn cael ei ystyried ymhellach yn rhan o WelTAG Cam Dau a dylai ystyried y canlynol, yn seiliedig ar gyfuniad o sylwadau gan randdeiliaid allweddol ac ymateb y Panel Adolygu Ffyrdd:

- Cyflymder dylunio y ffordd fel 30 neu 40 mya, gan gynnwys y gofynion i orfodi cyflymder;
- Newid i lefel arfaethedig wyneb y ffordd a'r uchder uwchben Afon Artro. Mae'n debyg y byddai hyn yn gofyn am gau Ffordd Mochras i gerbydau;
- Newid i aliniad y ffordd er mwyn lleihau hyd y ffordd newydd y mae ei angen. Bydd hyn yn gofyn am ystyried newid posibl effaith ar drigolion cyfagos a defnyddiau eraill;
- Newid i aliniad y ffordd fel ei bod yn rhedeg gerllaw i'r rheilffordd, gan leihau'r effaith bosibl ar y pentref;



- Cynllun y gyffordd i Fochras a Maes Awyr Llanbedr, gan ystyried y gallai'r galw am y ffordd fach o'r gyffordd gynyddu'n sylweddol pe byddai'r safle ym Maes Awyr Llanbedr yn cael ei ddatblygu; a
- Defnyddio dulliau adeiladu a defnyddiau carbon isel.

## EFFAITH AR AMCANION YR ASTUDIAETH

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### Trosolwg

Cytunwyd ar gyfanswm o wyth amcan astudiaeth yn rhan o astudiaeth WeITAG Gwelliannau Trafnidiaeth Llanbedr. Mae amcanion yr astudiaeth yn berthnasol i ardal yr astudiaeth ac fe'u datblygwyd fel bod unrhyw ymyriadau arfaethedig yn cael eu gweithredu er mwyn mynd i'r afael â'r rhan fwyaf o'r problemau trafndiaeth yn Llanbedr a'r cyffiniau. Crynhoir amcanion yr astudiaeth fel a ganlyn:

- 1 Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth;
- 2 Gwella diogelwch ar gyfer pob dull trafndiaeth;
- 3 Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr;
- 4 Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy;
- 5 Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref;
- 6 Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd;
- 7 Gwella cydnerthedd y rhwydwaith trafndiaeth yn Llanbedr a'r cyffiniau; a
- 8 Lleihau effaith newid hinsawdd ar y gymuned leol.

### Asesiad

Crynhoir effaith bosibl y ffordd liniaru cyflymder isel arfaethedig ar amcanion yr astudiaeth yn **Nhabl 1**.

**Tabl 1 Effaith ar Amcanion yr Astudiaeth – Ffordd liniaru Cyflymder Isel**

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO1	Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth.	Er y gallai ffordd newydd arwain at gynydd lleiaf yn y galw am draffig <sup>3</sup> , styrir ei bod yn annhebygol o gynyddu'r angen i deithio ac felly ystyrir bod y pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO2	Gwella diogelwch ar gyfer pob dull trafnidiaeth.	Byddai ffordd liniaru cyflymder isel yn lleihau traffig ym mhentref Llanbedr yn sylweddol drwy ddarparu llwybr amgen i osgoi'r ardal. Gallai hyn wella diogelwch i gerddwyr a beicwyr yn y pentref yn sylweddol, a nodwyd fel mater allweddol yn yr ardal, oherwydd ei bod yn debygol y bydd llai o wrthdaro â cherbydau modur o ystyried y swm llai o draffig a ddisgwylir.  Hefyd, gellid dylunio ffordd newydd yn unol â safonau dylunio presennol, gan sicrhau bod diogelwch defnyddwyr cerbydau yn cael ei wella, yn enwedig o ystyried bod yr A496 bresennol yn gul mewn mannau ac felly nid yw'n cyd-fynd yn llawn â'r safonau presennol.	+++
SO3	Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr.	Ar ei ben ei hun, ni fyddai ffordd liniaru cyflymder isel yn blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr.  Wedi dweud hyn, nodir y gallai ffordd liniaru cyflymder isel newydd lleihau traffig yn y pentref yn sylweddol a allai alluogi mesurau sydd mewn Pecynnau Dewis eraill (megis Gwelliannau Pentref Llanbedr) i gael eu datblygu a fydd yn sicrhau bod teithiau llesol yn cael eu blaenoriaethu yn y pentref. Fodd bynnag, ni roddwyd cyfrif am hyn wrth sgorio'r Pecyn Dewis hwn ar hyn o bryd.	0
SO4	Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy.	Byddai ffordd liniaru cyflymder isel yn lleihau traffig ym mhentref Llanbedr yn sylweddol, a fyddai o fudd i wasanaethau bysiau sy'n defnyddio llwybr ar hyd yr A496 bresennol drwy sicrhau nad yw oedi nac anghysondeb mewn amser teithio yn y pentref yn cael effaith andwyol arnynt.  Nodir hefyd y byddai ffordd liniaru cyflymder isel yn galluogi seilwaith teithio llesol a bysiau ychwanegol i gael eu cyflwyno ym mhentref Llanbedr, a fyddai'n gwella mynediad drwy ddulliau cynaliadwy. Fodd bynnag, nid yw'r gwelliannau ehangach hyn wedi eu hystyried yn rhan o'r Pecyn Dewis hwn.	+

<sup>3</sup> Ceir rhagor o fanylion am y galw ysgogedig a allai ddeillio o gynllun yn y lleoliad hwn yn adran 'Profion Ffyrdd yn y Dyfodol' yr adroddiad hwn.



Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO5	Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref.	Gallai ffordd liniaru cyflymder isel newydd liniaru traffig yn Llanbedr a allai gael effaith buddiol sylweddol drwy leihau'r problemau gwahanu a achosir gan yr A496 bresennol drwy'r pentref. Byddai'r gostyngiad mewn traffig drwy'r pentref yn sicrhau bod yr amgylchedd adeiledig lleol, gan gynnwys pont Afon Artro yr A496, yn fwy hygyrch, gan annog mwy o bobl i ddefnyddio a rhyngweithio â'r gymuned.	++
SO6	Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd.	Oherwydd bod yr economi ymwelwyr yn cynyddu'n sylweddol y galw am draffig ar hyd yr A496, gallai cael gwared â'r mwyafrif helaeth o deithiau o ganol pentref Llanbedr leihau effaith yr economi ymwelwyr lleol yn sylweddol. O bwys penodol, mae Mochras yn cynhyrchu teithiau ymwelwyr sylweddol yn yr ardal leol, sy'n cyfrannu at faterion sylweddol ar hyn o bryd oherwydd y cyfyngiadau ar bont Afon Artro yr A496 a chyffordd yr A496/Ffordd Mochras. Ar y sail hon, bydd dileu'r angen i ymwelwyr deithio drwy Lanbedr i gael mynediad i Fochras yn lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd lleol yn sylweddol.	+++
SO7	Gwella cydnerthedd y rhwydwaith trafnidiaeth yn Llanbedr a'r cyffiniau.	Ar hyn o bryd, yr A496 bresennol yw'r unig brif lwybr rhwng y gogledd a'r de ar hyd arfordir Ardudwy. Fodd bynnag, fe'i cyfyngir yn Llanbedr ac mae'n croesi Afon Artro drwy bont Rhestredig Gradd II. Oherwydd oedran y bont a'i statws rhestredig, ystyrir y gallai darparu llwybr amgen i'r prif draffig deithio oddi wrth Lanbedr wella cydnerthedd y rhwydwaith trafnidiaeth yn sylweddol.  Nodir hefyd y gellid dylunio ffordd liniaru cyflymder isel i leihau effaith llifogydd ar y rhwydwaith trafnidiaeth lleol ac i sicrhau bod deunyddiau cadarn yn cael eu defnyddio i leihau gofynion rheoli asedau yn y dyfodol.	+++
SO8	Lleihau effaith newid hinsawdd ar y gymuned leol.	Lleolir yr A496 bresennol a'r ardal i'r gorllewin o Lanbedr mewn parthau llifogydd afonydd ac arfordirol y mae'n debygol yr effeithir arnynt yn fwy sylweddol yn y dyfodol oherwydd effaith newid hinsawdd. Felly, ystyrir y gallai darparu ffordd liniaru cyflymder isel, sydd wedi ei chynllunio i leihau'r tebygolrwydd y bydd digwyddiadau llifogydd yn effeithio ar y rhwydwaith ffyrdd, leihau amllder digwyddiadau hinsawdd difrifol posibl sy'n effeithio ar y gymuned leol.  Hefyd, os caiff ei chyflawni ar y cyd â Phecynnau Dewis ehangach – megis Gwelliannau Pentref Llanbedr – a fydd yn gwella'r cynnig teithio llesol a thrafnidiaeth gyhoeddus yn lleol, gallai ffordd liniaru cyflymder isel gyfrannu at newid moddol a allai leihau cyfraniad y rhwydwaith trafnidiaeth at newid hinsawdd. Fodd bynnag, ni roddwyd cyfrif am hyn wrth sgorio'r Pecyn Dewis hwn ar hyn o bryd.	++



## PROFION ADEILADU FFYRDD YN Y DYFODOL

### Trosolwg

Yn 2023, argymhellodd y Panel Adolygu Ffyrdd gyfres o ddibenion ac amodau y dylai pob cynllun ffyrdd eu bodloni er mwyn bwrw ymlaen<sup>4</sup>. Awgrymwyd y dylai asesu cynlluniau ffyrdd o'u cymharu â'r gyfres meini prawf hon weithredu fel 'hidlydd cam cyntaf' ar gyfer cynlluniau posibl, ochr yn ochr â'r arfarniad systematig gofynnol, gan nodi a yw cynllun ffyrdd yn gyfiawnadwy, yn briodol ac yn gwbl gyson â pholisi Llywodraeth Cymru.

Dangosir y pedwar diben ac amod a nodir gan y Panel Adolygu Ffyrdd yn **Ffigur 3**.

**Ffigur 3** Diben ac Amodau ar gyfer Buddsoddi mewn Ffyrdd yn y Dyfodol – Y Panel Adolygu Ffyrdd



Gan ystyried canfyddiadau dogfen 'Dyfodol Buddsoddiad Ffyrdd yng Nghymru', rhoddodd Llywodraeth Cymru ei hymateb i'r Adolygiad Ffyrdd<sup>5</sup>. Yn hwn, noda Llywodraeth Cymru y byddai'n parhau i ystyried buddsoddi mewn ffyrdd yn yr amgylchiadau canlynol, gan adeiladu ar ganfyddiadau y Panel Adolygu Ffyrdd:

- 1 Cefnogi newid moddol a lleihau allyriadau carbon;
- 2 Gwella diogelwch trwy newidiadau ar raddfa fach;
- 3 Addasu i effeithiau newid hinsawdd; neu
- 4 Rhoi mynediad a chysylltedd i swyddi a chanolfannau gweithgarwch economaidd mewn ffordd sy'n cefnogi newid moddol.

Ystyrir felly y gallai Llywodraeth Cymru ddarparu buddsoddiad ffyrdd os yw cynllun yn bodloni o leiaf un o'r Profion Adeiladu Ffyrdd yn y Dyfodol a nodir uchod.

<sup>4</sup> <https://www.llyw.cymru/dyfodol-buddsoddiad-ffyrdd-yng-nghymru>

<sup>5</sup> <https://www.llyw.cymru/ymateb-llywodraeth-cymru-ir-adolygiad-ffyrdd-html>

Ar y sail hon, cynhaliwyd dadansoddiad o'r ffordd liniaru cyflymder isel arfaethedig yn Llanbedr i ddangos sut mae'r ymyriad yn gydnaws ag argymhellion y Panel Adolygu Ffyrdd, ac ymateb Llywodraeth Cymru iddo.

Darperir crynodeb o'r ffordd liniaru cyflymder isel arfaethedig yng nghyd-destun Profion Adeiladu Ffyrdd yn y Dyfodol yn **Nhabl 2**. Nodir rhagor o fanylion o'r dadansoddiad a gynhaliwyd, sy'n ansoddol i raddau helaeth ar hyn o bryd, yn dilyn hyn.

**Tabl 2 Profion Adeiladu Ffyrdd yn y Dyfodol – Ffordd liniaru Cyflymder Isel**

Cyf	Prawf	Cadw ato	Crynodeb
1	Cefnogi Newid Moddol a Lleihau Allyriadau Carbon.	✓	Ochr yn ochr â'r gwelliannau a gyflawnir yn Llanbedr gan Becynnau Dewis eraill, gallai ffordd liniaru cyflymder isel gefnogi newid moddol drwy wella mynediad at wasanaethau trafndiaeth cyhoeddus, gan flaenoriaethu cerdded a beicio yn y pentref hefyd. Er bod rhai effeithiau carbon posibl sy'n gysylltiedig ag adeiladu, gellir lleihau'r rhain gymaint â phosibl drwy ddatblygu cynlluniau a mesurau a archwilir ymhellach yng nghan nesaf WeITAG.
2	Gwella Diogelwch Trwy Newidiadau ar Raddfa Fach.	X	Er y gallai ffordd liniaru cyflymder isel wella diogelwch yn sylweddol, nid yw'n cael ei hystyried yn newid ar raddfa fach ac felly nid yw'n bodloni'r Prawf Adeiladu Ffyrdd yn y Dyfodol hwn.
3	Addasu Ffyrdd i Effeithiau Newid Hinsawdd.	✓	Gallai ffordd liniaru cyflymder isel i'r gorllewin o Lanbedr wella cydnheredd yr A496 i ddigwyddiadau llifogydd yn y dyfodol, sy'n debygol o fod yn fwy tebygol wrth i effeithiau newid hinsawdd ddod yn fwy amlwg.
4	Rhoi Mynediad a Chysylltedd i Swyddi a Chanolfannau Gweithgarwch Economaidd mewn Ffordd sy'n Cefnogi Newid Moddol.	✓	Gallai ffordd liniaru cyflymder isel gefnogi datblygiad Maes Awyr Llanbedr, sydd wedi ei neilltuo yn rhan o Barth Menter Eryri. Fodd bynnag, nodir <b>na dyllai'r</b> ffordd liniaru cyflymder isel arfaethedig gael ei hystyried yn ffordd fynediad i Faes Awyr Llanbedr, gan mai ei phrif ddiben yw gwella diogelwch a chydlyniant cymunedol ym mhentref Llanbedr, a cydnheredd y rhwydwaith trafndiaeth.

## Cefnogi Newid Moddol a Lleihau Allyriadau Carbon

### NEWID MODDOL

Nid lleddfu tagfeydd yw diben ffordd newydd yn y lleoliad, ond gwella diogelwch, cydlyniant cymunedol, a chydnerthedd y rhwydwaith trafndiaeth. Er nad yw lleihau tagfeydd yn sbarduno cynllun trafndiaeth yn y lleoliad hwn, cydnabyddir y gallai ffordd wella'r llif traffig yn yr ardal, yn enwedig yn ystod y tymor brig i ymwelwyr. Oherwydd natur y teithiau y mae ymwelwyr â'r ardal yn eu gwneud, nid yw'n debygol y byddai cyflwyno ffordd newydd yn y lleoliad hwn yn effeithio ar eu dewis o ddull teithio ar gyfer teithiau i'r rhanbarth, oherwydd bod y mwyafrif helaeth o'r bobl eisoes yn teithio mewn car.

Er gwaethaf hyn, bydd darparu ffordd liniaru cyflymder isel newydd yn sicrhau na fydd angen mynediad drwy bentref Llanbedr ar y mwyafrif helaeth o'r traffig mwyach. O ystyried mai un o'r prif resymau dros ddiffyg seilwaith teithio llesol yn y pentref ar hyn o bryd yw'r diffyg lle ar y ffordd sydd ar gael, bydd llai o alw am draffig yn galluogi Phecynnau Dewis eraill i gael eu gweithredu – megis Gwelliannau Pentref Llanbedr – sy'n cynnwys mesurau megis ailneilltuo lle ar y ffordd ar gyfer dulliau llesol a chyfyngu ar draffig ar draws bont Afon Artro yr A496.

Gallai cael gwared ar draffig ar hyd yr A496 drwy'r pentref gael effaith gadarnhaol hefyd ar y defnydd o drafnidiaeth gyhoeddus. Gellid cyflawni hyn drwy leihau gymaint â phosibl y posibilrwydd o oedi ac anghysondeb o ran amser teithio, yn enwedig yn ystod y tymor brig i ymwelwyr, ar gyfer y gwasanaeth bws lleol sy'n rhedeg bob awr, gan alluogi hefyd lwybr teithio llesol rhwng pentref Llanbedr a'r orsaf reilffordd – a ystyrir yn rhan o Becyn Dewis Gwelliannau Ffordd Mochras.

Ochr yn ochr â hyn, mae ffordd liniaru cyflymder isel newydd hefyd yn rhoi cyfle i ymgorffori seilwaith teithio llesol yn ei ddyluniad. Gallai hyn gynnwys llwybr teithio llesol cyflinellol a allai fod yn rhan o lwybr teithio llesol pellter hir arfaethedig Coridor Gwyrdd Ardudwy a/neu NCN8, gan alluogi teithiau beicio yn yr ardal leol rhwng cychfannau allweddol megis Abermaw a Harlech.

Gan ystyried yr uchod, mae'n amlwg, mewn cyfuniad â Phecynnau Dewis eraill sy'n cael eu hystyried, fod posibilrwydd y gall ffordd liniaru cyflymder isel newid teithiau yn deithiau â thrafnidiaeth gynaliadwy ac mae'n annhebygol o annog cynnydd yn y defnydd o geir preifat. Er hynny, os cyflawnir ffordd liniaru cyflymder isel ar wahân byddai'r newid moddol yn debygol o fod yn finimol, gan ei briodoli i fwy o ddefnyddwyr bysiau a mwy o deithiau llesol lleol posibl. Gellid cyflawni newid moddol mwy sylweddol drwy weithredu ffordd liniaru cyflymder isel ochr yn ochr â Phecynnau Dewis eraill yn yr ardal leol. Cefnogodd y Panel Adolygu Ffyrdd y persbectif hwn drwy eu cynnig i 'symud y ffordd i'r ochr', sy'n cynnwys cyfres o fesurau yn Llanbedr i annog teithiau lleol â dulliau cynaliadwy, gan gynnwys cau'r A496 bresennol drwy'r pentref.

Rhoddir ystyriaeth bellach i'r newid posibl yn y gyfran o'r dull teithio sy'n gysylltiedig â'r ffordd liniaru cyflymder isel arfaethedig, mewn cyfuniad â Phecynnau Dewis eraill, yn rhan o WeITAG Cam Dau. Fodd bynnag, ystyrir y gallai gefnogi newid moddol, mewn cyfuniad â Phecynnau Dewis atodol.

## ALLYRIADAU CARBON

Oherwydd y newid yng nghyflymder cyfartalog cerbydau rhwng yr A496 bresennol drwy Lanbedr a'r ffordd liniaru cyflymder isel arfaethedig, ystyrir ei bod yn annhebygol y bydd allyriadau defnyddwyr yn cynyddu yn rhan o ffordd liniaru cyflymder isel yn y lleoliad hwn. Fel y nodir ymhellach yn adran **Effeithiau Posibl y Cynllun**, gallai ffordd liniaru cyflymder isel arwain hefyd at rai manteision cadarnhaol o ran allyriadau defnyddwyr, oherwydd y gallai lleihau'r achosion o gerbydau sy'n segura a symudiadau stopio/dechrau traffig leihau allyriadau carbon, oherwydd cynnydd mewn effeithlonrwydd injan a defnydd is o danwydd.

Nid ystyrir ychwaith fod galw ysgogedig nodedig yn yr ardal leol am deithiau car, ar y sail bod cyfleoedd cyfyngedig ar hyn o bryd i deithio â dulliau teithio eraill, sy'n golygu bod y mwyafrif helaeth o bobl yn teithio mewn car ar hyn o bryd. Yn ogystal â hyn, mae'r newidiadau gwirioneddol mewn amseroedd teithio y byddai ffordd liniaru cyflymder isel yn eu cyflawni yn gyfyngedig, ac felly byddai'n annhebygol o annog rhagor o bobl i deithio mewn car nag sy'n gwneud hynny ar hyn o bryd. Felly, byddai effaith finimol ar allyriadau carbon yn sgil ffordd liniaru cyflymder isel arfaethedig sy'n gysylltiedig â galw ysgogedig.

Fodd bynnag, nodir y bydd adeiladu ffordd liniaru cyflymder isel yn cynhyrchu allyriadau carbon, yn ogystal â'r carbon ymgorfforedig sy'n gysylltiedig â'r seilwaith a'r broses o greu asedau newydd. Mae hyn yn cynnwys deunyddiau, cludiant, defnyddio ynni, ac allyriadau sy'n gysylltiedig â chynnal a chadw rheolaidd ac amnewid. Trwy ddylunio ac adeiladu'r ffordd liniaru cyflymder isel, gellir ystyried a mabwysiadu amrywiaeth eang o fesurau lliniarol posibl i leihau allyriadau carbon.

Gyda hyn mewn golwg, argymhellir bod effaith carbon net y ffordd liniaru cyflymder isel arfaethedig, gan ystyried allyriadau defnyddwyr a charbon a gynhyrchir yn rhan o weithgareddau adeiladu, yn cael ei meintoli a'i ymchwilio ymhellach yng nghan nesaf WeITAG, yn rhan o Gynllun Rheoli Carbon.

## **Gwella Diogelwch Trwy Newidiadau ar Raddfa Fach**

Mae'r gyfradd gwrthdrawiadau ar gyfer yr A496 drwy Lanbedr yn sylweddol ac yn uwch na'r gyfradd safonol ar gyfer mathau tebyg o ffyrdd – 888 fesul biliwn o filltiroedd cerbydau, o'i chymharu â'r gyfradd gwrthdrawiadau safonol o 170 ar gyfer ffyrdd A gwledig – sy'n dangos bod nifer yr anafiadau yn uchel ac mae angen ei leihau. Roedd tri o'r pum gwrthdrawiad a gofnodwyd ar yr A496 yn cynnwys anafiadau cerddwyr, ac felly dylai lleihau anafiadau gynnwys mesurau i wella diogelwch cerddwyr hefyd yn ogystal â gwella'r rhwydwaith ffyrdd.

Mae'n debygol y byddai ffordd liniaru cyflymder isel yn lleihau anafiadau yn sylweddol drwy leihau'r galw am draffig ar hyd yr A496 bresennol.

Er gwaethaf hyn, cydnabyddir nad yw ffordd liniaru cyflymder isel yn newid ar raddfa fach, ac felly nid ystyrir ei bod yn cadw at y Prawf Adeiladu Ffyrdd yn y Dyfodol hwn. Fodd bynnag, dylid nodi bod newidiadau posibl i'r A496 bresennol yn cael eu hymchwilio yn rhan o Becynnau Dewis eraill er mwyn deall yn fanylach a fyddent yn lleihau'r anafiadau i lefel dderbyniol fel nad oes angen ymyriad ar raddfa fawr, megis ffordd liniaru cyflymder isel, os nad yw'n angenrheidiol.

## **Addasu Ffyrdd i Effeithiau Newid Hinsawdd**

Mae gogledd a gorllewin Llanbedr mewn ardaloedd perygl llifogydd isel-uchel o afonydd a/neu berygl llifogydd canolig-uchel o'r môr. Mae'n debygol y bydd newid hinsawdd yn cynyddu'r tebygolrwydd posibl o lifogydd yn yr ardaloedd hyn, a fyddai'n effeithio ar draffig ar hyd yr A496 ac o bosibl Lein Arfordir y Cambrian. Mae ffordd liniaru cyflymder isel newydd yn rhoi cyfle i sicrhau nad yw effaith digwyddiadau newid hinsawdd, megis llifogydd, mor sylweddol ar y rhwydwaith trafndiaeth lleol yn yr hirdymor.

Nodir hefyd bod nifer o gyfyngiadau yn yr ardal sy'n golygu nad yw'n bosibl addasu'r rhwydwaith ffyrdd presennol i effeithiau newid hinsawdd mor effeithiol â chyda ffordd liniaru cyflymder isel newydd – o'r arwyddocâd mwyaf yw pont Afon Artro yr A496, sy'n strwythur rhestredig Gradd II. Pe na fyddai ffordd newydd yn cael ei hadeiladu, byddai digwyddiadau newid hinsawdd yn debygol o effeithio ar yr A496 bresennol yn fwy sylweddol yn y dyfodol, ac ar hyn o bryd, nid oes unrhyw lwybr arall ar gyfer traffig rhwng y gogledd i'r de ar hyd Arfordir Ardudwy. Felly, byddai darparu ffordd liniaru cyflymder isel yn Llanbedr yn sicrhau bod y rhwydwaith trafndiaeth lleol yn fwy cydnerth i effeithiau posibl newid hinsawdd.

## Rhoi Mynediad a Chysylltedd i Swyddi a Chanolfannau Gweithgarwch Economaidd mewn Ffordd sy'n Cefnogi Newid Moddol

Pwysleisiodd y Panel Adolygu Ffyrdd bod y galw disgwylidig am draffig sy'n gysylltiedig â'r datblygiad arfaethedig ym Maes Awyr Llanbedr yn fawr a'i fod yn debygol o gael effaith sylweddol ar allyriadau carbon<sup>6</sup>. Ystyriwyd bod hyn yn cael ei waethygu gan leoliad y safle arfaethedig mewn ardal wledig sy'n cael ei gwasanaethu'n wael gan drafnidiaeth gyhoeddus ar hyn o bryd.

Er y cydnabyddir y gallai'r datblygiad ym Maes Awyr Llanbedr gynyddu'n sylweddol y galw am deithiau i'r ardal leol, dylid ystyried hyn yng nghyd-destun y posibilrwydd am nifer sylweddol o swyddi ansawdd uchel mewn ardal lle mae cyfleoedd gwaith yn gyfyngedig ar hyn o bryd, yn ogystal â'i neilltuo yn rhan o Barth Menter Eryri. Ochr yn ochr â hyn, er bod y safle wedi ei leoli mewn ardal wledig, mae wedi ei leoli ger Gorsaf Reilffordd Llanbedr ac o fewn pellter beicio i Harlech, Dyffryn Ardudwy, ac Abermaw, sy'n gytrefi nodedig yn yr ardal leol.

Ystyrir hefyd y gall Awdurdod Parc Cenedlaethol Eryri, ar y cyd â Chyngor Gwynedd a Llywodraeth Cymru, sicrhau cyfraniad sylweddol tuag at welliannau trafnidiaeth cynaliadwy yn rhan o'r broses gynllunio. Gallai hyn gynnwys cyfuniad o seilwaith a gwasanaethau trafnidiaeth cynaliadwy newydd, megis llwybr beicio pellter hir sy'n gyflinellol â'r A496 a/neu wasanaethau bws newydd, yn ogystal â mesurau newid ymddygiad a ddatblygir yn rhan o Gynllun Teithio ar gyfer y safle.

Ar y sail hon, ystyrir y gallai ffordd liniaru cyflymder isel yn y lleoliad hwn wella mynediad a chysylltedd i ganolfan gweithgarwch economaidd allweddol posibl yn y rhanbarth. Wedi dweud hyn, ni ddylai'r ffordd liniaru cyflymder isel arfaethedig gael ei hystyried yn ffordd fynediad i Faes Awyr Llanbedr yn unig, gan mai ei phrif ddiben yw gwella diogelwch a chydlyniant cymunedol ym mhentref Llanbedr, a cydnerthedd y rhwydwaith trafnidiaeth. Er bod datblygu Maes Awyr Llanbedr yn gyfle atodol sylweddol, nid hynny yw'r sbardun craidd ar gyfer ffordd liniaru cyflymder isel yn y lleoliad hwn ac felly nid yw unrhyw bryderon mewn cysylltiad ag addasrwydd Maes Awyr Llanbedr yn uniongyrchol berthnasol i'r cynnig am ffordd liniaru cyflymder isel.

### Effeithiau Posibl y Cynllun

Yn ogystal â'r Profion Adeiladu Ffyrdd yn y Dyfodol, ystyriwyd effeithiau posibl ffordd liniaru cyflymder isel yn Llanbedr, yng nghyd-destun ymateb Llywodraeth Cymru i ganfyddiadau y Panel Adolygu Ffyrdd sy'n nodi "dylid canolbwyntio ar leihau allyriadau carbon, peidio â chynyddu capasiti ffyrdd, peidio cynyddu allyriadau drwy gyflymder uwch gan gerbydau a pheidio â chael effaith andwyol ar safleoedd ecolegol werthfawr".

Darperir crynodeb o effeithiau posibl y ffordd liniaru cyflymder isel yng nghyd-destun y meysydd pwyslais allweddol, yn **Nhabl 3**. Nodir rhagor o fanylion o'r dadansoddiad a gynhaliwyd yn dilyn hyn.

<sup>6</sup> Dylid nodi y bydd y safle yn ddarostyngedig i gais cynllunio, y gall Awdurdod Parc Cenedlaethol Eryri, sef yr Awdurdod Cynllunio Lleol, osod gofynion ar gyfer seilwaith teithio llesol a thrafnidiaeth gyhoeddus.

**Tabl 3 Effeithiau Posibl y Cynllun – Ffordd liniaru Cyflymder Isel**

Cyf	Effaith y Cynllun	Cadw ato	Crynodeb
1	Capasiti y Ffordd	-	Er y byddai'r ffordd liniaru cyflymder isel yn cynyddu'r capasiti ffyrdd pe byddai'n cael ei chyflwyno ar wahân, mae'n annhebygol y bydd yn cynyddu'r traffig drwy alw ysgogedig ac felly ystyrir ei bod yn cadw at egwyddorion canllawiau Llywodraeth Cymru. Argymhellir bod ystyriaeth bellach yn cael ei rhoi i weithredu Pecynnau Dewis atodol yn rhan o'r cam nesaf i ailneilltuo lle ar y ffordd ar hyd yr A496 bresennol er mwyn gwrthbwyso unrhyw gynnydd posibl mewn capasiti ffyrdd sy'n gysylltiedig â'r ffordd liniaru cyflymder isel.
2	Allyriadau Cerbydau	✓	Ystyrir ei bod yn annhebygol y bydd y ffordd liniaru cyflymder isel yn cynyddu allyriadau cerbydau, oherwydd y diffyg galw ysgogedig yn yr ardal leol ac effaith finimol newidiadau mewn cyflymder o'i chymharu â'r presennol.
3	Allyriadau Carbon (Adeiladu)	-	Er bod gweithgarwch adeiladu yn arwain at gynhyrchu allyriadau carbon, ystyrir y gellir lliniaru'r effaith drwy gynhyrchu Cynllun Rheoli Carbon a'i wrthbwyso i raddau helaeth â mesurau adfer. Fodd bynnag, ystyrir bod angen ystyried hyn ymhellach yn y cam nesaf.
4	Safleoedd Ecolegol Werthfawr	✓	Nid yw'r llwybr arfaethedig yn effeithio'n andwyol ar safleoedd ecolegol werthfawr yn yr ardal. Pan fo effaith bosibl ar ecoleg, gellir lliniaru'r effeithiau hyn yn effeithiol.

## CAPASITI Y Ffordd

Byddai ffordd liniaru cyflymder isel newydd yn cael yr un cynllun cerbyttffordd sengl â'r A496 bresennol. Diben hyn yw gwella diogelwch, cydlyniant cymunedol, a chydnerthedd y rhwydwaith trafndiaeth, nid mynd i'r afael â materion sy'n gysylltiedig â chapasiti neu dagfeydd. Er mai'r ateb i hyn fyddai ailgyflunio a gwella'r A496 bresennol, mae nifer o gyfyngiadau sy'n cyfyngu ar y gallu i newid cynllun y ffordd bresennol, gan gynnwys:

- Ffryntiau uniongyrchol ar yr A496 drwy'r pentref;
- Lle cyfyngedig ar y ffordd nad yw'n galluogi troedffyrdd i gerddwyr gael eu gosod heb yr angen am adael safonau;
- Gwelededd gwael anochel a lonydd cul ar draws pont Afon Artro yr A496;
- Oherwydd bod y llwybr yn brif lwybr A, mae'r cyfle am fesurau tawelu traffig yn gyfyngedig; a
- Mae'r terfyn cyflymder drwy'r pentref eisoes yn 20 mya, ac felly ni ellir ei leihau ymhellach.

