

A487 Faenol Active Travel Improvements

Summary of public and stakeholder feedback

Methodology

- Engagement period from Thursday 12th September – Thursday 10th October 2024)
- Engagement materials published on Cyngor Gwynedd website and emailed to key stakeholders
- Feedback received via online survey, email and post



Responses

Online survey

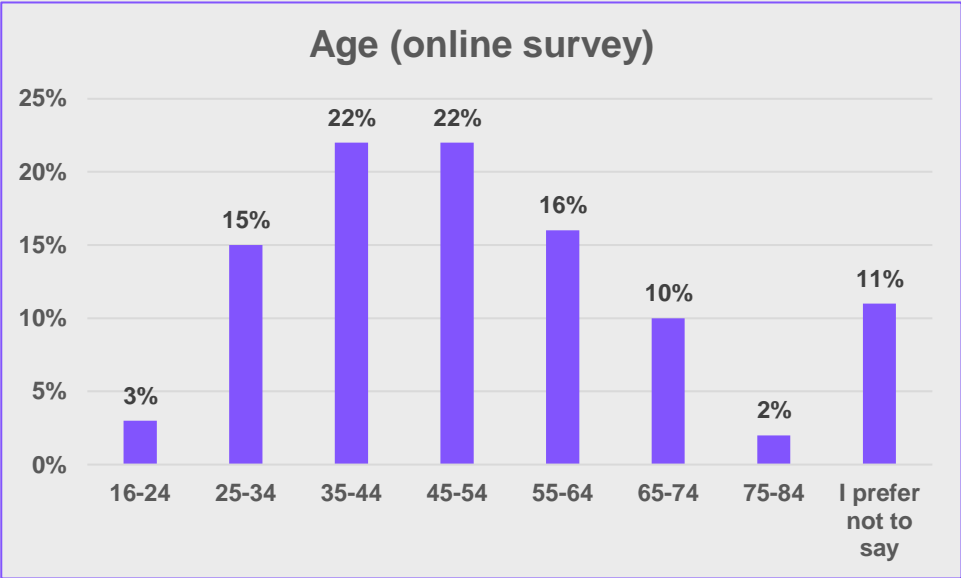
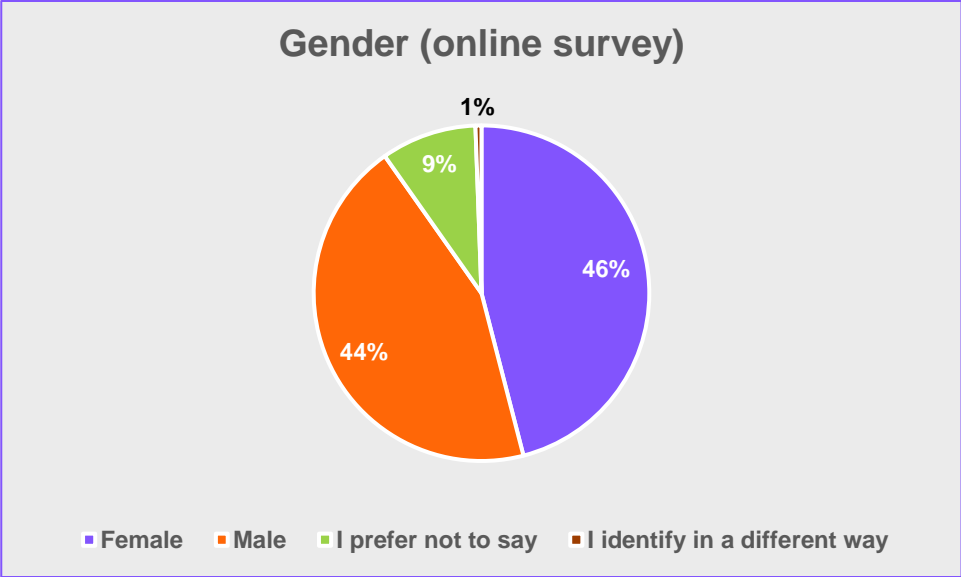
- 180 responses received

