



**Gwynedd Council**  
**Existing Active Travel**  
**Route Map**  
**Report**  
**22nd January 2016**



## 1. Introduction

- 1.1 Gwynedd Council is required to submit its Existing Active Travel Routes Map, to the Minister of Economic, Science and Transport under the provisions of the Section 3. (b) Active Travel (Wales) Act 2013 for the communities of:-
- Bangor
  - Caernarfon
  - Porthmadog
  - Barmouth
  - Bethesda and Rachub
  - Blaenau Ffestiniog
  - Caeathro
  - Dolgellau
  - Pwllheli
  - Tywyn
  - Y Felinheli
- 1.2 The Active Travel (Wales) Act 2013 became law in Wales on the 4<sup>th</sup> November 2013 and commenced on the 25<sup>th</sup> September 2014. The Act requires local authorities to continuously improve facilities and routes for pedestrians and cyclists and to prepare maps identifying current and potential future routes for their use. The Act also requires new road schemes (including road improvement schemes) to consider the needs of pedestrians and cyclists at design stage. The act is intended to enable more people to walk and cycle and generally travel by non-motorised transport. Making walking and cycling safer and more practical encourages healthier lifestyle, reduces carbon emissions and improves our environment.
- 1.3 Submission of the existing route maps to the Welsh Government is the 22<sup>nd</sup> January 2016 and in order to deliver the Map the following processes have been followed in line with the Active Travel Guidance.
- 1.4 The Welsh Government issued a contract to provide the “All Wales data management system” for mapping data and an initial survey of the Active Travel Settlements to identify active travel infrastructure, and routes in order to populate the mapping system, in line with the Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013.
- 1.5 The existing route maps shows the routes within the designated Active Travel areas that are suitable and appropriate for making active travel journeys. They consist of a combination of roads, shared, segregated or traffic-free routes for walkers or cyclist, or both. There is also a “statement of extent”, for any routes that are included on the map that do not meet the standards set out in the Design Guidance.
- 1.6 The Existing Route Maps are to inform the public about is safe and suitable routes for Active Travel use, it provides them with the confidence that the routes that are mapped are suitable for use, and they do not come to an abrupt end. This will enable pedestrians and or cyclists to make decisions about how and where to travel.



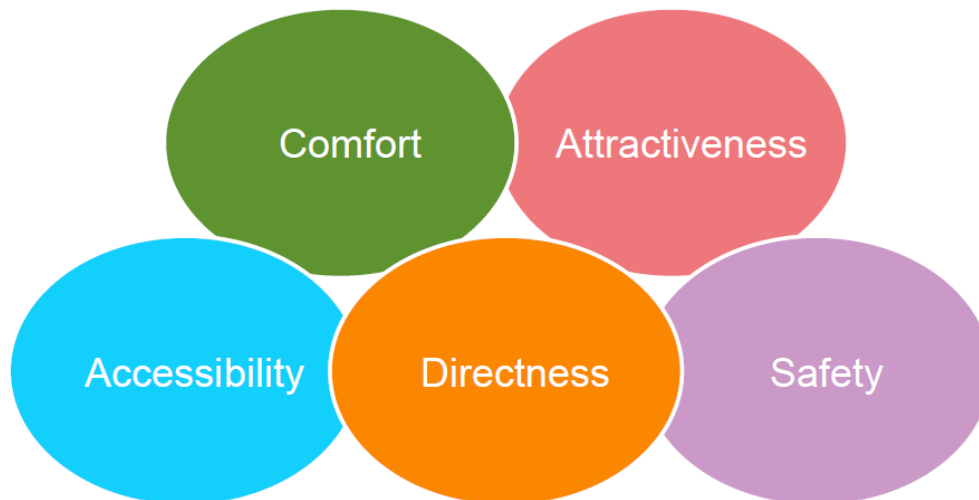
1.7 Due to the limitations of resources made available to undertake this new statutory duty, the decision was made to seek guidance from Sustrans upon what could be achieved, a) the time scale and b) with the available funding.

1.8 The recommendation was to concentrate on the three largest of the twelve communities, in order to achieve realistic data, and provide a meaningful outcome. Sustrans were therefore commissioned to assess what routes should be identified and then undertake the audit of the communities of Bangor, Caernarfon and Porthmadog.

1.9 Example of Route Audit criteria for a cycleway:-

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m

#### 1.10 The five audit considerations pedestrian infrastructure.



- 21 individual categories assessed on-site (20 of which are scored).
- **Any route which scores less than 28 out of 40 (70%) will require further improvement before it is included in the ERMs or INMs.** Threshold to be kept under review in light of experience.
- Authorities can tailor the audit process to their local situation, considering the nature and scale of improvement schemes that they would be looking to propose, and the resources that are available to carry out the work.
- The obtained information (i.e. scores and specific comments) can form the basis of the Statement and Explanation required to accompany any routes on the ERM that are not up to standard, but suitable for mapping none the less (Delivery Guidance provides more information on the Statement and Explanation).



### 1.11 Walking Route Audit Tool:-

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Comments
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into mi-nor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards  Score 0-2 as appropriate			

1.12 Sustrans undertook audits of the routes following this guidance and then the Gwynedd Council could undertake the task of producing the draft maps of twelve communities, for public consultation.

1.13 The Existing Routes and Statements can be viewed at :- [www.gwynedd.gov.uk/ActiveTravel](http://www.gwynedd.gov.uk/ActiveTravel)

## 2. Consultation

2.1 This section sets out the consultation that has been undertaken in the formulation of the production of the Existing Route maps for Active Travel.

2.2 The process commenced with Welsh Government issuing the Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013 on the 25<sup>th</sup> September 2014 the Act requires the Existing Maps to be submitted to the Welsh Government within a year of commencement of section 3 of the Act ( 25<sup>th</sup> September 2015). Due to the delays that the Welsh Government had in producing the electronic data set, they reviewed the timeline and confirmed an extension of time for the delivery of the Existing Route Maps until the 22<sup>nd</sup> January 2016.

### Public Consultation

2.3 The Delivery Guidance identifies that a minimum consultation period of twelve weeks is required, therefore Gwynedd Council commenced its consultation as quickly as possible in order to ensure as many people as possible could engage with the process, this was achieved by consulting with as many organisations and stakeholders who were known to be affected by the mapping process.