Yn ogystal â hyn, bydd y ffordd liniaru cyflymder isel arfaethedig yn darparu cysylltiad uniongyrchol rhwng gogledd a de Llanbedr, gan alluogi traffig i osgoi canol y pentref. Fel yr unig brif ffordd A sy'n rhedeg rhwng y gogledd a'r de ar hyd arfordir Ardudwy, bydd y ffordd liniaru cyflymder isel arfaethedig yn rhan o'r prif rwydwaith ffyrdd, gan osgoi Llanbedr, sy'n annhebygol o annog gyrwyr i ddargyfeirio drwy ffyrdd llai i arbed amser nac ailddosbarthu teithiau o'r ardal ehangach.



Er gwaethaf hyn, er na fydd y ffordd liniaru cyflymder isel arfaethedig yn cynyddu'r galw am deithiau car yn yr ardal leol, bydd yn cynyddu capasiti ffyrdd drwy ddarparu cyswllt ffordd newydd yng nghyffiniau Llanbedr. Fodd bynnag, ystyrir ei bod yn annhebygol y bydd y ffordd liniaru cyflymder isel arfaethedig yn cynyddu'r galw am draffig oherwydd galw ysgogedig, fel y manylir ymhellach yn **Atodiad A**, a gellid blaenoriaethu teithiau â thrafnidiaeth gynaliadwy ymhellach drwy gyflawni pecynnau dewis eraill yn y pentref. Ar y sail hon, ystyrir na fydd y cynnydd cyffredinol mewn capasiti ffyrdd yn cynyddu allyriadau defnyddwyr, na'r galw am draffig, ac felly mae'n gydnaws ag argymhellion y Panel Adolygu Ffyrdd.

## ALLYRIADAU CERBYDAU

Ystyrir ei bod yn annhebygol y byddai'r ffordd liniaru cyflymder isel arfaethedig yn Llanbedr yn arwain at gynydd mewn allyriadau cerbydau.

Gallai ffordd liniaru cyflymder isel leihau nifer yr achosion o gerbydau sy'n segura a chyfyngu ar symudiadau stopio/dechrau drwy bentref Llanbedr, gan leihau gymaint â phosibl yr allyriadau a gynhyrchir gan gerbydau (oherwydd cynnydd mewn effeithlonrwydd injan a defnydd is o danwydd). Mae hyn yn enwedig o berthnasol yn ystod y tymor brig i ymwelwyr pan fo lefelau'r traffig yn uwch.

Yn ogystal â hyn, oddeutu 30 mya yw'r cyflymder cyfartalog presennol drwy Lanbedr a'r cynlluniau ar gyfer y ffordd liniaru cyflymder isel yw pennu'r terfyn cyflymder ar 30 mya neu 40 mya. Fel y manylir ymhellach yn **Atodiad B**, yn ôl Pecyn Cymorth Ffactorau Allyriadau yr Adran Drafndiaeth, mae'r allyriadau cerbydau ar bob cyflymder yn gymharol yn fras, gan gynnig lleihad o 5% yn unig mewn allyriadau egsost rhwng 30 mya (48 km/awr) a 40 mya (64 km/awr).

Ystyrir ei bod yn annhebygol y bydd galw ysgogedig nodedig am deithiau car preifat yn yr ardal leol, fel y dangosir ymhellach yn **Atodiad A**. Mae hyn ar y sail mai cyfyngedig yw'r cyfleoedd ar hyn o bryd i deithio â dulliau trafndiaeth eraill, ac mae'r mwyafrif helaeth o bobl yn teithio mewn car ar hyn o bryd, ynghyd â'r effaith gymharol fach ar amseroedd teithio ar hyd yr A496.

Felly, ystyrir yn debygol y bydd yr effaith net ar allyriadau defnyddwyr rhwng minimol a dibwys, er bod arbedion allyriadau bach yn bosibl drwy leihau'r achosion o draffig sy'n segura a chyfyngu ar symudiadau stopio/dechrau. Hefyd, bydd y mesurau a weithredir drwy Becynnau Dewis atodol yn ategu'r ffordd liniaru cyflymder isel, gan leihau allyriadau defnyddwyr drwy annog newid moddol a galluogi teithiau cerdded a beicio mwy diogel yn y gymuned leol.

## ALLYRIADAU CARBON (ADEILADU)

Mae gweithgarwch adeiladu yn gofyn am ddefnyddio deunyddiau ac ynni, cludiant a rheoli traffig y mae pob un ohonynt yn effeithio ar allyriadau carbon, yn ogystal â'r carbon ymgorfforedig sy'n gysylltiedig â'r seilwaith a chreu asedau newydd.

Fodd bynnag, gellir rhoi mesurau ar waith i leihau gymaint â phosibl effaith yr allyriadau carbon sy'n deillio o weithgareddau adeiladu, a allai gynnwys, ond nid ydynt yn gyfyngedig i'r hyn a ganlyn:

- Lleihau pellteroedd teithio a/neu ddefnyddio cerbydau allyriadau is;
- Newid i asffalt rholio cynnes;
- Defnyddio deunyddiau lleol sy'n berthynol i Lanbedr gymaint â phosibl; a
- Cynyddu'r defnydd o ddeunyddiau ailgylchedig yn y dyluniad a defnyddio'r economi cylchol.

Ochr yn ochr ag allyriadau adeiladu, bydd allyriadau yn cael eu cynhyrchu drwy weithredu a chynnal a chadw asedau newydd a phresennol. Er gwaethaf hyn, efallai y bydd y gofynion ar gyfer cynnal a chadw'r asedau presennol ar hyd yr A496 drwy Lanbedr yn cael eu lleihau pe byddai ffordd liniaru cyflymder isel yn cael ei gweithredu, oherwydd lefel traffig llawer llai drwy'r pentref, a fyddai mewn rhai rhannau yn gallu gwrthbwysu'r allyriadau sy'n gysylltiedig â chynnal a chadw unrhyw asedau newydd.

Argymhellir y dylid ystyried ymhellach yr allyriadau carbon tebygol sy'n gysylltiedig â'r ffordd liniaru cyflymder isel arfaethedig a dylid datblygu Cynllun Rheoli Carbon yn ystod WeITAG Camau Dau a Thri. Dylai hyn sefydlu proses, llinell sylfaen, targed, a chyfleoedd allweddol i leihau carbon, a ddylai fod yn gynhwysfawr wrth fodloni gofynion PAS 2080, sef y safon fyd-eang ar gyfer rheoli carbon mewn adeiladau a seilwaith.

#### SAFLEOEDD ECOLEGOL WERTHFAWR

Yn 2020, cymeradwywyd cais cynllunio ar gyfer ffordd liniaru yn Llanbedr. Mae'r aliniad llwybr a nodir fel yr un a ffefrir yn yr astudiaeth hon yn dilyn yn fras yr un aliniad â'r hyn a ganiatawyd yn flaenorol. Yn rhan o'r caniatâd cynllunio, cymeradwywyd Datganiad Amgylcheddol gan Awdurdod Cynllunio Parc Cenedlaethol Eryri (yr Awdurdod Cynllunio Lleol). Ystyria'r Datganiad Amgylcheddol effaith amgylcheddol darparu ffordd newydd i'r gorllewin o Lanbedr, a chyflwynwyd dyluniadau amlinellol yn rhan o'r cais cynllunio.

O ystyried bod y ffordd liniaru cyflymder isel arfaethedig yn dilyn yr un aliniad yn fras â'r cynllun a gymeradwywyd yn flaenorol, a ddangosodd na fyddai'r ffordd yn effeithio'n andwyol ar safleoedd ecolegol werthfawr yn yr ardal ac y gellir eu lliniaru'n effeithiol pe byddai unrhyw effeithiau, ystyrir na fydd y cynllun arfaethedig yn cael effaith andwyol ar safleoedd ecolegol werthfawr.

Dylid nodi hefyd, yn rhan o ddatblygu'r ffordd liniaru cyflymder isel arfaethedig, yr ystyrir sicrhau bod unrhyw waith adfer amgylcheddol arfaethedig yn parhau i fod yn addas a bod ei effaith yn cael ei gynyddu gymaint â phosibl pryd bynnag y bo modd.



## CRYNODEB A'R CAMAU NESAF

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### Crynodeb

Mae'r Nodyn Technegol hwn yn darparu crynodeb o'r asesiad a gynhaliwyd i ystyried y posibilrwydd o gyflawni ffordd liniaru cyflymder isel yn Llanbedr.

#### Y LLWYBR(AU) A FFEFRIR

Nodir sut mae saith aliniad llwybr posibl wedi eu hystyried yng nghyd-destun pum dimensiwn WelTAG, gan ystyried sylwadau gan randdeiliaid i nodi'r llwybr a ffefrir ar gyfer ffordd newydd.

Nodir mai **Dewis 4 (Ffordd liniaru Cyflymder Isel – i'r Gorllewin o Lanbedr)** yw'r llwybr a ffefrir ar gyfer ffordd newydd, oherwydd ei fod yn galluogi traffig rhwng y gogledd a'r de ar hyd yr A496 i fynd ar lwybr sy'n osgoi canol pentref Llanbedr yn llwyr, gan ddarparu mynediad i Faes Awyr Llanbedr hefyd, pe byddai'r datblygiad yn y lleoliad hwn yn mynd rhagddo yn y dyfodol.

#### AMCAN YR ASTUDIAETH

Cynhaliwyd asesiad o'r ffordd liniaru cyflymder isel arfaethedig yng nghyd-destun wyth amcan yr astudiaeth.

Nododd yr asesiad y gallai ffordd liniaru cyflymder isel wella diogelwch (SO2) yn sylweddol, lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd lleol (SO6), a gwella cydnerthedd y rhwydwaith trafnidiaeth (SO7). Nododd hefyd y gallai ffordd liniaru cyflymder isel gael effaith weddol fuddiol ar yr amgylchedd adeiledig lleol (SO5) a lleihau effeithiau posibl newid hinsawdd ar y gymuned leol (SO8), gan wella mynediad ychydig hefyd â dulliau cynaliadwy (SO4) drwy sicrhau nad yw teithiau bysiau yn destun oediadau mewn amseroedd teithio drwy Lanbedr.

Er y rhagwelwyd y byddai ffordd liniaru cyflymder isel yn cael effaith fuddiol ar y mwyafrif o amcanion yr astudiaeth, nid ystyriwyd y byddai'n cael unrhyw effaith ganfyddadwy ar leihau'r angen i deithio (SO1) nac y byddai'n blaenoriaethu teithiau cerdded neu deithiau ar feic yn Llanbedr (SO3).

Gyda hyn mewn golwg, ystyrir y gallai ffordd liniaru cyflymder isel ddarparu buddion sylweddol yn yr ardal leol, gan fodloni mwyafrif o amcanion yr astudiaeth. Fodd bynnag, er mwyn sicrhau bod unrhyw ymyriad yn bodloni holl amcanion yr astudiaeth, argymhellir ystyried y mesurau ategol yr ymchwiliir iddynt yn rhan o Becynnau Dewis.

#### PROFION ADEILADU FFYRDD YN Y DYFODOL

Rhoddwyd ystyriaeth bellach hefyd i effaith bosibl ffordd liniaru cyflymder isel ar Brofion Adeiladu Ffyrdd yn y Dyfodol a nodir gan Lywodraeth Cymru mewn ymateb i ganfyddiadau y Panel Adolygu Ffyrdd.

Nododd y dadansoddiad a gynhaliwyd y byddai ffordd liniaru cyflymder isel yn bodloni tri o'r pedwar Prawf Adeiladu Ffyrdd yn y Dyfodol drwy gefnogi newid moddol, ar y cyd â Phecynnau Dewis eraill, addasu'r rhwydwaith ffyrdd i leihau effaith newid hinsawdd, a thrwy gefnogi datblygiad ym Maes Awyr Llanbedr.

Fodd bynnag, ystyriwyd na fyddai ffordd liniaru cyflymder isel yn bodloni'r ail Brawf Adeiladu Ffyrdd yn y Dyfodol, ar y sail nad yw'r ymyriad arfaethedig yn newid ar raddfa fach, er y byddai'n dwyn buddion diogelwch sylweddol. Oherwydd bod y ffordd liniaru cyflymder isel arfaethedig yn bodloni'r tri Phrawf Adeiladu Ffyrdd arall, ystyrir bod y cynnig yn cadw at ofynion Llywodraeth Cymru ar gyfer buddsoddi mewn ffyrdd, yn enwedig o'i ystyried ar y cyd â'r Pecynnau Dewis eraill sy'n cael eu datblygu ochr yn ochr â ffordd liniaru cyflymder isel.

## Casgliad a'r Camau Nesaf

Yn seiliedig ar yr asesiad a gynhaliwyd, ystyrir y dylid mynd rhagddi â ffordd liniaru cyflymder isel i'r gorllewin o Lanbedr drwy WelTAG Cam Dau, ochr yn ochr â'r Pecynnau Dewis eraill a argymhellir a fydd yn sicrhau bod pecyn mesurau effeithiol yn cael ei weithredu yn Lanbedr a'r cyffiniau.

Yn rhan o hyn, dylid ystyried ymhellach yr hyn a ganlyn:

- Cyflymder dylunio y ffordd fel 30 neu 40 mya, gan gynnwys y gofynion i orfodi cyflymder;
- Newid i lefel arfaethedig wyneb y ffordd a'r uchder uwchben Afon Artro. Mae'n debyg y byddai hyn yn gofyn am gau Ffordd Mochras i gerbydau;
- Newid i aliniad y ffordd er mwyn lleihau hyd y ffordd newydd y mae ei angen. Bydd hyn yn gofyn am ystyried newid posibl effaith ar drigolion cyfagos a defnyddiau eraill;
- Newid i aliniad y ffordd fel ei bod yn rhedeg gerllaw i'r rheilffordd, gan leihau'r effaith bosibl ar y pentref;
- Cynllun y gyffordd i Fochras a Maes Awyr Llanbedr, gan ystyried y gallai'r galw am y ffordd fach o'r gyffordd gynyddu'n sylweddol pe byddai'r safle ym Maes Awyr Llanbedr yn cael ei ddatblygu; a
- Cynllun Rheoli Carbon, a fydd yn ystyried defnyddio dulliau adeiladu a deunyddiau carbon isel.

Fodd bynnag nodir, yn rhan o'r cam nesaf, y dylid ystyried ymhellach effeithiau posibl y Pecynnau Dewis eraill heb ffordd liniaru cyflymder isel, er mwyn deall a ellir cyflawni amcanion yr astudiaeth ar lefel gymharol heb yr angen am ffordd newydd yn yr ardal leol. Bydd cynnal yr asesiad hwn yn sicrhau bod y ffordd liniaru cyflymder isel yn cael ei hystyried fel ymyriad 'dewis olaf', yn unol â chanfyddiadau y Panel Adolygu Ffyrdd.



## **ATODIAD A – GALW YSGOGEDIG YN LLANBEDR**

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## Atodiad A

<b>DYDDIAD:</b>	11 Gorffennaf 2024	<b>CYFRINACHEDD:</b>	Cyfrinachol
<b>PWNC:</b>	Galw Ysgogedig yn Llanbedr		
<b>PROSIECT:</b>	Gwelliannau Trafnidiaeth Llanbedr - WelTAG Cam Un	<b>AWDUR:</b>	Gwyn Davies
<b>GWIRIWYD:</b>	Andrew Stoneman	<b>CYMERADWYWYD:</b>	Jason Collins

### Cyflwyniad

Nododd y Panel Adolygu Ffyrdd y byddai cyflwyno ffordd newydd i'r gorllewin o Lanbedr, fel y cynigiwyd yn flaenorol, yn arwain at gynnydd mewn allyriadau carbon oherwydd traffig ysgogedig, cyflymder cerbydau cynyddol, a charbon ymgorfforedig.

Ar y sail hon, rhoddwyd ystyriaeth bellach i'r tebygolrwydd o ffordd liniaru cyflymder isel o ran cynhyrchu teithiau cerbydau ychwanegol yn yr ardal, y cyfeirir at hyn fel 'galw ysgogedig'.

### Canllawiau ar Gludiant

Yn natblygiad y cynllun trafndiaeth, pan ddisgwylir y bydd effaith ar nifer y teithiau sy'n debygol o gael eu gwneud, argymhellir model 'galw amrywiol' (TAG Unit M1.1<sup>1</sup>). Fodd bynnag, pan ellir dangos na fydd newidiadau i'r rhwydwaith trafndiaeth yn cynhyrchu newid amlwg yn y galw, gallai dull 'galw sefydlog' fod yn addas.

Y penderfynyddion allweddol wrth farnu a yw dull galw sefydlog yn addas yw:

- 1 A fydd y cynllun trafndiaeth yn clirio'r rhwydwaith trafndiaeth ac felly yn annog rhagor o bobl i yrru naill ai drwy newid dull teithio neu wneud teithiau hollol newydd?
- 2 A fydd y cynllun trafndiaeth yn lleddfu gorlenwi ar drafnidiaeth gyhoeddus ac yn annog rhagor o bobl i deithio mewn bws neu ar reilffordd?

### Dewis Dull Teithio

Er bod y gwasanaeth bws ar hyd yr A496 wedi cynyddu yn ddiweddar i redeg bob awr, ystyrir bod y cynnig trafndiaeth gyhoeddus yn yr ardal yn wael, yn enwedig o'i gymharu ag ardaloedd mwy trefol. Ynghyd â hyn, mae'r gwasanaeth bysiau yn gweithredu drwy'r pentref ar hyn o bryd ac mae'n destun yr un cyfyngiadau ffyrdd â cherbydau eraill, sy'n golygu nad yw'n cynnig cyfle i osgoi unrhyw dagfeydd posibl sy'n digwydd yn y pentref.

Hefyd, nid yw teithiau llesol yn ddewis i nifer mawr o bobl oherwydd diffyg seilwaith a lleoliad gwledig pentref Llanbedr.

Ystyrir felly nad yw'r mwyafrif helaeth o bobl ar hyn o bryd yn teithio â dulliau teithio cynaliadwy ac felly mae ffordd liniaru cyflymder isel yn y lleoliad hwn yn annhebygol o ddylanwadu'n sylweddol ar y dull teithio a ddewisir.

<sup>1</sup> <https://assets.publishing.service.gov.uk/media/664f46ebbd01f5ed32794168/tag-m1-1-principles-of-modelling-forecasting.pdf>

## Amseroedd Teithiau

Cydnabyddir y gallai ffordd liniaru cyflymder isel leihau amseroedd teithio drwy Lanbedr ychydig – oddeutu 90 eiliad yw'r amser teithio cyfartalog presennol drwy'r pentref o'i gymharu ag amser teithio cyfartalog posibl o 65 eiliad ar ffordd 1.1km ar gyflymder o 40 mya. Fodd bynnag, ystyrir bod yr effaith o ran taith lawn yn yr ardal leol yn llawer llai sylweddol.

I ddangos hyn, crynhoir yr effaith bosibl ar amseroedd teithio ar gyfer rhai teithiau allweddol yn yr ardal leol yn **Nhabl A1**.

**Tabl A1 Effaith Bosibl ar Amseroedd Teithio – Llwybrau Allweddol**

Senario	Amseroedd Teithiau	Abermaw i Harlech	Abermaw i Borthmadog	Abermaw i Fangor	Teithiau Ymwelwyr <sup>2</sup>
Presennol	Munudau	24.0	42.0	77.0	105.0
	Eiliadau	1,440	2,520	4,620	6,300
Ffordd 40 mya	Munudau	23.6	41.6	76.6	104.6
	Eiliadau	1,415	2,495	4,595	6,275
	% y Newid	-1.7%	-1.0%	-0.5%	-0.4%
Ffordd 30 mya	Munudau	23.9	41.9	76.9	104.9
	Eiliadau	1,433	2,513	4,613	6,293
	% y Newid	-0.5%	-0.3%	-0.1%	-0.1%

O'r dadansoddiad a gynhaliwyd, mae'n amlwg bod yr effaith wirioneddol ar amseroedd teithio ar gyfer rhai teithiau allweddol yn yr ardal leol yn annhebygol o fod yn sylweddol.

Ceir y lleihad mwyaf sylweddol, ymhlith y senarios a ystyriwyd, yn llwybr Abermaw i Harlech â ffordd liniaru cyflymder isel 40 mya, lle y rhagwelir lleihad o 1.7% mewn amser teithio. Fel rheol gyffredinol, mae'r cynnydd posibl mewn traffig sy'n deillio o alw ysgogedig oddeutu **traean o ganran y lleihad mewn amser teithio**, ac felly ar gyfer yr holl llwybrau allweddol a ystyriwyd, disgwylid cynnydd o lai nag 1% yn y galw am draffig mewn cysylltiad â galw ysgogedig.

Felly, ystyrir bod y newid mewn amseroedd teithiau yn annhebygol o arwain at gynnydd mewn llif traffig sy'n gysylltiedig â galw ysgogedig.

## Crynodeb

O'r dadansoddiad a gynhaliwyd, mae'n amlwg nad yw ffordd liniaru cyflymder isel yn Llanbedr yn debygol o arwain at gynnydd yn y galw am draffig sy'n gysylltiedig â galw ysgogedig. Mae hyn oherwydd bod y ffordd arfaethedig yn annhebygol o annog rhagor o bobl i yrru pan nad ydynt yn gwneud hynny ar hyn o bryd, gan fod y mwyafrif helaeth o bobl eisoes yn gyrru yn yr ardal, a dim ond lleihad bach mewn amseroedd teithio sy'n gysylltiedig â'r cynnig.

<sup>2</sup> Tybiwyd y bydd teithiau ymwelwyr yn cynnwys teithiau o 1 awr 45 munud o leiaf ac y byddant yn teithio drwy Lanbedr.



## **ATODIAD B – AMCANGYFRIF O EFFAITH CYFLYMDERAU CERBYDAU AR GARBON**

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## Atodiad B

DYDDIAD:	11 Gorffennaf 2024	CYFRINACHEDD:	Cyfrinachol
PWNC:	Allyriadau Carbon yn Llanbedr		
PROSIECT:	Gwelliannau Trafnidiaeth Llanbedr - WelTAG Cam Un	AWDUR:	Olivia Cairns
GWIRIWYD:	Gwyn Davies	CYMERADWYWYD:	Jason Collins

### Cyflwyniad

Er mwyn deall effaith bosibl newidiadau mewn cyflymderau cerbydau yng nghyffiniau Llanbedr ar allyriadau carbon gan ddefnyddwyr y ffordd, ystyriwyd cyflymderau presennol, ochr yn ochr â chanllawiau gwerthuso carbon gan yr Adran Drafnidiaeth a National Highways.

### Y Sefyllfa Bresennol

Cynhaliwyd gwaith meintioli ar lefel uchel allyriadau defnyddwyr ar hyd yr A496 yn Llanbedr, gan ddefnyddio'r data sydd ar gael. Mae'r allyriadau wedi eu meintioli gan ddefnyddio Pecyn Cymorth Ffactorau Allyriadau yr Adran Drafnidiaeth gyda'r data a ganlyn:

- Data llif traffig blynyddol rhwng mis Gorffennaf 2015 a mis Mehefin 2016 a ddarparwyd gan Gyngor Gwynedd; a
- Data amseroedd teithiau INRIX ar gyfer mis yn ystod yr haf a mis niwtral o 2023, a ddarparwyd gan Drafnidiaeth Cymru.

Er bod data mis Awst 2023 ar gael, defnyddiwyd data 2015/16 oherwydd bod hyn yn cyfrif am flwyddyn gron. Gwnaed cymariaethau rhwng data mis Awst 2023 a mis Awst 2016, a ddangosodd fod llifoedd traffig wedi parhau i fod yn gymharol debyg ac felly ystyriwyd bod data 2015/16 yn berthnasol ac yn briodol ar gyfer yr asesiad hwn.

Crynoir canlyniadau'r gwaith meintioli allyriadau defnyddwyr ar gyfer yr A496 drwy Lanbedr yn nogfen Llinell Sylfaen Carbon (70115176-WSP-EGN-LBR-RP-TR-0001).

### Allyriadau sy'n Deillio o Dagfeydd

Gellir defnyddio Speed Banding Tool National Highways i asesu allyriadau egsôst cerbydau sy'n gysylltiedig ag allbynnau cyflymder a llif cysylltiadau y model traffig.

Dengys **Tabl 1** y gwahaniaeth yn y ffactorau allyriadau hyn ar gyfer gwahanol lefelau o dagfeydd ar ffyrdd gwledig (nid Llundain). Mae hyn yn dangos bod allyriadau CO<sub>2</sub> g/km traffig sy'n llifo'n rhydd ffactor yn is nag allyriadau pan fo cyflyrau tagfeydd ysgafn a thrwm, a bod allyriadau CO<sub>2</sub> hyd at 240% yn uwch mewn tagfeydd trwm o'u cymharu â thraffig sy'n llifo'n rhydd.<sup>1</sup>

<sup>1</sup> DMRB Interim Advice Note 185/15. Ar gael yn: [https://gat04-live-1517c8a4486c41609369c68f30c8-aa81074.divio-media.org/M4-Newport/C%20-%20Core%20Documents/6.%20Transport%20and%20Engineering/6.1.11%20-%20Interim%20Advice%20Note%20185\\_15%20Updated%20traffic%2C%20air%20quality%20and%20noise%20advice.pdf](https://gat04-live-1517c8a4486c41609369c68f30c8-aa81074.divio-media.org/M4-Newport/C%20-%20Core%20Documents/6.%20Transport%20and%20Engineering/6.1.11%20-%20Interim%20Advice%20Note%20185_15%20Updated%20traffic%2C%20air%20quality%20and%20noise%20advice.pdf)

**Tabl 1 Allryriadau Carbon Deuocsid (Ffyrdd Gwledig) ar gyfer Cerbydau Dyletswydd Ysgafn (Ceir a Faniau) – Speed Banding Emissions Tool DMRB National Highways**

Categori Cyflymder	Ffactor Allryriadau CO <sub>2</sub> g/km (2026)
Tagfeydd Trwm	282.1
Tagfeydd Ysgafn	140.6
Llifo'n Rhydd	117.3

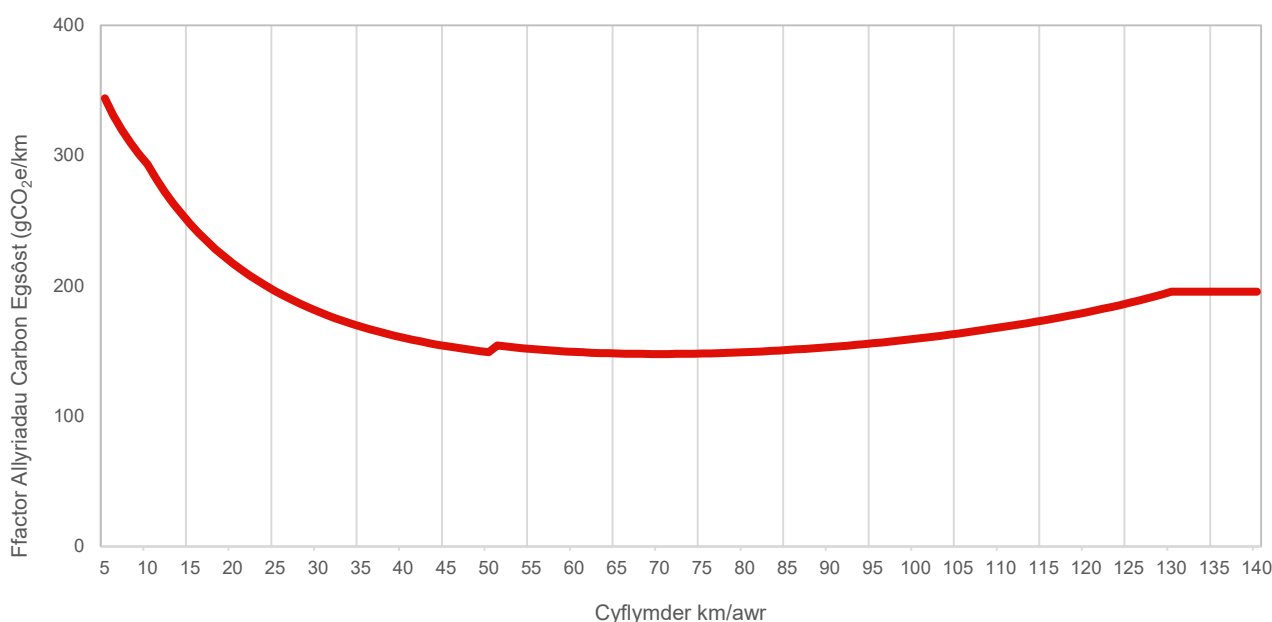
Ar hyn o bryd, yn ôl data INRIX a ddarparwyd gan TrC, oddeutu 30 mya yw'r cyflymder cyfartalog drwy bentref Llanbedr. Fodd bynnag, mae achosion o gerbydau yn segura a thraffig yn gwneud symudiadau stopio/dechrau, yn enwedig yn ystod y tymor brig i ymwelwyr, sy'n cynyddu'r allyriadau carbon a gynhyrchir oherwydd gostyngiad mewn effeithlonrwydd injan a chynnydd yng nghyffwrdd y tanwydd a ddefnyddir.

Gan y byddai ffordd liniaru cyflymder isel yn lleihau'r tebygolrwydd o symudiadau stopio/dechrau i ddefnyddwyr y ffordd, ystyrir ei bod yn debygol na fydd ffordd 30 neu 40 mya sy'n llifo'n rhydd yn cynyddu allyriadau defnyddwyr, yn enwedig os yw'r galw ysgogedig o'r ddarpariaeth newydd hon yn finimol, a gallai leihau allyriadau defnyddwyr os bydd symudiadau stopio/dechrau yn cael eu lleihau.

## Yr Allyriadau sy'n Deillio o Newidiadau mewn Cyflymder

Adnodd DEFRA (Adran yr Amgylchedd, Bwyd a Materion Gwledig) yw Pecyn Cymorth Ffactorau Allyriadau yr Adran Drafnidiaeth sy'n caniatáu i ddefnyddwyr gyfrifo cyfraddau allyriadau llygryddion cerbydau ffyrdd (NO<sub>x</sub>, PM10, PM2.5 ac CO<sub>2</sub>) ar gyfer blwyddyn benodol, math o ffordd, cyflymder cerbyd a chyfansoddiad fflyd cerbydau. Dengys y ffactorau allyriadau fesul cyflymder yn **Ffigur 1**.

**Ffigur 1 Ffactorau Allyriadau (gCO<sub>2</sub>e/km) fesul Cyflymder – Ffactor Allyriadau yr Adran Drafnidiaeth Pecyn Cymorth (Cerbydau Dyletswydd Ysgafn)<sup>2</sup>**



<sup>2</sup> Ar gyfer ceir hybrid, mae'r pecyn cymorth yn tybio bod injan tanio mewnol yn cael ei defnyddio ar gyfer cyflymderau dros 50 km/awr, ond trydan sy'n rhedeg ar fatri, ar gyfer cyflymderau sy'n is na 50 km/awr. Mae hyn yn esbonio'r cynnydd bach a ddangosir yn y graff ar oddeutu 50 km/awr.



O ystyried y rhaniad cerbydau nodweddiadol ar gyfer yr A496 drwy Lanbedr – dim ond oddeutu 2% o'r traffig sy'n Gerbydau Dyletswydd Trwm – mae Cerbydau Dyletswydd Ysgafn wedi eu dewis i weithredu fel cynrychiolydd i ddangos y newid mewn allyriadau carbon ( $\text{gCO}_2\text{e/km}$ ) fesul cyflymder cerbyd ( $\text{km/awr}$ ), gan ddefnyddio Pecyn Cymorth Ffactor Allyriadau yr Adran Drafnidiaeth.

Yn unol â **Ffigur 1**, mae llacio tagfeydd a thrwy hynny gynyddu cyflymderau cerbydau, hyd yn oed 3 i 6 mya (5 i 10  $\text{km/awr}$ ), yn lleihau'r allyriadau egsôst fesul y pellter a deithir fesul awr. Mae cynyddu cyflymder y traffig o 5 i 15 mya (8  $\text{km/h}$  i 24  $\text{km/h}$ ) yn cyflawni lleihad o 36% mewn allyriadau Cerbydau Dyletswydd Ysgafn. Gwelir yr allyriadau egsôst isaf fesul y pellter a deithir fesul awr ar 43 mya (70  $\text{km/awr}$ ).