Email

- 15 responses received including from local councillors, CADW, Natural Resources Wales and Sustrans

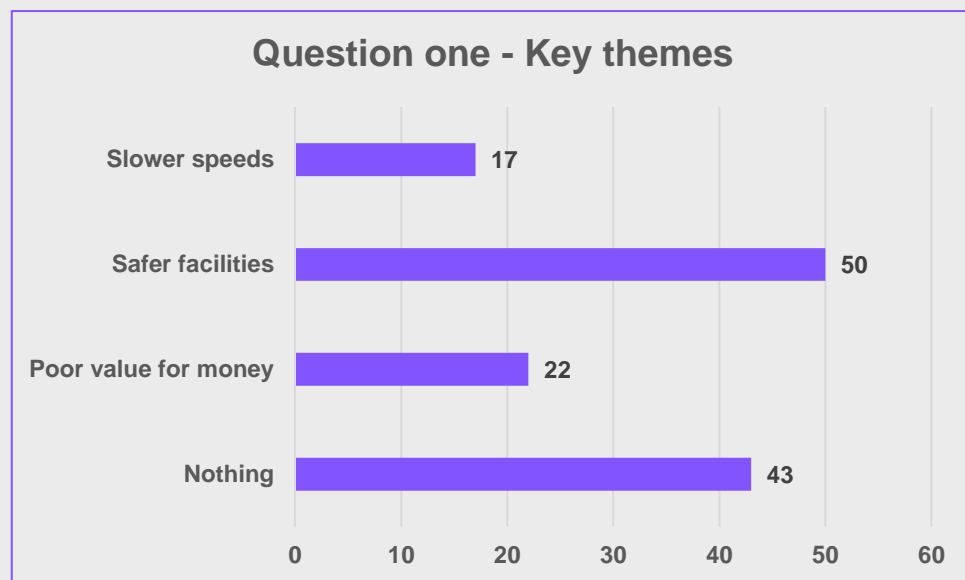
Post

- No correspondence received



Question one – What do you like about the scheme?

- 163 responses online
- Key themes shown below



Example responses received:

"I like that you're going to provide a safe means of crossing the road at this junction. I have crossed the road in the past there as a cyclist going up Faenol Hill. Traffic is always heavy, and always moving quickly which makes finding a gap in the traffic hard. It always feels like you're taking your life in your hands to access the cycle path up Faynol hill" (Male, 45-54)

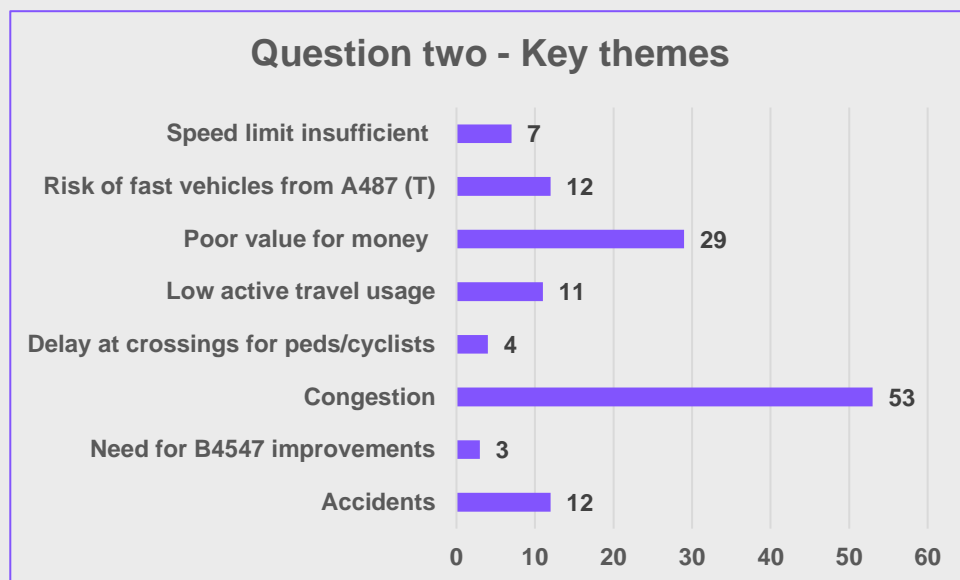
"My children will definitely use this section considerably more if it was safer." (Female, 45-54)