- 2.4 The general public were able to access the draft maps from 17th July 2015 until the 31<sup>st</sup> October 2015 via the Council's web site [www.gwynedd.gov.uk/ActiveTravel](http://www.gwynedd.gov.uk/ActiveTravel) and contribute via the online questionnaire **Appendix A**.
- 2.5 Further Individual consultation with Schools took place 3<sup>rd</sup> November through to 18<sup>th</sup> December 2015. Head teachers were encouraged to take their pupils through the consultation questions to contribute to the process and include further young person's views.
- 2.6 To support the online consultation a series of public events held across the county in the areas where active travel communities had been designated. This enabled the public to talk to officers and discuss the draft plans and the issues that affected their ability to walk and cycle. This also involved engagement with Bangor University at their Fresher's Fair, where students were provided with the opportunity to engage in the consultation process.
- 2.7 The attendances at the various events were recorded and whilst not all those who attended were willing to sign the attendance form, a total of 108 people were noted at the consultations.

Venue	Date	Number Attending
Bangor	21 <sup>st</sup> July & 20 <sup>th</sup> , 21 <sup>st</sup> Sept	75
Caernarfon	22 <sup>nd</sup> July & 25 <sup>th</sup> Sept	8
Porthmadog	28 <sup>th</sup> July	8
Pwllheli	29 <sup>th</sup> July	10
Dolgellau	30 <sup>th</sup> July	7
	<b>Total</b>	108

- 2.8 A questionnaire form was made available and the contents of the forms together with responses by letter and email within the consultation period were collated. In total 293 responses were received and these included in-depth replies from interested bodies as well as individual members of the public.



2.9

**Councillor Dafydd Meurig**, Gwynedd Council's Cabinet Member who leads on transport issues, said:

*"We want to encourage people to leave the car at home and to travel by a combination of walking and cycling as opposed to motor vehicles. This can help ease congestion, parking problems and emissions which could help boost people's health and wellbeing."*

*"Having no access to transport should not be a barrier for people as they look for work or if they want to enrol on a course or pursue a hobby, so I'm keen that we address the problems people may have in walking or cycling around our towns."*

*"I'm confident that the Active Travel programme will also make our towns more accessible to those with disabilities and mobility problems."*

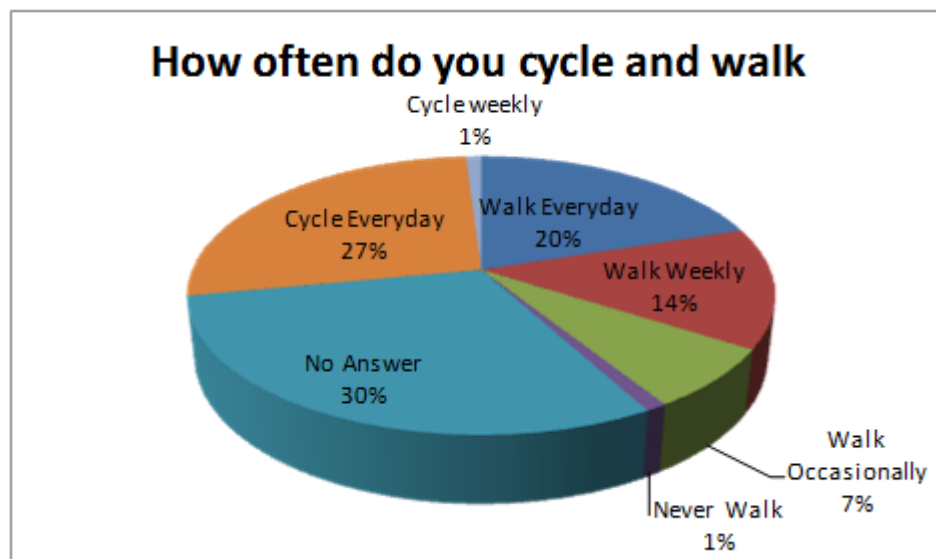
### 3. Questionnaire Analysis

- 3.1 The public have engaged with the consultation process by providing 274 responses to the online questionnaire (**Appendix A**) which was available on the Gwynedd Council website for the duration of this consultation, period 17<sup>th</sup> July until 10<sup>th</sup> January 2016.
- 3.2 The breakdown of locations where the responses were from:-

Active Travel Community	% of responses affecting each community
Bangor	18
Caernarfon	11
Porthmadog	7
Barmouth	11
Bethesda and Rachub	4.5
Blaenau Ffestiniog	11
Caeathro	0.5
Dolgellau	4
Pwllheli	4
Tywyn	1
Y Felinheli	9
Unknown location	19

- 3.3 Many of the recipients did not provide responses to all the questions, however we were able to establish that 20% walked 27% cycled every day, and that there was a 39% who did this for both practical and social reasons.

3.4



3.5



- 3.6 Having looked at the relevant map for where people live, work, visit they were asked if they were keen to cycle or walk more than they do currently, would they feel any of the active travel routes identified on the map would be ones you would use?





3.7 Only 37.3% of the replies provided a response, of which 25.4% would use the routes that had been identified and the remaining 11.8% wouldn't use these routes for Active Travel.

3.8 They were asked to identify what other routes were missing from the map and which routes might allow them to get around their towns either by foot or bike?