Nid oes llawer o wahaniaeth nodedig rhwng 30 mya (48  $\text{km/awr}$ ) a 40 mya (64  $\text{km/awr}$ ), sy'n gynnig lleihad o 5% yn unig mewn allyriadau egsôst. Er bod hyn yn fân wahaniaeth, mae'n dangos bod ffordd liniaru cyflymder isel yn y lleoliad hwn yn annhebygol o gynyddu allyriadau, o'i chymharu â'r presennol, os yw'r terfyn cyflymder yn cael ei osod ar 30 neu 40 mya.

## Crynodeb

Yn seiliedig ar y dadansoddiad a gynhaliwyd hyd yma, ystyrir ei bod yn annhebygol y byddai cynnydd mewn cyflymder cerbydau ar hyd ffordd liniaru cyflymder isel yn Llanbedr yn cynyddu allyriadau defnyddwyr y rhwydwaith trafnidiaeth, o'i gymharu â'r presennol.

Mae'r cyflyrau gorlawn a'r symudiadau stopio/dechrau cysylltiedig sy'n cynyddu'r tanwydd a ddefnyddir yn arfer yn digwydd yn ystod cyfnodau cyfyngedig dros yr haf ac ar adegau brig o'r diwrnod. Felly, mae unrhyw allyriadau defnyddwyr a arbedir yn sgil lleihau symudiadau stopio/dechrau yn debygol o fod yn fach. Felly, o safbwynt allyriadau carbon oes cyfan yn unig, mae'r arbedion posibl hyn mewn allyriadau defnyddwyr yn annhebygol o wrthbwysu'r buddsoddiad seilwaith carbon mawr sydd ei angen i adeiladu'r ffordd liniaru cyflymder isel, gan arwain at gynnydd net mewn allyriadau carbon oes cyfan.

Fodd bynnag, cydnabyddir bod angen dadansoddiad manylach ar y cam nesaf er mwyn meintoli effaith carbon oes cyfan ffordd liniaru cyflymder isel yn y lleoliad hwn ac ystyried mesurau i leihau'r allyriadau carbon a gynhrychir yn rhan o'r broses adeiladu.



## LLEIHAU'R ANGEN I DEITHIO - NODYN PECYN DEWIS

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## 70115176-WSP-GEN-LBR-RP-TR-0013

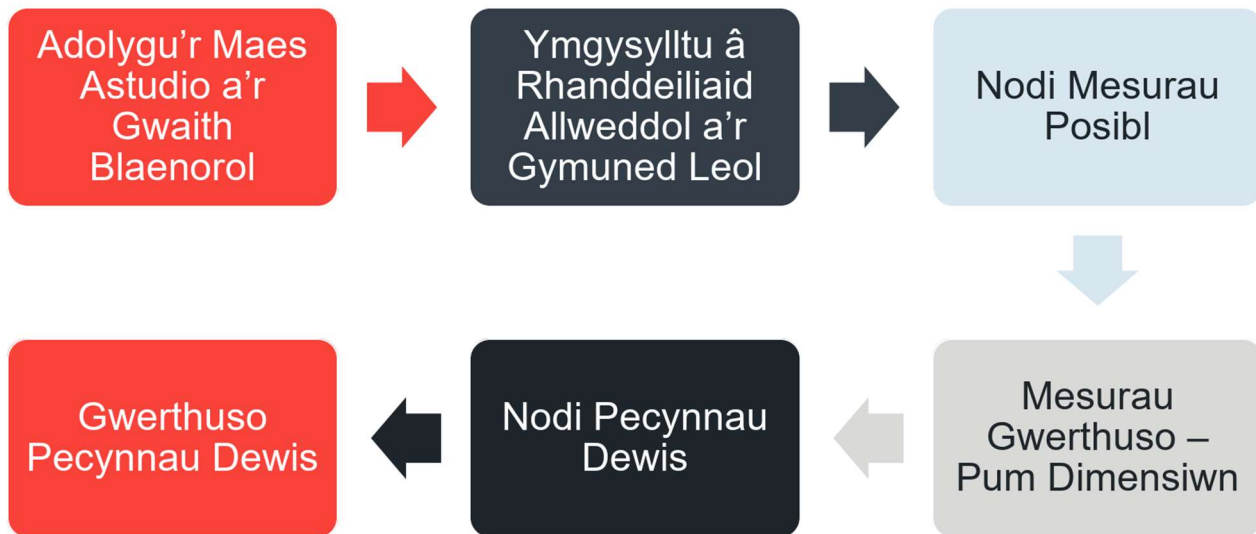
DYDDIAD:	04 Gorffennaf 2024	CYFRINACHEDD:	Cyfrinachol
PWNC:	Lleihau'r Angen i Deithio - Pecyn Dewis		
PROSIECT:	Gwelliannau Trafnidiaeth Llanbedr - WelTAG Cam Un	AWDUR:	Abby Morris
GWIRIWYD:	Gwyn Davies	CYMERADWYWYD:	Jason Collins

## CYFLWYNIAD

Mae'r Nodyn Technegol hwn yn darparu crynodeb o Becyn Dewis 'Lleihau'r Angen i Deithio', a gynigiwyd yn rhan o astudiaeth WelTAG Cam Un Gwelliannau Trafnidiaeth Llanbedr. Mae'n darparu crynodeb o'r dull a ddilynwyd i nodi mesurau sy'n ffurfio'r Pecyn Dewis hwn, cyn darparu asesiad cychwynnol o'r dewis yng nghyd-destun yr amcanion astudiaeth y cytunwyd arnynt.

Darperir crynodeb o'r broses arfarnu a gynhaliwyd a lle mae'r Nodyn Technegol hwn yn y broses, yn **Ffigur 1**.

Ffigur 1 Y Broses Arfarnu



## PECYN DEWIS LLEIHAU'R ANGEN I DEITHIO

### Trosolwg

Gan ddefnyddio'r Ddewislen a nodir yng nghanllawiau WelTAG 2024, mae rhestr hir o fesurau posibl wedi ei hystyried i'w gweithredu yn Llanbedr a'r cyffiniau. Arweiniodd hyn at oddeutu 100 o fesurau yn cael eu hystyried, ar ôl cael eu nodi o gyfuniad o'r canlynol:

- Astudiaeth WelTAG Cam Un Blaenorol (2015);
- Canfyddiadau y Panel Adolygu Ffyrdd (2021);
- Arfarniad 'Cam Cyflyn Ymlaen' gan Drafnidiaeth Cymru (2022);
- Sylwadau a dderbyniwyd gan y gymuned leol a rhanddeiliaid; a
- Enghreifftiau o arferion gorau mewn lleoliadau tebyg.

### Mesurau Hidlo a Phecynnu

Yn unol â WelTAG, mae'r rhestr hir o fesurau wedi eu hystyried yng nghyd-destun y pum dimensiwn: Ffit Strategol, Llesiant, Fforddiadwyedd, Cyflawnadwyedd, a Rheolaeth. Cynhaliwyd yr arfarniad ansoddol hwn i nodi a yw mesurau:

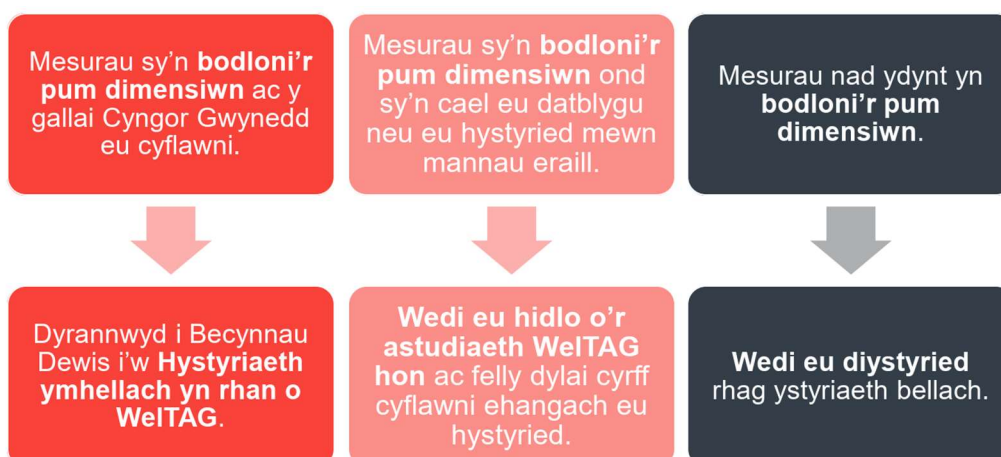
- Yn unol â pholisi lleol a chenedlaethol [**Ffit Strategol**];
- Yn debygol o wella llesiant [**Llesiant**];
- Yn fforddiadwy o bosibl [**Fforddiadwyedd**];
- Yn gyflawnadwy o bosibl [**Cyflawnadwyedd**]; a
- Yn rheoladwy [**Rheoli**].

Cynhaliwyd yr arfarniad ar gyfer dwy senario: y cyntaf yw'r senario **heb ffordd liniaru cyflymder isel** presennol yng nghyffiniau Llanbedr, a'r ail yw senario **gyda ffordd liniaru cyflymder isel** yn yr ardal. Ystyriwyd y ddwy senario oherwydd mewn un o'r senarios yn unig y mae rhai mesurau yn addas, ac felly mae'r rhestr o fesurau posibl yn amrywio gan ddibynnu a yw ffordd liniaru cyflymder isel yn cael ei gweithredu ai peidio.

Neilltuwyd y mesurau yr ystyriwyd eu bod yn gydnaws â'r pum dimensiwn i Becynnau Dewis, yn seiliedig ar y math o ymyriad a/neu ei leoliad. Os oedd unrhyw fesurau nad oedd yn gydnaws â meini prawf y pum dimensiwn a nodir uchod, cawsant eu diystyru ar y cam hwnnw ac ni chawsant eu hystyried ymhellach.

Darperir crynodeb o'r dull hidlo mesurau yn **Ffigur 2**, a nodir manylion ychwanegol am yr arfarniad yn yr Arfarniad Llesiant Integredig (70115176-WSP-GEN-LBR-RP-TR-0006).

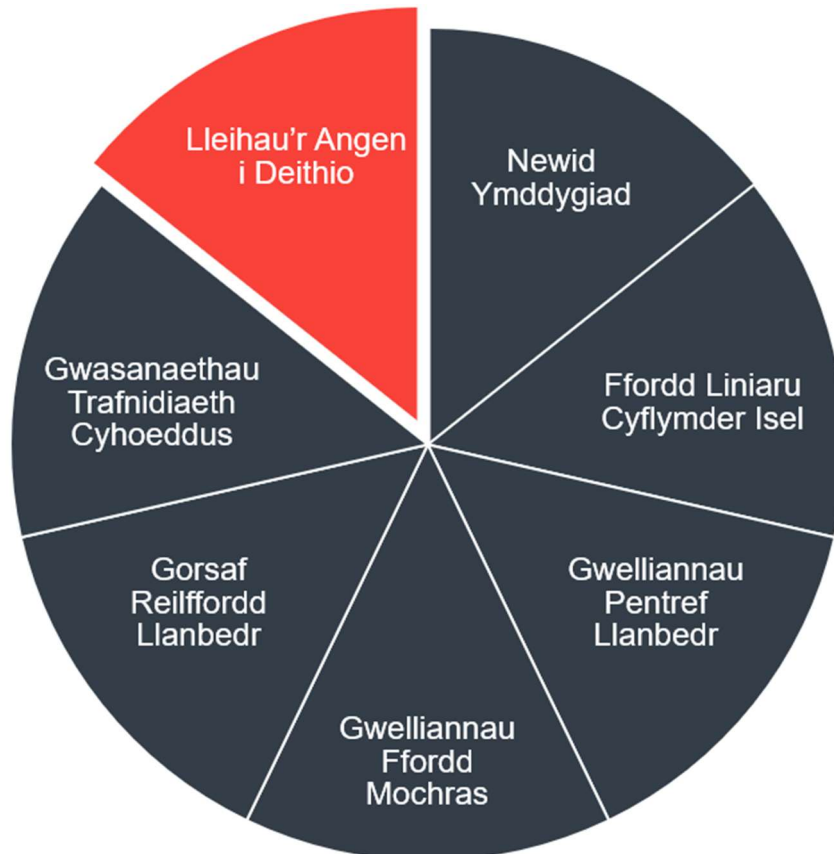
**Ffigur 2** Dull Hidlo – Gwelliannau Trafnidiaeth Llanbedr



## Pecynnau Dewis

Yn seiliedig ar yr arfarniad a gynhaliwyd, nodwyd saith Pecyn Dewis ar gyfer gwelliannau trafnidiaeth yn Llanbedr a'r cyffiniau, fel y dangosir yn **Ffigur 3**.

**Ffigur 3 Pecynnau Dewis – Gwelliannau Trafnidiaeth Llanbedr**



Dylid nodi mai un o saith dewis sy'n cael eu hystyried yn rhan o astudiaeth WelTAG Gwelliannau Trafnidiaeth Llanbedr yw Pecyn Dewis 'Lleihau'r Angen i Deithio', a darperir manylion am y Pecynnau Dewis eraill yn y dogfennau a ganlyn:

- Ffordd liniaru Cyflymder Isel (70115176-WSP-GEN-LBR-RP-TR-0012);
- Newid Ymddygiad (70115176-WSP-GEN-LBR-RP-TR-0014);
- Gwasanaethau Trafnidiaeth Cyhoeddus (70115176-WSP-GEN-LBR-RP-TR-0015);
- Gorsaf Reilffordd Llanbedr (70115176-WSP-GEN-LBR-RP-TR-0016);
- Gwelliannau i Bentref Llanbedr (70115176-WSP-GEN-LBR-RP-TR-0017); a
- Gwelliannau Ffordd Mochras (70115176-WSP-GEN-LBR-RP-TR-0018).

## Lleihau'r Angen i Deithio

Darperir y rhestr o fesurau sydd wedi eu cynnwys ym Mhecyn Dewis 'Lleihau'r Angen i Deithio' yn **Nhabl 1**. Dylid nodi bod yr un mesurau wedi eu nodi ar gyfer senarios asesu gyda ffordd lleihau cyflymder isel a hebddi. Bydd y mesurau a nodwyd yn cael eu datblygu'n fanylach yn WelTAG Cam Dau os bydd y Pecyn Dewis arfaethedig yn mynd rhagddo.

**Tabl 1 Lleihau'r Angen i Deithio – Pecyn Dewis Mesurau**

<b>Cyf</b>	<b>Dewis</b>	<b>Disgrifiad</b>	<b>Heb Ffordd Liniaru Cyflymder Isel</b>	<b>Gyda Ffordd Liniaru Cyflymder Isel</b>
LP2	Canolfannau Gweithio o Bell	Datblygu canolfannau gweithio o bell mewn lleoliadau cyfagos megis Porthmadog, Harlech, ac Abermaw, yn ogystal â chanolfannau gweithio o bell 'micro' mewn pentrefi ar hyd yr A496.	✓	✓
LP3	Polisiâu Gweithio o Bell	Annog cwmnïau a sefydliadau a leolir yn yr ardal leol, ar draws y sector cyhoeddus a phreifat, i fabwysiadu polisiâu gweithio o bell pan fo hynny'n bosibl.	✓	✓
LP4	Cypyrddau Clo Diogel ar gyfer Nwyddau a Ddosberthir	Darparu cypyrddau clo diogel ar gyfer nwyddau a ddosberthir ym mhentref Llanbedr.	✓	✓
BC9	Meddygfa Meddyg Teulu Symudol	Darparu meddygfa meddyg teulu ym mhentref Llanbedr o leiaf unwaith yr wythnos.	✓	✓

## EFFAITH AR AMCANION YR ASTUDIAETH

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### Trosolwg

Cytunwyd ar gyfanswm o wyth amcan astudiaeth yn rhan o astudiaeth WeITAG Gwelliannau Trafnidiaeth Llanbedr. Mae amcanion yr astudiaeth yn berthnasol i ardal yr astudiaeth ac fe'u datblygwyd fel bod unrhyw ymyriadau arfaethedig yn cael eu gweithredu er mwyn mynd i'r afael â'r rhan fwyaf o'r problemau trafndiaeth yn Llanbedr a'r cyffiniau. Crynhoir amcanion yr astudiaeth fel a ganlyn:

- 1 Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth;
- 2 Gwella diogelwch ar gyfer pob dull trafndiaeth;
- 3 Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr;
- 4 Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy;
- 5 Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref;
- 6 Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd;
- 7 Gwella cydnerthedd y rhwydwaith trafndiaeth yn Llanbedr a'r cyffiniau; a
- 8 Lleihau effaith newid hinsawdd ar y gymuned leol.

### Asesiad

Crynhoir effeithiau posibl y Pecyn Dewis hwn ar amcanion yr astudiaeth yn y senario gyda ffordd liniaru cyflymder isel a'r senario hebddi yn **Nhabl 2**.

**Tabl 2 Effaith ar Amcanion yr Astudiaeth – Pecyn Dewis Lleihau'r Angen i Deithio (Senarios Gydag a Heb Ffordd liniaru Cyflymder Isel)**

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO1	Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth.	Gallai darparu gwasanaethau allweddol megis meddygfa ac annog gweithio o bell, leihau'r angen am rai teithiau yn yr ardal leol.	++
SO2	Gwella diogelwch ar gyfer pob dull trafnidiaeth.	Trwy leihau'r angen am rai teithiau, mae'n bosibl y gellid cyflawni lleihad bach yn nifer y cerbydau modur preifat sydd ar y ffyrdd, a allai helpu i wella diogelwch rhywfaint. Fodd bynnag, ystyrir bod hyn yn annhebygol o fod yn ganfyddadwy ac felly mae wedi ei sgorio yn niwtral.	0
SO3	Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO4	Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO5	Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO6	Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd.	Gallai'r pecyn dewis hwn leihau'r angen i bobl leol wneud rhai teithiau, sy'n golygu y gallai effaith fwy traffig sy'n gysylltiedig â'r economi ymwelwyr gael ei lleihau ychydig.	+
SO7	Gwella cydnherthedd y rhwydwaith trafnidiaeth yn Llanbedr a'r cyffiniau.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0



Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO8	Lleihau effaith newid hinsawdd ar y gymuned leol.	Trwy alluogi rhagor o bobl i weithio gartref, ni fyddai angen rhai teithiau i'r gwaith mwyach. Byddai hyn yn sicrhau bod pobl leol yn dal i allu gweithio pe byddai digwyddiadau newid hinsawdd yn digwydd, megis llifogydd arfordirol ar yr A496, gan leihau effaith newid hinsawdd ar y gymuned leol. Hefyd, gallai'r pecyn dewis hwn leihau ychydig ar yr allyriadau carbon sy'n deillio o'r rhwydwaith trafndiaeth drwy leihau'r angen i bobl deithio ag unrhyw ddull trafndiaeth.	+

## Crynodeb o'r Asesiad

Mae'r asesiad o Becyn Dewis 'Lleihau'r Angen i Deithio' yn dangos y gallai gyflawni rhai o amcanion yr astudiaeth yn gadarnhaol, drwy leihau'r angen i deithio (SO1), a allai leihau'r galw am draffig yn ystod y tymor brig i ymwelwyr a chan hynny leihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd (SO6), gan leihau allyriadau carbon o'r rhwydwaith trafnidiaeth (SO8) hefyd.

Mae'n debygol y bydd hyn yn cael ei gyflawni drwy fabwysiadu polisïau gweithio o bell yn lleol, yn ogystal â darparu gwasanaethau allweddol yn y pentref, pan fo hynny'n bosibl, er mwyn lleihau gymaint â phosibl yr angen i deithio i gytrefi cyfagos, megis Harlech ac Abermaw i ddefnyddio gwasanaethau allweddol.

Fodd bynnag, nodir bod y Pecyn Dewis yn annhebygol o gael effaith ganfyddadwy ar weddill amcanion yr astudiaeth, oherwydd diffyg cynigion am seilwaith ffisegol.

## CRYNODEB A'R CAMAU NESAF

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### Crynodeb a Chasgliad

Mae'r Nodyn Technegol hwn wedi darparu crynodeb o'r broses a ddilynwyd i nodi amrywiaeth o fesurau sy'n cyfuno i ffurfio Pecyn Dewis 'Lleihau'r Angen i Deithio', cyn cynnal asesiad cychwynnol o'r Pecyn Dewis yng nghyd-destun amcanion yr astudiaeth, er mwyn sicrhau ei fod yn addas i'w ystyried ymhellach yn WelTAG Cam Dau.

Mae'r asesiad o Pecyn Dewis 'Lleihau'r Angen i Deithio' yn dangos y gallai gyflawni rhai o amcanion yr astudiaeth yn gadarnhaol ac felly dylid ei ddwyn ymlaen i WelTAG Cam Dau.

### Y Camau Nesaf

Dylid ystyried y Pecyn Dewis hwn ymhellach yn rhan o WelTAG Cam Dau, er mwyn deall y costau posibl sy'n gysylltiedig â chyflawni'r mesurau a meintoli'r effeithiau posibl ymhellach.

Oherwydd ei bod y Pecyn Dewis hwn yn annhebygol o gyflawni holl amcanion yr astudiaeth ar ei ben ei hun, dylid ystyried effaith gronnus y mesurau, ynghyd â Phecynnau Dewis eraill hefyd yn WelTAG Cam Dau. Bydd hyn yn sicrhau bod unrhyw atebion terfynol a ffefrir yn manteisio gymaint â phosibl ar y buddion mewn cysylltiad â holl amcanion yr astudiaeth, er mwyn sicrhau bod yr holl broblemau trafndiaeth yn Llanbedr yn cael eu nodi a'u datrys yn llawn.



## NEWID YMDDYGIAD - NODYN PECYN DEWIS

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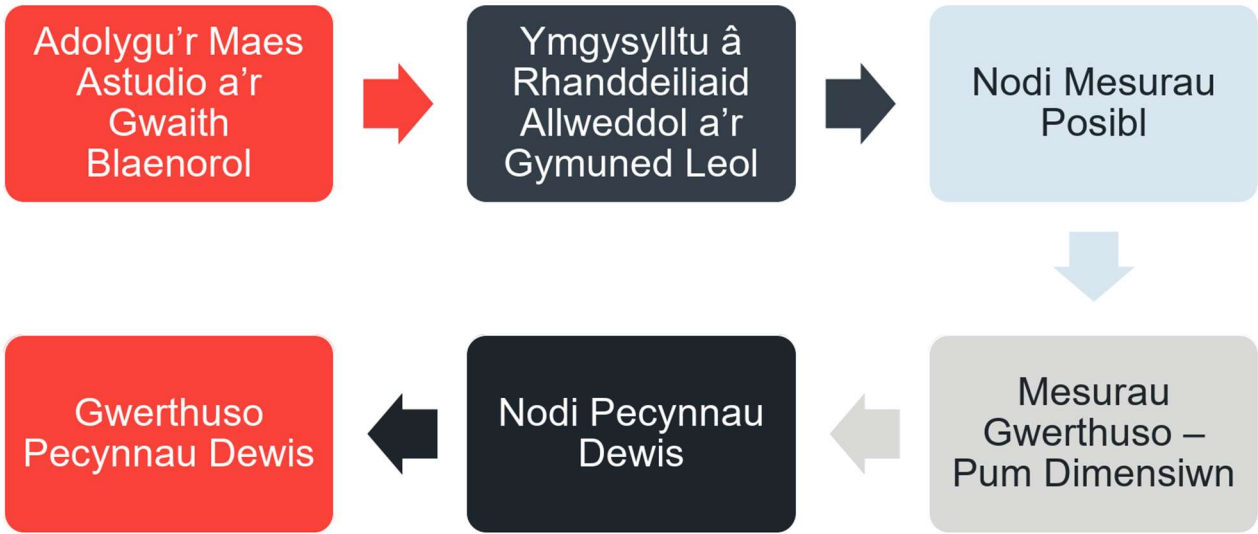
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PWNC:	Newid Ymddygiad - Pecyn Dewis		
PROSIECT:	Gwelliannau Trafnidiaeth Llanbedr - WeITAG Cam Un	AWDUR:	Abby Morris
GWIRIWYD:	Gwyn Davies	CYMERADWYWYD:	Jason Collins

CYFLWYNIAD

Mae'r Nodyn Technegol hwn yn darparu crynodeb o Becyn Dewis 'Newid Ymddygiad', a gynigiwyd yn rhan o astudiaeth WeITAG Cam Un Gwelliannau Trafnidiaeth Llanbedr. Mae'n darparu crynodeb o'r dull a ddilynwyd i nodi mesurau sy'n ffurfio'r Pecyn Dewis hwn, cyn darparu asesiad cychwynnol o'r dewis yng nghyd-destun yr amcanion astudiaeth y cytunwyd arnynt.

Darperir crynodeb o'r broses arfarnu a gynhaliwyd a lle mae'r Nodyn Technegol hwn yn y broses, yn **Ffigur 1**.

Ffigur 1 Y Broses Arfarnu



## PECYN DEWIS NEWID YMDDYGIAD

### Trosolwg

Gan ddefnyddio'r Ddewislen a nodir yng nghanllawiau WelTAG 2024, mae rhestr hir o fesurau posibl wedi ei hystyried i'w gweithredu yn Llanbedr a'r cyffiniau. Arweiniodd hyn at oddeutu 100 o fesurau yn cael eu hystyried, ar ôl cael eu nodi o gyfuniad o'r canlynol:

- Astudiaeth WelTAG Cam Un Blaenorol(2015);
- Canfyddiadau y Panel Adolygu Ffyrdd (2021);
- Arfarniad 'Cam Cyflyn Ymlaen' gan Drafnidiaeth Cymru (2022);
- Sylwadau a dderbyniwyd gan y gymuned leol a rhanddeiliaid; a
- Enghreifftiau o arferion gorau mewn lleoliadau tebyg.

### Mesurau Hidlo a Phecynnu

Yn unol â WelTAG, mae'r rhestr hir o fesurau wedi eu hystyried yng nghyd-destun y pum dimensiwn: Ffit Strategol, Llesiant, Fforddiadwyedd, Cyflawnadwyedd, a Rheolaeth. Cynhaliwyd yr arfarniad ansoddol hwn i nodi a yw mesurau:

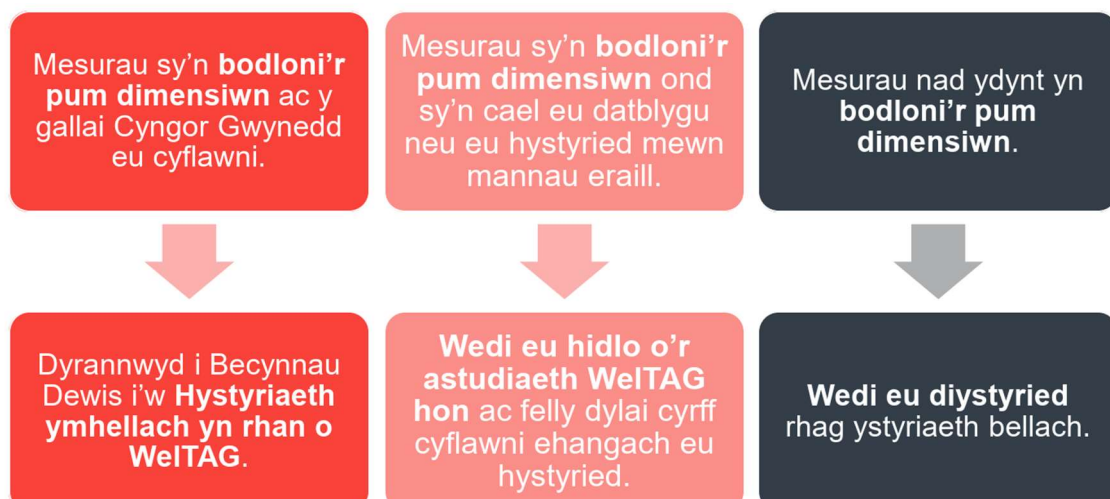
- Yn unol â pholisi lleol a chenedlaethol [**Ffit Strategol**];
- Yn debygol o wella llesiant [**Llesiant**];
- Yn fforddiadwy o bosibl [**Fforddiadwyedd**];
- Yn gyflawnadwy o bosibl [**Cyflawnadwyedd**]; a
- Yn rheoladwy [**Rheoli**].

Cynhaliwyd yr arfarniad ar gyfer dwy senario: y cyntaf yw'r senario heb ffordd liniaru cyflymder isel presennol yng nghyffiniau Llanbedr, a'r ail yw senario gyda ffordd liniaru cyflymder isel yn yr ardal. Ystyriwyd y ddwy senario oherwydd mewn un o'r senarios yn unig y mae rhai mesurau yn addas, ac felly mae'r rhestr o fesurau posibl yn amrywio gan ddibynnu a yw ffordd liniaru cyflymder isel yn cael ei gweithredu ai peidio.

Neilltuwyd y mesurau yr ystyriwyd eu bod yn gydnaws â'r pum dimensiwn i Becynnau Dewis, yn seiliedig ar y math o ymyriad a/neu ei leoliad. Os oedd unrhyw fesurau nad oedd yn gydnaws â meini prawf y pum dimensiwn a nodir uchod, cawsant eu diystyru ar y cam hwnnw ac ni chawsant eu hystyried ymhellach.

Darperir crynodeb o'r dull hidlo mesurau yn **Ffigur 2**, a nodir manylion ychwanegol am yr arfarniad yn yr Arfarniad Llesiant Integredig (70115176-WSP-GEN-LBR-RP-TR-0006).

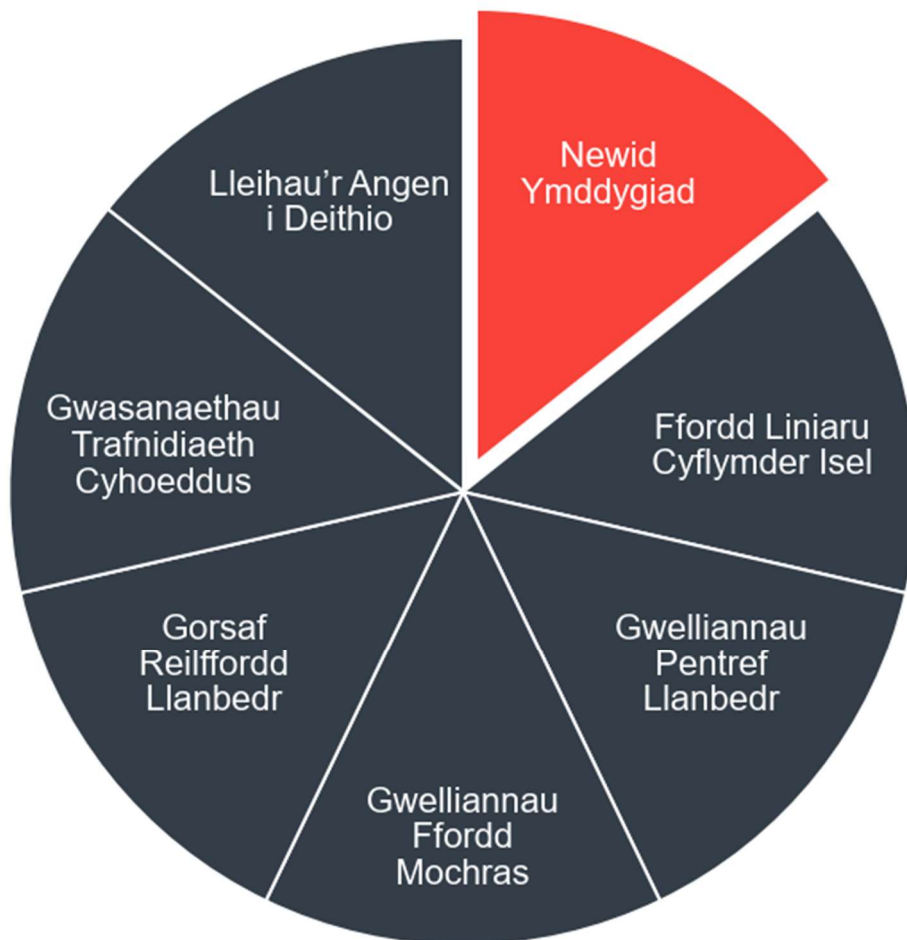
**Ffigur 2 Dull Hidlo – Gwelliannau Trafnidiaeth Llanbedr**



## Pecynnau Dewis

Yn seiliedig ar yr arfarniad a gynhaliwyd, nodwyd saith Pecyn Dewis ar gyfer gwelliannau trafndiaeth yn Llanbedr a'r cyffiniau, fel y dangosir yn **Ffigur 3**.