I don't really like this scheme and I am a walker and occasional cyclist. I understand the traffic can move fast here but it needs to. (Female, 35-44)

Nothing it is a total waste of money and the disruption it will cause to drivers and emergency services , i have lived in y Felinheli all my life and hardly see anyone walking up faenol hill (Female, 45-54)

Question two – Do you have concerns about the scheme?

- 166 responses online
- Key themes shown below



Example responses received:

That roundabout is like the Wild West people are going really fast on the Felinheli bypass (or whatever it's called) bit and they come thundering onto the roundabout you're going to have trouble with them not being able to stop in time at the crossing and when traffic is backed up on the roundabout - 50 mph change isn't going to be enough.
(Female, 45-54)

"You're going to create further traffic coming from a55 exit and Ysbyty Gwynedd, you already get heavy traffic in peaks period. And there is hardly any pedestrians that walk this route anyways there is no need for traffic lights since it just creates more traffic. Money should be spent improving the road pot holes maybe by the Menai bridge instead of wasting money on very rarely used pedestrian crossings on busy junctions." (Male, 16-24)

Project team response to feedback (Question two)

Q. Will fast vehicles from the Felinheli bypass have enough time to stop if people are using the crossings?

A - The traffic signals have been designed so that they run in parallel with the A487 (Felinheli bypass) signals. Vehicles would be held at the A487 (Felinheli bypass) entry whilst people are using the crossing on the northbound A487 (Faenol Hill) lane

The Scheme will also include a reduction in speed limit to 50mph on all approaches to Faenol Roundabout, improving road safety

Q. The money should be spent elsewhere, such as on potholes or the NHS

A – This scheme is being developed by the North and Mid Wales Trunk Road Agent (NMWTRA) which has responsibility for trunk roads such as A487. Funding is allocated from Welsh Government's Active Travel Fund

The scheme will reduce safety risks at the Faenol roundabout crossings, connect a wider network of routes, and improve road safety for all highway users including motorists

Project team response to feedback (question two)