3.9 *List of Routes that the public considered were missing from the Existing Route Maps.*

Settlement	Walking	Cycling
Bangor	<ol style="list-style-type: none"> <li>1. The footpath running around Ysgol Friars playing fields between Ysgol Garnedd and Ysgol Cae Top.</li> <li>2. None of the routes are continuous and only safe in small sections. High Street and College Road and the main road through Bangor in particular need much work to sort out. Access from Maesgeirchen and Lôn Las Ogwen to the town needs developing.</li> </ol>	<ol style="list-style-type: none"> <li>1. Lon Las Ogwen is missing from the map. A lot of people cycle in from Tregarth / Bethesda to the Penrhosgarnedd area to commute to Ysbyty Gwynedd / Natural Resources Wales.</li> <li>2. Lon Las Ogwen up to Glasinfryn and then use the road which goes from Glasinfryn through Waen-wen / Caerhun to come out behind Tesco.</li> <li>3. Minffordd Road which is quicker but considered unsafe due to speed of vehicles.</li> <li>4. Bangor streets in general.</li> <li>5. Holyhead Road by the Strait needs to be segregated from the pavement. Riding on the route between Menai Bridge and Bangor is dangerous and needs to be reviewed.</li> <li>6. Bangor to Llanfairfechan cycle route needs to be by side of A55.</li> <li>7. National route 8 is not shown on the Bangor map.</li> <li>8. Direct link from Lon Las Ogwen at Maesgeirchen to Bangor city centre via Penybryn Road and the High Street.</li> <li>9. Link from Lon Las Menai in Caernarfon over Pont Aber to Y Foryd.</li> <li>10. Implementation of the Schools Cycle Link as promoted by Beicio Bangor.</li> <li>11. Routes out along Caernarfon Road also need much work and are dangerous when on or by road and in poor condition where off road.</li> <li>12. Access up Penrhosgarnedd and to new housing and hospital is not developed at all.</li> <li>13. Access to all schools and Coleg Menai needs sorting out.</li> </ol>
Caernarfon	<ol style="list-style-type: none"> <li>1. B5420 &gt; A4080 (Brynsiencyn Road) is popular but dangerous to use. B457 (Glyn Cottage) to Llanberis: is popular but dangerous to use.</li> <li>2. Y Felinheli: Caernarfon Road - what happened to the proposed link improvement for Lon Las?</li> <li>3. Something below the A55 road bridge next to the railway would reduce travel</li> </ol>	<ol style="list-style-type: none"> <li>1. Safe bicycle routes on segregated (motor traffic free) route between Llanberis &amp; Caernarfon; Llanberis &amp; Bangor; Caernarfon &amp; Bangor.</li> <li>2. Bike Trail connecting from Bethel to Caernarfon.</li> <li>3. Cycling: A4087/A487/Lon Las/Ty Golchi cafe roundabout. This crossing is considered dangerous and urgently needs a traffic light installed.</li> <li>4. Gwyn Ban C0120 and Gwyn Ban C130 are on the map but do not exist on the ground. Gwyn Ban C0120 to Penrhos Garnedd is currently a one way street and dangerous to use in the opposite direction.</li> <li>5. Eryri hospital following the seiont to the A4085.</li> </ol>



	<p>times to and from Anglesey.</p> <p>4. Better access for cyclist to Llandudno, a cycle path between Tal-y-Bont and Llanfairfechan.</p>	
Porthmadog	<p>1. From the town end of the Cob round Cob Crwn (Llyn Bach) and into town, to avoid the traffic on the road and the railway lines across the road. This is already advertised but has yet to be implemented.</p> <p>2. Footpath from Pen y Cei to Borth y Gest. From Borth y Gest nr. village centre to Main road near Lidl. From Allt Wen end of Tremadog to Pensyflog. From back of Lidl to near surgery.</p>	<p>1. West end of the Cob to the west side of the Glaslyn.</p>
Barmouth	<p>1. The route that includes the pathway over Barmouth bridge to enable access to Mawddach trail, to Fairbourne railway and village itself.</p>	<p>1. Cycle Route 8 Mawddach Way.</p> <p>2. Barmouth Bridge, Mawddach Trail, Welsh Coastal Path, Cycle Way 8, Promenade and other paths into hills that are not marked on map.</p> <p>3. Couldn't see any routes on the map at all for Barmouth.</p> <p>4. Barmouth railway bridge.</p> <p>5. Better access to Barmouth bridge. It is very difficult to cross the narrow road due to traffic also with the access the bridge on the main road.</p>
Bethesda and Rachub	<p>1. Tregarth to Bethesda a section called Twnel Tywyll not completed so cyclists and walkers have to use main road.</p>	<p>1. Cycle track from Port Penrhyn (Bangor) to Nant Ffrancon should be completed - i.e. the tunnel (Tregarth).</p> <p>2. The cycle route between Bangor and Bethesda.</p> <p>3. Need to link the cycle track from Pont Coetmor (near Bryn Bella, Bethesda) up to the cycle track in Tregarth (by Pandy Motors), through the old railway tunnel as currently have to go on the road through Tregarth.</p> <p>4. Bethesda High St area - how to cycle from the Rugby Club / Station Rd area where cycle track ends to the other end of the High St, for example link up with other cycle tracks through Parc Meurig or the one that goes from Felin Fawr towards Ogwen Bank and beyond.</p> <p>5. Replace the kissing gate from the footpath on to the B4409 at Trem Ffrancon / Ffrancon View, Coed y Parc was changed (so at the back of the rugby club, you could go over the footbridge and up the footpath towards the B4409).</p>



Blaenau Ffestiniog		<ol style="list-style-type: none"> <li>1. From Antur Stiniog to town from town to Tanygrisiau and along/around the reservoir.</li> <li>2. From top of Crimea Pass, along old railway line, to Roman Bridge (possibly one of the best cycle routes in the area).</li> </ol>
Caeathro		
Dolgellau	<ol style="list-style-type: none"> <li>1. The A493 between the Fairbourne route and the Morfa Mawddach route has recently been "improved" Walkers and cyclists regularly use this stretch of road, for shopping, for school and for leisure. Even the comparatively short length of improved road could have accommodated them and would certainly help road safety.</li> <li>2. Centre of town and pedestrianise.</li> <li>3. There are many quiet footpaths and permissive trails that would be possible to share with cyclists and cycling trails that are exclusively for cycling (Coed y Brenin) that would be useful for walking.</li> <li>4. There is a good footpath link from the old bridge below Llanelltyd , a tarmac path , past the golf course and down Pencefn Road - would be easy to upgrade for cyclists too and brings you right into the centre of Dolgellau ideal for the Primary school.</li> </ol>	<ol style="list-style-type: none"> <li>1. Ride between Dolgellau and Coed y Brenin and further North to Trawsfynydd linking off road from Coed y Brenin along the Leet to the cycle trail around the lake.</li> <li>2. The Leet would be an ideal flat cycle way to link the Traws cycle way to the trails in CyB.</li> <li>3. Link further North to Blaenau Ffestiniog and to Porthmadog.</li> <li>4. Linking from Trawsfynydd along the old railway to Bala and back to Dolgellau along the old railway.</li> </ol>
Pwllheli		<ol style="list-style-type: none"> <li>1. Enforcement of illegal users of cycle paths should be enforced.</li> </ol>
Tywyn	<ol style="list-style-type: none"> <li>1. Good access Tywyn and Bryncrug.</li> <li>2. To finish the cycle / footpath between Tywyn and Aberyfi which at the moment only goes as far as Caethle farm from Tywyn.</li> </ol>	