**Ffigur 3 Pecynnau Dewis – Gwelliannau Trafnidiaeth Llanbedr**



Dylid nodi mai un o saith dewis sy'n cael eu hystyried yn rhan o astudiaeth WelTAG Gwelliannau Trafnidiaeth Llanbedr yw Pecyn Dewis 'Newid Ymddygiad', a darperir manylion am y Pecynnau Dewis eraill yn y dogfennau a ganlyn:

- Ffordd liniaru Cyflymder Isel (70115176-WSP-GEN-LBR-RP-TR-0012);
- Lleihau'r Angen i Deithio (70115176-WSP-GEN-LBR-RP-TR-0013);
- Gwasanaethau Trafnidiaeth Cyhoeddus (70115176-WSP-GEN-LBR-RP-TR-0015);
- Gorsaf Reilffordd Llanbedr (70115176-WSP-GEN-LBR-RP-TR-0016);
- Gwelliannau i Bentref Llanbedr (70115176-WSP-GEN-LBR-RP-TR-0017); a
- Gwelliannau Ffordd Mochras (70115176-WSP-GEN-LBR-RP-TR-0018).

## Newid Ymddygiad

Darperir y rhestr o fesurau sydd wedi eu cynnwys ym Mhecyn Dewis 'Newid Ymddygiad' yn **Nhabl 1**. Dylid nodi bod yr un mesurau wedi eu nodi ar gyfer senarios asesu gyda ffordd lleihau cyflymder isel a hebddi. Bydd y mesurau a nodwyd yn cael eu datblygu'n fanylach yn WelTAG Cam Dau os bydd y Pecyn Dewis arfaethedig yn mynd rhagddo.

**Tabl 1 Newid Ymddygiad – Mesurau Pecyn Dewis**

<b>Cyf</b>	<b>Dewis</b>	<b>Disgrifiad</b>	<b>Heb Ffordd Liniaru Cyflymder Isel</b>	<b>Gyda Ffordd Liniaru Cyflymder Isel</b>
BC1	Dyddiau Dim Ceir	Ymgymryd â diwrnodau dim ceir cymunedol yn Llanbedr a'r cyffiniau.	✓	✓
BC8	Arwyddion Croeso a Thir y Cyhoedd ym Mhentref Llanbedr	Diweddarau arwyddion croeso i Lanbedr a gwella tir y cyhoedd drwy blannu a deunyddiau wyneb deniadol.	✓	✓
BC11	Gwybodaeth am Drafnidiaeth Gyhoeddus a Chynllunio Teithiau	Darparu gwybodaeth am drafnidiaeth gyhoeddus a chynllunio teithiau mewn lleoliadau addas, gan gynnwys yn Ysgol Gynradd Llanbedr, hysbysfyrddau cymunedol, busnesau lleol, ac ar blatfformau ar-lein, pan fo hynny'n berthnasol.	✓	✓
BC12	Byrddau Ymadael Gwasanaethau Trafnidiaeth Cyhoeddus	Darparu byrddau ymadael gwasanaethau trafnidiaeth cyhoeddus yn y pentref a Mochras.	✓	✓
BC13	Trwyddedau Parcio Preswyl	Gweithredu cynllun trwydded parcio preswyl ar gyfer Llanbedr, gan gynnwys y posibilrwydd o godi tâl i barcio ar ymwelwyr.	✓	✓
BC15	Canolfan Symudedd Gwledig	Darparu canolfan symudedd gwledig yn Llanbedr.	✓	✓
BC20	Cynllunio Teithio - Mochras	Datblygu a gweithredu Cynllun Teithio ar gyfer Mochras a fydd yn sefydlu cymhellion i deithio â thrafnidiaeth a mesurau cynaliadwy er mwyn atal teithiau diangen mewn car.	✓	✓
BC21	Cynllunio Teithio - Ysgol Gynradd Llanbedr	Datblygu a gweithredu Cynllun Teithio yn Ysgol Gynradd Llanbedr er mwyn annog teithiau llesol i'r ysgol a thynnu sylw at bwysigrwydd diogelwch ar y ffyrdd.	✓	✓
SS11	Trafnidiaeth Gymunedol - Coridor Ardudwy	Sefydlu cynllun Trafnidiaeth Cymunedol ar hyd Coridor Ardudwy, gan ymgorffori Llanbedr.	✓	✓
BU22	Pwyntiau Gwefru Cerbydau Trydan	Darparu pwyntiau gwefru cerbydau trydan mewn meysydd parcio yn Llanbedr a Mochras.	✓	✓
BU31	Gwefru Cerbydau Trydan gan Gymheiriaid i Gymheiriaid	Darparu pwynt gwefru cerbydau trydan yn Llanbedr i'w ddefnyddio gan y gymuned.	✓	✓



Cyf	Dewis	Disgrifiad	Heb Ffordd Liniaru Cyflymder Isel	Gyda Ffordd Liniaru Cyflymder Isel
BU37	Mochras – Maes Parcio Llanwol	Darparu arwyddion ar gyrion yr ardal fel bod ymwelwyr â Mochras yn gallu parcio yn ddiogel.	✓	✓

## EFFAITH AR AMCANION YR ASTUDIAETH

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### Trosolwg

Cytunwyd ar gyfanswm o wyth amcan astudiaeth yn rhan o astudiaeth WeITAG Gwelliannau Trafnidiaeth Llanbedr. Mae amcanion yr astudiaeth yn berthnasol i ardal yr astudiaeth ac fe'u datblygwyd fel bod unrhyw ymyriadau arfaethedig yn cael eu gweithredu er mwyn mynd i'r afael â'r rhan fwyaf o'r problemau trafndiaeth yn Llanbedr a'r cyffiniau. Crynhoir amcanion yr astudiaeth fel a ganlyn:

- 1 Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth;
- 2 Gwella diogelwch ar gyfer pob dull trafndiaeth;
- 3 Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr;
- 4 Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy;
- 5 Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref;
- 6 Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd;
- 7 Gwella cydnerthedd y rhwydwaith trafndiaeth yn Llanbedr a'r cyffiniau; a
- 8 Lleihau effaith newid hinsawdd ar y gymuned leol.

### Asesiad

Crynhoir effeithiau posibl y Pecyn Dewis hwn ar amcanion yr astudiaeth yn y senario gyda ffordd liniaru cyflymder isel a'r senario hebddi yn **Nhabl 2**.

**Tabl 2**      **Effaith ar Amcanion yr Astudiaeth – Pecyn Dewis Newid Ymddygiad (Senarios Gydag a Heb Ffordd liniaru Cyflymder Isel)**

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO1	Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO2	Gwella diogelwch ar gyfer pob dull trafndiaeth.	Gallai gweithredu Cynlluniau Teithio yn Ysgol Gynradd Llanbedr a Mochras ymgorffori arferion gorau ymddygiad diogelwch ar y ffyrdd, a gallai newidiadau i gyfyngiadau parcio helpu i wella diogelwch hefyd drwy leihau'r posibilrwydd o wrthdrawiadau â cherbydau sydd wedi eu parcio.	+
SO3	Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr.	Er y gallai Cynlluniau Teithio, gwybodaeth am gynllunio teithiau, a Chanolfan Symudedd Gwledig, i gyd annog mwy o bobl i gerdded a beicio ar gyfer teithiau lleol, nid yw'r pecyn dewis hwn yn cynnig unrhyw fesurau seilwaith ffisegol a fyddai'n blaenoriaethu teithiau cerdded neu deithiau ar feic ac felly ystyrir bod yr effaith ar yr amcan astudiaeth hwn yn niwtral.	0
SO4	Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy.	Gallai'r dewis hwn wella mynediad drwy ddulliau cynaliadwy i Lanbedr ac oddi yno drwy weithredu Cynlluniau Teithio, cynllun Trafnidiaeth Gymunedol, Canolfan Symudedd Gwledig, a gwell gwybodaeth am gynllunio teithiau.	++
SO5	Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref.	Mae'r pecyn dewis hwn yn cynnig gwelliannau i dir lleol y cyhoedd, megis plannu ac adnewyddu tirnodau lleol, a allai wella'r ymdeimlad o le yn y pentref.	++
SO6	Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd.	Trwy gyflwyno mesurau i newid ymddygiad teithio, gallai'r pecyn dewis hwn annog newid moddol, a allai leihau cyfanswm y galw am deithiau car yn yr ardal leol, gan leihau effaith mwy o draffig o'r economi ymwelwyr ar ffyrdd lleol. Hefyd, gallai cynllun trwydded parcio preswyl sicrhau bod pobl leol yn gallu cael mynediad i'w cartrefi yn effeithiol yn ystod y tymor brig i ymwelwyr.	+

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO7	Gwella cydnerthedd y rhwydwaith trafndiaeth yn Llanbedr a'r cyffiniau.	Gallai dyrannu mannau parcio ar gyfer ymwelwyr â Mochras oddi wrth ganol y pentref wella ychydig ar gydnerthedd y rhwydwaith ffyrdd lleol wrth ymdrin â'r galw cynyddol am draffig a lleihau'r posibilrwydd o wrthdrawiadau a allai effeithio ar weithrediad y rhwydwaith.	+
SO8	Lleihau effaith newid hinsawdd ar y gymuned leol.	Trwy fesurau sy'n annog mwy o bobl i deithio â dulliau trafndiaeth cynaliadwy, megis Cynllunio Teithio a chynllun Trafnidiaeth Cymunedol, gallai'r pecyn dewis hwn leihau ychydig ar yr allyriadau carbon sy'n deillio o'r rhwydwaith trafndiaeth.	+

## Crynodeb o'r Asesiad

Mae'r asesiad o Becyn Dewis 'Newid Ymddygiad' yn dangos y gallai gyflawni'r mwyafrif o amcanion yr astudiaeth yn gadarnhaol, sef: diogelwch dulliau trafndiaeth (SO2), gwell mynediad at ddulliau cynaliadwy (SO4), gwelliannau i'r amgylchedd adeiledig lleol (SO5), lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd (SO6), cydnerthedd y rhwydwaith trafndiaeth (SO7), a lleihau effaith newid hinsawdd ar y gymuned leol (SO8).

O bwys penodol, ystyrir y gallai'r Pecyn Dewis hwn ddwyn manteision cymedrol mewn cysylltiad â gwell mynediad at drafndiaeth gynaliadwy (SO4) ac i'r amgylchedd adeiledig lleol (SO5). Mae hyn oherwydd y mesurau a gynigir sydd â'r nod o annog mwy o bobl i deithio â dulliau cynaliadwy, gan ddarparu gwelliannau i dir y cyhoedd yn y pentref hefyd.

Fodd bynnag, nodir nad yw'r Pecyn Dewis yn debygol o gael effaith ganfyddadwy ar leihau'r angen i deithio (SO1), nac ar flaenoriaethu teithiau llesol ym mhentref Llanbedr (SO3), yn enwedig oherwydd nad oes unrhyw fesurau seilwaith ffisegol a gynigir.

## CRYNODEB A'R CAMAU NESAF

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### Crynodeb a Chasgliad

Mae'r Nodyn Technegol hwn wedi darparu crynodeb o'r broses a ddilynwyd i nodi amrywiaeth o fesurau sy'n cyfuno i ffurfio Pecyn Dewis 'Newid Ymddygiad', cyn cynnal asesiad cychwynnol o'r Pecyn Dewis yng nghydestun amcanion yr astudiaeth, er mwyn sicrhau ei fod yn addas i'w ystyried ymhellach yn WelTAG Cam Dau.

Mae'r asesiad o Pecyn Dewis 'Newid Ymddygiad' yn dangos y gallai gyflawni'r mwyafrif o amcanion yr astudiaeth yn gadarnhaol ac felly dylid ei ddwyn ymlaen i WelTAG Cam Dau.

### Y Camau Nesaf

Dylid ystyried y Pecyn Dewis hwn ymhellach yn rhan o WelTAG Cam Dau, er mwyn deall y costau posibl sy'n gysylltiedig â chyflawni'r mesurau a meintoli'r effeithiau posibl ymhellach.

Oherwydd ei bod y Pecyn Dewis hwn yn annhebygol o gyflawni holl amcanion yr astudiaeth ar ei ben ei hun, dylid ystyried effaith gronnyd y mesurau, ynghyd â Phecynnau Dewis eraill hefyd yn WelTAG Cam Dau. Bydd hyn yn sicrhau bod unrhyw atebion terfynol a ffefrir yn manteisio gymaint â phosibl ar y buddion mewn cysylltiad â holl amcanion yr astudiaeth, er mwyn sicrhau bod yr holl broblemau trafndiaeth yn Llanbedr yn cael eu nodi a'u datrys yn llawn.



## GWASANAETHAU TRAFNIDIAETH CYHOEDDUS - NODYN PECYN DEWIS

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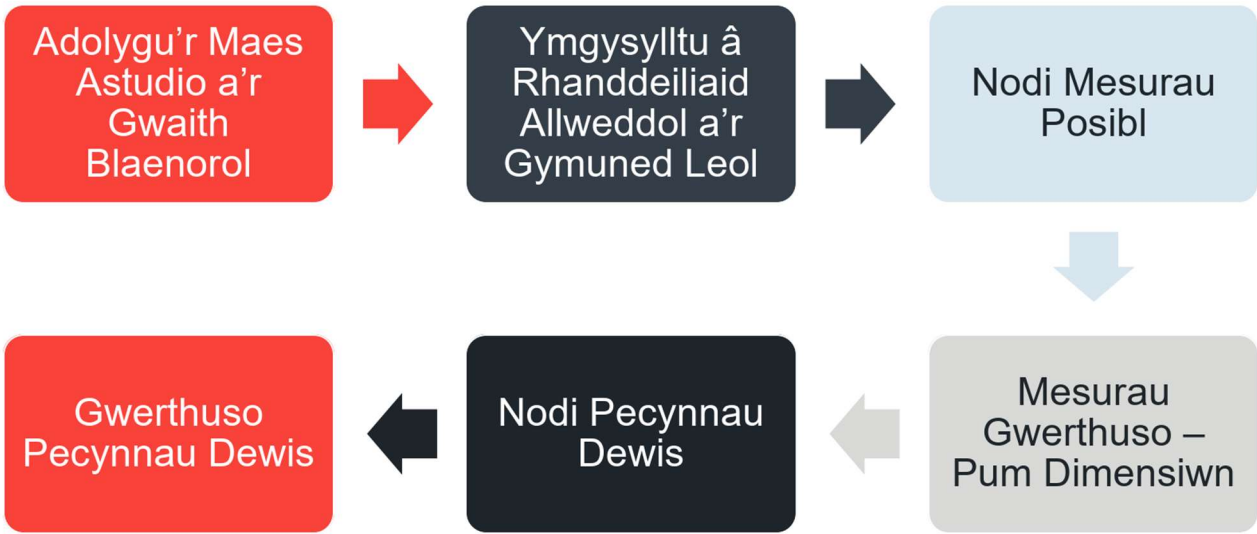
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PWNC:	Gwasanaethau Trafnidiaeth Cyhoeddus – Pecyn Dewis		
PROSIECT:	Gwelliannau Trafnidiaeth Llanbedr - WeITAG Cam Un	AWDUR:	Abby Morris
GWIRIWYD:	Gwyn Davies	CYMERADWYWYD:	Jason Collins

CYFLWYNIAD

Mae'r Nodyn Technegol hwn yn darparu crynodeb o Becyn Dewis 'Gwasanaethau Trafnidiaeth Cyhoeddus', a gynigiwyd yn rhan o astudiaeth WeITAG Cam Un Gwelliannau Trafnidiaeth Llanbedr. Mae'n darparu crynodeb o'r dull a ddilynwyd i nodi mesurau sy'n ffurfio'r Pecyn Dewis hwn, cyn darparu asesiad cychwynnol o'r dewis yng nghyd-destun yr amcanion astudiaeth y cytunwyd arnynt.

Darperir crynodeb o'r broses arfarnu a gynhaliwyd a lle mae'r Nodyn Technegol hwn yn y broses, yn **Ffigur 1**.

Ffigur 1 Y Broses Arfarnu





## PECYN DEWIS GWASANAETHAU TRAFNIDIAETH CYHOEDDUS

### Trosolwg

Gan ddefnyddio'r Ddewislen a nodir yng nghanllawiau WelTAG 2024, mae rhestr hir o fesurau posibl wedi ei hystyried i'w gweithredu yn Llanbedr a'r cyffiniau. Arweiniodd hyn at oddeutu 100 o fesurau yn cael eu hystyried, ar ôl cael eu nodi o gyfuniad o'r canlynol:

- Astudiaeth WelTAG Cam Un Blaenorol(2015);
- Canfyddiadau y Panel Adolygu Ffyrdd (2021);
- Arfarniad 'Cam Cyflyn Ymlaen' gan Drafnidiaeth Cymru (2022);
- Sylwadau a dderbyniwyd gan y gymuned leol a rhanddeiliaid; a
- Enghreifftiau o arferion gorau mewn lleoliadau tebyg.

### Mesurau Hidlo a Phecynnu

Yn unol â WelTAG, mae'r rhestr hir o fesurau wedi eu hystyried yng nghyd-destun y pum dimensiwn: Ffit Strategol, Llesiant, Fforddiadwyedd, Cyflawnadwyedd, a Rheolaeth. Cynhaliwyd yr arfarniad ansoddol hwn i nodi a yw mesurau:

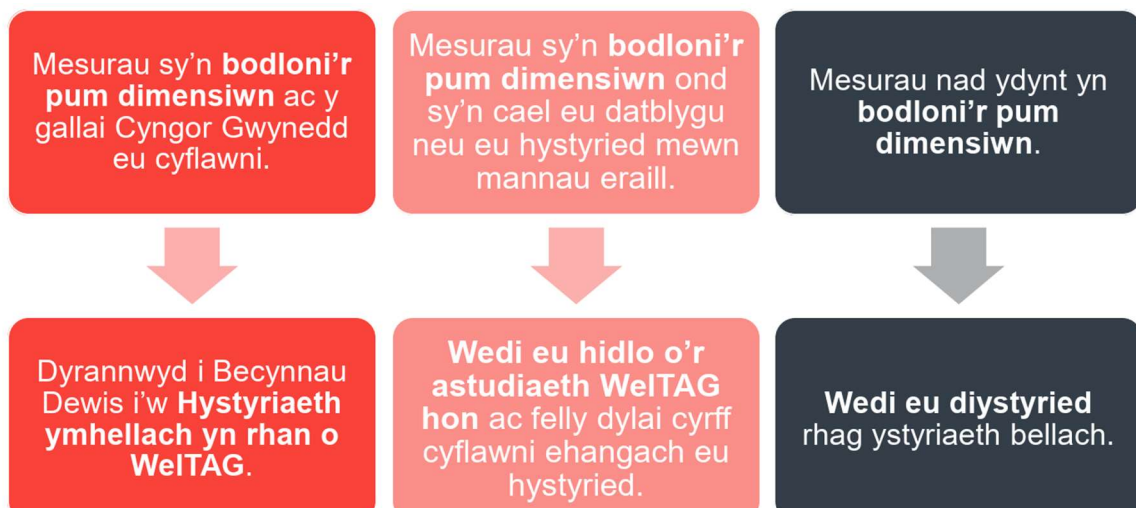
- Yn unol â pholisi lleol a chenedlaethol [**Ffit Strategol**];
- Yn debygol o wella llesiant [**Llesiant**];
- Yn fforddiadwy o bosibl [**Fforddiadwyedd**];
- Yn gyflawnadwy o bosibl [**Cyflawnadwyedd**]; a
- Yn rheoladwy [**Rheoli**].

Cynhaliwyd yr arfarniad ar gyfer dwy senario: y cyntaf yw'r senario heb ffordd liniaru cyflymder isel presennol yng nghyffiniau Llanbedr, a'r ail yw senario gyda ffordd liniaru cyflymder isel yn yr ardal. Ystyriwyd y ddwy senario oherwydd mewn un o'r senarios yn unig y mae rhai mesurau yn addas, ac felly mae'r rhestr o fesurau posibl yn amrywio gan ddibynnu a yw ffordd liniaru cyflymder isel yn cael ei gweithredu ai peidio.

Neilltuwyd y mesurau yr ystyriwyd eu bod yn gydnaws â'r pum dimensiwn i Becynnau Dewis, yn seiliedig ar y math o ymyriad a/neu ei leoliad. Os oedd unrhyw fesurau nad oedd yn gydnaws â meini prawf y pum dimensiwn a nodir uchod, cawsant eu diystyru ar y cam hwnnw ac ni chawsant eu hystyried ymhellach.

Darperir crynodeb o'r dull hidlo mesurau yn **Ffigur 2**, a nodir manylion ychwanegol am yr arfarniad yn yr Arfarniad Llesiant Integredig (70115176-WSP-GEN-LBR-RP-TR-0006).

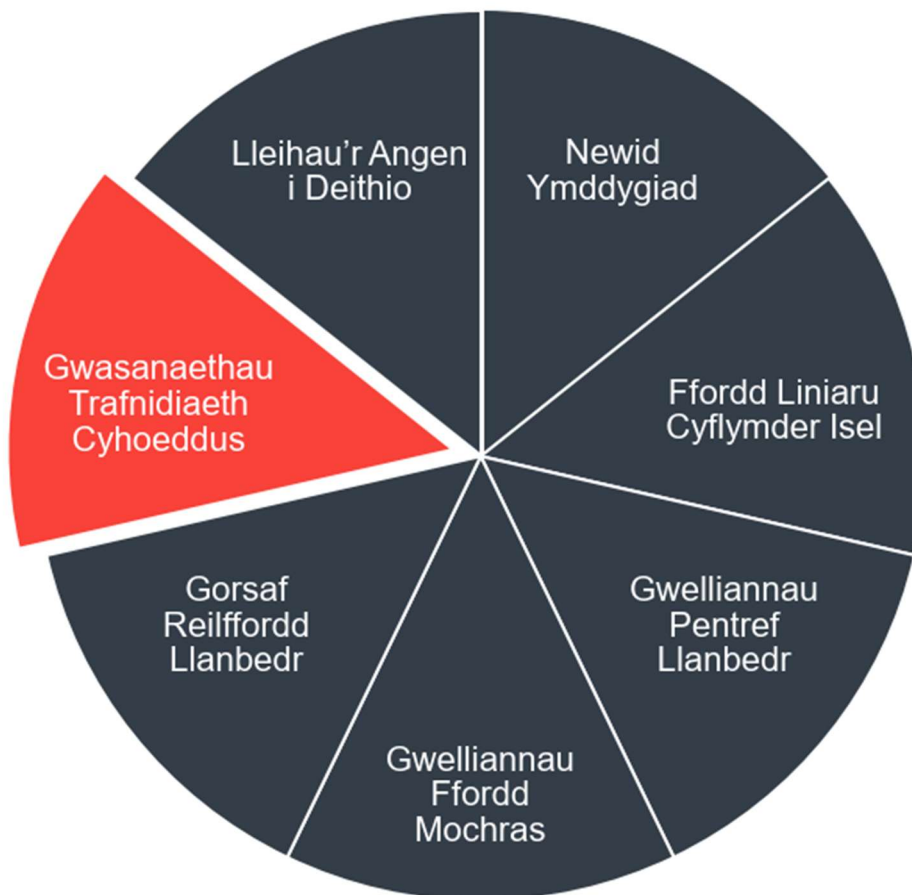
**Ffigur 2 Dull Hidlo – Gwelliannau Trafnidiaeth Llanbedr**



## Pecynnau Dewis

Yn seiliedig ar yr arfarniad a gynhaliwyd, nodwyd saith Pecyn Dewis ar gyfer gwelliannau trafndiaeth yn Llanbedr a'r cyffiniau, fel y dangosir yn **Ffigur 3**.

**Ffigur 3 Pecynnau Dewis – Gwelliannau Trafnidiaeth Llanbedr**



Dylid nodi mai un o saith dewis sy'n cael eu hystyried yn rhan o astudiaeth WeITAG Gwelliannau Trafnidiaeth Llanbedr yw Pecyn Dewis 'Gwasanaethau Trafnidiaeth Cyhoeddus', a darperir manylion am y Pecynnau Dewis eraill yn y dogfennau a ganlyn:

- Ffordd liniaru Cyflymder Isel (70115176-WSP-GEN-LBR-RP-TR-0012)
- Lleihau'r Angen i Deithio (70115176-WSP-GEN-LBR-RP-TR-0013);
- Newid Ymddygiad (70115176-WSP-GEN-LBR-RP-TR-0014);
- Gorsaf Reilffordd Llanbedr (70115176-WSP-GEN-LBR-RP-TR-0016);
- Gwelliannau i Bentref Llanbedr (70115176-WSP-GEN-LBR-RP-TR-0017); a
- Gwelliannau Ffordd Mochras (70115176-WSP-GEN-LBR-RP-TR-0018).

## Gwasanaethau Trafnidiaeth Cyhoeddus

Darperir y rhestr o fesurau sydd wedi eu cynnwys ym Mhecyn Dewis 'Gwasanaethau Trafnidiaeth Cyhoeddus' yn **Nhabl 1**. Dylid nodi bod yr un mesurau wedi eu nodi ar gyfer senarios asesu gyda ffordd lleihau cyflymder isel a hebddi. Bydd y mesurau a nodwyd yn cael eu datblygu'n fanylach yn WeITAG Cam Dau os bydd y Pecyn Dewis arfaethedig yn mynd rhagddo.

**Tabl 1 Gwasanaethau Trafnidiaeth Cyhoeddus – Mesurau Pecyn Dewis**

<b>Cyf</b>	<b>Dewis</b>	<b>Disgrifiad</b>	<b>Heb Ffordd Liniaru Cyflymder Isel</b>	<b>Gyda Ffordd Liniaru Cyflymder Isel</b>
BC18	Cymhellion Trafnidiaeth Cynaliadwy - Coridor Ardudwy	Darparu cymhellion, megis tocynnau disgownt a/neu dalebau y gellir eu hadbrynu, er mwyn annog pobl sy'n byw ar hyd Coridor Ardudwy yr A496 i deithio â dulliau cynaliadwy.	✓	✓
BC19	Cymhellion Trafnidiaeth Cynaliadwy - Ymwelwyr	Darparu cymhellion, megis tocynnau disgownt a/neu dalebau y gellir eu hadbrynu, er mwyn annog ymwelwyr â'r ardal i deithio â dulliau cynaliadwy.	✓	✓
SS4	Gwasanaethau Bysiau - Cynyddu'r Amledd	Cynyddu amledd gwasanaethau bysiau ar hyd yr A496.	✓	✓
SS5	Gwasanaethau Bysiau - Cynyddu'r Oriau Gweithredu	Cynyddu oriau gweithredu gwasanaethau bysiau ar hyd yr A496.	✓	✓
SS7	Gwasanaethau Bysiau - Cydyllu Amserlenni Rheilffyrdd	Cydgysylltu amserlenni gwasanaethau bysiau presennol â gwasanaethau rheilffordd mewn prif orsafoedd cyfagos (megis Abermaw a Phorthmadog).	✓	✓
SS8	Gwasanaethau Bysiau - Gwennol Mochras	Darparu gwasanaeth bysiau gwennol ar gyfer y filltir olaf rhwng Mochras a Gorsaf Reilffordd Llanbedr, gyda'r posibilrwydd o estyn i bentref Llanbedr.	✓	✓
SS9	Gwasanaethau Bysiau - Amserlenni yr Haf	Darparu amserlen gwasanaeth bysiau gwell yn ystod y tymor ymwelwyr.	✓	✓
SS12	Gwasanaeth Bws Fflecsi	Darparu gwasanaeth bws fflecsi ar gyfer Llanbedr a'r cyffiniau.	✓	✓

## EFFAITH AR AMCANION YR ASTUDIAETH

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### Trosolwg

Cytunwyd ar gyfanswm o wyth amcan astudiaeth yn rhan o astudiaeth WeITAG Gwelliannau Trafnidiaeth Llanbedr. Mae amcanion yr astudiaeth yn berthnasol i ardal yr astudiaeth ac fe'u datblygwyd fel bod unrhyw ymyriadau arfaethedig yn cael eu gweithredu er mwyn mynd i'r afael â'r rhan fwyaf o'r problemau trafnidiaeth yn Llanbedr a'r cyffiniau. Crynhoir amcanion yr astudiaeth fel a ganlyn:

- Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth;
- Gwella diogelwch ar gyfer pob dull trafnidiaeth;
- Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr;
- Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy;
- Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref;
- Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd;
- Gwella cydnerthedd y rhwydwaith trafnidiaeth yn Llanbedr a'r cyffiniau; a
- Lleihau effaith newid hinsawdd ar y gymuned leol.

### Asesiad

Crynhoir effeithiau posibl y Pecyn Dewis hwn ar amcanion yr astudiaeth yn y senario gyda ffordd liniaru cyflymder isel a'r senario hebddi yn **Nhabl 2**.

**Tabl 2      Effaith ar Amcanion yr Astudiaeth – Pecyn Dewis Gwasanaethau Trafnidiaeth Cyhoeddus (Senarios Gydag a Heb Ffordd liniaru Cyflymder Isel)**

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO1	Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO2	Gwella diogelwch ar gyfer pob dull trafndiaeth.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO3	Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr.	Er y nodir y gallai'r pecyn dewis hwn hwyluso newid moddol, a allai leihau'r galw am draffig drwy Lanbedr, ni fydd yn blaenoriaethu'n uniongyrchol deithiau cerdded neu deithiau ar feic ac felly ystyrir bod yr effaith yn niwtral o'i chymharu ag amcan yr astudiaeth hon.	0
SO4	Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy.	Gallai gwelliannau i wasanaethau trafndiaeth cyhoeddus, a rhai newydd, wella mynediad i Lanbedr ac oddi yno â dulliau teithio cynaliadwy yn sylweddol.	++
SO5	Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO6	Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd.	Trwy wella'r rhwydwaith trafndiaeth cyhoeddus, mae'n bosibl y bydd gostyngiad yn y galw am draffig yn yr ardal leol oherwydd newid moddol. Yn ogystal â hyn, pan fyddant yn yr ardal, gallai ymwelwyr fod yn fwy tebygol o deithio â thrafnidiaeth gyhoeddus os yw'r gwasanaeth yn cael ei wella, gan leihau ymhellach effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd.	++
SO7	Gwella cydnherthedd y rhwydwaith trafndiaeth yn Llanbedr a'r cyffiniau.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO8	Lleihau effaith newid hinsawdd ar y gymuned leol.	Gallai'r pecyn dewis hwn leihau ychydig ar yr allyriadau carbon sy'n deillio o'r rhwydwaith trafndiaeth drwy annog rhagor o bobl i ddefnyddio bws ar gyfer teithiau i'r gwaith ac ar gyfer teithiau ymwelwyr yn y rhanbarth.	+

## Crynodeb o'r Asesiad

Mae'r asesiad o Becyn Dewis 'Gwasanaethau Trafnidiaeth Cyhoeddus' yn dangos y gallai gyflawni rhai o amcanion yr astudiaeth yn gadarnhaol, sef: gwell mynediad trafndiaeth cynaliadwy (SO4), lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd (SO6), a lleihau effaith newid hinsawdd (SO8).

O bwys penodol, ystyrir y gallai'r gwelliannau arfaethedig i'r gwasanaethau bysiau yn yr ardal leol ddwyn budd cymedrol i fynediad â dulliau teithio cynaliadwy (SO4), gan gyfrannu hefyd at leihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd lleol (SO6).

Fodd bynnag, nodir bod y Pecyn Dewis yn annhebygol o gael effaith ganfyddadwy ar weddill amcanion yr astudiaeth, oherwydd bod y mesurau yn canolbwyntio ar welliannau i wasanaethau trafndiaeth cyhoeddus.