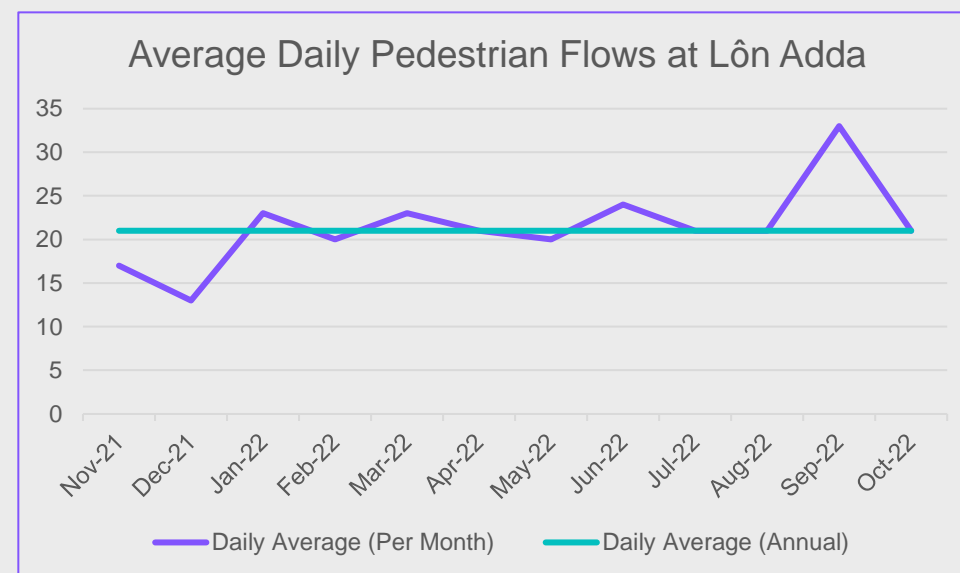
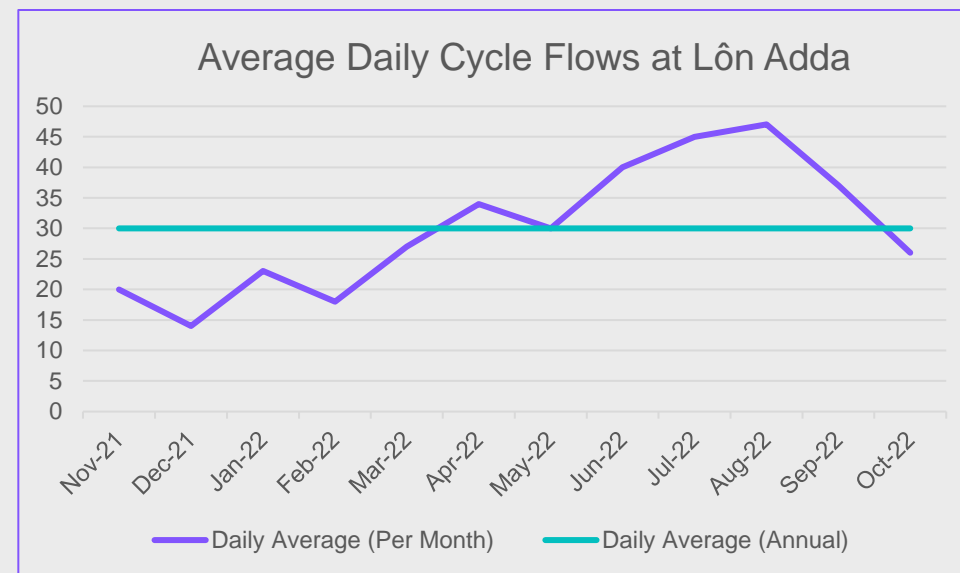
Q. How many people walk or cycle in this area?

A – The existing walking and cycling provision in this area is part of National Cycle Network Route 8 (Lôn Las Cymru). It connects to Lôn Adda and Lôn Las Menai.

Between November 2021 and October 2022, a total of **7817** pedestrians (daily average of approx. 21) and **10995** cyclists (daily average approx. 30) used Lôn Adda.