Y Felinheli	1. Improved footways Eithinog (unidentified).	1. Lot more footways and cycle paths in Bangor (and across Gwynedd). 2. Road route between Hill Brewery and Brewery, Route between Clover Lane Brewery Road, etc. should not re-open the road to traffic Hill - this will endanger pedestrians using the road already. 3. The walkway for cyclists of Penrhos Road at Felin is undesirable.
		1. A complete route round the Welsh coast so that no road cycling would be necessary.

- 3.10 Because auditing of routes only took place in three of the Active Travel locations, it was not unexpected that there would be further routes identified that could have been mapped as existing Active Travel routes, however due to lack of resources available it was not possible to include and audit any further routes for inclusion at this stage of the process, and therefore all of the above routes will be consideration going forward when the next stage of the Active Travel mapping takes place ahead of submission in September 2017.

## 4. Cycle Routes

### 4.1 Routes identified as being used regularly on their bike

Journeys Identified	Starting Point	Final Destination	Purpose	Frequency (daily, weekly)	Weekday / Weekend	Quality of the route e.g surface, lighting etc. (good, average or poor)
1	Tregarth	Penrhosgarnedd, Bangor	Work	Weekly	Weekday	Average
2						Surface poor on smaller lanes between Cwm y Glo and A487 but good elsewhere. Lighting good. Cycle paths where present are wide enough but crossing points on A487 are dangerous and need re-thinking.
3	Lon y Bryn Bangor	Caernarfon	Physical education	Rarely	Weekend	No path in Menai.
4	Holyhead Road Menai Bridge	Holyhead Road Upper Bangor	Work	3x a week	Weekday	Average
5	Bangor	Llanfairfechan	Work	Daily	Both	Poor



6	Bangor Station	Ffarm Moelyci	Commute	Weekly	Weekday	Good surface, cycle path needs sweeping, no lighting (not a problem).
7	Barmouth	Morfa Mawddach	Pleasure	Occasionally	Weekday	Average
8	Fairbourne	Barmouth	Work/social	Yes	Yes	Poor in to Barmouth.
9	Gerlan	High Street	Travel to work and shops	Almost daily		Good
10	Penygroes - Home	Bangor University	Work	Weekly	am and pm	Average
11	Marine Gardens	Harbour	Social	Daily		Average
12	Fairbourne	Barmouth	Shopping	Weekly		Average to poor
13	Barmouth	Bala	Work	Daily		Average
14	Carmel	Caernarfon	Commute	Weekly	Weekday	Good
15	Dyffryn Ardudwy	Barmouth	Visit to Barmouth	Weekly		Poor in places
16	Maes Gwynedd	Coed Helen	Work	Weekly	Weekend	Average
17	Maes Gwynedd	Y Maes	Meet friends	Weekly	Weekend	Average
18	Maes Gerddi	Town (Porthmadog)	Shopping	Daily		Good
19	Llandudno	Caernarfon	Work	Daily		
20	Home Penrhos Rd.	Ysbyty gwynedd	Work	Weekly	Week day am pm	Good

4.2 These are the issues that were identified on these cycling routes:-

Concern over the negative affect of increased use of cycling leads to increased danger on roads and conflict between users.
Concern over shared space and making request for segregated direct along the side of roads. To avoid conflict with vehicles and the speed which they travel.
Routes need to be built in their entirety to ensure continuity of network and surface standard rather than bits causing routes that keep joining the highway. Such as Tywyn to Aberdyfi; Criccieth & Porthmadog.
Need for cycle crossing points on A487 between Felinheli and Parc Menai.
<b>New links</b> between Tregarth and the Bethesda cycle route needs completing through the old



<p>railway tunnel. The link from Tregarth through to Penrhyn Castle needs making under the A55 on the line of the old A5 road, currently dangerous as we have to cross the A55 at grade! The UCR from Mynydd to Rhiwlas needs urgent attention. Bryn Refail to Llanberis; Llanbedrog to Abersoch; Morfa Mawddach to Llwyngwril; A486 requires cycleway provision; Access to Barmouth Bridge; Llanaelhaearn to Pwllheli; Llanaelhaearn to Caernarfon; Gwyn Ban C0130 Menai Bridge; Fairbourne to Morfa Mawdach; Penrhos road in Bangor; Llanberis and Bangor; Belmont Road to join Holyhead; Maesinla Lane; Penrhos Rd. to the university botanical gardens; A4244 from Brynrefail to the junction with Lon Las Ogwen;</p>
Integrated network required with dropped kerbs, signage.
Lighting needed between Cairn and Wash House roundabout Bangor
<p><b>Road surface improvements</b> Ty Mawr roundabout and Beran Garage, Dinowic and Llanberis, Hendrewen Road and roundabout; Penchwintan/Belmont Road roundabout; Deiniol Road Bangor, Lon y Bryn and Bryn Eithinog, Bangor; A4244 from the Ty Mawr Roundabout to the Llanberis T-junction nr Brynrefail; Hendrewen Hill and Bangor Station; A4087/A487/Lon Las/Ty Golchi Cafe roundabout; NCN 5 Beach Road car park and Garth Road; Caernarfon; Carneddi / Heb Barc in Bethesda; College Rd. at the top of Love Lane / Meirion Rd.; Lon Las Ogwen; Station Rd., Bethesda and Pont Coetmor; Siliwen Road Lon Las (North);</p>
Children friendly routes needed in Bangor.
Narrow and dark under the railway line on Caernarfon Road, Bangor.
Upgrade the Coastal footpath for cyclist.
Cycle route requested for B4547 Nant y Garth.
Include the route from Dolgellau to Llanfachreth.
Cycling against a one-way traffic system is dangerous.
Enforcement of public rights is required in order to reduce conflict.
Maintenance of cycleways is required.
Dog mess.
Traffic lights.