## CRYNODEB A CHASGLIADAU

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### Crynodeb a Chasgliad

Mae'r Nodyn Technegol hwn wedi darparu crynodeb o'r broses a ddilynwyd i nodi amrywiaeth o fesurau sy'n cyfuno i ffurfio Pecyn Dewis 'Gwasanaethau Trafnidiaeth Cyhoeddus', cyn cynnal asesiad cychwynnol o'r Pecyn Dewis yng nghyd-destun amcanion yr astudiaeth, er mwyn sicrhau ei fod yn addas i'w ystyried ymhellach yn WeITAG Cam Dau.

Mae'r asesiad o Pecyn Dewis 'Gwasanaethau Trafnidiaeth Cyhoeddus' yn dangos y gallai gyflawni rhai o amcanion yr astudiaeth yn gadarnhaol ac felly dylid ei ddwyn ymlaen i WeITAG Cam Dau.

### Y Camau Nesaf

Dylid ystyried y Pecyn Dewis hwn ymhellach yn rhan o WeITAG Cam Dau, er mwyn deall y costau posibl sy'n gysylltiedig â chyflawni'r mesurau a meintoli'r effeithiau posibl ymhellach.

Oherwydd ei bod y Pecyn Dewis hwn yn annhebygol o gyflawni holl amcanion yr astudiaeth ar ei ben ei hun, dylid ystyried effaith gronnyd y mesurau, ynghyd â Phecynnau Dewis eraill hefyd yn WeITAG Cam Dau. Bydd hyn yn sicrhau bod unrhyw atebion terfynol a ffefrir yn manteisio gymaint â phosibl ar y buddion mewn cysylltiad â holl amcanion yr astudiaeth, er mwyn sicrhau bod yr holl broblemau trafndiaeth yn Llanbedr yn cael eu nodi a'u datrys yn llawn.





## **GORSAF REILFFORDD LLANBEDR - NODYN PECYN DEWIS**

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DYDDIAD:	09 Gorffennaf 2024	CYFRINACHEDD:	Cyfrinachol
PWNC:	Gorsaf Reilffordd Llanbedr - Pecyn Dewis		
PROSIECT:	Gwelliannau Trafnidiaeth Llanbedr - WeITAG Cam Un	AWDUR:	Abby Morris
GWIRIWDYD:	Gwyn Davies	CYMERADWYWDYD:	Jason Collins

CYFLWYNIAD

Mae'r Nodyn Technegol hwn yn darparu crynodeb o Becyn Dewis 'Gorsaf Reilffordd Llanbedr', a gynigiwyd yn rhan o astudiaeth WeITAG Cam Un Gwelliannau Trafnidiaeth Llanbedr. Mae'n darparu crynodeb o'r dull a ddilynwyd i nodi mesurau sy'n ffurfio'r Pecyn Dewis hwn, cyn darparu asesiad cychwynnol o'r dewis yng nghyd-destun yr amcanion astudiaeth y cytunwyd arnynt.

Darperir crynodeb o'r broses arfarnu a gynhaliwyd a lle mae'r Nodyn Technegol hwn yn y broses, yn **Ffigur 1**.

Ffigur 1 Y Broses Arfarnu



## PECYN DEWIS GORSAF REILFFORDD LLANBEDR

### Trosolwg

Gan ddefnyddio'r Ddewislen a nodir yng nghanllawiau WelTAG 2024, mae rhestr hir o fesurau posibl wedi ei hystyried i'w gweithredu yn Llanbedr a'r cyffiniau. Arweiniodd hyn at oddeutu 100 o fesurau yn cael eu hystyried, ar ôl cael eu nodi o gyfuniad o'r canlynol:

- Astudiaeth WelTAG Cam Un Blaenorol(2015);
- Canfyddiadau y Panel Adolygu Ffyrdd (2021);
- Arfarniad 'Cam Cyflyn Ymlaen' gan Drafnidiaeth Cymru (2022);
- Sylwadau a dderbyniwyd gan y gymuned leol a rhanddeiliaid; a
- Enghreifftiau o arferion gorau mewn lleoliadau tebyg.

### Mesurau Hidlo a Phecynnu

Yn unol â WelTAG, mae'r rhestr hir o fesurau wedi eu hystyried yng nghyd-destun y pum dimensiwn: Ffit Strategol, Llesiant, Fforddiadwyedd, Cyflawnadwyedd, a Rheolaeth. Cynhaliwyd yr arfarniad ansoddol hwn i nodi a yw mesurau:

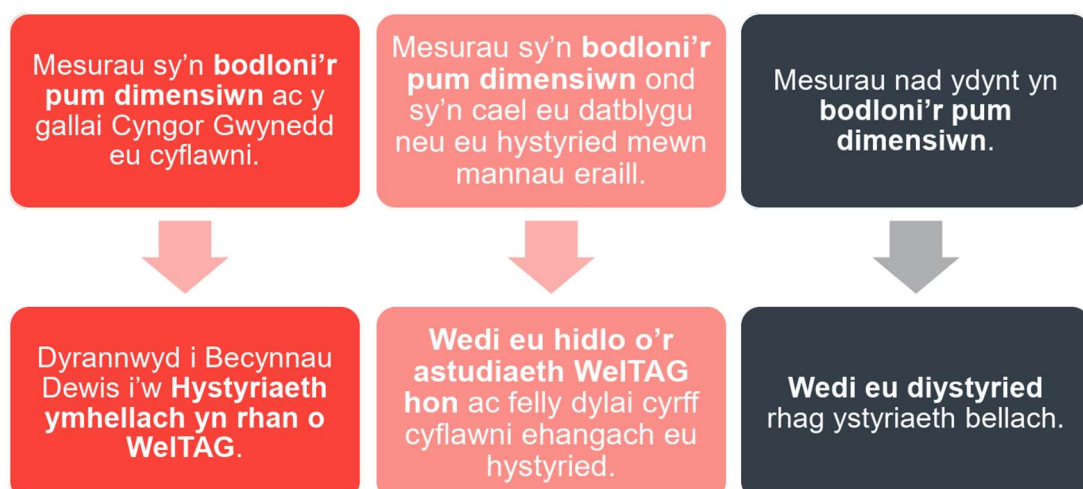
- Yn unol â pholisi lleol a chenedlaethol [**Ffit Strategol**];
- Yn debygol o wella llesiant [**Llesiant**];
- Yn fforddiadwy o bosibl [**Fforddiadwyedd**];
- Yn gyflawnadwy o bosibl [**Cyflawnadwyedd**]; a
- Yn rheoladwy [Rheoli].

Cynhaliwyd yr arfarniad ar gyfer dwy senario: y cyntaf yw'r senario **heb ffordd liniaru cyflymder isel** presennol yng nghyffiniau Llanbedr, a'r ail yw senario **gyda ffordd liniaru cyflymder isel** yn yr ardal. Ystyriwyd y ddwy senario oherwydd mewn un o'r senarios yn unig y mae rhai mesurau yn addas, ac felly mae'r rhestr o fesurau posibl yn amrywio gan ddibynnu a yw ffordd liniaru cyflymder isel yn cael ei gweithredu ai peidio.

Neilltuwyd y mesurau yr ystyriwyd eu bod yn gydnaws â'r pum dimensiwn i Becynnau Dewis, yn seiliedig ar y math o ymyriad a/neu ei leoliad. Os oedd unrhyw fesurau nad oedd yn gydnaws â meini prawf y pum dimensiwn a nodir uchod, cawsant eu diystyru ar y cam hwnnw ac ni chawsant eu hystyried ymhellach.

Darperir crynodeb o'r dull hidlo mesurau yn **Ffigur 2**, a nodir manylion ychwanegol am yr arfarniad yn yr Arfarniad Llesiant Integredig (70115176-WSP-GEN-LBR-RP-TR-0006).

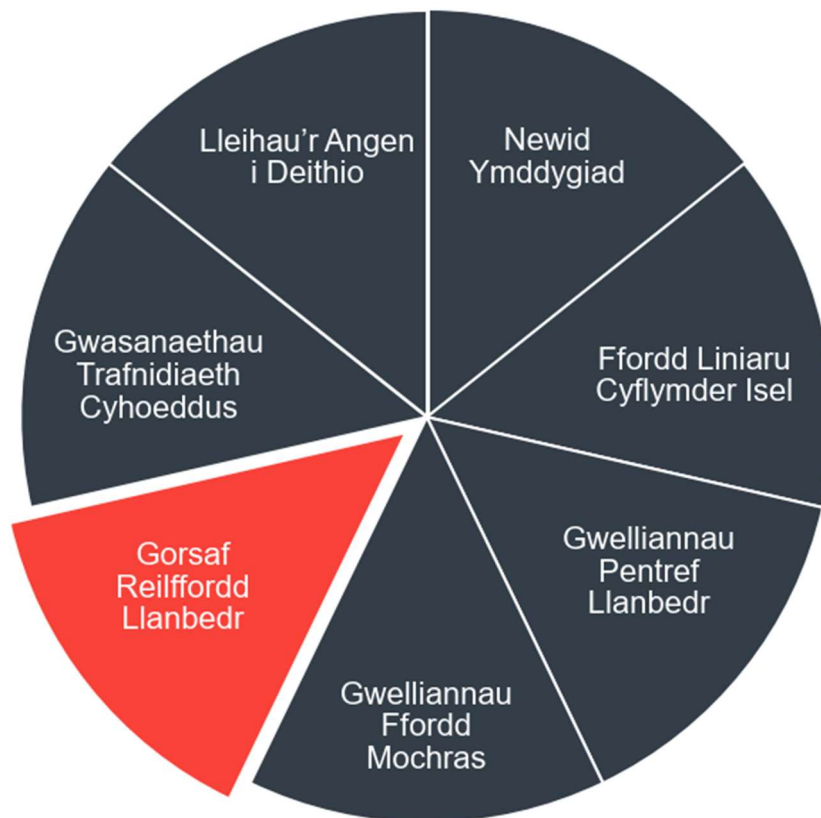
**Ffigur 2** Dull Hidlo – Gwelliannau Trafnidiaeth Llanbedr



## Pecynnau Dewis

Yn seiliedig ar yr arfarniad a gynhaliwyd, nodwyd saith Pecyn Dewis ar gyfer gwelliannau trafndiaeth yn Llanbedr a'r cyffiniau, fel y dangosir yn **Ffigur 3**.

**Ffigur 3 Pecynnau Dewis – Gwelliannau Trafnidiaeth Llanbedr**



Dylid nodi mai un o saith dewis sy'n cael eu hystyried yn rhan o astudiaeth WeITAG Gwelliannau Trafnidiaeth Llanbedr yw Pecyn Dewis 'Gorsaf Reilffordd Llanbedr', a darperir manylion am y Pecynnau Dewis eraill yn y dogfennau a ganlyn:

- Ffordd liniaru Cyflymder Isel (70115176-WSP-GEN-LBR-RP-TR-0012);
- Lleihau'r Angen i Deithio (70115176-WSP-GEN-LBR-RP-TR-0013);
- Newid Ymddygiad (70115176-WSP-GEN-LBR-RP-TR-0014);
- Gwasanaethau Trafnidiaeth Cyhoeddus (70115176-WSP-GEN-LBR-RP-TR-0015);
- Gwelliannau i Bentref Llanbedr (70115176-WSP-GEN-LBR-RP-TR-0017); a
- Gwelliannau Ffordd Mochras (70115176-WSP-GEN-LBR-RP-TR-0018).

## Gorsaf Reilffordd Llanbedr

Darperir y rhestr o fesurau sydd wedi eu cynnwys ym Mhecyn Dewis 'Gorsaf Reilffordd Llanbedr' yn **Nhabl 1**. Dylid nodi bod yr un mesurau wedi eu nodi ar gyfer senarios asesu gyda ffordd lleihau cyflymder isel a hebddi. Bydd y mesurau a nodwyd yn cael eu datblygu'n fanylach yn WeITAG Cam Dau os bydd y Pecyn Dewis arfaethedig yn mynd rhagddo.

**Tabl 1 Gorsaf Reilffordd Llanbedr – Mesurau Pecyn Dewis**

<b>Cyf</b>	<b>Dewis</b>	<b>Disgrifiad</b>	<b>Heb Ffordd Liniaru Cyflymder Isel</b>	<b>Gyda Ffordd Liniaru Cyflymder Isel</b>
BC5	Gorsaf Reilffordd Llanbedr - Parcio Beiciau	Darparu cyfleusterau parcio beiciau a seilwaith cysylltiedig, megis stondinau cynnal a chadw, yng Ngorsaf Reilffordd Llanbedr.	✓	✓
BC6	Gorsaf Reilffordd Llanbedr - Ailfrandio	Newid enw Gorsaf Reilffordd Llanbedr i greu mwy o ymdeimlad o ddealltwriaeth ddaearyddol.	✓	✓
SS15	Gorsaf Reilffordd Llanbedr - Gwelliannau i Gyfleusterau	Gwella'r cyfleusterau presennol yng Ngorsaf Reilffordd Llanbedr, gan gynnwys gwelliannau hygyrchedd megis llinell ddiogelwch a gwelliannau o ran rampiau.	✓	✓
BU24	Gorsaf Reilffordd Llanbedr - Parcio Anabl	Darparu cilfachau parcio anabl pwrpasol yng Ngorsaf Reilffordd Llanbedr.	✓	✓
BU25	Gorsaf Reilffordd Llanbedr - Gwelliannau i'r Maes Parcio Presennol	Gwella'r maes parcio ar Ffordd Mochras, sy'n gweithredu fel maes parcio Gorsaf Reilffordd Llanbedr, drwy ddarparu mannau parcio anabl, pwyntiau gwefru cerbydau trydan, a gwell goleuadau.	✓	✓
NI11	Gorsaf Reilffordd Llanbedr - Maes Parcio Newydd	Darparu maes parcio newydd yng Ngorsaf Reilffordd Llanbedr, gan gynnwys cyfleusterau codi/gollwng, parcio anabl, a phwyntiau gwefru cerbydau trydan.	✓	✓

## EFFAITH AR AMCANION YR ASTUDIAETH

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### Trosolwg

Cytunwyd ar gyfanswm o wyth amcan astudiaeth yn rhan o astudiaeth WeITAG Gwelliannau Trafnidiaeth Llanbedr. Mae amcanion yr astudiaeth yn berthnasol i ardal yr astudiaeth ac fe'u datblygwyd fel bod unrhyw ymyriadau arfaethedig yn cael eu gweithredu er mwyn mynd i'r afael â'r rhan fwyaf o'r problemau trafndiaeth yn Llanbedr a'r cyffiniau. Crynhoir amcanion yr astudiaeth fel a ganlyn:

- 1 Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth;
- 2 Gwella diogelwch ar gyfer pob dull trafndiaeth;
- 3 Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr;
- 4 Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy;
- 5 Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref;
- 6 Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd;
- 7 Gwella cydnerthedd y rhwydwaith trafndiaeth yn Llanbedr a'r cyffiniau; a
- 8 Lleihau effaith newid hinsawdd ar y gymuned leol.

### Asesiad

Crynhoir effeithiau posibl y Pecyn Dewis hwn ar amcanion yr astudiaeth yn y senario heb ffordd liniaru cyflymder isel yn **Nhabl 2**.

**Tabl 2 Effaith ar Amcanion yr Astudiaeth – Pecyn Dewis Gorsaf Reilffordd Llanbedr (Senarios Gydag a Heb Ffordd liniaru Cyflymder Isel)**

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO1	Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO2	Gwella diogelwch ar gyfer pob dull trafndiaeth.	Gallai gwelliannau yng Ngorsaf Reilffordd Llanbedr, megis gwell goleuadau a hygyrchedd, ddwyn rhai buddion diogelwch i ddefnyddwyr rheilffyrdd.	+
SO3	Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO4	Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy.	Gallai'r pecyn dewis hwn wella'r mynediad i Orsaf Reilffordd Llanbedr, yn enwedig i ddefnyddwyr anabl, a gallai hyn yn ei dro wella'r mynediad i Lanbedr ac oddi yno â dulliau teithio cynaliadwy.	++
SO5	Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref.	Gallai gwelliannau yng Ngorsaf Reilffordd Llanbedr, megis gwelliannau i ymddangosiad yr orsaf, wella'r ymdeimlad o le yn Llanbedr.	+
SO6	Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd.	Trwy ddarparu gwell profiad defnyddiwr yng Ngorsaf Reilffordd Llanbedr, gellid annog ymwelwyr i deithio mwy ar y trên ar gyfer teithiau yn yr ardal leol, megis i Harlech ac Abermaw ac oddi yno. Yn dilyn hynny, gallai hyn leihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd.	+
SO7	Gwella cydnherthedd y rhwydwaith trafndiaeth yn Llanbedr a'r cyffiniau.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO8	Lleihau effaith newid hinsawdd ar y gymuned leol.	Gallai'r pecyn dewis hwn leihau ychydig ar yr allyriadau carbon sy'n deillio o'r rhwydwaith trafndiaeth drwy annog rhagor o bobl i ddefnyddio rheilffyrdd ar gyfer teithiau i'r gwaith ac ar gyfer teithiau ymwelwyr yn y rhanbarth.	+

## Crynodeb o'r Asesiad

Mae'r asesiad yn dangos bod Pecyn Dewis 'Gorsaf Reilffordd Llanbedr' yn debygol o ddarparu gwelliannau diogelwch ar gyfer pob dull trafndiaeth (SO2), gwella mynediad â dulliau teithio cynaliadwy (SO4), cyfrannu at yr ymdeimlad o le yn y pentref (SO5), lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd (SO6), a lleihau effaith newid hinsawdd ar y gymuned leol (SO8). Cyflawnir hyn drwy gyflwyno mesurau a fydd yn gwella mynediad i'r rhwydwaith rheilffyrdd a hygyrchedd gwasanaethau.

Er gwaethaf hyn, nid ystyriwyd yn debygol y byddai'r Pecyn Dewis yn cael effaith ganfyddadwy ar leihau'r angen i deithio (SO1), ar flaenoriaethu teithiau llesol yn y pentref (SO3), nac ar gydnerthedd y rhwydwaith trafndiaeth yn Llanbedr a'r cyffiniau (SO7). Fodd bynnag, ystyrir bod y Pecyn Dewis hwn yn gwneud rhywfaint o gynnydd tuag at y nod o gyflawni amcanion astudiaeth WeITAG Gwelliannau Trafndiaeth Llanbedr.



## CRYNODEB A'R CAMAU NESAF

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### Crynodeb a Chasgliad

Mae'r Nodyn Technegol hwn wedi darparu crynodeb o'r broses a ddilynwyd i nodi amrywiaeth o fesurau sy'n cyfuno i ffurfio Pecyn Dewis 'Gorsaf Reilffordd Llanbedr', cyn cynnal asesiad cychwynnol o'r Pecyn Dewis yng nghyd-destun amcanion yr astudiaeth, er mwyn sicrhau ei fod yn addas i'w ystyried ymhellach yn WeITAG Cam Dau.

Mae'r asesiad o Pecyn Dewis 'Gorsaf Reilffordd Llanbedr' yn dangos y gallai gyflawni'r mwyafrif o amcanion yr astudiaeth yn gadarnhaol ac felly dylid ei ddwyn ymlaen i WeITAG Cam Dau.

### Y Camau Nesaf

Dylid ystyried y Pecyn Dewis hwn ymhellach yn rhan o WeITAG Cam Dau, er mwyn deall y costau posibl sy'n gysylltiedig â chyflawni'r mesurau a meintoli'r effeithiau posibl ymhellach.

Oherwydd ei bod y Pecyn Dewis hwn yn annhebygol o gyflawni holl amcanion yr astudiaeth ar ei ben ei hun, dylid ystyried effaith gronnydd y mesurau, ynghyd â Phecynnau Dewis eraill hefyd yn WeITAG Cam Dau. Bydd hyn yn sicrhau bod unrhyw atebion terfynol a ffefrir yn manteisio gymaint â phosibl ar y buddion mewn cysylltiad â holl amcanion yr astudiaeth, er mwyn sicrhau bod yr holl broblemau trafndiaeth yn Llanbedr yn cael eu nodi a'u datrys yn llawn.



## **GWELLIANNAU PENTREF LLANBEDR - NODYN PECYN DEWIS**

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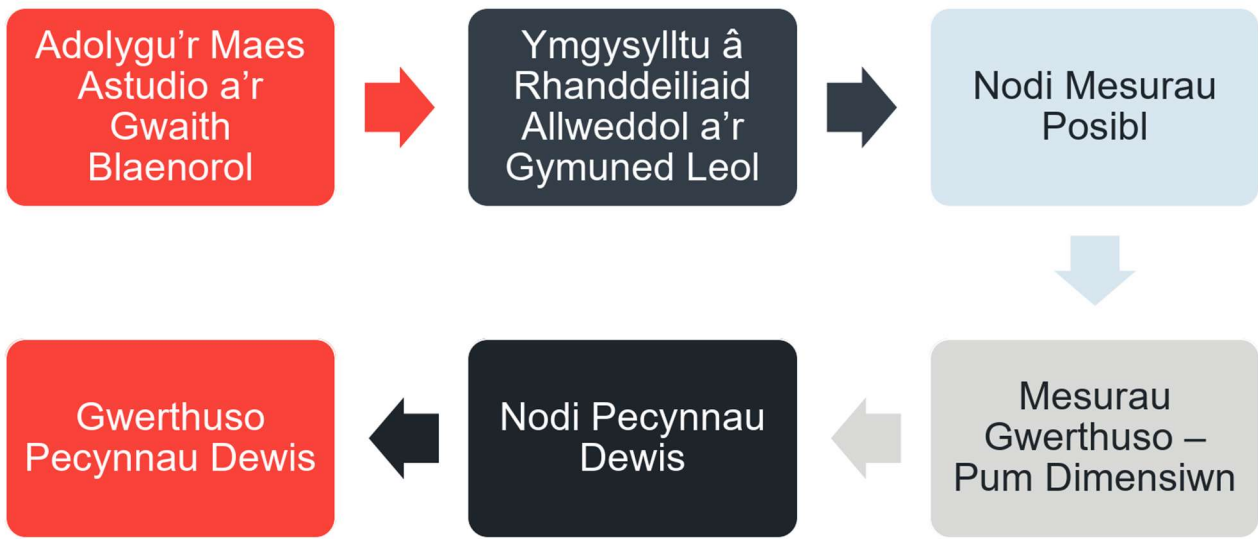
DYDDIAD:	09 Gorffennaf 2024	CYFRINACHEDD:	Cyfrinachol
PWNC:	Gwelliannau Pentref Llanbedr - Pecyn Dewis		
PROSIECT:	Gwelliannau Trafnidiaeth Llanbedr - WeITAG Cam Un	AWDUR:	Abby Morris
GWIRIWYD:	Gwyn Davies	CYMERADWYWDYD:	Jason Collins

CYFLWYNIAD

Mae'r Nodyn Technegol hwn yn darparu crynodeb o Becyn Dewis 'Gwelliannau Pentref Llanbedr', a gynigiwyd yn rhan o astudiaeth WeITAG Cam Un Gwelliannau Trafnidiaeth Llanbedr. Mae'n darparu crynodeb o'r dull a ddilynwyd i nodi mesurau sy'n ffurfio'r Pecyn Dewis hwn, cyn darparu asesiad cychwynnol o'r dewis yng nghyd-destun yr amcanion astudiaeth y cytunwyd arnynt.

Darperir crynodeb o'r broses arfarnu a gynhaliwyd a lle mae'r Nodyn Technegol hwn yn y broses, yn **Ffigur 1**.

Ffigur 1 Y Broses Arfarnu



## PECYN DEWIS GWELLIANNAU PENTREF LLANBEDR

### Trosolwg

Gan ddefnyddio'r Ddewislen a nodir yng nghanllawiau WelTAG 2024, mae rhestr hir o fesurau posibl wedi ei hystyried i'w gweithredu yn Llanbedr a'r cyffiniau. Arweiniodd hyn at oddeutu 100 o fesurau yn cael eu hystyried, ar ôl cael eu nodi o gyfuniad o'r canlynol:

- Astudiaeth WelTAG Cam Un Blaenorol(2015);
- Canfyddiadau y Panel Adolygu Ffyrdd (2021);
- Arfarniad 'Cam Cyflyn Ymlaen' gan Drafnidiaeth Cymru (2022);
- Sylwadau a dderbyniwyd gan y gymuned leol a rhanddeiliaid; a
- Enghreifftiau o arferion gorau mewn lleoliadau tebyg.

### Mesurau Hidlo a Phecynnu

Yn unol â WelTAG, mae'r rhestr hir o fesurau wedi eu hystyried yng nghyd-destun y pum dimensiwn: Ffit Strategol, Llesiant, Fforddiadwyedd, Cyflawnadwyedd, a Rheolaeth. Cynhaliwyd yr arfarniad ansoddol hwn i nodi a yw mesurau:

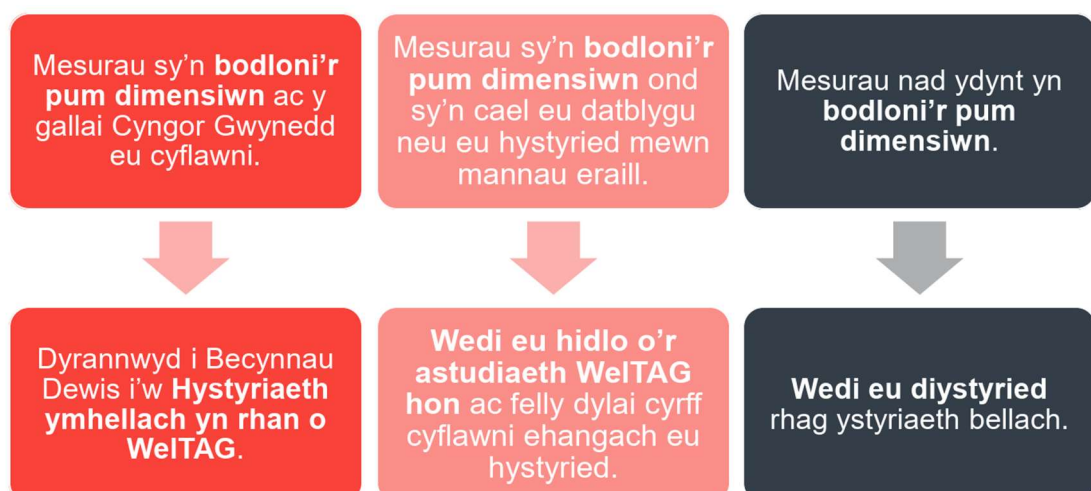
- Yn unol â pholisi lleol a chenedlaethol [**Ffit Strategol**];
- Yn debygol o wella llesiant [**Llesiant**];
- Yn fforddiadwy o bosibl [**Fforddiadwyedd**];
- Yn gyflawnadwy o bosibl [**Cyflawnadwyedd**]; a
- Yn rheoladwy [**Rheoli**].

Cynhaliwyd yr arfarniad ar gyfer dwy senario: y cyntaf yw'r senario **heb ffordd liniaru cyflymder isel** presennol yng nghyffiniau Llanbedr, a'r ail yw senario **gyda ffordd liniaru cyflymder isel** yn yr ardal. Ystyriwyd y ddwy senario oherwydd mewn un o'r senarios yn unig y mae rhai mesurau yn addas, ac felly mae'r rhestr o fesurau posibl yn amrywio gan ddibynnu a yw ffordd liniaru cyflymder isel yn cael ei gweithredu ai peidio.

Neilltuwyd y mesurau yr ystyriwyd eu bod yn gydnaws â'r pum dimensiwn i Becynnau Dewis, yn seiliedig ar y math o ymyriad a/neu ei leoliad. Os oedd unrhyw fesurau nad oedd yn gydnaws â meini prawf y pum dimensiwn a nodir uchod, cawsant eu diystyru ar y cam hwnnw ac ni chawsant eu hystyried ymhellach.

Darperir crynodeb o'r dull hidlo mesurau yn **Ffigur 2**, a nodir manylion ychwanegol am yr arfarniad yn yr Arfarniad Llesiant Integredig (70115176-WSP-GEN-LBR-RP-TR-0006).

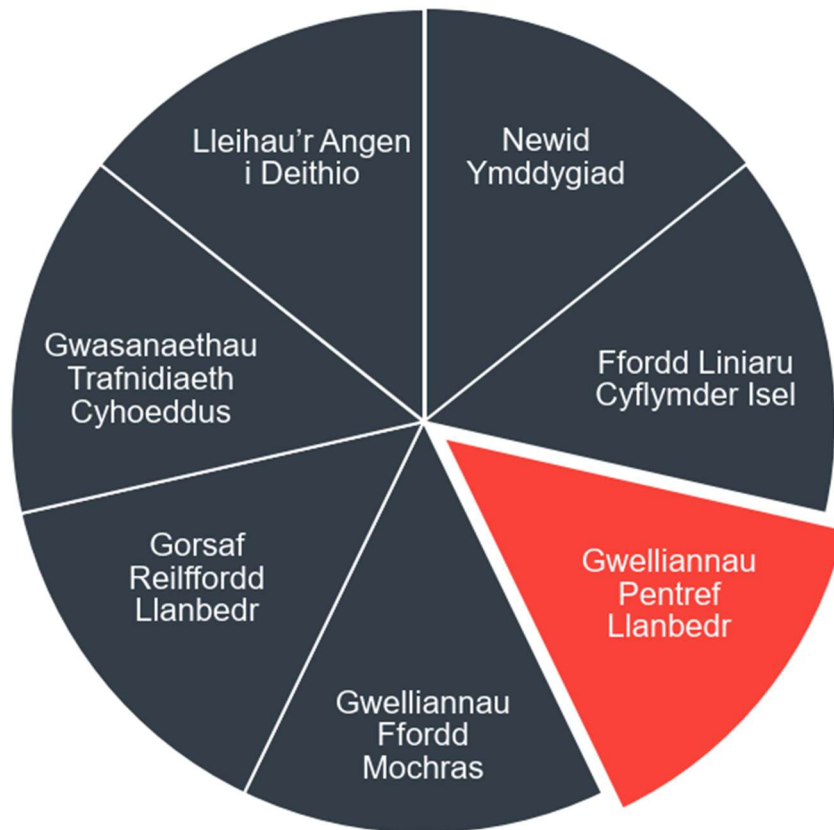
**Ffigur 2 Dull Hidlo – Gwelliannau Trafnidiaeth Llanbedr**



## Pecynnau Dewis

Yn seiliedig ar yr arfarniad a gynhaliwyd, nodwyd saith Pecyn Dewis ar gyfer gwelliannau trafndiaeth yn Llanbedr a'r cyffiniau, fel y dangosir yn **Ffigur 3**.

**Ffigur 3 Pecynnau Dewis – Gwelliannau Trafnidiaeth Llanbedr**



Dylid nodi mai un o saith dewis sy'n cael eu hystyried yn rhan o astudiaeth WeITAG Gwelliannau Trafnidiaeth Llanbedr yw Pecyn Dewis 'Gwelliannau Pentref Llanbedr', a darperir manylion am y Pecynnau Dewis eraill yn y dogfennau a ganlyn:

- Ffordd liniaru Cyflymder Isel (70115176-WSP-GEN-LBR-RP-TR-0012);
- Lleihau'r Angen i Deithio (70115176-WSP-GEN-LBR-RP-TR-0013);
- Newid Ymddygiad (70115176-WSP-GEN-LBR-RP-TR-0014);
- Gwasanaethau Trafnidiaeth Cyhoeddus (70115176-WSP-GEN-LBR-RP-TR-0015);
- Gorsaf Reilffordd Llanbedr (70115176-WSP-GEN-LBR-RP-TR-0016); a
- Gwelliannau Ffordd Mochras (70115176-WSP-GEN-LBR-RP-TR-0018).

## Gwelliannau Pentref Llanbedr

Darperir y rhestr o fesurau sydd wedi eu cynnwys ym Mhecyn Dewis 'Gwelliannau Pentref Llanbedr' yn **Nhabl 1**. Fel y nodwyd, mae rhai mesurau a gynhwysir yn y senario gyda ffordd liniaru cyflymder isel ac nid yn y senario heb ffordd newydd. Bydd y mesurau a nodwyd yn cael eu datblygu'n fanylach yn WeITAG Cam Dau, a nodir mesur a ffefrir os oes ymyriadau sy'n gwrthdaro, os bydd y Pecyn Dewis arfaethedig yn mynd rhagddo.