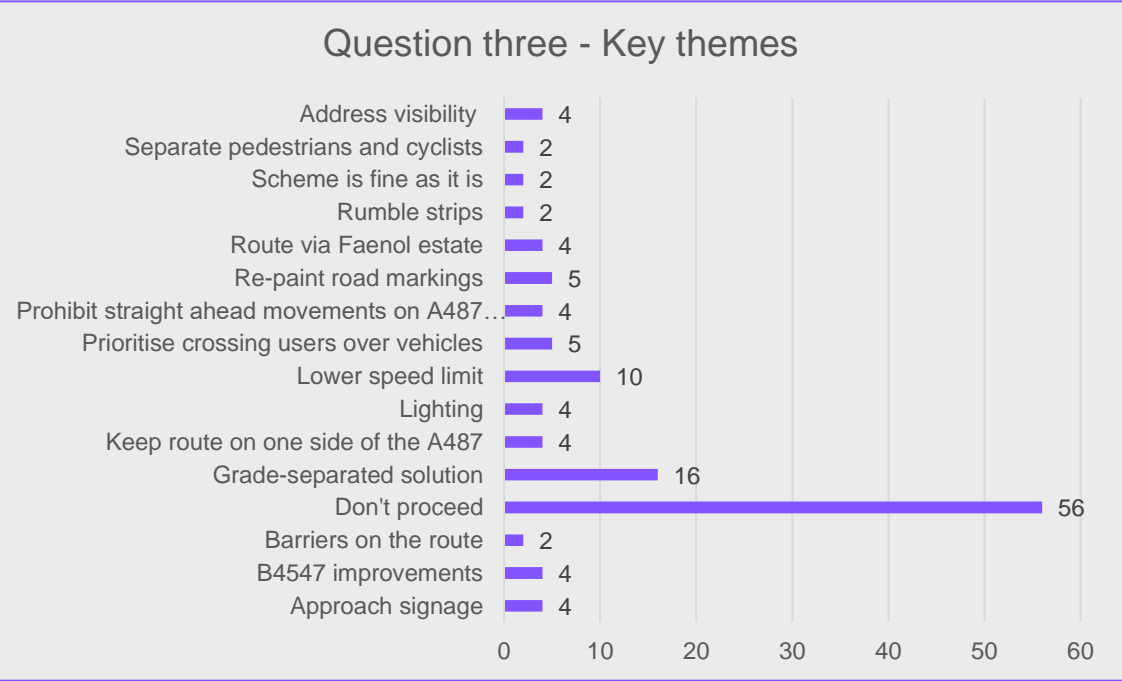
A further survey on a weekday in May 2023 found 12 pedestrians and 35 cyclists used the Faenol roundabout crossings in the westbound direction (to Felinheli), with 16 pedestrians and 51 cyclists crossing in the eastbound direction (to Bangor).

The scheme is an opportunity to better connect these routes and give more people the choice and safety to walk, wheel and cycle in future.



Question three – Do you have any suggestions for how we could improve the scheme?

- 157 responses online
- Key themes shown below



Example responses received:

“Find an alternative route that would not disrupt an already gridlocked network. An underpass, if possible would be the only practical solution” (Male, 45-54)

“A bridge over the road would be a much safer and more practical idea with no running costs of traffic lights” (Male, 35-44)

Leave it as it is not needed and will make traffic up the hill worse.” (Female)

“Not to waste money in the first place!” (Female, 55-64)

Project team response to feedback (Question three)

Q. What will the traffic impact of the scheme be?

A – Modelling work was completed using traffic data collected in May 2023.

The modelling found the roundabout would operate satisfactorily with the scheme, including during the busiest periods.

The scheme will use a technology which can react to traffic flows and better manage delays at different entries to the roundabout. This is not possible at present.

Another benefit from the scheme is easier access onto the roundabout from local roads (B4547 and A4087). Public feedback suggests that people waiting on these entries to the roundabout sometimes need to take risky manoeuvres to enter.

The scheme will improve road safety for all users through signal control, slower speeds and renewed road markings.