- 4.3 There are number of issues and improvements that users identified they would like to see occur on the network that would improve their enjoyment of cycling and encourage them to cycle more frequently and further distances.

Provide cycle routes that go to places.
Where cycle routes are provided ban cyclist from the road.
<p>Provide more off road cycle ways;          Use old railway line; connect smaller communities with "low level paths";          Stop cars from parking to restrict cycleways;          Reduce conflict between cyclists and walkers.</p>
<p>Connectivity of network without priority at junctions for cyclist;          Cycleway across Menai Bridge.</p>
Improved safety - Traffic calming & 20mph.
Dedicated cycle lane to Penrhosgarnedd.
Speed enforcement between Bangor and Llanberis.
<p>Improve surfacing Sling, Tregarth;          Upgrade UCR from Mynydd to Rhiwlas around Moel y Ci.</p>
Segregated routes .
<p>Cycle pelican/puffin crossings;          Improved education for drivers.</p>
More and Safer Bike parking.
More car free routes.
Cycle park and ride scheme for schools.

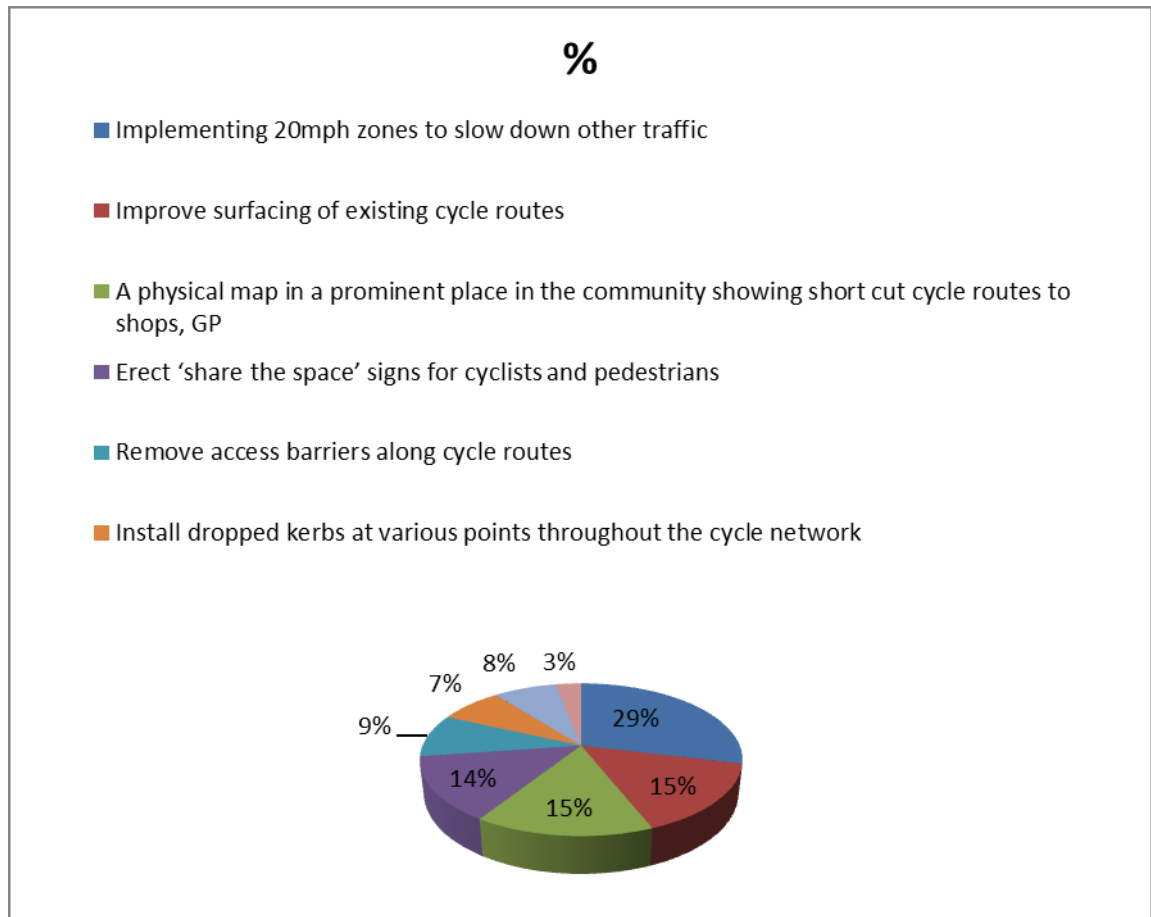


Reduce car traffic.
Make the unofficial path between Lidl & Penamser & the Glaslyn Canolfan & station carpark a cycle way.
Maintain the roads – remove potholes.
Afonwen Pwllheli using Lon Goed to Lon Eifion would create the longest off road route in the UK - what a tourist provision.
Planning of new road infrastructure requires “think bike” first when designing.
New cycle route/link to Bangor and Caernarfon and around Llyn Padarn.
Upgrade coastal footpath from Carreg y Defaid to Pwllheli into a cycle path. Upgrade Llanbedrog to Abersoch pavement into cycle path.
Open the tunnel at Tregarth.
Create a walk/cycle way from Barmouth Viaduct down to the harbour.
Infrastructure in work places to encourage bike to work.
Local bike instructors.
Use the available old leet and old railway infrastructure.
Stop dog fouling.
Better access to Barmouth bridge.
Maintenance and cleaning of cycleways.
Old railway line between Llanberis and Port Dinorwic.
Dolgellau re- surfacing up to golf course.
Reduce speed Llanaber to Tal-Y-Bont.
Traffic free route between Menai from Bangor.
Upgrade Pentrefelin to avoid A487.
Remove gates along Felinhelli from the Faenol estate.
Extend the cycle track from Port Penrhyn into Bangor.
More routes between Bethesda and around Bangor.
Signposting.
Reduced speed of traffic.