**Tabl 1 Gwelliannau Pentref Llanbedr – Mesurau Pecyn Dewis**

<b>Cyf</b>	<b>Dewis</b>	<b>Disgrifiad</b>	<b>Heb Ffordd liniaru Cyflymder Isel</b>	<b>Gyda Ffordd liniaru Cyflymder Isel</b>
BC2	Cynllun Llogi Beiciau Cymunedol	Darparu cynllun llogi beiciau cymunedol yn Llanbedr a Mochras, gan gynnwys e-feiciau ac e-feiciau cargo.	✓	✓
BC7	Pentref Llanbedr - Parcio Beiciau	Darparu cyfleusterau parcio beiciau a seilwaith cysylltiedig, megis stondinau cynnal a chadw, ym mhentref Llanbedr.	✓	✓
BC10	Cynllun Llogi Beiciau ar y Stryd	Gweithredu cynllun llogi beiciau ar y stryd yn Llanbedr a'r cyffiniau.	✓	✓
BC16	Stryd Ysgol - Ysgol Gynradd Llanbedr	Gweithredu cyfyngiadau dros dro ar draffig modur yng nghyffiniau Ysgol Gynradd Llanbedr, ar ddechrau a diwedd y diwrnod ysgol.	✓	✓
SS2	Yr A496 - Safle Bysiau Tua'r Gogledd (I'r De o Afon Artro)	Darparu safle bysiau newydd tua'r gogledd gyferbyn â Hafan Artro, i'r de o Bont Afon Artro yr A496.	✓	✓
SS10	Safleoedd Bysiau - Gwelliannau Hygyrchedd	Gwella'r safleoedd bysiau presennol yn Llanbedr fel eu bod yn galluogi defnyddwyr sydd ag anghenion hygyrchedd i fynd i mewn ac allan o fysiau yn ddiogel.	✓	✓
BU1	Ffordd Ddienw - Croesfan i Gerddwyr	Darparu croesfan bwrpasol i gerddwyr, gan gynnwys bwrdd wedi ei godi os yw hynny'n bosibl, ar y Ffordd Ddienw sy'n rhedeg yn gyflinellol ag Ysgol Gynradd Llanbedr.	✓	✓
BU2	Yr A496 - Cyfyngiadau Parcio Ychwanegol	Gweithredu cyfyngiadau parcio ar hyd yr A496 mewn lleoliadau addas, gan gynnwys yng nghyffiniau cyffyrdd Ffordd Mochras a'r Ffordd Ddienw o bosibl.	✓	✓
BU3	Yr A496 - Estyn y Terfyn Cyflymder 20 mya	Estyn y terfyn cyflymder 20 mya ar hyd yr A496 i'r gogledd a'r de er mwyn lleihau cyflymder ym mhentref Llanbedr.	✓	✓
BU4	Yr A496 - Unffordd	Diwygio'r A496 i ffurfio lôn unffordd drwy bentref Llanbedr, gyda chefnogaeth drwy ailneilltuo lle ar y ffordd pan fo hynny'n bosibl.	X	✓
BU5	Yr A496 - Croesfannau i Gerddwyr	Darparu croesfannau pwrpasol i gerddwyr ar yr A496, gan gynnwys byrddau wedi eu codi pan fo hynny'n bosibl, mewn lleoliadau addas.	✓	✓

Cyf	Dewis	Disgrifiad	Heb Ffordd liniaru Cyflymder Isel	Gyda Ffordd liniaru Cyflymder Isel
BU6	Yr A496 - Cyfyngu ar Symudiadau Cerbydau Nwyddau Trwm	Cyfyngu ar symudiadau cerbydau nwyddau trwm ar hyd yr A496 drwy Llanbedr, ac eithrio ar gyfer mynediad.	X	✓
BU7	Yr A496 - Rheoli Cyflymder	Gweithredu mesurau rheoli cyflymder, megis camerâu cyflymder a/neu ddyfeisiau sy'n cael eu hysgogi gan gerbydau, ar yr A496 ar gyrion pentref Llanbedr.	✓	✓
BU8	Yr A496 - Mesurau Tawelu Traffig	Gweithredu mesurau tawelu traffig, megis ildio i gerbydau sydd ar ddod, ynysoedd traffig, a thwmpathau cyflymder, ar hyd yr A496.	✓	✓
BU10	Pont Afon Artro yr A496 - Cau	Cau Pont Afon Artro yr A496 i draffig cyffredinol, gan ei chyfyngu i ddefnyddwyr teithiau llesol, mynediad i'r gwasanaethau brys, ac o bosibl gwasanaethau bysiau yn unig.	X	✓
BU11	Pont Afon Artro yr A496 - Ildio i Gerbydau sydd ar Ddod	Darparu arwyddion ildiwch ar gyfer cerbydau sydd ar ddod ar Bont Afon Artro yr A496.	✓	✓
BU12	Pont Afon Artro yr A496 - Bwrdd wedi ei Godi	Darparu bwrdd wedi ei godi ar Bont Afon Artro yr A496, gyda'r posibilrwydd o gynnwys cyffyrdd Ffordd Mochras a'r Ffordd Ddienw gyfagos.	✓	✓
BU13	Pont Afon Artro yr A496 - Ailneilltuo Lle ar y Ffordd	Ailneilltuo lle ar y ffordd ar bont Afon Artro yr A496 er mwyn darparu troedffordd letach i ddefnyddwyr.	✓	✓
BU14	Pont Afon Artro yr A496 - Arwyddion Traffig	Darparu signalau traffig wrth Bont Afon Artro yr A496.	✓	✓
BU17	Llwybr Teithio Llesol - Yr A496	Darparu llwybr teithio llesol/troedffyrdd diogel ger yr A496 drwy bentref Llanbedr, rhwng yr eiddo mwyaf gogleddol ar yr A496 a Cambrian Clearance yn y de.	X	✓
BU18	Llwybr Teithio Llesol - Pont Afon Artro (Dwyrain)	Gwella'r groesfan bresennol i'r dwyrain o ganol pentref Llanbedr a'r llwybrau cyfagos yn unol â safonau teithio llesol.	✓	✓

Cyf	Dewis	Disgrifiad	Heb Ffordd liniaru Cyflymder Isel	Gyda Ffordd liniaru Cyflymder Isel
BU19	Llwybr Teithio Llesol - Coridor Gwyrdd Ardudwy (NCN8)	Gwella llwybr NCN8 presennol er mwyn darparu llwybr teithio llesol diogel yn gyflinellol â'r A496 rhwng Llandecwyn yn y gogledd ac Abermaw yn y de (rhan Harlech i Ddyffryn Ardudwy).	✓	✓
BU20	Llwybr Teithio Llesol - Pentref Llanbedr i Parc Carafanau The Mill	Darparu llwybr teithio llesol uniongyrchol a diogel rhwng pentref Llanbedr a Mill Caravan & Camping Site, gan gynnwys mynediad i Ysgol Gynradd Llanbedr, ar hyd y ffordd ddienw neu'n gyflinellol â hi.	✓	✓
BU21	Hawliau Tramwy Cyhoeddus - Dwyrain	Uwchraddio'r llwybr troed cyhoeddus (Llwybr Troed 41) i'r dwyrain o Lanbedr yn unol â safonau Teithio Llesol.	✓	✓
BU33	Hawliau Tramwy Cyhoeddus - Gogledd-orllewin	Uwchraddio'r llwybrau troed cyhoeddus (Llwybrau Troed 1 a 87) i'r gogledd-orllewin o Lanbedr yn unol â safonau Teithio Llesol.	✓	✓
BU34	Hawliau Tramwy Cyhoeddus - De-orllewin	Uwchraddio'r llwybr ceffylau (Llwybr Ceffylau 43) i'r de-orllewin o Lanbedr yn unol â safonau Teithio Llesol.	✓	✓
BU35	Llwybrau Diogel mewn Cymunedau - Troetffordd	Gwella'r llwybrau cerdded a beicio presennol ym mhentref Llanbedr drwy wella arwynebau, palmant cyffyrddol, a/neu ehangu troedffyrdd pan fo hynny'n bosib.	✓	✓
BU36	Llwybrau Diogel mewn Cymunedau - Goleuadau	Gwella goleuadau stryd ym mhentref Llanbedr er mwyn galluogi teithiau cerdded diogel.	✓	✓
BU38	Gwelliannau Dynodi Llwybr	Darparu arwyddion dynodi llwybr ym mhentref Llanbedr ac i'r orsaf reilffordd ac oddi yno.	✓	✓
BU39	Blwch Melyn - Cyffordd yr A496/Ffordd Mochras	Darparu marciau blwch melyn ar gyffordd yr A496/Ffordd Mochras.	✓	✓
BU40	Blwch Melyn - Cyffordd Ffordd Ddienw	Darparu marciau blwch melyn ar gyffordd yr A496/Ffordd Dienw (Ysgol Gynradd Llanbedr).	✓	✓



Cyf	Dewis	Disgrifiad	Heb Ffordd liniaru Cyflymder Isel	Gyda Ffordd liniaru Cyflymder Isel
NI2	Llwybr Teithio Llesol - Coridor Gwyrdd Ardudwy (yr A496)	Darparu llwybr teithio llesol uniongyrchol a diogel yn gyflinellol â'r A496 rhwng Llandecwyn yn y gogledd ac Abermaw yn y de (rhan Harlech i Ddyffryn Ardudwy). Yng nghyffiniau Llanbedr, bydd y llwybr yn parhau ar hyd yr A496.	X	✓
NI3	Llwybr Teithio Llesol - Coridor Gwyrdd Ardudwy (Ffordd liniaru Cyflymder Isel)	Darparu llwybr teithio llesol uniongyrchol a diogel yn gyflinellol â'r A496 rhwng Llandecwyn yn y gogledd ac Abermaw yn y de (rhan Harlech i Ddyffryn Ardudwy). Yng nghyffiniau Llanbedr, bydd y llwybr hwn yn gwyro i'r gorllewin ar hyd y llwybr lliniaru cyflymder isel arfaethedig.	X	✓
NI4	Llwybr Teithio Llesol - Coridor Gwyrdd Ardudwy (Hawliau Tramwy Cyhoeddus)	Darparu llwybr teithio llesol uniongyrchol a diogel yn gyflinellol â'r A496 rhwng Llandecwyn yn y gogledd ac Abermaw yn y de (rhan Harlech i Ddyffryn Ardudwy). Yng nghyffiniau Llanbedr, bydd y llwybr hwn yn gwyro i'r gorllewin ar hyd Hawliau Tramwy Cyhoeddus sydd wedi eu huwchraddio yn yr ardal.	✓	✓
NI13	Pont Afon Artro Teithio Llesol Newydd (Dwyrain)	Darparu croesfan teithio llesol newydd i'r dwyrain o bont Afon Artro presennol yr A496.	✓	✓
NI14	Parcio Oddi ar y Stryd i Breswylwyr	Darparu lle parcio oddi ar y stryd i breswylwyr yn Llanbedr i'r gorllewin o'r A496 gyferbyn â Hafan Artro, y tu ôl i'r eiddo i'r gogledd o Afon Artro, a/neu i'r de o'r Ffordd Ddienw i'r dwyrain o'r pentref.	✓	✓

## EFFAITH AR AMCANION YR ASTUDIAETH

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### Trosolwg

Cytunwyd ar gyfanswm o wyth amcan astudiaeth yn rhan o astudiaeth WeITAG Gwelliannau Trafnidiaeth Llanbedr. Mae amcanion yr astudiaeth yn berthnasol i ardal yr astudiaeth ac fe'u datblygwyd fel bod unrhyw ymyriadau arfaethedig yn cael eu gweithredu er mwyn mynd i'r afael â'r rhan fwyaf o'r problemau trafndiaeth yn Llanbedr a'r cyffiniau. Crynhoir amcanion yr astudiaeth fel a ganlyn:

- 1 Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth;
- 2 Gwella diogelwch ar gyfer pob dull trafndiaeth;
- 3 Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr;
- 4 Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy;
- 5 Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref;
- 6 Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd;
- 7 Gwella cydnerthedd y rhwydwaith trafndiaeth yn Llanbedr a'r cyffiniau; a
- 8 Lleihau effaith newid hinsawdd ar y gymuned leol.

### Asesiad

Crynhoir effeithiau posibl y Pecyn Dewis hwn ar amcanion yr astudiaeth yn y senario heb ffordd liniaru cyflymder isel yn **Nhabl 2** ac yn **Nhabl 3**, yn y drefn honno.

Dylid nodi bod y ffordd liniaru cyflymder isel yn ystyried effaith bosibl y mesurau arfaethedig ar amcanion yr astudiaeth, yn hytrach nag effaith ffordd liniaru cyflymder isel newydd yn Llanbedr. Er enghraifft, ystyrir bod lleihau'r galw am draffig drwy Lanbedr yn effaith o ganlyniad i'r ffordd liniaru cyflymder isel, ac felly nid ystyrir bod y buddion sy'n gysylltiedig â hi yn uniongyrchol berthnasol i Becyn Dewis 'Gwelliannau Pentref Llanbedr'.

**Tabl 2 Effaith ar Amcanion yr Astudiaeth – Pecyn Dewis Gwelliannau Pentref Llanbedr (Senario Heb Ffordd liniaru Cyflymder Isel)**

<b>Cyf</b>	<b>Amcan yr Astudiaeth</b>	<b>Asesiad</b>	<b>Sgôr</b>
SO1	Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO2	Gwella diogelwch ar gyfer pob dull trafnidiaeth.	Gallai'r pecyn dewis hwn wella diogelwch yn Llanbedr drwy estyn y terfyn cyflymder 20 mya, darparu croesfannau newydd i gerddwyr, a llwybrau teithio llesol uniongyrchol a diogel, ymhlith mesurau eraill. Gallai wella diogelwch ar bont Afon Artro yr A496 hefyd drwy ddiwygio'r cynllun er mwyn manteisio gymaint â phosibl ar y lle sydd ar gael i gerddwyr, gan reoli'r llif traffig yn fwy effeithiol ar yr un pryd.	++
SO3	Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr.	Gallai cyflwyno mesurau tawelu traffig, croesfannau ychwanegol, rhan o lwybr teithio llesol pellter hir Coridor Gwyrdd Ardudwy, a stryd ysgol sicrhau bod teithiau cerdded neu deithiau ar feic yn cael eu blaenoriaethu yn Llanbedr. Fodd bynnag, nodir na ellir darparu cyfleusterau parhaus i gerddwyr ar hyd yr A496 ar hyn o bryd ac felly ni fydd teithiau teithio llesol yn cael eu blaenoriaethu mewn rhai ardaloedd o'r pentref.	++
SO4	Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy.	Mae'r pecyn dewis hwn yn cynnig gwelliannau i hygyrchedd y safleoedd bysiau presennol ar hyd yr A496, adeiladu rhan o lwybr teithio llesol pellter hir Coridor Gwyrdd Ardudwy, a chyfleusterau llogi beiciau yn y pentref, a gallai pob un ohonynt wella mynediad i Lanbedr ac oddi yno â dulliau teithio cynaliadwy.	++
SO5	Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref.	Trwy gyflwyno mesurau tawelu traffig a newidiadau i weithrediad pont Afon Artro yr A496 yn Llanbedr, gallai'r pecyn dewis hwn wella'r amgylchedd adeiledig lleol a gwella'r ymdeimlad o le yn y pentref.	++
SO6	Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd.	Mae'r pecyn dewis hwn yn cynnig newidiadau i gyffordd yr A496/Ffordd Mochras a phont Afon Artro yr A496, sef y man cyfyng allweddol ar gyfer mynediad ymwelwyr i Fochras, ochr yn ochr â gwelliannau i gysylltedd teithio llesol yn Llanbedr a newidiadau i gyfyngiadau parcio er mwyn gwella'r llif traffig y gallai pob un ohonynt leihau effaith y galw cynyddol am draffig sy'n gysylltiedig â'r economi ymwelwyr.	++

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO7	Gwella cydnerthed y rhwydwaith trafnidiaeth yn Llanbedr a'r cyffiniau.	<p>Gallai cyflwyno pont teithio llesol newydd ar draws Afon Artro wella ychydig ar gydnerthed y rhwydwaith trafnidiaeth drwy ddarparu croesfan arall fel y gall defnyddwyr teithio llesol groesi'r afon, rhag ofn y bydd problem ar bont Afon Artro yr A496.</p> <p>Fodd bynnag, mae'r Pecyn Dewis hwn yn cynnwys mesurau a fydd yn ailneilltuo rhywfaint o le ar y ffordd ar hyd yr A496, gan gulhau'r ffordd i bob pwrpas a'i gwneud yn llai cydnerth drwy Lanbedr. Felly, ystyrir bod yr effaith gyffredinol ar gydnerthed yn niwtral.</p>	0
SO8	Lleihau effaith newid hinsawdd ar y gymuned leol.	Hefyd, gallai'r pecyn dewis hwn leihau ychydig ar allyriadau carbon o'r rhwydwaith trafnidiaeth drwy annog rhagor o bobl i deithio â thrafnidiaeth gynaliadwy, a allai leihau ychydig ar effaith newid hinsawdd yn y gymuned leol.	+

**Tabl 3 Effaith ar Amcanion yr Astudiaeth – Pecyn Dewis Gwelliannau Pentref Llanbedr (Senario Gyda Ffordd liniaru Cyflymder Isel)**

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO1	Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO2	Gwella diogelwch ar gyfer pob dull trafndiaeth.	<p>Gallai'r pecyn dewis hwn wella diogelwch yn Llanbedr drwy estyn y terfyn cyflymder 20 mya, darparu croesfannau newydd i gerddwyr, a llwybrau teithio llesol uniongyrchol a diogel, ymhlith mesurau eraill. Gallai wella diogelwch ar bont Afon Artro hefyd drwy ddiwygio'r cynllun er mwyn manteisio gymaint â phosibl ar y lle sydd ar gael i gerddwyr, gan reoli'r llif traffig yn fwy effeithiol ar yr un pryd neu gael gwared ar draffig cyffredinol. Nodir hefyd fod y pecyn dewis hwn yn cynnig llwybr teithio llesol newydd ger yr A496, a allai sicrhau bod cerddwyr a beicwyr yn cael eu gwahanu oddi wrth draffig, nad yw'n bosibl ei weithredu ar hyn o bryd oherwydd y galw am draffig presennol drwy'r pentref.</p> <p>Dylid nodi, er y gallai'r pecyn dewis hwn ddwyn buddion cymedrol o ran diogelwch, ystyrir ei bod yn debygol y byddai ffordd liniaru cyflymder isel yn gwella diogelwch yn sylweddol ynddi ei hun, oherwydd y byddai'n lleihau'r galw am draffig drwy Lanbedr yn sylweddol. Fodd bynnag, nid yw'r buddion sy'n deillio o'r ffordd liniaru cyflymder isel wedi eu cyfrif yn rhan o'r asesiad o'r pecyn dewis hwn.</p>	++
SO3	Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr.	Gallai cyflwyno mesurau tawelu traffig, croesfannau ychwanegol, rhan o lwybr teithio llesol pellter hir Coridor Gwyrdd Ardudwy, a stryd ysgol sicrhau bod teithiau cerdded neu deithiau ar feic yn cael eu blaenoriaethu yn Llanbedr. Ynghyd â hyn, gallai llwybr teithio llesol di-dor drwy'r pentref, y gellir ei hwyluso yn y senario hwn oherwydd y byddai'r mwyafrif helaeth o'r traffig trwodd yn cael eu dargyfeirio ar hyd y ffordd liniaru cyflymder isel posibl, alluogi teithiau teithio llesol i gael eu gwneud yn ddiogel ledled y pentref.	+++
SO4	Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy.	Mae'r pecyn dewis hwn yn cynnig gwelliannau i hygyrchedd y safleoedd bysiau presennol ar hyd yr A496, adeiladu rhan o lwybr teithio llesol pellter hir Coridor Gwyrdd Ardudwy, a chyfleusterau llogi beiciau yn y pentref, a gallai pob un ohonynt wella mynediad i Lanbedr ac oddi yno â dulliau teithio cynaliadwy.	++

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO5	Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref.	Trwy gyflwyno mesurau tawelu traffig ar hyd yr A496 ochr yn ochr â'r posibilrwydd o gau pont Afon Artro yr A496 i gerbydau cyffredinol, gallai'r pecyn dewis hwn wella'r amgylchedd adeiledig lleol yn sylweddol a gwella'r ymdeimlad o le yn y pentref.	+++
SO6	Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd.	<p>Mae'r pecyn dewis hwn yn cynnig newidiadau i gyffordd yr A496/Ffordd Mochras a phont Afon Artro yr A496, ochr yn ochr â gwelliannau i gysylltedd teithio llesol, a allai leihau effaith y galw cynyddol am draffig sy'n gysylltiedig â'r economi ymwelwyr.</p> <p>Dylid nodi yr ystyrir bod yr effaith fuddiol o'i chymharu ag amcan yr astudiaeth hon yn llai arwyddocaol yn y senario 'gyda ffordd liniaru cyflymder isel' ar y sail y bydd y mwyafrif helaeth o'r galw am draffig sy'n gysylltiedig â'r economi ymwelwyr yn cael ei ddargyfeirio ar hyd y ffordd newydd, yn hytrach na pharhau i fynd drwy'r pentref, lle mae'r mannau cul presennol. Felly, ystyrir y bydd effaith economi ymwelwyr y rhwydwaith ffyrdd yn Llanbedr yn llai arwyddocaol yn y senario hwn ac, felly, bydd buddion posibl y pecyn dewis hwn yn llai arwyddocaol na'r senario heb ffordd liniaru cyflymder isel.</p>	+
SO7	Gwella cydnherthedd y rhwydwaith trafnidiaeth yn Llanbedr a'r cyffiniau.	Gallai cyflwyno pont teithio llesol newydd ar draws Afon Artro wella ychydig ar gydnerthedd y rhwydwaith trafnidiaeth drwy ddarparu croesfan arall fel y gall defnyddwyr teithio llesol groesi'r afon, rhag ofn y bydd problem ar bont Afon Artro yr A496.	+
SO8	Lleihau effaith newid hinsawdd ar y gymuned leol.	<p>Gallai cyflwyno pont teithio llesol newydd ar draws Afon Artro leihau'r posibilrwydd o ddigwyddiadau llifogydd yn y dyfodol, y disgwylir iddynt ddigwydd yn amlach yn y dyfodol oherwydd newid hinsawdd, gan gyfyngu ar deithiau cerdded neu deithiau ar feic ar draws yr afon, gan leihau yn eu tro effeithiau posibl newid hinsawdd ar y gymuned leol.</p> <p>Hefyd, gallai'r pecyn dewis hwn leihau ychydig ar yr allyriadau carbon sy'n deillio o'r rhwydwaith trafnidiaeth drwy annog mwy o bobl i deithio â thrafnidiaeth gynaliadwy.</p>	+

## Crynodeb o'r Asesiad

Mae'r asesiad o Becyn Dewis 'Gwelliannau Pentref Llanbedr' yn dangos y gallai gyflawni mwyafrif amcanion yr astudiaeth yn gadarnhaol, yn y senarios gyda ffordd liniaru cyflymder isel a hebddi. Yn y ddwy senario, disgwylir y bydd y Pecyn Dewis yn cyfrannu'n gadarnhaol tuag at bob amcan astudiaeth, ac eithrio'r amcan i leihau'r angen i deithio (SO1) a gwella cydnerthedd y rhwydwaith trafndiaeth (SO7).

Yn y senario heb ffordd liniaru cyflymder isel, ystyrir y gallai'r Pecyn Dewis hwn ddwyn buddion cymedrol o ran diogelwch (SO2), teithiau llesol ym mhentref Llanbedr (SO3), mynediad â dulliau cynaliadwy (SO4), yr amgylchedd adeiledig lleol (SO5), a lleihau effaith yr economi ymwelwyr (SO6). Cyflawnir hyn yn bennaf drwy ddarparu seilwaith newydd, megis tawelu traffig a chysylltiadau teithio llesol ar draws Afon Artro, a fydd yn cefnogi teithiau llesol drwy'r pentref.

Er yr ystyrir y gallai'r Pecyn Dewis hwn ddwyn buddion nodedig yn y senario heb ffordd liniaru cyflymder isel, nodir y bydd y buddion i deithio llesol (SO3) a'r amgylchedd adeiledig lleol (SO5) yn fwy arwyddocaol yn y senario gyda ffordd liniaru cyflymder isel, yn seiliedig ar y mesurau ychwanegol y gellid eu gweithredu. Disgwylir buddion ychwanegol i'r amcanion astudiaeth hyn oherwydd bydd y ffordd liniaru cyflymder isel yn galluogi lle ar y ffordd i gael ei ailneilltuo ar hyd yr A496 bresennol, a allai alluogi llwybr teithio llesol i gael ei ddatblygu drwy'r pentref, yn ogystal â mesurau ychwanegol ar bont Afon Artro yr A496, megis cau'r bont i gerbydau cyffredinol.

Dylid nodi y rhagwelir y bydd y Pecyn Dewis yn cael effaith lai sylweddol ar leihau effaith yr economi ymwelwyr (SO6) yn y senario gyda ffordd liniaru cyflymder isel. Mae hyn o ganlyniad i'r ffordd liniaru cyflymder isel ei hun yn lleihau effaith yr economi ymwelwyr ar Lanbedr yn sylweddol, ac felly ystyrir bod yr effeithiau gwirioneddol yn debygol o fod yn sylweddol is nag ar hyn o bryd. Fodd bynnag, ystyrir o hyd y gallai gwelliannau i'r rhwydwaith priffyrdd yn y pentref a gwelliannau i'r rhwydwaith trafndiaeth cynaliadwy leihau o hyd effaith y llif traffig cynyddol sy'n gysylltiedig â'r economi ymwelwyr i raddau.

Ystyrir yn y senarios gydag a heb ffordd liniaru cyflymder isel y gallai'r Pecyn Dewis leihau ychydig ar effaith newid hinsawdd (SO8).

## CRYNODEB A'R CAMAU NESAF

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### Crynodeb a Chasgliad

Mae'r Nodyn Technegol hwn wedi darparu crynodeb o'r broses a ddilynwyd i nodi amrywiaeth o fesurau sy'n cyfuno i ffurfio Pecyn Dewis 'Gwelliannau Pentref Llanbedr', cyn cynnal asesiad cychwynnol o'r Pecyn Dewis yng nghyd-destun amcanion yr astudiaeth, er mwyn sicrhau ei fod yn addas i'w ystyried ymhellach yn WeITAG Cam Dau.

Mae'r asesiad o Becyn Dewis 'Gwelliannau Pentref Llanbedr' yn dangos y gallai gyflawni mwyafrif amcanion yr astudiaeth yn gadarnhaol, yn y senarios gyda ffordd liniaru cyflymder isel a hebddi, ac felly dylid ei ddwyn ymlaen i WeITAG Cam Dau. Fodd bynnag, ystyrir yn debygol y byddai'r Pecyn Dewis yn cyfrannu'n fwy at amcanion yr astudiaeth yn y senario pan fo ffordd liniaru cyflymder isel yn cael ei hadeiladu, oherwydd y posibilrwydd o weithredu nifer mwy o fesurau.

### Y Camau Nesaf

Dylid ystyried y Pecyn Dewis hwn ymhellach yn rhan o WeITAG Cam Dau, er mwyn deall y costau posibl sy'n gysylltiedig â chyflawni'r mesurau a meintoli'r effeithiau posibl ymhellach.

Oherwydd ei bod y Pecyn Dewis hwn yn annhebygol o gyflawni holl amcanion yr astudiaeth ar ei ben ei hun, dylid ystyried effaith gronnydd y mesurau, ynghyd â Phecynnau Dewis eraill hefyd yn WeITAG Cam Dau. Bydd hyn yn sicrhau bod unrhyw atebion terfynol a ffeirir yn manteisio gymaint â phosibl ar y buddion mewn cysylltiad â holl amcanion yr astudiaeth, er mwyn sicrhau bod yr holl broblemau trafndiaeth yn Llanbedr yn cael eu nodi a'u datrys yn llawn.





## **GWELLIANNAU FFORDD MOCHRAS - NODYN PECYN DEWIS**

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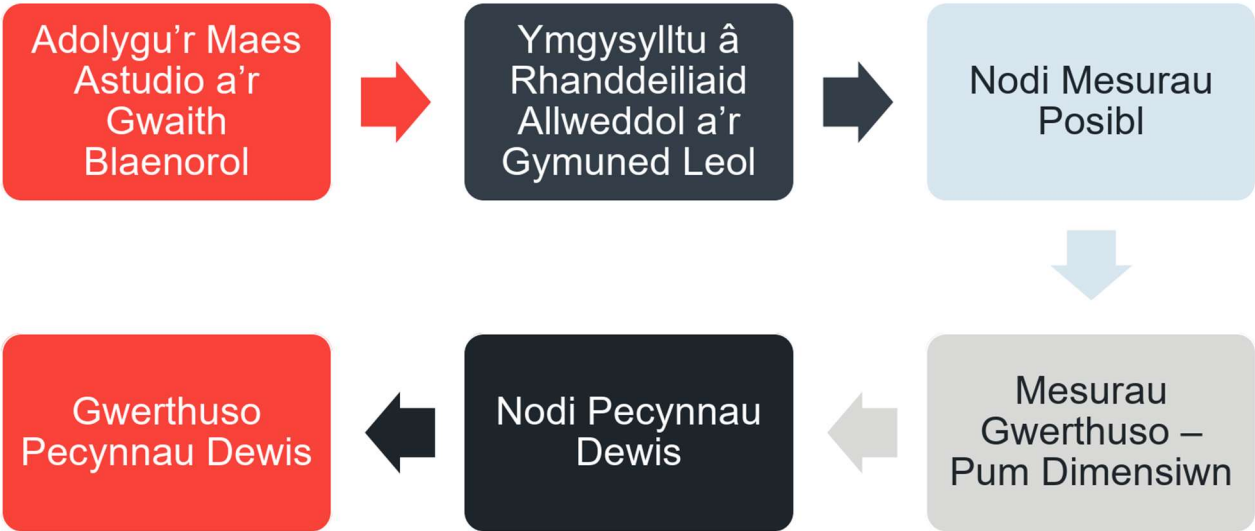
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PWNC:	Gwelliannau Ffordd Mochras - Pecyn Dewis		
PROSIECT:	Gwelliannau Trafnidiaeth Llanbedr - WeITAG Cam Un	AWDUR:	Abby Morris
GWIRIWYD:	Gwyn Davies	CYMERADWYWYD:	Jason Collins

CYFLWYNIAD

Mae'r Nodyn Technegol hwn yn darparu crynodeb o Becyn Dewis 'Gwelliannau Ffordd Mochras', a gynigiwyd yn rhan o astudiaeth WeITAG Cam Un Gwelliannau Trafnidiaeth Llanbedr. Mae'n darparu crynodeb o'r dull a ddilynwyd i nodi mesurau sy'n ffurfio'r Pecyn Dewis hwn, cyn darparu asesiad cychwynnol o'r dewis yng nghyd-destun yr amcanion astudiaeth y cytunwyd arnynt.

Darperir crynodeb o'r broses arfarnu a gynhaliwyd a lle mae'r Nodyn Technegol hwn yn y broses, yn **Ffigur 1**.

Ffigur 1 Y Broses Arfarnu



## PECYN DEWIS GWELLIANNAU FFORDD MOCHRAS

### Trosolwg

Gan ddefnyddio'r Ddewislen a nodir yng nghanllawiau WelTAG 2024, mae rhestr hir o fesurau posibl wedi ei hystyried i'w gweithredu yn Llanbedr a'r cyffiniau. Arweiniodd hyn at oddeutu 100 o fesurau yn cael eu hystyried, ar ôl cael eu nodi o gyfuniad o'r canlynol:

- Astudiaeth WelTAG Cam Un Blaenorol(2015);
- Canfyddiadau y Panel Adolygu Ffyrdd (2021);
- Arfarniad 'Cam Cyflyn Ymlaen' gan Drafnidiaeth Cymru (2022);
- Sylwadau a dderbyniwyd gan y gymuned leol a rhanddeiliaid; a
- Enghreifftiau o arferion gorau mewn lleoliadau tebyg.