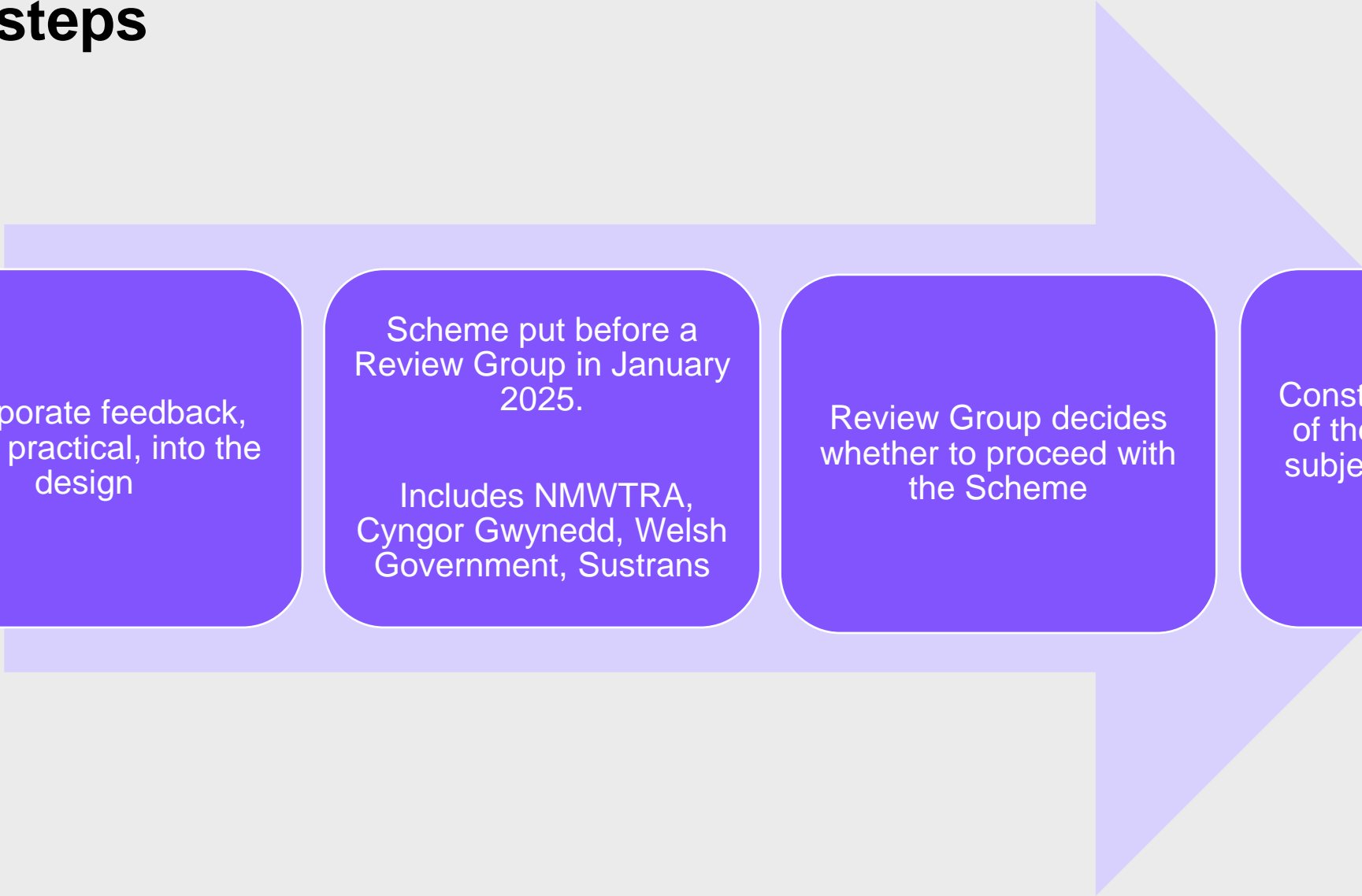
Project team response to feedback (Question three)

Q. Can a bridge or underpass be built instead?

A – A bridge over the roundabout was previously considered during WelTAG Stage 2. However, this was discarded in favour of signalisation based on the following reasons:

- Cost – A bridge would cost upwards of **£3.9mn** (includes all construction and indirect costs), compared to the signals scheme presented which is estimated at around **£800,000** (includes all construction and indirect costs)
- Pedestrians and cyclists may continue to cross 'at-grade' even with a bridge, detracting from its value for money
- Visual impact on the adjacent Faenol Estate and listed structures
- Carbon emissions related to construction of new bridge
- Traffic impacts during construction

Next steps



Incorporate feedback,
where practical, into the
design

Scheme put before a
Review Group in January
2025.

Includes NMWTRA,
Cyngor Gwynedd, Welsh
Government, Sustrans

Review Group decides
whether to proceed with
the Scheme

Construction of Phase 1
of the scheme in 2025
subject to approval and
funding



Diolch