- 4.4 The public not only identified new cycle routes that they want to see developed they also identified a number of improvements that could be carried out to encourage more **cycling** across Gwynedd. They were asked to consider how important they were?



4.5



## 5. Walking Routes

5.1 The public identified a number of issues that users encountered when using routes to walk and they made suggestions about how these might be overcome in order to improve their enjoyment of walking and encourage them to walk more frequently and further distances.

Pavement parking, lack of crossings, excessive speed of motor vehicles, lack of pavements in many places; dominance assigned to motors in ALL design decisions.
Speed limits for cyclists through villages. Undertake better consultation for new schemes.
Conflict between traffic and walkers on narrow roads.
Upgrade Footbridge across the Ogwen between Coed y Parc and Bethesda Rugby Field to allow cyclist.
Pavement surfaces and general untidiness of the pavements. Crossing the new-ish roundabout by Asda Bangor, is particularly difficult, as cars travel too quickly to make it safe and the two-lane parts are too wide to cross in time.
There is no pavement on Love Lane, Bangor which is a very busy road.





Roads with pot holes are a trip hazard. Pavement in Upper Bangor needs attention between the Belle Vue pub and Morrisons as cars parked on pavement have caused damaged and uneven paving.
Street lighting required along Donkey Lane. Litter on Belmont Road. Dog fouling Holyhead Road.
Pavement needed at Penchwintan,
Poor road drainage on Holyhead Road near Tesco and under the railway bridge results in a good soaking from passing vehicles. Road camber is wrong past the retail park resulting in a lot of surface water (and ice in winter). Excessive vans in city centre at certain hours, they are not very sympathetic to pedestrians in a pedestrian area!
All the pavements in Eithinog are in very poor condition including damaged edging stones. The parking on pavements. Overhanging vegetation obstructing footway.
Condition of surface between Morfa Bychan to Criccieth. Improvements at Black Rock Halt.
Overgrown footpaths Deiniolen area. Gallt y Foel to Clwt y Bont & Tyn Y Ffordd down to Llandinorwig Church.
Street lights have been turned off.
Pavements in need of repair Ysgol Friars school traffic speeding Parking on pavements.
Dog fouling Marian car park with the Mawddach trail.
Obstruction of Footpath between Rhoswen (Llanberis road, Llanrug) and Cae Rhos & Cae Rhos track to Glanffynnon.
Hendrewen Hill pavement uneven and blocked by recycling boxes.
Access at the end of the Viaduct Barmouth - difficult steep slope - no pavement - exit straight onto roadway with poor sightlines - heavy traffic in season.
Narrow pavement Craig Fach and Porkington Terrace Barmouth. Overgrown bushes on Friog pavement. Disabled access not possible Friog end of Fairbourne beach access improved footpath.
Traffic parking on pavement in King Edward Street Barmouth.
Traffic in town centre. Pedestrianize the Dolgellau town centre.
Better pavements in Barmouth.
Footway required Brynffynnon Road Felinheli Remove steps on route to marina from Bangor St.
Crossing facilities required on Main Road Caernarfon. Hard surface across field to leisure centre, Caernarfon
Crossing Deiniol Road, Bangor, near Aldi/M&S is difficult when approaching from College Gardens. Narrow pavements Penrallt Chapel, upper Bangor.
Pavement required Croesor/junction with Rhyd Road Porthmadog.
Crossing point of Cae Mur Caernarfon is out of the way for pedestrians who want to follow Maesincla.
Pavement required Garneddwen Bethesda between two schools. Rydlas Road. Crossing required Victoria Drive (Ffriddoed Rd side) in Bangor. Traffic calming Bethesda High Street.