### Mesurau Hidlo a Phecynnu

Yn unol â WelTAG, mae'r rhestr hir o fesurau wedi eu hystyried yng nghyd-destun y pum dimensiwn: Ffit Strategol, Llesiant, Fforddiadwyedd, Cyflawnadwyedd, a Rheolaeth. Cynhaliwyd yr arfarniad ansoddol hwn i nodi a yw mesurau:

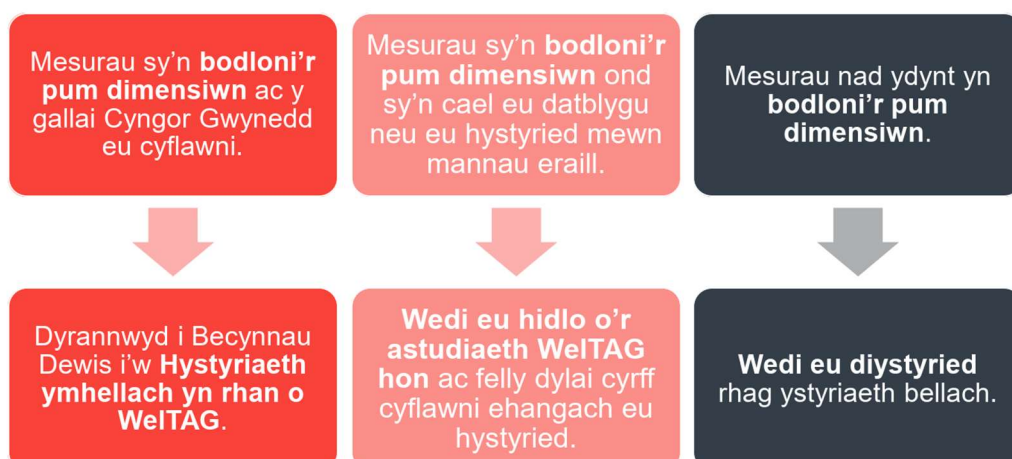
- Yn unol â pholisi lleol a chenedlaethol [**Ffit Strategol**];
- Yn debygol o wella llesiant [**Llesiant**];
- Yn fforddiadwy o bosibl [**Fforddiadwyedd**];
- Yn gyflawnadwy o bosibl [**Cyflawnadwyedd**]; a
- Yn rheoladwy [**Rheoli**].

Cynhaliwyd yr arfarniad ar gyfer dwy senario: y cyntaf yw'r senario **heb ffordd liniaru cyflymder isel** presennol yng nghyffiniau Llanbedr, a'r ail yw senario **gyda ffordd liniaru cyflymder isel** yn yr ardal. Ystyriwyd y ddwy senario oherwydd mewn un o'r senarios yn unig y mae rhai mesurau yn addas, ac felly mae'r rhestr o fesurau posibl yn amrywio gan ddibynnu a yw ffordd liniaru cyflymder isel yn cael ei gweithredu ai peidio.

Neilltuwyd y mesurau yr ystyriwyd eu bod yn gydnaws â'r pum dimensiwn i Becynnau Dewis, yn seiliedig ar y math o ymyriad a/neu ei leoliad. Os oedd unrhyw fesurau nad oedd yn gydnaws â meini prawf y pum dimensiwn a nodir uchod, cawsant eu diystyru ar y cam hwnnw ac ni chawsant eu hystyried ymhellach.

Darperir crynodeb o'r dull hidlo mesurau yn **Ffigur 2**, a nodir manylion ychwanegol am yr arfarniad yn yr Arfarniad Llesiant Integredig (70115176-WSP-GEN-LBR-RP-TR-0006).

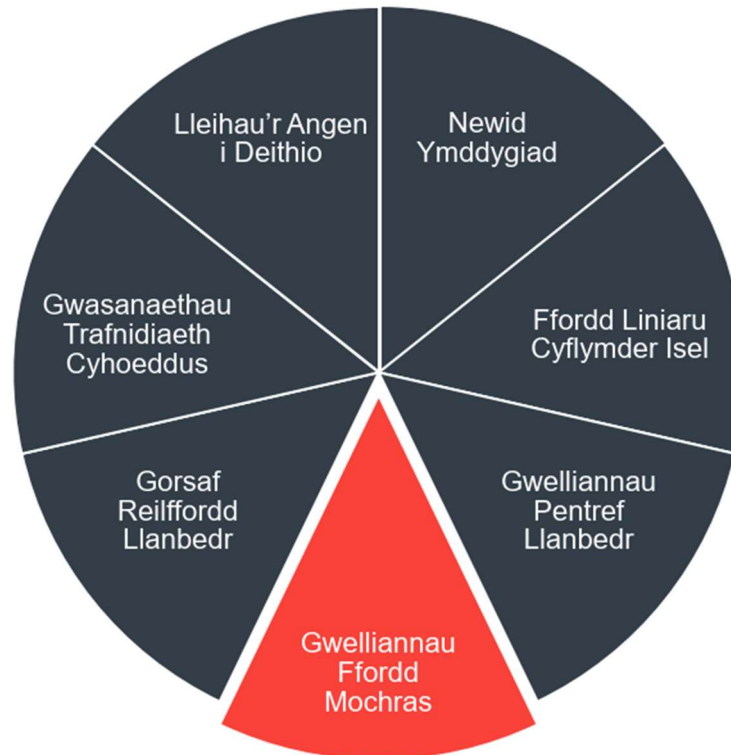
**Ffigur 2 Dull Hidlo – Gwelliannau Trafnidiaeth Llanbedr**



## Pecynnau Dewis

Yn seiliedig ar yr arfarniad a gynhaliwyd, nodwyd saith Pecyn Dewis ar gyfer gwelliannau trafndiaeth yn Llanbedr a'r cyffiniau, fel y dangosir yn **Ffigur 3**.

**Ffigur 3 Pecynnau Dewis – Gwelliannau Trafnidiaeth Llanbedr**



Dylid nodi mai un o saith dewis sy'n cael eu hystyried yn rhan o astudiaeth WeITAG Gwelliannau Trafnidiaeth Llanbedr yw Pecyn Dewis 'Gwelliannau Ffordd Mochras', a darperir manylion am y Pecynnau Dewis eraill yn y dogfennau a ganlyn:

- Ffordd liniaru Cyflymder Isel (70115176-WSP-GEN-LBR-RP-TR-0012);
- Lleihau'r Angen i Deithio (70115176-WSP-GEN-LBR-RP-TR-0013);
- Newid Ymddygiad (70115176-WSP-GEN-LBR-RP-TR-0014);
- Gwasanaethau Trafnidiaeth Cyhoeddus (70115176-WSP-GEN-LBR-RP-TR-0015);
- Gorsaf Reilffordd Llanbedr (70115176-WSP-GEN-LBR-RP-TR-0016); a
- Gwelliannau i Bentref Llanbedr (70115176-WSP-GEN-LBR-RP-TR-0017).

## Gwelliannau Ffordd Mochras

Darperir y rhestr o fesurau sydd wedi eu cynnwys ym Mhecyn Dewis 'Gwelliannau Ffordd Mochras' yn **Nhabl 1**. Fel y nodwyd, mae rhai mesurau a gynhwysir yn y senario gyda ffordd liniaru cyflymder isel ac nid yn y senario heb ffordd newydd. Bydd y mesurau a nodwyd yn cael eu datblygu'n fanylach yn WeITAG Cam Dau, a nodir mesur a ffefrir os oes ymyriadau sy'n gwrthdaro, os bydd y Pecyn Dewis arfaethedig yn mynd rhagddo.

**Tabl 1 Gwelliannau Ffordd Mochras – Mesurau Pecyn Dewis**

Cyf	Dewis	Disgrifiad	Heb Ffordd Liniaru Cyflymder Isel	Gyda Ffordd Liniaru Cyflymder Isel
BU16	Llwybr Teithio Llesol - Ffordd Mochras (Ailneilltuo Lle ar y Ffordd)	Darparu llwybr teithio llesol uniongyrchol a diogel rhwng pentref Llanbedr a Gorsaf Reilffordd Llanbedr drwy ailneilltuo lle ar y ffordd ar Ffordd Mochras a galluogi beicio ar y gerbyttffordd.	X	✓
BU26	Gorsaf Reilffordd Llanbedr i Fochras - Lleihau'r Terfyn Cyflymder	Lleihau terfyn cyflymder Ffordd Mochras rhwng Gorsaf Reilffordd Llanbedr a Mochras.	✓	✓
BU27	Ffordd Mochras - Cyfyngiadau Parcio Ychwanegol	Gweithredu cyfyngiadau parcio ar hyd Ffordd Mochras, yn enwedig ym mhen cyffordd yr A496 o'r llwybr.	✓	✓
BU28	Ffordd Mochras - Cau / Unffordd	Cau Ffordd Mochras i draffig trwodd mewn o leiaf un cyfeiriad.	X	✓
BU29	Ffordd Mochras - Estyn y Terfyn Cyflymder 20 mya	Estyn y terfyn cyflymder 20 mya ar hyd Ffordd Mochras, hyd at Orsaf Reilffordd Llanbedr.	✓	✓
BU30	Ffordd Mochras - Mesurau Tawelu Traffig	Gweithredu mesurau tawelu traffig, megis ildio i gerbydau sydd ar ddod, ynysoedd traffig, a thwmpathau cyflymder, ar hyd Ffordd Mochras.	✓	✓
NI5	Llwybr Teithio Llesol - Maes Artro	Darparu llwybr teithio llesol uniongyrchol a diogel rhwng Ffordd Mochras a'r A496 drwy safle Maes Artro.	✓	✓
NI6	Llwybr Teithio Llesol - Ffordd Mochras (Cyfagos)	Darparu llwybr teithio llesol uniongyrchol a diogel rhwng pentref Llanbedr a Gorsaf Reilffordd Llanbedr, ger Ffordd Mochras	✓	✓
NI7	Llwybr Teithio Llesol - Ffordd Mochras (Cyflinellol)	Darparu llwybr teithio llesol uniongyrchol a diogel rhwng pentref Llanbedr a Gorsaf Reilffordd Llanbedr, ar ochr ogleddol Afon Artro, yn gyflinellol â Ffordd Mochras	✓	✓
NI8	Llwybr Teithio Llesol - Mochras i Orsaf Reilffordd Llanbedr	Darparu llwybr teithio llesol uniongyrchol a diogel rhwng Mochras a Gorsaf Reilffordd Llanbedr, gan gynnwys mynediad i Faes Awyr Llanbedr.	✓	✓

## EFFAITH AR AMCANION YR ASTUDIAETH

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### Trosolwg

Cytunwyd ar gyfanswm o wyth amcan astudiaeth yn rhan o astudiaeth WeITAG Gwelliannau Trafnidiaeth Llanbedr. Mae amcanion yr astudiaeth yn berthnasol i ardal yr astudiaeth ac fe'u datblygwyd fel bod unrhyw ymyriadau arfaethedig yn cael eu gweithredu er mwyn mynd i'r afael â'r rhan fwyaf o'r problemau trafndiaeth yn Llanbedr a'r cyffiniau. Crynhoir amcanion yr astudiaeth fel a ganlyn:

- 1 Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth;
- 2 Gwella diogelwch ar gyfer pob dull trafndiaeth;
- 3 Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr;
- 4 Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy;
- 5 Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref;
- 6 Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd;
- 7 Gwella cydnerthedd y rhwydwaith trafndiaeth yn Llanbedr a'r cyffiniau; a
- 8 Lleihau effaith newid hinsawdd ar y gymuned leol.

### Asesiad

Crynhoir effeithiau posibl y Pecyn Dewis hwn ar amcanion yr astudiaeth yn y senario heb ffordd liniaru cyflymder isel yn **Nhabl 2** ac yn **Nhabl 3**, yn y drefn honno.

Dylid nodi bod y ffordd liniaru cyflymder isel yn ystyried effaith bosibl y mesurau arfaethedig ar amcanion yr astudiaeth, yn hytrach nag effaith ffordd liniaru cyflymder isel newydd yn Llanbedr. Er enghraifft, ystyrir bod lleihau'r galw am draffig drwy Lanbedr yn effaith o ganlyniad i'r ffordd liniaru cyflymder isel, ac felly nid ystyrir bod y buddion sy'n gysylltiedig â hi yn uniongyrchol berthnasol i Becyn Dewis 'Gwelliannau Ffordd Mochras'.

**Tabl 2      Effaith ar Amcanion yr Astudiaeth – Pecyn Dewis Gwelliannau Ffordd Mochras (Senario Heb Ffordd liniaru Cyflymder Isel)**

<b>Cyf</b>	<b>Amcan yr Astudiaeth</b>	<b>Asesiad</b>	<b>Sgôr</b>
SO1	Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO2	Gwella diogelwch ar gyfer pob dull trafnidiaeth.	Gallai'r pecyn dewis hwn gael effaith sylweddol ar ddiogelwch drwy derfynau cyflymder llai, gweithredu mesurau tawelu traffig, a galluogi symudiadau teithio llesol diogel yn gyflinellol â'r ffordd.	+
SO3	Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr.	Gallai cyflwyno mesurau tawelu traffig, terfynau cyflymder llai, a llwybr teithio llesol sicrhau bod teithiau llesol yn cael eu blaenoriaethu ar hyd Ffordd Mochras.	+
SO4	Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy.	Gallai llwybr teithio llesol newydd rhwng Mochras a Llanbedr wella mynediad i gerddwyr a beicwyr ar hyd Ffordd Mochras.	++
SO5	Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO6	Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd.	Trwy ddarparu mynediad effeithiol i Fochras â dulliau llesol, gallai hyn annog pobl i deithio drwy gerdded neu ar feic i Orsaf Reilffordd Llanbedr a'r pentref, gan leihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd lleol.	+
SO7	Gwella cydnerthedd y rhwydwaith trafnidiaeth yn Llanbedr a'r cyffiniau.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO8	Lleihau effaith newid hinsawdd ar y gymuned leol.	Gallai llwybr teithio llesol newydd rhwng Mochras a'r pentref annog mwy o bobl i deithio â dulliau trafnidiaeth cynaliadwy, a allai leihau ychydig ar yr allyriadau carbon sy'n deillio o'r rhwydwaith trafnidiaeth. Ystyrir hefyd y gallai mesurau i leihau'r tebygolrwydd o ddigwyddiadau llifogydd yn y dyfodol, sy'n fwy tebygol o ddigwydd gyda newid hinsawdd, gael eu hymgorffori mewn llwybr teithio llesol yn y lleoliad hwn, gan leihau'r effeithiau posibl ar y gymuned leol.	+



**Tabl 3 Effaith ar Amcanion yr Astudiaeth – Pecyn Dewis Gwelliannau Ffordd Mochras (Senario Gyda Ffordd liniaru Cyflymder Isel)**

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO1	Lleihau'r angen i deithio ar gyfer gwasanaethau allweddol a chyflogaeth.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO2	Gwella diogelwch ar gyfer pob dull trafnidiaeth.	Gallai'r pecyn dewis hwn gael effaith sylweddol ar ddiogelwch drwy derfynau cyflymder llai, gweithredu mesurau tawelu traffig, a galluogi symudiadau teithio llesol diogel yn gyflinellol â'r ffordd. Yn ogystal â hyn, mae'r pecyn dewis hwn yn cynnig cau Ffordd Mochras i draffig trwodd i'r gorllewin o'r pentref, a allai ddwyn budd ychwanegol o ran diogelwch ar hyd pen dwyreiniol Ffordd Mochras.	++
SO3	Blaenoriaethu teithiau cerdded a theithiau ar feic ym mhentref Llanbedr.	Trwy gau Ffordd Mochras ar gyfer traffig trwodd, ynghyd â mesurau tawelu traffig, terfynau cyflymder wedi eu lleihau, a llwybr teithio llesol, gellid blaenoriaethu teithiau cerdded neu deithiau ar feic ar hyd Ffordd Mochras.	++
SO4	Gwella'r mynediad i Lanbedr a'r ardaloedd i'r gorllewin o'r pentref, ac oddi yno, â dulliau teithio cynaliadwy.	Gallai llwybr teithio llesol newydd rhwng Mochras a Llanbedr wella mynediad i gerddwyr a beicwyr ar hyd Ffordd Mochras.	++
SO5	Gwella'r amgylchedd adeiledig lleol er mwyn gwella'r ymdeimlad o le a chyfrannu at fywiogrwydd y pentref.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO6	Lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd.	Trwy ddarparu mynediad effeithiol i Fochras â dulliau llesol, gallai hyn annog pobl i deithio drwy gerdded neu ar feic i Orsaf Reilffordd Llanbedr a'r pentref, gan leihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd lleol. Ar y cyd â hyn, byddai cau Ffordd Mochras i draffig trwodd yn lleihau'r galw am draffig rhwng y pentref a Mochras, gan leihau ymhellach effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd yn y pentref.	++

Cyf	Amcan yr Astudiaeth	Asesiad	Sgôr
SO7	Gwella cydnerthed y rhwydwaith trafndiaeth yn Llanbedr a'r cyffiniau.	Mae'r pecyn dewis hwn yn annhebygol o gael effaith ganfyddadwy ar amcan yr astudiaeth hon.	0
SO8	Lleihau effaith newid hinsawdd ar y gymuned leol.	Gallai llwybr teithio llesol newydd rhwng Mochras a'r pentref annog mwy o bobl i deithio â dulliau trafndiaeth cynaliadwy, a allai leihau ychydig ar yr allyriadau carbon sy'n deillio o'r rhwydwaith trafndiaeth. Ystyrir hefyd y gallai mesurau i leihau'r tebygolrwydd o ddigwyddiadau llifogydd yn y dyfodol, sy'n fwy tebygol o ddigwydd gyda newid hinsawdd, gael eu hymgorffori mewn llwybr teithio llesol yn y lleoliad hwn, gan leihau effaith bosibl newid hinsawdd ar y gymuned leol.	+

## Crynodeb o'r Asesiad

Mae'r asesiad o Becyn Dewis 'Gwelliannau Ffordd Mochras' yn dangos y gallai gyflawni rhai o amcanion yr astudiaeth yn gadarnhaol, sef: diogelwch dulliau trafnidiaeth (SO2), blaenoriaethu teithiau llesol ym mhentref Llanbedr (SO3), gwell mynediad â dulliau cynaliadwy (SO4), yn ogystal â lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd (SO6) ac effaith y rhwydwaith trafnidiaeth ar newid hinsawdd (SO8).

O bwys penodol, gallai cyflwyno llwybr teithio llesol rhwng pentref Llanbedr a Mochras wella mynediad â dulliau cynaliadwy (SO4), gan gyfuno hynny hefyd â therfynau cyflymder llai a mesurau tawelu traffig i wella diogelwch (SO1) a blaenoriaethu teithiau llesol (SO3). Gallai gyfrannu at newid moddol hefyd, a allai leihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd (SO6), gan leihau effaith newid hinsawdd (SO8) hefyd.

Yn y senario gyda ffordd liniaru cyflymder isel, ystyrir y gallai cau Ffordd Mochras i draffig wella diogelwch ymhellach (SO2), blaenoriaethu teithiau llesol (SO3), a lleihau effaith yr economi ymwelwyr ar y rhwydwaith ffyrdd lleol (SO6); o'i chymharu â'r senario heb ffordd liniaru cyflymder isel.

Fodd bynnag, nodir bod y Pecyn Dewis yn annhebygol o gael effaith ganfyddadwy gan leihau'r angen i deithio (SO1), yr amgylchedd adeiledig lleol (SO5), neu ar wella cydnherthedd y rhwydwaith trafnidiaeth (SO7).

## CRYNODEB A'R CAMAU NESAF

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### Crynodeb a Chasgliad

Mae'r Nodyn Technegol hwn wedi darparu crynodeb o'r broses a ddilynwyd i nodi amrywiaeth o fesurau sy'n cyfuno i ffurfio Pecyn Dewis 'Gwelliannau Ffordd Mochras', cyn cynnal asesiad cychwynnol o'r Pecyn Dewis yng nghyd-destun amcanion yr astudiaeth, er mwyn sicrhau ei fod yn addas i'w ystyried ymhellach yn WeITAG Cam Dau.

Mae'r asesiad o Becyn Dewis 'Gwelliannau Ffordd Mochras' yn dangos y gallai gyflawni mwyafrif amcanion yr astudiaeth yn gadarnhaol, yn y senarios gyda ffordd liniaru cyflymder isel a hebddi, ac felly dylid ei ddwyn ymlaen i WeITAG Cam Dau. Fodd bynnag, ystyrir yn debygol y byddai'r Pecyn Dewis yn cyfrannu'n fwy at amcanion yr astudiaeth yn y senario pan fo ffordd liniaru cyflymder isel yn cael ei hadeiladu, oherwydd y posibilrwydd o weithredu nifer mwy o fesurau.

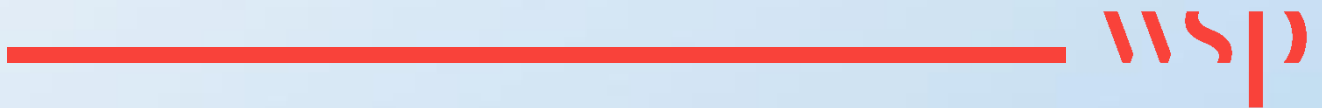
### Y Camau Nesaf

Dylid ystyried y Pecyn Dewis hwn ymhellach yn rhan o WeITAG Cam Dau, er mwyn deall y costau posibl sy'n gysylltiedig â chyflawni'r mesurau a meintoli'r effeithiau posibl ymhellach.

Oherwydd ei bod y Pecyn Dewis hwn yn annhebygol o gyflawni holl amcanion yr astudiaeth ar ei ben ei hun, dylid ystyried effaith gronnydd y mesurau, ynghyd â Phecynnau Dewis eraill hefyd yn WeITAG Cam Dau. Bydd hyn yn sicrhau bod unrhyw atebion terfynol a ffefrir yn manteisio gymaint â phosibl ar y buddion mewn cysylltiad â holl amcanion yr astudiaeth, er mwyn sicrhau bod yr holl broblemau trafndiaeth yn Llanbedr yn cael eu nodi a'u datrys yn llawn.

# Atodiad G

**TABL CRYNHOI'R ARFARNIAD -  
ADDASRWYDD STRATEGOL  
(PECYNNAU OPSIYNAU)**





## SENARIO HEB FFORDD LINIARU CYFLYMDER ISEL

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Option Package	Llwybr Newydd: Priority 1 - Bring services to people to reduce the need to travel	Llwybr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services		Llwybr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services		Net Zero Wales		
Behaviour Change	This option package will not impact on the need for people to travel.	0	This option package may make it easier for people to travel using sustainable transport infrastructure and services by providing a Community Transport scheme for local people.	+	This option package may encourage people to make the change to more sustainable transport services by introducing a mobility hub into Llanbedr to encourage shared solutions, providing public transport journey planning information, and Travel Planning at key locations.	++	This option package could contribute to Policies 31 and 32 - to increase the mode share of active travel and public transport modes - which could in turn reduce carbon emissions from transport.	+
Llanbedr Railway Station	This option package will not impact on the need for people to travel.	0	Through introducing cycle parking and facilities for vehicle parking at Llanbedr Railway Station, this could enable more people to travel by rail in the local area.	++	This option package could encourage more people to travel by rail through improving the facilities provided at Llanbedr Railway Station.	+	Although a new car park at Llanbedr Railway Station could encourage some journeys to the station to be undertaken by car, it is considered that this could reduce the total vehicle miles travelled by car, reducing carbon emissions from the transport network.	+
Llanbedr Village Improvements	This option package will not impact on the need for people to travel.	0	This option package could enable more journeys to be made by sustainable transport through improvements to the active travel network, alongside accessibility improvements to the bus stops within the village and cycle hire.	++	This option package may encourage people to make the change to more sustainable transport by supporting shared solutions, such as through a cycle hire scheme.	+	This option package may result in a decrease in vehicle miles through enabling short journeys in the village to be undertaken by active modes.	+
Low-Speed Relief Road		-	-	-	-	-	-	-
Mochras Road Improvements	This option package will not impact on the need for people to travel.	0	This option package may enable more travel by sustainable transport by creating new active travel routes and infrastructure, between the village centre, Llanbedr Railway Station, Llanbedr Airfield, and Shell Island.	++	Through reducing speed limits along Mochras Road and providing safety improvements, this option package could encourage more people to walk or cycle between the village centre and locations to the west of Llanbedr.	+	This option package could contribute to Policies 31 and 32 - to increase the mode share of active travel and public transport modes - through providing an active travel route along Mochras Road, improving access to Llanbedr Railway Station.	+
Public Transport Services	This option package will not impact on the need for people to travel.	0	This option package could enable more people to travel by public transport by improving the frequency and operating hours of bus services, as well as coordinating service timetables between bus and rail services to enable end-to-end journeys by public transport. A fflecsi bus services could also help to extend the geographical 'reach' of public transport.	++	This option package could encourage more people to make the change to sustainable transport by providing incentives, such as ticket discounts, for travel by public transport.	++	This option package could contribute to Policy 32 - to increase the mode share of public transport modes - through improving the bus and rail offering within the village. This could also reduce miles travelled by private car in the region, further reducing carbon emissions.	++

Option Package		Future Wales: The National Plan 2040		Mid Wales Joint Local Transport Plan 2015		Cyngor Gwynedd Plan 2023-2028		Eryri Local Development Plan 2016 - 2031	
Behaviour Change	This option package supports Outcome 7 of Future Wales by promoting sustainable travel through public transport, ensuring Llanbedr is a location where travel is sustainable.	+	This option package could encourage more people to travel by sustainable modes, which could improve health and well-being (Outcome 3) and reduce the impact of the transport network on the environment (Outcome 5).	+	This option package could encourage more people to travel by public transport and active travel, through providing journey planning information and Travel Planning, supporting 'A Green Gwynedd'.	+	This option package could encourage more people to travel by sustainable modes by providing public transport information, implementing a Community Transport scheme, and Travel Planning at key locations, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+	
Llanbedr Railway Station	Improvements to Llanbedr Railway Station could increase the attractiveness of travelling by rail, enabling people to travel by sustainable transport (Outcome 7).	+	This option package could encourage more people to travel by sustainable modes by making rail easier to access by cycling and car (Outcome 3).	+	This option package could improve access to Llanbedr Railway Station by providing improved car and cycle parking, supporting 'A Green Gwynedd' and 'A Prosperous Gwynedd' through encouraging more people to travel by rail.	+	This option package could encourage more people to travel by sustainable modes by improving access to Llanbedr Railway Station, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+	
Llanbedr Village Improvements	This option package supports Outcome 7 of Future Wales by enabling sustainable travel through improvements to the accessibility of bus stops in the village, as well as active travel enhancements throughout.	+	This option package could improve access to employment and services (Outcome 2), through enhanced active travel routes and accessibility improvements at bus stops, and encourage more people to walk or cycle (Outcome 3). The introduction of new pedestrian crossings, parking restrictions, and other active travel enhancements, could also improve safety in the village (Outcome 4).	++	This option package could increase the number of active travel journeys being undertaken in the local area through providing safe and direct active travel routes and creating a continuous route through the village, which could contribute to a 'A Green Gwynedd'.	+	This option package could enable both local people and tourists to travel by sustainable modes in Llanbedr, through enhancements to the active travel network, contributing to both Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+	
Low-Speed Relief Road		-		-		-		-	
Mochras Road Improvements	This option package supports Outcome 7 through proposing a direct and safe active travel routes between the centre of Llanbedr, Llanbedr Railway Station, and Llanbedr Airfield. This will also support accessible users in accessing rail services (Outcome 1).	+	This option package could improve access to employment and services (Outcome 2), through providing a safe and direct active travel route between the village and Llanbedr Airfield, and encourage more people to walk or cycle (Outcome 3). Enhancements to road safety, through reductions in speed limits and traffic calming, could also improve safety along Mochras Road (Outcome 4).	++	This option package could increase the number of active travel journeys being undertaken in the local area through providing a safe and direct active travel route, combined with a closure for through-traffic, which could contribute to a 'A Green Gwynedd'. A new route in this location could also improve access to the strategic development site at Llanbedr Airfield, which could support the local economy (A Prosperous Gwynedd).	+	This option package could enable both local people and tourists to travel by sustainable modes, particularly through an active travel route between the village and Shell Island, contributing to both Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+	
Public Transport Services	Through increasing bus service frequency and operating hours, this option package could ensure that Llanbedr is a location that can be accessed effectively by sustainable modes (Outcome 2), whilst also being connected to the wider area (Outcome 1).	++	This option package could help to improve access to key destinations in the region (Outcome 1) and improve access to employment and services (Outcome 2), through providing improvements to bus services in the local area.	++	Improvements to bus service frequency and operating hours, as well as a new fflecsi service, could encourage a modal shift through improving access by public transport, contributing to 'A Green Gwynedd'. In addition, the sustainable transport incentives and a shuttle between Llanbedr and Shell Island could support access to employment, particularly for more deprived people, supporting 'A Prosperous Gwynedd'.	++	This option package proposes improvements to bus services, including incentives for local people and tourists, and bus service enhancements. This could therefore contribute to both Strategic Policy I: Tourism and Strategic Policy L: Accessibility and Transport.	++	



Option Package	Llwybr Newydd: Priority 1 - Bring services to people to reduce the need to travel	Llwybr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llwybr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales
Reducing the Need to Travel	<p>This option package could reduce the need for people to travel by implementing remote working hubs and policies enable working at home wherever possible. It also proposes a mobile GP surgery, which could reduce the need for local people to travel to nearby settlements for some key services.</p> <p>++</p>	<p>This option package is unlikely to enable more people to travel by sustainable transport.</p> <p>0</p>	<p>This option package is unlikely to encourage more people to travel by sustainable transport.</p> <p>0</p>	<p>This option package could decrease vehicle miles travelled through measures that encourage remote working and focus on reducing the need to travel, which could contribute to reducing carbon emissions.</p> <p>++</p>

Option Package	Future Wales: The National Plan 2040		Mid Wales Joint Local Transport Plan 2015		Cyngor Gwynedd Plan 2023-2028		Eryri Local Development Plan 2016 - 2031	
Reducing the Need to Travel	This option package could support the rural economy through encouraging more people to work remotely from Llanbedr, whilst also improving access to key services, such as through a mobile GP surgery.	+	This option package could reduce carbon emissions through reducing the need for people to travel on a daily basis for key services and work, minimising the impact of the transport network on the environment (Outcome 5).	+	This option package could provide more opportunities for employment for people in the rural area of Llanbedr, supporting the local economy (A Prosperous Gwynedd).	+	This option package could support the rural economy by enabling people to work and live locally, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy.	+



## SENARIO GYDA Ffordd LINIARU CYFLYMDER ISEL

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Option Package	Llwybr Newydd: Priority 1 - Bring services to people to reduce the need to travel		Llwybr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services		Llwybr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services		Net Zero Wales	
Behaviour Change	This option package will not impact on the need for people to travel.	0	This option package may make it easier for people to travel using sustainable transport infrastructure and services by providing a Community Transport scheme for local people.	+	This option package may encourage people to make the change to more sustainable transport services by introducing a mobility hub into Llanbedr to encourage shared solutions, providing public transport journey planning information, and Travel Planning at key locations.	++	This option package could contribute to Policies 31 and 32 - to increase the mode share of active travel and public transport modes - which could in turn reduce carbon emissions from transport.	+
Llanbedr Railway Station	This option package will not impact on the need for people to travel.	0	Through introducing cycle parking and facilities for vehicle parking at Llanbedr Railway Station, this could enable more people to travel by rail in the local area.	++	This option package could encourage more people to travel by rail through improving the facilities provided at Llanbedr Railway Station.	+	Although a new car park at Llanbedr Railway Station could encourage some journeys to the station to be undertaken by car, it is considered that this could reduce the total vehicle miles travelled by car, reducing carbon emissions from the transport network.	+
Llanbedr Village Improvements	This option package will not impact on the need for people to travel.	0	This option package could enable more journeys to be made by sustainable transport through improvements to the active travel network, alongside accessibility improvements to the bus stops within the village and cycle hire. It will also change the operation of the existing A496 through the village, which could encourage more people to travel by active modes within the village through providing a safer environment for pedestrians and cyclists.	+++	This option package may encourage people to make the change to more sustainable transport by supporting shared solutions, such as through a cycle hire scheme. Through changes to the existing A496, it could also encourage more people to travel by active modes through prioritising pedestrians and cyclists within the village centre, compared with existing.	++	This option package may result in a decrease in vehicle miles through enabling short journeys in the village to be undertaken by active modes. It could also enable longer-distance journeys to be undertaken by cycle through providing an active travel route through the village, linking towards Barmouth in the south and Harlech to the north.	++
Low-Speed Relief Road	This option package will not impact on the need for people to travel.	0	<p>This option package could reduce traffic demand along the existing A496 through Llanbedr by routing all traffic to the west of the village, enabling active travel journeys to be undertaken more safely and effectively within the village, whilst also reducing journey time delay for bus services.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	++	In isolation, this option package is unlikely to encourage people to make the change to more sustainable transport services.	0	<p>This option package could contribute slightly to a modal shift for journeys to and from Llanbedr, and within the village, through reducing traffic demand along the existing A496, which would make local active travel journeys and journeys by bus more attractive.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low-carbon and carbon offsetting measures.</p>	+

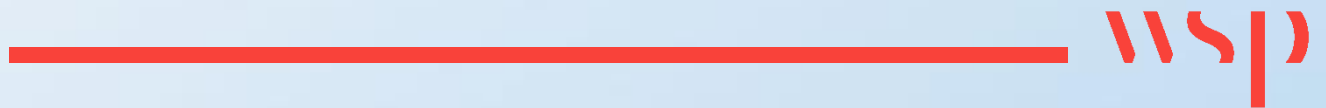
Option Package								
Future Wales: The National Plan 2040			Mid Wales Joint Local Transport Plan 2015		Cyngor Gwynedd Plan 2023-2028		Eryri Local Development Plan 2016 - 2031	
Behaviour Change	This option package supports Outcome 7 of Future Wales by promoting sustainable travel through public transport, ensuring Llanbedr is a location where travel is sustainable.	+	This option package could encourage more people to travel by sustainable modes, which could improve health and well-being (Outcome 3) and reduce the impact of the transport network on the environment (Outcome 5).	+	This option package could encourage more people to travel by public transport and active travel, through providing journey planning information and Travel Planning, supporting 'A Green Gwynedd'.	+	This option package could encourage more people to travel by sustainable modes by providing public transport information, implementing a Community Transport scheme, and Travel Planning at key locations, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
Llanbedr Railway Station	Improvements to Llanbedr Railway Station could increase the attractiveness of travelling by rail, enabling people to travel by sustainable transport (Outcome 7).	+	This option package could encourage more people to travel by sustainable modes by making rail easier to access by cycling and car (Outcome 3).	+	This option package could improve access to Llanbedr Railway Station by providing improved car and cycle parking, supporting 'A Green Gwynedd' and 'A Prosperous Gwynedd' through encouraging more people to travel by rail.	+	This option package could encourage more people to travel by sustainable modes by improving access to Llanbedr Railway Station, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
Llanbedr Village Improvements	This option package supports Outcome 7 of Future Wales by enabling sustainable travel through improvements to the accessibility of bus stops in the village, as well as active travel enhancements throughout. The potential restriction of vehicles across the A496 Afon Artro bridge could also further reduce traffic demand within the village, reducing vehicle emissions adjacent to homes in the village.	++	This option package could improve access to employment and services (Outcome 2), through enhanced active travel routes and accessibility improvements at bus stops, and encourage more people to walk or cycle (Outcome 3). The introduction of new pedestrian crossings, parking restrictions, and other active travel enhancements, combined with changes to the A496 Afon Artro bridge to prioritise active travel movements, could also significantly improve safety in the village (Outcome 4).	+++	This option package could increase the number of active travel journeys being undertaken in the local area through providing safe and direct active travel routes and creating a continuous route through the village, which could contribute to a 'A Green Gwynedd'.	++	This option package could enable both local people and tourists to travel by sustainable modes in Llanbedr, through enhancements to the active travel network, contributing to both Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++
Low-Speed Relief Road	This option package could support journeys by sustainable modes (Outcome 7) and improve the quality of life for residents in Llanbedr (Outcome 1), whilst also supporting the creation of new employment opportunities at Llanbedr Airfield, contributing to the vibrancy of the rural area (Outcome 2).	+++	<p>In order to improve access to employment and services, a new road in the vicinity of Llanbedr is included as a Regional Priority Project within the Mid Wales Joint Local Transport Plan.</p> <p>Alongside this, this option package could encourage more people to travel by sustainable modes (Outcome 3), whilst also improving road safety (Outcome 4) and improving access to key destinations and markets in the region (Outcome 1).</p>	+++	This option package could support a modal shift, supporting the aspirations for a 'Green Gwynedd', whilst also improving access to a strategic development site at Llanbedr Airfield, which could strengthen the local economy (A Prosperous Gwynedd).	++	<p>This option could support aspirations of the LDP in relation to accessibility and inclusion through supporting a modal shift and routing the vast majority of traffic away from the village centre, which is noted as a key element to improve road safety.</p> <p>In addition, this option could support development at Llanbedr Airfield, which is outlined as part of the 'Snowdonia Enterprise Zone' (Policy 27). The LDP outlines that the National Park Authority would support any appropriate development at the site which leads to employment opportunities that would sustainable and enhance the local work force.</p>	+++

Option Package	Llwybr Newydd: Priority 1 - Bring services to people to reduce the need to travel	Llwybr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services		Llwybr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services		Net Zero Wales		
Mochras Road Improvements	This option package will not impact on the need for people to travel.	0	This option package may enable more travel by sustainable transport by creating new active travel routes and infrastructure, between the village centre, Llanbedr Railway Station, Llanbedr Airfield, and Shell Island. In addition, the closure of Mochras Road for through-traffic would significantly reduce traffic demand, encouraging short journeys to be undertaken by active modes.	+++	Through reducing speed limits along Mochras Road and providing safety improvements, this option package could encourage more people to walk or cycle between the village centre and locations to the west of Llanbedr. In addition, the closure of Mochras Road for through-traffic would significantly reduce traffic demand, encouraging short journeys to be undertaken by active modes.	++	This option package could contribute to Policies 31 and 32 - to increase the mode share of active travel and public transport modes - through providing an active travel route along Mochras Road, improving access to Llanbedr Railway Station. Alongside this, a closure of Mochras Road for through traffic could further encourage people to travel by active modes for short journeys, contributing further to a reduction in carbon emissions.	++
Public Transport Services	This option package will not impact on the need for people to travel.	0	This option package could enable more people to travel by public transport by improving the frequency and operating hours of bus services, as well as coordinating service timetables between bus and rail services to enable end-to-end journeys by public transport. A fflecsi bus services could also help to extend the geographical 'reach' of public transport.	++	This option package could encourage more people to make the change to sustainable transport by providing incentives, such as ticket discounts, for travel by public transport.	++	This option package could contribute to Policy 32 - to increase the mode share of public transport modes - through improving the bus and rail offering within the village. This could also reduce miles travelled by private car in the region, further reducing carbon emissions.	++
Reducing the Need to Travel	This option package could reduce the need for people to travel by implementing remote working hubs and policies enable working at home wherever possible. It also proposes a mobile GP surgery, which could reduce the need for local people to travel to nearby settlements for some key services.	++	This option package is unlikely to enable more people to travel by sustainable transport.	0	This option package is unlikely to encourage more people to travel by sustainable transport.	0	This option package could decrease vehicle miles travelled through measures that encourage remote working and focus on reducing the need to travel, which could contribute to reducing carbon emissions.	++

Option Package								
Future Wales: The National Plan 2040			Mid Wales Joint Local Transport Plan 2015		Cyngor Gwynedd Plan 2023-2028		Eryri Local Development Plan 2016 - 2031	
Mochras Road Improvements	This option package supports Outcome 7 through proposing a direct and safe active travel routes between the centre of Llanbedr, Llanbedr Railway Station, and Llanbedr Airfield. Supported by a closure of Mochras Road for through traffic, this will support accessible users in accessing rail services (Outcome 1).	++	This option package could improve access to employment and services (Outcome 2), through providing a safe and direct active travel route between the village and Llanbedr Airfield, and encourage more people to walk or cycle (Outcome 3). Enhancements to road safety, through reductions in speed limits and traffic calming, alongside a closure for through-traffic, could also significantly improve safety along Mochras Road (Outcome 4).	+++	This option package could increase the number of active travel journeys being undertaken in the local area through providing a safe and direct active travel route, combined with a closure for through-traffic, which could contribute to a 'A Green Gwynedd'. A new route in this location could also improve access to the strategic development site at Llanbedr Airfield, which could support the local economy (A Prosperous Gwynedd).	++	This option package could enable both local people and tourists to travel by sustainable modes, particularly through an active travel route between the village and Shell Island, contributing to both Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism. This could be further supported by a closure of Mochras Road for vehicles, encouraging more people to travel on-foot or by cycle in the local area.	++
Public Transport Services	Through increasing bus service frequency and operating hours, this option package could ensure that Llanbedr is a location that can be accessed effectively by sustainable modes (Outcome 2), whilst also being connected to the wider area (Outcome 1).	++	This option package could help to improve access to key destinations in the region (Outcome 1) and improve access to employment and services (Outcome 2), through providing improvements to bus services in the local area.	++	Improvements to bus service frequency and operating hours, as well as a new fflecsi service, could encourage a modal shift through improving access by public transport, contributing to 'A Green Gwynedd'. In addition, the sustainable transport incentives and a shuttle between Llanbedr and Shell Island could support access to employment, particularly for more deprived people, supporting 'A Prosperous Gwynedd'.	++	This option package proposes improvements to bus services, including incentives for local people and tourists, and bus service enhancements. This could therefore contribute to both Strategic Policy I: Tourism and Strategic Policy L: Accessibility and Transport.	++
Reducing the Need to Travel	This option package could support the rural economy through encouraging more people to work remotely from Llanbedr, whilst also improving access to key services, such as through a mobile GP surgery.	+	This option package could reduce carbon emissions through reducing the need for people to travel on a daily basis for key services and work, minimising the impact of the transport network on the environment (Outcome 5).	+	This option package could provide more opportunities for employment for people in the rural area of Llanbedr, supporting the local economy (A Prosperous Gwynedd).	+	This option package could support the rural economy by enabling people to work and live locally, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy.	+

# Atodiad H

**TABL CRYNHOI'R ARFARNIAD -  
LLESIANT (PECYNNAU OPSIYNAU)**







## SENARIO HEB FFORDD LINIARU CYFLYMDER ISEL

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Option Package	People and Communities	Environment	Economy and Places	Culture and the Welsh Language					
Behaviour Change	<p>This option package could contribute to improving the health of residents and those visiting Llanbedr by increasing activity levels through encouraging more people to walk and cycle for local journeys. A Community Transport scheme could also improve equality by ensuring people who do not have access to a car are able to travel effectively in the local area.</p>	++	<p>Through improving awareness of journey planning information, Travel Planning with key sites in Llanbedr, and introducing a Community Transport scheme, the option package could contribute to a decrease in greenhouse gas emissions from transport.</p>	+	++	<p>This option package includes measures to provide electric vehicle charging points within the local community and public transport departure boards, which are technological and digital innovations that could encourage more people to use sustainable transport. It also includes a Community Transport scheme, which could support transport by sustainable modes across the Ardudwy coast, which is a primarily rural area.</p>	++	<p>Through providing journey planning information and encouraging people to travel by sustainable modes, this option package could enable more people to access heritage sites in the area, such as Harlech Castle, by sustainable transport. Alongside this, public realm improvements and new welcome signage could enhance the historic environment within Llanbedr.</p>	+
Llanbedr Railway Station	<p>This option package could contribute to increased activity levels by enabling cycling for first and last mile journeys to and from Llanbedr Railway Station. It could also improve equality by providing disabled parking bays at the station, combined with improvements to accessibility at the station, which could also improve users' safety and confidence travelling by rail.</p>	++	<p>Although this option package could enable more people to travel by rail through providing car and cycle parking at the station, it is considered that the construction of a new car park would require utilisation of construction materials and taking of green space, which could have a slight adverse impact on the environment. It is therefore considered overall, at this stage, that the impact of this option package on the environment could be neutral.</p>	0	+	<p>The provision of disabled car parking and a new car park at Llanbedr Railway Station could support local people in accessing the rail network in a primarily rural area, enhancing community cohesion.</p>	+	<p>Through ensuring potential users are able to park at the site and improving user experience through enhancements to the current station, this option package could encourage more people to access heritage sites in the area, such as Harlech Castle, by sustainable transport.</p>	+
Llanbedr Village Improvements	<p>This option package could contribute to increasing activity levels by providing dedicated active travel facilities within Llanbedr, including new crossings of the A496 and the Afon Artro. This could also help to improve confidence and safety in travelling locally on-foot or by cycle, whilst also improving access for people of reduced mobility.</p>	++	<p>This option package could enable more people to travel on-foot and by cycle for short journeys in the local area through providing dedicated active travel linkages and safty improvements within Llanbedr. This could subsequently contribute to a decrease in greenhouse gas emissions from the transport network.</p>	+	+	<p>This option package could contribute to community cohesion through enhancements to the built environment within Llanbedr village, including wayfinding improvements and improving existing footways, which have been tailored to meet the needs of the local community to safely walk within the village.</p>	+	<p>This option package proposes measures to improve the operation of the transport network within the village of Llanbedr, which could enhance the local built environment through prioritising journeys on-foot and by cycle. Combined with measures to improve the operation of the A496 Afon Artro bridge, which could minimise the potential for vehicles striking this Grade II listed structure, the local historic environment could be enhanced.</p>	+
Low-Speed Relief Road	-	-	-	-					

Option Package	People and Communities	Environment	Economy and Places	Culture and the Welsh Language
Mochras Road Improvements	<p>This option package could contribute to increasing activity levels by providing a dedicated active travel route between the village centre, Llanbedr Railway Station, and Shell Island. This could also help to improve confidence and safety in travelling locally on-foot or by cycle, whilst also improving access for people of reduced mobility.</p>	<p>The provision of a dedicated active travel route parallel to Mochras Road between Llanbedr village centre, Llanbedr Railway Station, Shell Island, and Llanbedr Airfield, could enable more people to travel on-foot and by cycle between these key destinations. This could subsequently contribute to a decrease in greenhouse gas emissions from the transport network.</p>	<p>This option package could contribute to community cohesion through enhancements to the built environment along Mochras Road, including traffic calming and a new active travel route, which have been tailored to meet the needs of the local community to access employment at the Llanbedr Airfield and Shell Island sites.</p>	<p>An active travel route between the village centre and Llanbedr Railway Station, as well as between Shell Island and Llanbedr Railway Station, could enable more people to access heritage sites in the area, such as Harlech Castle, by sustainable transport.</p>
Public Transport Services	<p>This option package could contribute to improved air quality along the A496 through Llanbedr by enabling a modal shift to public transport, through enhancing the bus service offering in the local area.</p>	<p>This option package could result in a decrease in greenhouse gas emissions from transport as the enhancements to bus services may result in more journeys being taken by public transport, supporting a modal shift from private vehicles.</p>	<p>This option package includes a measure to provide a ffllecsi bus service, which is a technological innovation that could enable more people to travel by sustainable transport in the local area. It also includes a measure to provide public transport incentives, which could make travelling by bus and/or rail more affordable for both local people and visitors.</p>	<p>Through improvements to local bus services and a shuttle to Shell Island (which is a significant trip attractor for the visitor economy), this option package could encourage more people to access heritage sites in the area, such as Harlech Castle, by sustainable transport.</p>
Reducing the Need to Travel	<p>This option package could contribute to improved air quality along the A496 through Llanbedr by reducing the need for people to travel for some journeys. It could also improve access to key services for people who are unable to travel, through providing a mobile GP surgery in the village.</p>	<p>This option package could result in a slight decrease in greenhouse gas emissions from transport as measures to promote remote working could reduce the need for some journeys by private car.</p>	<p>This option package could support a more sustainable distribution of goods through the provision of secure delivery lockers within the village.</p>	<p>This option package is unlikely to impact on culture or the Welsh language.</p>



## SENARIO GYDA Ffordd LINIARU CYFLYMDER ISEL

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Option Package	People and Communities	Environment	Economy and Places	Culture and the Welsh Language	
Behaviour Change	<p>This option package could contribute to improving the health of residents and those visiting Llanbedr by increasing activity levels through encouraging more people to walk and cycle for local journeys. A Community Transport scheme could also improve equality by ensuring people who do not have access to a car are able to travel effectively in the local area.</p>	<p>++</p> <p>Through improving awareness of journey planning information, Travel Planning with key sites in Llanbedr, and introducing a Community Transport scheme, the option package could contribute to a decrease in greenhouse gas emissions from transport.</p>	<p>+</p> <p>This option package includes measures to provide electric vehicle charging points within the local community and public transport departure boards, which are technological and digital innovations that could encourage more people to use sustainable transport. It also includes a Community Transport scheme, which could support transport by sustainable modes across the Ardudwy coast, which is a primarily rural area.</p>	<p>++</p> <p>Through providing journey planning information and encouraging people to travel by sustainable modes, this option package could enable more people to access heritage sites in the area, such as Harlech Castle, by sustainable transport. Alongside this, public realm improvements and new welcome signage could enhance the historic environment within Llanbedr.</p>	<p>+</p>
Llanbedr Railway Station	<p>This option package could contribute to increased activity levels by enabling cycling for first and last mile journeys to and from Llanbedr Railway Station. It could also improve equality by providing disabled parking bays at the station, combined with improvements to accessibility at the station, which could also improve users' safety and confidence travelling by rail.</p>	<p>++</p> <p>Although this option package could enable more people to travel by rail through providing car and cycle parking at the station, it is considered that the construction of a new car park would require utilisation of construction materials and taking of green space, which could have a slight adverse impact on the environment. It is therefore considered overall, at this stage, that the impact of this option package on the environment could be neutral.</p>	<p>0</p> <p>The provision of disabled car parking and a new car park at Llanbedr Railway Station could support local people in accessing the rail network in a primarily rural area, enhancing community cohesion.</p>	<p>+</p> <p>Through ensuring potential users are able to park at the site and improving user experience through enhancements to the current station, this option package could encourage more people to access heritage sites in the area, such as Harlech Castle, by sustainable transport.</p>	<p>+</p>
Llanbedr Village Improvements	<p>This option package could contribute to increasing activity levels by providing dedicated active travel facilities within Llanbedr, including new crossings of the A496 and the Afon Artro, as well as resitricting vehicle movements across the A496 Afon Artro bridge. This could significantly improve confidence and safety in travelling locally on-foot or by cycle, whilst also improving access for people of reduced mobility.</p>	<p>+++</p> <p>This option package could enable more people to travel on-foot and by cycle for short journeys in the local area through providing dedicated active travel linkages and safty improvements within Llanbedr, alongside a restriction to vehicle movements at the A496 Afon Artro bridge. This could subsequently contribute to a decrease in greenhouse gas emissions from the transport network.</p>	<p>++</p> <p>This option package could contribute to community cohesion through enhancements to the built environment within Llanbedr village, including wayfinding improvements and improving existing footways, which have been tailored to meet the needs of the local community to safely walk within the village. The restriction on vehicle movements across the A496 Afon Artro bridge could also contribute futher to community cohesion through ensuring that vehicle usage of the local high street is minimal.</p>	<p>++</p> <p>This option package proposes measures to improve the operation of the transport network within the village of Llanbedr, which could enhance the local built environment through prioritising journeys on-foot and by cycle. It also proposes restricting vehicles crossing the A496 Afon Artro bridge, which could safeguard this Grade II listed structure into the future and enable measures to enhance this key feature of the historic environment to be enhanced.</p>	<p>++</p>

Option Package	People and Communities	Environment	Economy and Places	Culture and the Welsh Language
Low-Speed Relief Road	<p>This option package could significantly improve confidence and safety, air quality, and equality within the village of Llanbedr through reducing traffic demand along the existing A496. This could also contribute to higher activity levels within the local community, improving health in the area.</p>	<p>Whilst it is expected that after implementation a low-speed relief road would not have a notable impact on greenhouse gas emissions, due to the limited induced demand and proposed speed limit, it is acknowledged that this option package could have an impact on the environment if the construction phase is taken into account.</p> <p>Although the approved planning application for a new road in this location was supported by an Environmental Statement that outlined measures to minimise biodiversity and ecological impacts, a low-speed relief road would require significant construction activities and therefore would likely contribute to greenhouse gas emissions and increase waste. It is considered that the impact of this option package on these elements can be mitigated through Carbon and Construction Management Plans, however it is considered likely that there could still be some minor adverse impact on the environment.</p>	<p>A low-speed relief could have a significant benefit to community cohesion through significantly reducing traffic demand through the village of Llanbedr, enabling the built environment to be enhanced within the village through road space reallocation and other public realm enhancements. It could also address a number of key issues raised by stakeholders in relation to safety within the village, including the need for pedestrians to currently share space with vehicles on a principal A-road, providing an intervention which is tailored for its rural setting and to meet the needs of the local community.</p>	<p>This option package could significantly improve the setting of the village of Llanbedr by re-routing the vast majority of vehicles away from the village centre. There are listed buildings located along the existing A496 through the village and the existing A496 Afon Artro bridge is a Grade II listed structure, all of which could be enhanced and safeguarded as part of this.</p>
Mochras Road Improvements	<p>This option package could contribute to increasing activity levels by providing a dedicated active travel between the village centre, Llanbedr Railway Station, and Shell Island. Alongside a closure of Mochras Road for through-traffic, this could help to improve confidence and safety in travelling locally on-foot or by cycle, whilst also improving access for people of reduced mobility.</p>	<p>The provision of a dedicated active travel route parallel to Mochras Road between Llanbedr village centre, Llanbedr Railway Station, Shell Island, and Llanbedr Airfield, could enable more people to travel on-foot and by cycle between these key destinations. This would be further supported by a closure of Mochras Road for through-traffic, encouraging people further to travel on-foot or by cycle for local journeys. This could subsequently contribute to a decrease in greenhouse gas emissions from the transport network.</p>	<p>This option package could contribute to community cohesion through enhancements to the built environment along Mochras Road, including traffic calming and a new active travel route, which have been tailored to meet the needs of the local community to access employment at the Llanbedr Airfield and Shell Island sites.</p>	<p>An active travel route between the village centre and Llanbedr Railway Station, as well as between Shell Island and Llanbedr Railway Station, could enable more people to access heritage sites in the area, such as Harlech Castle, by sustainable transport.</p>
Public Transport Services	<p>This option package could contribute to improved air quality along the A496 through Llanbedr by enabling a modal shift to public transport, through enhancing the bus service offering in the local area.</p>	<p>This option package could result in a decrease in greenhouse gas emissions from transport as the enhancements to bus services may result in more journeys being taken by public transport, supporting a modal shift from private vehicles.</p>	<p>This option package includes a measure to provide a flexible bus service, which is a technological innovation that could enable more people to travel by sustainable transport in the local area. It also includes a measure to provide public transport incentives, which could make travelling by bus and/or rail more affordable for both local people and visitors.</p>	<p>Through improvements to local bus services and a shuttle to Shell Island (which is a significant trip attractor for the visitor economy), this option package could encourage more people to access heritage sites in the area, such as Harlech Castle, by sustainable transport.</p>

Option Package								
People and Communities			Environment		Economy and Places		Culture and the Welsh Language	
Reducing the Need to Travel	This option package could contribute to improved air quality along the A496 through Llanbedr by reducing the need for people to travel for some journeys. It could also improve access to key services for people who are unable to travel, through providing a mobile GP surgery in the village.	+	This option package could result in a slight decrease in greenhouse gas emissions from transport as measures to promote remote working could reduce the need for some journeys by private car.	+	This option package could support a more sustainable distribution of goods through the provision of secure delivery lockers within the village.	+	This option package is unlikely to impact on culture or the Welsh language.	0

# Atodiad I

**COFNODION CYFARFOD Y GRŴP  
ADOLYGU**





## AGENDA A NODIADAU'R CYFARFOD

RHIF Y PROSIECT	70115176	DYDDIAD Y CYFARFOD	19 Awst 2024
ENW'R PROSIECT	WelTAG Llanbedr 1 a 2	LLEOLIAD	Microsoft Teams
CLEIENT	Cyngor Gwynedd	WEDI'I RECORDIO GAN	Luis Mycock
PWNC Y CYFARFOD	Grŵp Adolygu – WelTAG Cam 1		

YN BRESENNOL	<b>WSP:</b> Gwyn Davies (GD), Luis Mycock (LM) <b>Cyngor Gwynedd (CG):</b> Gerwyn Jones (GJ), Llinos Angharad Jones (LJ), Iwan Ap Trefor (IT), Nia Carys Bowden (NCB), Carwyn Meredydd (CM) <b>YGC:</b> William Tudur Lewis (WTL), Steffan Jones (SJ), Alexandra Bamon Jones (ABJ) <b>Trafnidiaeth Cymru (TrC):</b> Dave McCulloch (DMC), Nicola Grima (NG), Laura Kendrick (LK) <b>Llywodraeth Cymru (LIC):</b> Peris Jones (PJ), Michelle North-Jones (MNJ), Ceri Christian-Mullineux (CCM), Jon Travis (JT) <b>Parc Cenedlaethol Eryri (PCE):</b> Jonathan Cawley (JC)
YMDDIHEURIADAU	<b>YGC:</b> John Rhys Jones (JRJ) <b>TrC:</b> Lee Robinson (LR), Joe Ephraim (JE)
DOSBARTHIAD	Fel yr uchod; ynghyd â'r tîm dosbarthu
CYFRINACHEDD	Cyfrinachol

EITEM	PWNC	CAM GWEITHREDU	ERBYN PRYD
1	Cyflwyniad Cam Un WelTAG		
1.1	Cyflwynodd GD ganfyddiadau adroddiad Cam 1 WelTAG a chaniatáu i aelodau'r Grŵp Adolygu godi ymholiadau drwy gydol y broses. Codwyd y sylwadau canlynol.	-	-
2	Datblygu Opsiynau		
2.1	<p>NCB – A yw'r ffordd gangen o'r cynllun ffordd blaenorol yn dal i fod mewn dyluniadau ar gyfer y ffordd liniaru araf? Mae angen mynediad i Faes Awyr Llanbedr i gefnogi datblygiad.</p> <p>Cadarnhaodd GD fod dyluniad y ffordd yn rhywbeth a fydd yn cael ei ystyried yn benodol yng Ngham 2; fodd bynnag, bydd mynediad i Faes Awyr Llanbedr, a Shell Island a Gorsaf Reilffordd Llanbedr, yn cael ei ddarparu wrth gyffordd. Mae WelTAG wedi cydnabod nad yw'r safle'n debygol o gael ei gyflwyno heb ffordd liniaru araf.</p> <p>Cydnabu NCB hyn ac ailadroddodd na ellir cyflawni'r safle oni fod ffordd newydd yn cael ei hadeiladu yn y lleoliad hwn.</p>	-	-

EITEM	PWNC	CAM GWEITHREDU	ERBYN PRYD
2.2	<p>MNJ – Wrth i'r astudiaeth symud i Gam 2, dylai sicrhau ei bod yn cysylltu cymaint â phosibl â Chynllun Trafnidiaeth Rhanbarthol (CTRh) newydd Gogledd Cymru. Mae amcanion drafft ar gael erbyn hyn a gellid ystyried y rhain.</p> <p>Cydnabu GD y sylw ac awgrymodd y gallai fod o fudd cael cyfarfod â thîm y Cynllun Trafnidiaeth Rhanbarthol i sicrhau bod hyn yn cael ei ystyried yn effeithiol yn y cam nesaf.</p> <p>Nododd GD hefyd fod CG yn cysylltu â thîm y CTRh i sicrhau bod cynigion yn Llanbedr yn cael eu hadlewyrchu'n effeithiol yn y ddogfen newydd.</p> <p><b>Camau gweithredu: trefnu cyfarfod â thîm CTRh Gogledd Cymru.</b></p>	WSP	27/09/24
2.3	<p>DMC – A yw'r bwriad i Atodiad B gwmpasu elfennau meintiol o amcanion CAMPUS?</p> <p>Cadarnhaodd GD fod amcanion wedi'u datblygu fel y gellir eu meintoli yn y dyfodol, ond bydd y dasg o amlinellu sut y bydd y rhain yn cael eu meintoli yn cael ei gwneud fel rhan o Gam 2 WeITAG. Mae'r amcanion hefyd wedi'u dilysu yng nghyd-destun Llwybr Newydd.</p>	-	-
2.4	<p>Mae gan DMC – TrC rai enghreifftiau o arfer da lle mae rhai cynlluniau wedi cael eu rhoi ar waith lle mae gwybodaeth am drafnidiaeth gyhoeddus yn cael ei darparu mewn cymunedau/busnesau lleol. Mae hyn yn cynnwys:</p> <ul style="list-style-type: none"> <li>■ Caffi llysgenhadon yn Aberaeron - bwrdd gwybodaeth ar deithiau bws TrawsCymru. <a href="https://trc.cymru/ffyrdd-o-deithio/tren/traws">https://trc.cymru/ffyrdd-o-deithio/tren/traws</a></li> <li>■ Tafarn wrth ymyl Gorsaf Amwythig sy'n dangos trenau'n gadael yn fyw o'r bar.</li> </ul>	-	-

EITEM	PWNC	CAM GWEITHREDU	ERBYN PRYD
2.5	<p>JT – Er bod angen canolbwyntio ar addasrwydd strategol a llesiant, dylid ystyried ymhellach yn y dyfodol yng nghyd-destun amcanion yr astudiaeth, gan mai dyma'r materion penodol y mae angen mynd i'r afael â nhw. Mae rhywfaint o bryder ynghylch nifer a maint y mesurau sy'n cael eu hystyried ar gyfer Cyfnod 2 WeITAG, gan gofio'r terfyn amser tynn. Pe gellid hidlo rhai mesurau ymhellach, byddai hynny'n fuddiol.</p> <p>Cydnabu GD y sylw a thynnodd sylw at y ffaith y cynhelir gweithdy mewnol ar ddechrau Cam 2 i nodi a ellir cymryd unrhyw un o'r mesurau allan o'r broses WeITAG. Mae angen meddwl ymhellach ynghylch a ellid dileu rhai pecynnau opsiynau yn llwyr – fel Lleihau'r Angen i Deithio neu Newid Ymddygiad – a thrafodir hyn gyda chydweithwyr yn CG.</p> <p>Nododd IT hefyd y dylai'r prif ffocws fod a oes gan y mesurau effaith sylweddol ar leddfu'r problemau y mae'r gymuned leol yn eu hwynebu, gan nad yw CG eisiau gweithredu cynllun nad yw'n mynd at wraidd y problemau.</p> <p><b>Camau gweithredu: ystyried didoli mesurau eraill o broses WeITAG er mwyn canolbwyntio ar fesurau penodol ymhellach.</b></p>	WSP	06/09/24
3	<b>Arfarniad o Becynnau Opsiwn, a'r Camau Nesaf a'r Argymhellion</b>		
3.1	<p>MNJ – Gan ailadrodd sylw JT, a ellir didoli mesurau ar ddechrau Cam 2 WeITAG i sicrhau bod modd rheoli darpariaeth WeITAG?</p> <p>Cydnabu GD y sylwadau a bydd yn trafod hyn ymhellach gyda CG fel rhan o'r galwadau a gynhelir bob pythefnos ac yn adrodd yn ôl i'r Grŵp Gwaith.</p> <p><b>Cam gweithredu: cytuno â CG ar ffocws yr astudiaeth a'r opsiynau y gellid eu hystyried mewn mannau eraill.</b></p>	WSP	06/09/24
3.2	<p>JT – O ran yr asesiad profion adeiladu ffyrdd – mae angen i unrhyw iaith fod yn betrus ar y cam hwn gan y byddai'n dibynnu ar fwy o fanylion ar y dyluniad nag sydd wedi'u cynnwys yng Ngham 1.</p> <p><i>[Ni ddarparwyd unrhyw sylw yn ystod y cyfarfod gan mai sylw oedd hwn – gweler yr ymateb isod]</i></p> <p>Mae'r nodyn pecyn opsiynau a gynhyrchwyd i gefnogi hyn yn tynnu sylw at gam y prosiect a'r ffaith y bydd angen ei ddiweddarau yn y cam nesaf wrth i ragor o fanylion ddod i'r amlwg.</p>	-	-