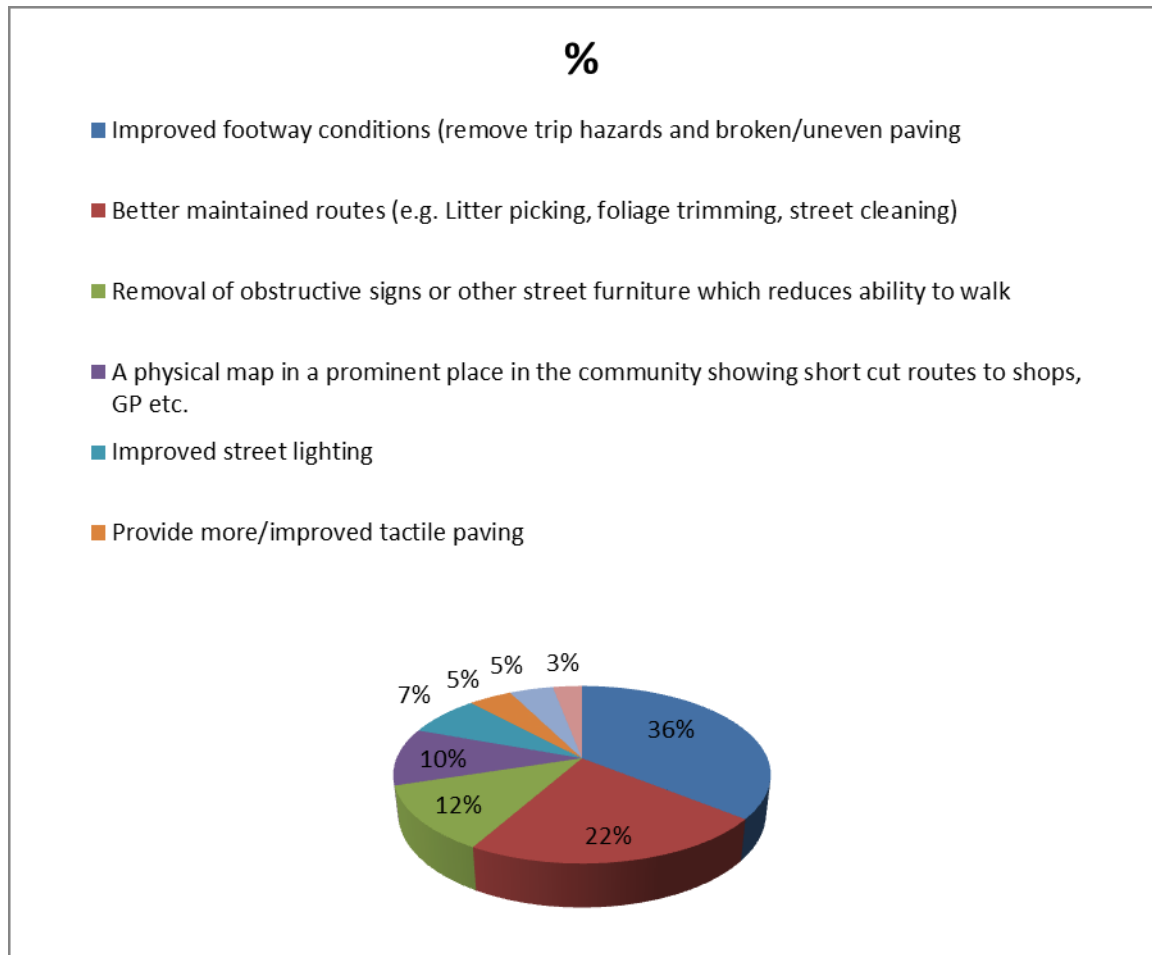


- 5.2 The public identified a number of improvements that they would like to see that would improve the environment for people **walking**.

Stop pavement parking, Provide more crossings, Control speed, Give pedestrians & cyclists priority in design.
Convert disused railway lines.
More pedestrian-only zones. Make more road routes one-way so that pavements can be widened and cycle lanes constructed.
Segregated routes. Controlled crossings.
Control litter. Dog fouling enforcement. Traffic speed restrictions. Park and Stride.
Stop cars parking on pavements. Zebra /pelican crossings.
Dropped kerbs. Cutting back overhanging vegetation.
Keep Lon y Bryn closed to through traffic, do not allow buses or school traffic.
Maintenance of network.
Promotion of walking and cycling.
Completion of Tregarth to Bethesda cycling route.
Dog friendly area for the Marian. More dog bins with bag dispensers. Defining/kerbing of footpath Marian.
New route between Viaduct (Barmouth) and harbour.
Pedestrianization of Dolgellau.
Traffic calming.
Traffic lights for crossings at roundabouts.
Reduce crossing width of road.
Hard surface walking routes, replace grass.
Remove surface water. Lighting.
Reduce vehicular access to Y Maes Caernarfon.
Continuity of routes.



### 5.3 Improvements that could be carried out to encourage more **WALKING**



### 5.4 Overall the most important issues those users have identified that they would like to see the Council tackle so as to improve the option for walking and/or cycling to and from places in your local town/community?

Remove backlog of work.
Design facilities with pedestrians and cyclist being considered.
Cycle network in Blaenau Ffestiniog.
Reduce speed of road traffic.
Reduce conflict with traffic in Bangor.
Traffic calming Felinheli.
Connectivity of network.
Improve maintenance of network.
Equality for all users of the highway network.
Improved paving and safe crossings for pedestrians.
Working with Schools to encourage them to walk and cycle.
Create Park and Stride.
Maintenance of network.
Segregation of network.
Enforcement of Dog fouling.



Safe, open access to wheelchair users, those with restricted mobility, together with walkers and cyclist.
Do not make changes to Ysgol Friars and Cae Top.
Stop traffic from parking on pavements.
Aspire to have a network like Holland.
More people cycling for tourism Traws to Bala rail route utilised for cycling, Trawsfynydd Leet to Coed y Brenin, Pwllheli to Abersoch.
Safe links between villages.
Consult with local people.
No one way scheme for Lon y Bryn Bangor.
Signage.
Park and walk sites.
Maintenance of network.
20mph Zones.
Upgrade Coastal Path ( Carreg y Defaid).
Improve access to Barmouth Viaduct.
Completion of the link between Aberdyfi and Tywyn.
Maintain the footpath network.
Wide designated walking and cycling infrastructure.
Good practice enforcement for all users of the highway.
Pedestrianization of Dolgellau.
Safe crossing points.
Street lighting.
Buses to take bikes.
Maintenance of surface.
Overhanging vegetation.
Improved road safety provisions.
Continuity of network.
Safety around schools.
Education.
Signage.

5.6 The public were asked about how the issued they had raised could be resolved?

Segregated routes along the side of roads.
Continuity of network.
Prioritisation for Cyclists and walkers when routes cross roads.
Pedestrianization of town centers.
Traffic calming.
Maintenance and improvements to surface.
Dedicated cycle routes rather than road sharing.
20pmh Zones.
Separate pedestrians from traffic.
Signage.
Consultation.
Enforcement of Dog Fouling.
Traffic management and parking enforcement.
Promotion of network.



## 6. Looking ahead to 2016 – 2017

- 6.1 Gwynedd Council faces a number of challenges in 2016 -2017. Although capital and revenue budgets have been reduced, there is funding commitment required to enable completion of the next stage in the Active Travel mapping process.
- 6.2 The Act requires the Council to prepare an integrated network map and submit it to the Minister for approval by September 2017, we must keep it under review and submit new plans every 3 years and must secure continuous improvement in active travel routes every year and set out to the Minister a report specifying the costs incurred in undertaking its duty.
- 6.3 The Council must publish the Active Travel Network Map in order to make it available to the public, and this will provide the opportunity to consider all the issues identified as part of the public consultation and assess the proposed new routes and suggested management of the network in order to fulfil this duty.
- 6.4 There were four overwhelming factors that have come out of the public consultation process:
  - **Road safety**
  - **Education – raising awareness**
  - **Traffic management**
  - **Continuity of network**



## Appendix A

### Online questionnaire:-

**Q1. Please select one of the Gwynedd towns from the list below. These 11 towns and villages have been specified in the legislation as those where active travel routes are required. Ideally you are either a resident in the town, or you work or visit it on a regular basis.**

Choose one of the following answers

- ☐ Bangor
- ☐ Caeathro
- ☐ Caernarfon
- ☐ Bethesda
- ☐ Rachub
- ☐ Pwllheli
- ☐ Blaenau Ffestiniog
- ☐ Tywyn
- ☐ Porthmadog
- ☒ Dolgellau
- ☐ Y Felinheli

**Q2. How often do you cycle and walk?**

	Everyday	Weekly	Occasionally	Never	No answer
I walk	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I cycle	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



**Q3. What are your main reasons for walking to places where you live?**  
Choose one or more of the following answers

- ☐ Practical reasons - just to get to work, shops, the GPs etc.
- ☐ Social reasons - to visit friends, play sport, get some fresh air etc.
- ☒ Both of the above
- ☐

**Q4. What are your main reasons for cycling to places in and around where you live?**  
Choose one or more of the following answers

- ☐ Practical reasons - just to get to work, shops, the GPs etc.
- ☐ Social reasons - to visit friends, play sport, get some fresh air etc.
- ☒ Both of the above
- ☐

**Q5. Having looked at the relevant map for where you live, work, visit you can see that we've identified a number of active travel routes for each town. Some of these routes may already be quite well used or known of by local people. Some may not be known to the wider community.**

**If you were keen to cycle or walk more than you do currently, do you feel any of the active travel routes identified on the map would be ones you would use?**

- ☐ Yes
- ☐ No
- ☐

**Q6. What other routes are missing from the map and might allow you to get around your town either by foot or bike? (Please include any street names, land marks or key final destination points that you want to move between)**

A text input area with a light gray background and a thin border. It contains a small 'X' icon in the top right corner and a small 'X' icon in the bottom right corner.

**Q7. CYCLE ROUTES. Using the table below please list the journeys you regularly make on your bike? (e.g. home to workplace, work to shops, home to local park etc.)**

**Please list all those you make on a regular basis and include the following information.**



- The starting point (e.g. home and the name of the road)
- The finishing destination (work, shop, park and the name of the road if known or landmark)
- The purpose of your journey (work, cinema, food shop, exercise class, visit friends/family member)
- Frequency of your journey (daily, weekly, monthly, occasionally)
- Typical time of day for your journey (am, pm, evening) and (weekday or weekend)
- The quality of the route (e.g. surface, width, lighting etc.) Please rank as good, average or poor.

	Starting Point	Final Destination	Purpose	Frequency (daily, weekly)	Weekday/weekend	Quality of the route e.g surface, lighting etc (good, average or poor)
Journey 1						
Journey 2						
Journey 3						
Journey 4						
Journey 5						
Journey 6						

**Q8. Are there any specific issues on the routes that you've named about that need to be addressed i.e. road surface, quality of the route itself etc.? If yes, please give details here.**

**Q9. Please tell us about anything else the council could do to improve your cycle journey.**





**Q10.** As well as new cycle routes there are a number of improvements that could be carried out to encourage more cycling across Gwynedd. Please consider the list below and rank in order of importance.

Click on an item in the list on the left, starting with your highest ranking item, moving through to your lowest ranking item.

**Your choices:**

Implementing 20mph zones to slow down other traffic  
 Improve surfacing of existing cycle routes  
 Remove access barriers along cycle routes  
 Install dropped kerbs at various points throughout the cycle network  
 Erect 'share the space' signs for cyclists and pedestrians  
 Make printed maps available for each of the 11 towns and villages showing routes  
 Improve signage of and on key active travel routes  
 A physical map in a prominent place in the community showing short cut cycle routes to shops, GP etc.

**Your rankings:**

1:	
2:	
3:	
4:	
5:	
6:	
7:	
8:	

Click on the scissors next to each item on the right to remove the last entry in your ranked list

**Q11. WALKING ROUTES.** Using the table below please list the journeys you regularly make on foot?  
 (e.g. home to workplace, work to shops, home to local park etc.)

Please list all those you make on a regular basis and include the following information.

- The starting point (e.g. home and the name of the road)
- The finishing destination (work, shop, park and the name of the road if known or landmark)
- The purpose of your journey (work, cinema, food shop, exercise class, visit friends/family member)
- Frequency of your journey (daily, weekly, monthly, occasionally)
- Typical time of day for your journey (am, pm, evening) and (weekday or weekend)
- The quality of the route (e.g. surface, width, lighting etc.) Please rank as good, average or poor.

	Starting Point	Final Destination	Purpose	Frequency (daily, weekly)	Weekday/weekend	Quality of the route e.g. surface, lighting etc (good, average or poor)
Journey 1						
Journey 2						
Journey 3						
Journey 4						
Journey 5						
Journey 6						

**Q12.** Are there any specific issues on the routes that you've named about that need to be addressed i.e. pavement surface, obstructions, lighting etc.? If yes, please give details here.



**Q13. Please tell us about anything else the council could do to improve your walking journey.**

**Q14. There are a number of improvements that could be carried out to encourage more WALKING in Gwynedd communities. Please consider the list below and rank in order of importance.**

**Click on an item in the list on the left, starting with your highest ranking item, moving through to your lowest ranking item.**

**Your choices:**

Improved footway conditions (remove trip hazards and broken/uneven paving  
Better maintained routes (e.g. Litter picking, foliage trimming, street cleaning)  
Improved street lighting  
Removal of obstructive signs or other street furniture which reduces ability to walk  
More pedestrian crossings  
Remove barriers/gates that restrict access to footways  
Provide more/improved dropped kerbs  
Provide more/improved tactile paving  
A physical map in a prominent place in the community showing short cut routes to shops, GP  
etc.

**Your rankings:**

1:	
2:	
3:	
4:	
5:	
6:	
7:	
8:	
9:	

Click on the scissors next to each item on the right to remove the last entry in your ranked list

**Q15. Overall what would you say is the most important issue that you would like to see the council tackle so as to improve the option for you/other residents to walk or cycle to and from places in your local town/community?**

**Q16. How best could this be addressed? Please give us your thoughts and provide information about a particular route or street name etc. and consider giving us your details so we can get in touch at a later date.**

A large, empty rectangular text box with a thin black border and small scrollbars on the right and bottom edges.

**Q17. Finally, would you be happy for us to either...?**

	Yes		No
contact you in the future with regards to either finding out more about your views and ideas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
to provide you with further information about cycling and walking in Gwynedd	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Q18. Please provide your name and your preferred method of contact (phone number, email, address)**

A single-line text input field with a thin black border.